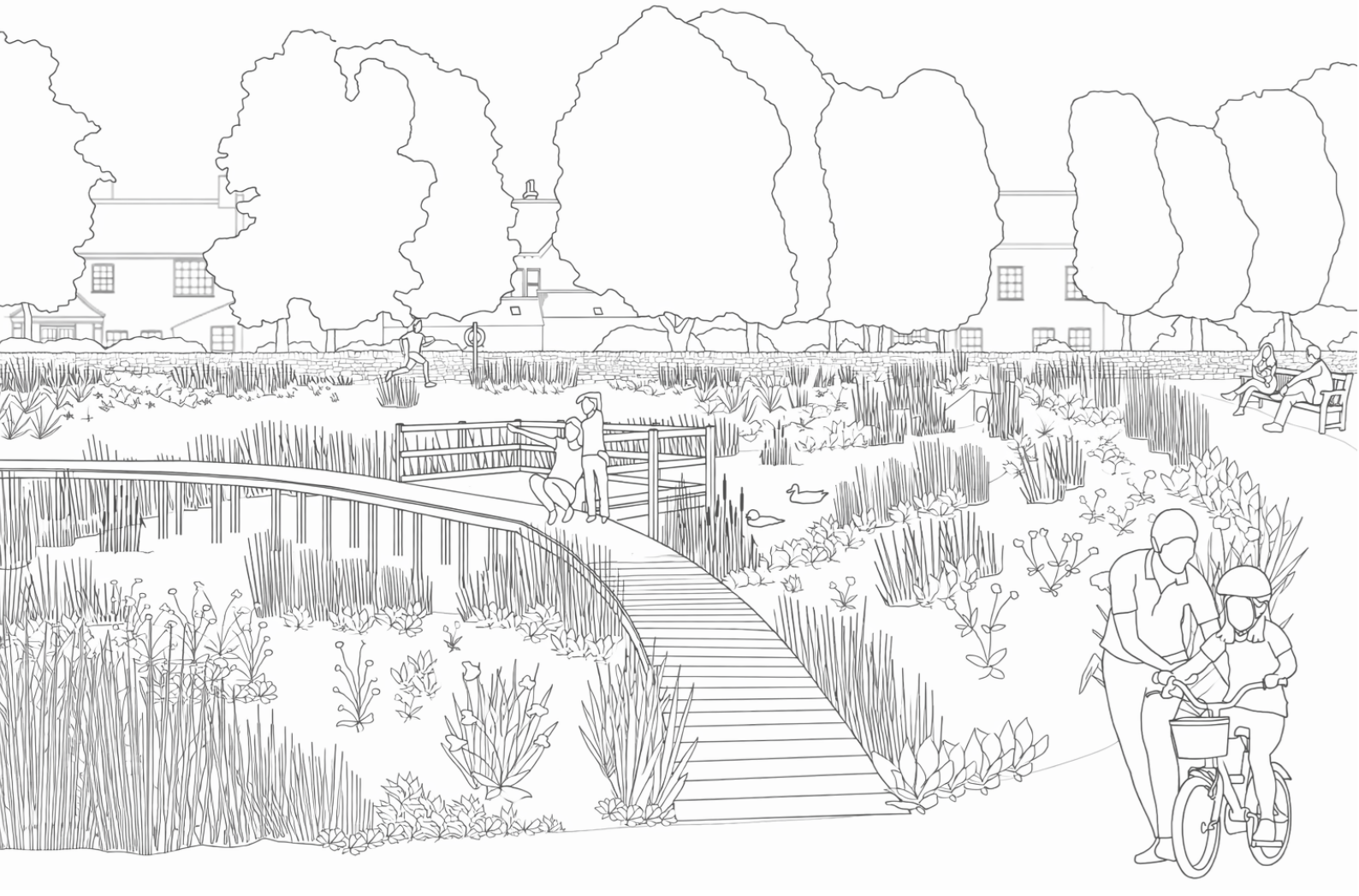
Cairngorms
National Park Authority
Ùghdarras Pàirc Nàiseanta a'
Mhonaidh Ruaidh

Sustainable places

Schedule 11: Sustainable transport

Cairngorms National Park Local Development Plan: Evidence Report

March 2026



Schedule 11: Sustainable transport

March 2026

Schedule contents

Requirements addressed in this schedule 2
Links to evidence 4
Summary of evidence 12
Policy context 12
National Planning Framework 4 12
Legislation and national documents 15
Key agency documents 37
Regional transport strategies 48
National Park Authority documents 61
Local authority documents 83
Community action plans 104
Other documents 116
Baseline 124
This section provides baseline information on the following matters:
- Reasons for travel and average trip lengths 128
- Transport poverty 176
- Road based transport 189
- Public transport 246
- Transport related emissions and pollution 315
- Active travel 323
- Current approach to developer contributions 355
- Transport appraisal 361

Evidence gaps 361
Summary of stakeholder engagement 364
Summary of implications for Proposed Plan 366
Statements of agreement 371
Statements of dispute 380

Requirements addressed in this schedule

Table 1 Information required by the Town and Country Planning (Scotland) Act 1997, as amended (CNPA003), regarding the issue addressed in this schedule.

Section	Requirement
Section 15(5)(b)	the principal purposes for which the land is used,
Section 15(5)(d)	the infrastructure of the district (including communications, transport and drainage systems, systems for the supply of water and energy, and health care and education facilities),
Section 15(5)(e)	how that infrastructure is used,
Section 15(5)(f)	any change which the planning authority think may occur in relation to any of the matters mentioned in paragraphs (a) to (be)
Section 16(2)(a)	To take into account— i. The National Planning Framework and ii. Any local outcomes improvement plan (within the meaning of section 6 of the Community Empowerment (Scotland) Act 2015) for the part of their district to which the local development plan relates, iii. Any registered local place plan (see schedule 19) that is for the part of their district to which the local development plan relates.
Section 16(2)(aa)	To have regard to the desirability of preserving disused railway infrastructure for the purpose of ensuring its availability for possible future public transport requirements.
Section 16(2)(b)	Are to have regard to such information and considerations as may be prescribed.
Section 16(2)(c)	May have regard to such other information and considerations as appear to them to be relevant.
Section 16B(3)(a)	The evidence report is to set out the planning authority's view on the matters listed in section 15(5) for land in the part of the authority's district to which the local development plan will relate,
Section 16B(3)(e)	Include such other matters as are prescribed.
Section 16B(4)(c)	The evidence report is also to include a statement on the extent to which the views expressed under paragraphs (a) and (b) have been taken into account in the report.

Section	Requirement
Section 264A	In the exercise, with respect to any land in a National Park, of any power under the planning Acts, special attention shall be paid to the desirability of exercising the power consistently with the National Park Plan as adopted under section 12(7)(a) of the National Parks (Scotland) Act 2000 (asp 10).

Table 2 Information required by the Town and Country Planning (Development Planning) (Scotland) Regulations 2023 (CNPA684), regarding the issue addressed in this schedule.

Regulation	Requirement
Regulation 9(2)(c)	The information and considerations are—... any local development plan prepared for an area adjoining the local development plan area,
Regulation 9(2)(e)(vii)	The information and considerations are—... The following plans and strategies, insofar as relating to the local development plan area—... any regional transport strategy,
Regulation 9(2)(e)(viii)	The information and considerations are—... The following plans and strategies, insofar as relating to the local development plan area—... any local transport strategy,

Links to evidence

International documents

- CNPA002 - United Nations Sustainable Development Goals

Legislation

- CNPA003 - Town and Country Planning (Scotland) Act 1997
- CNPA004 - National Park (Scotland) Act 2000
- CNPA005 - Planning (Scotland) Act 2019
- CNPA634 - Natural Environment (Scotland) Bill as passed
- CNPA664 - Land Reform (Scotland) Act 2003
- CNPA684 - Town and Country Planning (Development Planning) (Scotland) Regulations 2023
- CNPA1155 - Transport (Scotland) Act 2019
- CNPA1190 - Air Quality (Scotland) Regulations 2000
- CNPA1194 - European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC

National documents

- CNPA008 - National Planning Framework 4
- CNPA009 - Scottish Government Local development planning guidance
- CNPA060 - Securing a green recovery on a path to net zero: climate change plan 2018 – 2032 update
- CNPA107 – Infrastructure Investment Plan for Scotland 2021 – 2022 to 2025 – 2026
- CNPA111 - Scottish Government: Hydrogen Action Plan
- CNPA245 - Scottish National Adaptation Plan 2024 – 2029
- CNPA686 - Scotland's Public Health Priorities
- CNPA844 - Infrastructure Commission for Scotland – Key Findings Report
- CNPA845 - Just Transition Commission: A National Mission for a fairer greener Scotland (2021)
- CNPA846 - Just Transition: A Draft Just Transition Plan for Transport in Scotland
- CNPA860 - Climate Change Plan 2018 – 2032 – update: strategic environmental assessment – draft
- CNPA863 - Designing Streets: A Policy Statement for Scotland
- CNPA894 - National Travel Attitudes Study: Wave 5
- CNPA899 - Inclusive Design in Town Centres and Busy Street Areas
- CNPA914 - Transport poverty: a public health issue

- CNPA940 - Air Quality Management Areas
- CNPA941 - Rural Scotland Key Facts 2021
- CNPA1159 - Rural Delivery Plan
- CNPA1157 - Fair Work First Action Plan
- CNPA1170 - Electric Vehicle Infrastructure Fund
- CNPA1183 - Access for All (AfA) programme
- CNPA1336 - Scotland's Railway Delivery Plan 2024 – 2029
- CNPA1338 - Scotland's Railway Strategic Business Plan
- CNPA351 - UK Climate Change Risk Assessment 2022
- CNPA1146 - Creating Places – A policy statement on architecture and place for Scotland

Key agency documents

- CNPA116 - Historic Environment Scotland Climate Action Plan 2020 – 2025
- CNPA120 - Transport Scotland: Development Planning Transport Appraisal Guidance (DPTAG)
- CNPA248 - NESTRANS: Buses
- CNPA301 - NESTRANS Documents – Bus
- CNPA328 – 2024 – 2026 Accessible Travel Framework (ATF) Delivery Plan
- CNPA421 - Draft Electric Vehicle Public Charging Network Implementation Plan
- CNPA500 - Achieving Car Use Reduction in Scotland: A Renewed Policy Statement
- CNPA592 - NHS Scotland Climate Emergency and Sustainability Strategy
- CNPA721 - Strategic Transport Projects Review
- CNPA837 - Local Development Plan Evidence Report: Transport Scotland baseline information
- CNPA838 - National Transport Strategy (NTS2)
- CNPA839 - Strategic Transport Projects Review 2
- CNPA840 - National Transport Strategy: Fourth Annual Delivery Plan
- CNPA841 - Transport Scotland Trunk Road Adaption Plan
- CNPA842 - A Network Fit for the Future: Vision for Scotland's Public Electric Vehicle Charging Network
- CNPA843 - A long term vision for active travel in Scotland 2030
- CNPA847 - Active Travel Framework
- CNPA853 - National Walking Strategy
- CNPA854 - Cycling by Design
- CNPA855 - Annual Cycling Monitoring Report 2024
- CNPA856 - Cycling Framework for Active Travel – A Plan for Everyday Cycling
- CNPA858 - Reducing car use for a healthier, fairer and greener Scotland

- CNPA859 - Scotland's Road Safety Framework to 2030: Together, making Scotland's roads safer
- CNPA861 - Rail Services Decarbonisation Action Plan 2020
- CNPA862 - Active Travel Strategy Guidance
- CNPA864 - A route map to achieve a 20 per cent reduction in car kilometres by 2030
- CNPA500 - Achieving Car Use Reduction in Scotland: A Renewed Policy Statement (2025)
- CNPA866 - NESTRANS 2040 Regional Transport Strategy for the North East of Scotland
- CNPA867 - TACTRAN Regional Transport Strategy 2024 – 2034
- CNPA868 - TACTRAN Regional EV Strategy
- CNPA869 - HITRANS Regional Transport Strategy
- CNPA870 - HITRANS Regional Transport Strategy: Case for Change Report 2022
- CNPA897 - My life in the Highlands and Islands (HIE)
- CNPA900 - Walking for everyone – Making walking and wheeling more inclusive
- CNPA904 - Promoting fair and green transport in Scotland
- CNPA905 - Active Travel Task Force Report, June 2018
- CNPA909 - Transport Scotland: Aviemore to Carrbridge non motorised user route study
- CNPA910 - HITRANS Regional Transport Strategy 2018
- CNPA915 - NESTRANS Comprehensive Travel Study – 2023 (full report)
- CNPA916 - North East Mobility Hubs Strategic Business Case
- CNPA917 - NESTRANS Regional active travel network
- CNPA932 - Transport Scotland: Draft Summary Report – A96 Corridor Review
- CNPA933 - ASAM19 Model Development: Final Report
- CNPA934 - LATIS Lot 4 Aberdeen Sub Area Model (ASAM19) Audit
- CNPA935 - Transport Scotland: Highland Main line
- CNPA936 - Transport Scotland: Aberdeen to Inverness rail improvements
- CNPA1156 - Scotland's Rail Freight Strategy
- CNPA1163 - Delivery plan for remaining A9 dualling projects announced
- CNPA1164 - A9 dualling Perth to Inverness
- CNPA1171 - Transport Scotland: Electric A9
- CNPA1172 - NESTRANS: Reducing Car km and carbon Emissions: Options for NESTRANS Region
- CNPA1179 - Land use and Transport Integrations in Scotland (LATIS)
- CNPA1184 - NESTRANS Bus Alliance Action Plan
- CNPA1201 - North East Scotland Regional Active Travel Network
- CNPA1202 - Interactive map of Regional Active travel Map
- CNPA1203 - NESTRANS Active Travel Action Plan

- CNPA1333 - Rail Recharged: Scotland's Fleet Transition Strategy
- CNPA1334 - A Railway for Everyone: A Strategy for accessibility on Scotland's Railway
- CNPA1335 - Going further: Scotland's Accessible Travel Framework
- CNPA759 - Transport Scotland: Noise Action Plan (TNAP) 2019 – 2023

National Park Authority documents

- CNPA010 - Cairngorms National Park Partnership Plan 2022 – 2027
- CNPA016 - Cairngorms National Park Local Development Plan 2021
- CNPA097 - Cairngorms National Park Authority Strategic Flood Risk Assessment
- CNPA181 - Strategic Tourism Infrastructure Development Plan 2023 – 2028
- CNPA187 - Cairngorms National Park Core Paths Plan (2015)
- CNPA191 - Cairngorms National Park STEAM Report 2023
- CNPA334 - Cairngorms National Park Authority Local Development Plan 2021 Delivery Programme 2025
- CNPA445 - Cairngorms National Park Authority Local Development Plan Developer Obligations Supplementary Guidance
- CNPA503 - Cairngorms National Park Authority Interactive 20 minute neighbourhood map
- CNPA528 - Cairngorms 2030 projects
- CNPA538 - Cairngorms National Park Authority: Resident and worker survey 2024 – 2025
- CNPA814 - Active Cairngorms Action Plan 2023 – 2028
- CNPA817 - Cairngorms National Park Visitor Survey 2014 – 2015
- CNPA186 - Cairngorms Visitor Survey 2019 – 2020
- CNPA819 - Cairngorms National Park Visitor Survey results 2024 – 2025
- CNPA927 - Cairngorms E-bike Network Plan
- CNPA1351 - Topic: Sustainable transport – engagement version

Local authority documents

- CNPA237 - Badenoch and Strathspey Area Committee Item 6: Badenoch and Strathspey Area Plan
- CNPA451 - Highland-wide Local Development Plan
- CNPA457 - Aberdeenshire local development Plan 2023
- CNPA458 - Aberdeenshire Local Development Plan Developer Obligations and Affordable Housing Supplementary Guidance February 2024
- CNPA460 - Angus Council Local Development Plan

- CNPA463 - Perth and Kinross Local Development Plan Developer Contributions and Affordable Housing Supplementary Guidance December 2023
- CNPA620 - Aberdeenshire Core Path Plan
- CNPA621 - Highland Council Core Path Plan
- CNPA636 - Aberdeenshire Local Outcomes Improvement Plan 2017 – 2027 (website)
- CNPA637 - Angus Community Plan 2022 – 2030
- CNPA638 - 2024 – 2027 Highland Outcome Improvement Plan
- CNPA639 - Moray Local Outcomes Improvement Plan v2
- CNPA640 - Perth and Kinross Community Plan (Local Outcomes Improvement Plan) 2022 – 2032
- CNPA871 - Moray Routes Strategic Infrastructure Plan
- CNPA872 - Moray Council Active Travel Strategy 2022 – 2027
- CNPA873 - Moray Council Local Development Plan Developer Obligations Supplementary Guidance
- CNPA874 - Moray Council Core Path Plan
- CNPA876 - Angus Active and Sustainable Travel Strategy Report
- CNPA877 - Angus Council Local Development Plan Developer Contributions and Affordable Housing Supplementary Guidance
- CNPA878 - Angus Core Path Plan
- CNPA879 - Aberdeenshire Local Transport Strategy 2023 – Consultation theme papers
- CNPA880 - Aberdeenshire Passenger Transport Strategy 2025
- CNPA881 -Perth and Kinross Tourism Strategy and Action Plan
- CNPA882 - Active Travel Strategy for Perth and Kinross
- CNPA883 - Perth and Kinross Core Paths Plan
- CNPA884 - Perth and Kinross: Lets Talk Transport
- CNPA885 - Perth and Kinross Local Action Plan for Highland and Strathtay
- CNPA886 - Perth and Kinross Local Action Plan for Eastern Perthshire
- CNPA887 - Perth and Kinross Mobility Strategy
- CNPA888 - Highland Council Local Transport Strategy 2025 – 2035
- CNPA889 - The Highland Strategic Tourism Infrastructure Development Plan
- CNPA890 - The Highland Council: Active Travel Strategy 2024 – 2030
- CNPA891 - Highland Council Road Safety Plan to 2030
- CNPA892 - Highland Council Local Development Plan Developer Contributions Supplementary Guidance
- CNPA1091 – 2024 – 2027 Highland Outcome Improvement Plan – Delivery Plan
- CNPA1160 - Aberdeen City and Shire Local Transport Strategy 2012

- CNPA1208 - Moray Council Local Development Plan 2020
- CNPA1327 - Your guide to travelling with m.connect in Speyside

Community action plans

- CNPA063 - Aviemore, Rothiemurchus and Glenmore Community Action Plan: Looking to 2030
- CNPA064 - Blair Atholl Community Action Plan: Looking to 2030
- CNPA065 - Grantown-on-Spey Community Action Plan looking to 2030
- CNPA066 - Kingussie Community Action Plan Consultation Results: Looking to 2030
- CNPA133 - Strathdon Community Action Plan: Looking to 2030
- CNPA119 - Ballater and Crathie Community Action Plan 2023
- CNPA121 - Braemar Community Action Plan
- CNPA122 - Carrbridge Community Action Plan: Looking to 2030
- CNPA123 - Advie and Cromdale Community Action Plan
- CNPA125 - Dalwhinnie Community Action Plan: Looking to 2030
- CNPA127 - Kincraig and locality Community Action Plan: Looking to 2030
- CNPA129 - Laggan Community Action Plan: Looking to 2030
- CNPA130 - Mount Blair and Glenshee Community Action Plan
- CNPA131 - Nethy Bridge Community Action Plan: Looking to 2030
- CNPA132 - Newtonmore Community Action Plan: Looking to 2030
- CNPA331 - Dulnain Bridge Community Action Plan: Looking to 2030
- CNPA374 - Boat of Garten Action Plan: Looking to 2030

Other relevant material

- CNPA202 - ScotWays Catalogue of Rights of Way
- CNPA319 - Sustrans: Travel to School in Scotland: Hands Up Survey 2024: National Summary Report
- CNPA857 - Walk Wheel Cycle Trust Strategy 2025 – 2050
- CNPA902 - Inclusive design at bus stops with cycle tracks
- CNPA903 - Sustainable Travel to Stations Strategy
- CNPA907 - Paths for everyone: Sustrans review of the National cycle Network 2018
- CNPA908 - Paths for everyone 3 years on 2018 – 2021 Progress Report
- CNPA911 - ScotWays Scottish Hill Tracks
- CNPA923 - Mind the gap: Tackling transport inequalities in Scotland
- CNPA924 - Hands Up Scotland 2024 National Report
- CNPA926 - Outdoor Access Design Guide
- CNPA929 - Walkable neighbourhoods: Building in the right places to reduce car dependency

- CNPA938 - CoMoUK
- CNPA1173 - Police Scotland Freedom of Information Response: Information relating to traffic volumes, road traffic accidents, for road number A9 Perth to Inverness
- CNPA1181 - Office for National Statistics: Is hybrid working here to stay? (webpage)
- CNPA1337 - Network Rail: Our Principles of Good Design
- CNPA1381 - Station Accessibility in the Cairngorms National Park and Highland Mainline CRP

Data sources

- CNPA439 - Scotland's Census
- CNPA534 - Scottish Index of Multiple Deprivation 2020
- CNPA717 - Office for National Statistics
- CNPA771 - Scottish Health Survey 2023
- CNPA895 - UK Government, Vehicle licencing statistics data tables
- CNPA896 - Office of Rail and Road: Estimates of station usage
- CNPA898 - Walk Wheel Cycle Trust
- CNPA906 - Badenoch and Strathspey Community ConnXions
- CNPA912 - Transport and Travel in Scotland 2023 (Transport Scotland)
- CNPA913 - Road traffic statistics (UK Department for Transport)
- CNPA918 - Scotrail: Stations and facilities
- CNPA919 - Scottish Household Survey
- CNPA920 - Labour Force Survey
- CNPA921 - UK local authority and regional greenhouse gas emissions statistics
- CNPA922 - Scotland Supermarket Drive Time Map
- CNPA924 - Hands Up Scotland 2024 National Report
- CNPA925 - THINK Map: Department for Transport
- CNPA928 - DataShine Scotland Commute
- CNPA931 - Road traffic collision data
- CNPA1161 - Scottish Transport Statistics 2023: Personal and cross-modal travel
- CNPA1162 - OS Open Roads data
- CNPA1166 – Zapmap : Find a charge point near you
- CNPA1167 - Carwow: EV charging stations map
- CNPA1168 - ChargePlace Scotland: Map of EV charging locations
- CNPA1169 - A Better Routeplanner (ABRP) EV Charging map
- CNPA1177 - Aberdeenshire Council: Car parks in Aberdeenshire
- CNPA1180 - Train times and services
- CNPA1182 - Railway data centre
- CNPA1185 - Stagecoach

- CNPA1186 - Megabus
- CNPA1187 - Elizabeth Yule Transport
- CNPA1188 - Traveline National Dataset
- CNPA1189 - Scottish Government Statistics Bus Accessibility
- CNPA375 - The UK National Atmospheric Emissions Inventory (NAEI)
- CNPA1195 - Strava (data)
- CNPA1196 - Walking Scotland Scottish Walking and Wheeling Survey 2025
- CNPA1197 - Walk Wheel Cycle Trust Network Development Plans
- CNPA1198 - UK National Travel Survey
- CNPA1382 - Stations in Context data (provided by Scotland's Railway)
- CNPA1385 - NESTRANS: Ballater Mobility Hub and Coach Parking
- CNPA1429 - Rail Data Marketplace
- CNPA1430 - Cycling Scotland – Cycling Open Data portal

Consultation material

- CNPA1165 - Email: Perth and Kinross: Re Road infrastructure assets condition and planned works September 2025
- CNPA1174 - Email: The Highland Council engagement with the Park Authority regarding parking matters
- CNPA1175 - Email: Perth and Kinross Council engagement with the Park Authority regarding parking matters
- CNPA1176 - Email: Moray Council engagement with the Park Authority regarding parking matters
- CNPA1178 - Email: Aberdeenshire Council engagement with the Park Authority regarding parking matters
- CNPA1192 - Email: Moray Council: Information on air quality in the Moray area of the National Park
- CNPA1193 - Email: Angus Council: Information on air quality and noise pollution in the Angus area of the National Park
- CNPA1204 - Email: Highland Council - information on accessibility audits
- CNPA1205 - Email: Moray Council – request information on accessibility audits
- CNPA1206 - Email: Moray Council – information received on accessibility audits
- CNPA1207 - Email: Angus Council - information on accessibility audits
- CNPA1209 - Email: Transport Scotland final email confirming support of schedule
- CNPA1210 - Email: HITRANS approving the schedule
- CNPA1211 - Email: TACTRAN approving the schedule
- CNPA1212 - Email: Walk Wheel Cycle Trust endorsing the schedule
- CNPA1213 – Email: NESTRANS approving the schedule

- CNPA1328 - Engagement with Moray Council (public transport provider in Moray) on production of this schedule
- CNPA1339 – Email: Engagement with Elizabeth Yule Transport re draft Transport Schedule
- CNPA1340 - Evidence report engagement responses
- CNPA1383 - Email: Engagement with Network Rail on production of schedule
- CNPA1386 - Email: Engagement with Highland Council Parking Services

Summary of evidence

Policy context

National Planning Framework 4

The National Planning Framework 4 (CNPA008) sets out the national spatial strategy for Scotland and is part of the statutory development plan[1]. Its focus on the three main policy themes of sustainable, liveable and productive places aligns with Scotland's aim of delivering on the United Nations Sustainable Goals (CNPA002). National Planning Framework 4, in relation to Infrastructure and Services aims to deliver an infrastructure first approach to land use planning.

Policy 13: Sustainable Transport addresses the need for the Local Development Plan to identify and prioritise sites for further development that can be accessed through sustainable travel modes. The Local Development Plan's spatial strategy needs to deliver a place based approach that aims to reduce private vehicle use. The Cairngorms National Park Authority is currently looking at options to deliver low traffic schemes, bus / cycle priority in settlement centres and pedestrianisation of busy car dominated spaces as part of the Cairngorms 2030 work (discussed later in this section).

Policy 13: Sustainable Transport directly references the need to undertake a proportionate transport appraisal and that developments should prioritise walking, wheeling, cycling and public transport for everyday travel.

Scottish Government's Local Development Planning Guidance (CNPA009) states that in relation to Policy 13:

- 'The Evidence Report is an opportunity for the authority to establish their transport baseline, present evidence of their commitment to produce a transport appraisal and

[1] Refer to Schedule 1: Plan outcomes

to demonstrate that discussions have taken place with Transport Scotland to establish next steps'.

The Park Authority will undertake a transport appraisal to support the preparation of the Proposed Plan in line with the local development planning guidance (CNPA009) and Transport Scotland's Development Planning Transport Appraisal Guidance (CNPA120).

The National Planning Framework 4 definition of Infrastructure first includes green and blue infrastructure. This is reinforced by the Scottish Government Infrastructure Investment Plan for Scotland 2021 – 2022 to 2025 – 2026 (CNPA107) which natural infrastructure as part of its definition of infrastructure.

National Planning Framework 4, Policy 13(a) states:
Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi modal hubs will be supported. This includes proposals:

i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
ii. which support a mode shift of freight from road to more sustainable modes, including last mile delivery.
iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).

National Planning Framework 4 Policy 13(a) highlights the significance of nature based solutions in a sustainable transport context.

Policy 15 states that places need to 'promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options'. The Local Development Plan needs to support the local living / 20 minute neighbourhood approach in the settlements in the National Park through the proposed spatial strategy, site briefs and masterplan. The plan needs to consider the local context as each settlement will have varying characteristics and challenges to consider.

Policy 18: Infrastructure First specifically addresses the infrastructure first approach intended to ensure infrastructure considerations are addressed at the earliest stage of the development plan process. Local development plans need to ensure existing infrastructure assets are being used sustainably and make provision for prioritising low

carbon solutions in development. It also promotes the National Transport Strategy 2 (NTS2) sustainable travel and investment hierarchies and that delivery of infrastructure to meet community needs is clear. Proposed infrastructure interventions need to ensure they meet the needs of the community they are indented to serve.

The National Planning Framework 4 definition of Infrastructure first includes green and blue infrastructure. This is reinforced by the Scottish Government Infrastructure Investment Plan for Scotland 2021 – 2022 to 2025 – 2026 which includes natural infrastructure as part of its definition of infrastructure.

According to the policy local development plans must:

- Reflect evidence based decisions about the current infrastructure's capacity, condition, needs and deliverability within the plan area.
- Consider the need for additional cross boundary infrastructure where a need is identified.
- Put forward a spatial strategy that reflects the infrastructure priorities, and where, how and by whom they will be delivered.
- Put forward a method of calculation for the type, level and location of the financial or in kind contributions required, specifying which development (sites) these will be required for.

The Cairngorms National Park falls into National Planning Framework 4's North spatial area and sets out the following priorities:

- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.
- Maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.
- Support local economic development by making sustainable use of the area's world class environmental assets to innovate and lead greener growth.

National Planning Framework 4 also sets out the spatial strategy for the walking, cycling and wheeling network (a national wide strategy development). As outlined in the Regional Spatial Strategies, active travel networks will need to expand to make walking, wheeling, and cycling an attractive, convenient, safe, and sustainable choice for everyday travel. Accessibility will be key and will involve investment in infrastructure and services in line with the sustainable travel and investment hierarchies. Active travel routes within and between towns and other communities should be linked to strategic

routes for residents and visitors. The Proposed Plan will need to consider these matters during its preparation.

Legislation and national documents

National Parks (Scotland) Act 2000

The National Park has four distinct aims as set out in The National Parks (Scotland) Act 2000 (CNPA004). As outlined in Schedule 1: Plan outcomes, these will be amended by the Natural Environment Scotland (Scotland) Bill (CNPA634) once enacted. These are, as to be amended by the Natural Environment (Scotland) Bill:

- To conserve and enhance the area's natural and cultural heritage.
- To promote sustainable management and use of the area's natural resources.
- To promote public understanding and enjoyment of the area's natural and cultural heritage.
- To promote sustainable economic, social and cultural development of the area's communities.

All of the aims are relevant to the matters discussed in this schedule. The aims are all to be pursued collectively. However, if there is conflict between the first aim and any of the others, greater weight is given to the first aim (as set out in Section 9(6) of the 2000 Act).

National Transport Strategy (NTS2)

The National Transport Strategy (CNPA838) sets out the vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities:

- Reducing Inequalities
- Taking Climate Action
- Helping to deliver inclusive economic growth
- Improving health and wellbeing.

Under the priority headings, specific acknowledgement is made to those living in Scotland's remote and rural areas, which reflects the challenges in terms of infrastructure provision in the Cairngorms National Park. In terms of reducing inequalities, it raises the issues surrounding the increased transport costs associated with rural Scottish living in regard to commuting to work, lower demand for public transport alongside reduced provision and the increased cost in private transport costs (fuel) have on people's ability to access employment and education (in particular a disproportionate effect on young people). The strategy highlights that the lack of public transport resulting in a barrier for young people to access education, training and

employment, can result in long term out migration potentially impacting the sustainability of remote and rural communities.

The National Transport Strategy was developed following a comprehensive review of the original National Transport Strategy (2006), based on the three pillars of collaborative working with partners, engaging with stakeholders and building an evidence base.

With regard to spatial planning, the strategy recognises the importance spatial planning will have in addressing a number of challenges for Scotland's places but needs to be properly aligned with transport planning to realise its full potential. The strategy further states that the 'places where we live and work can have important impacts on our health and wellbeing. As our land use has continuously evolved, some places have become less sustainable and would benefit from renewal and improvement. Buildings should not be located in areas that are hard to reach and not well served by public transport as this can result in long journeys to access shopping and work, therefore discouraging walking and cycling and encouraging more car use'.

Since the inception of the National Transport Strategy Plan 2, young people in the National Park (and across Scotland) can now access free public transport under the Young Persons' Free Bus Travel Scheme.

Within the strategy the Sustainable Travel Hierarchy (CNPA838) defines how services should be planned, prioritises walking and wheeling and cycling, with the private car being the lowest priority.

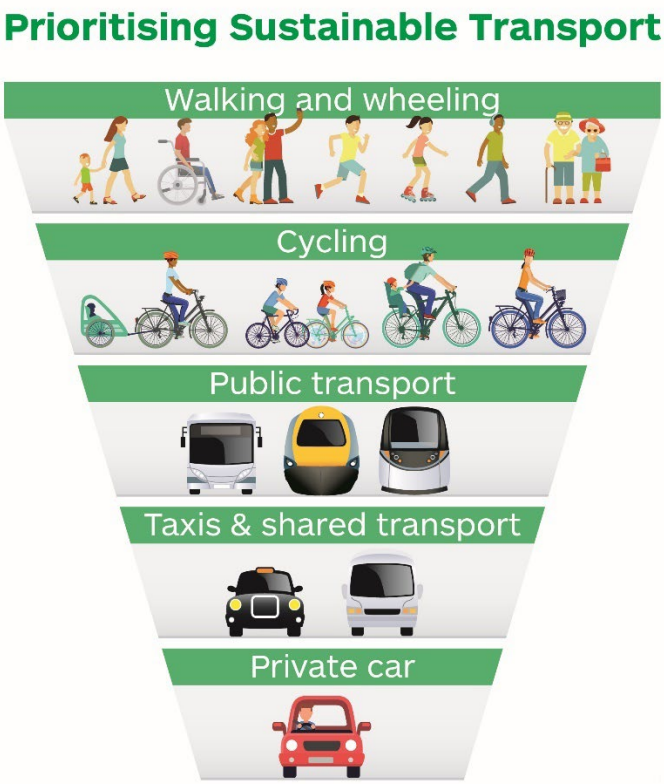


Figure 1 The Sustainable Transport Hierarchy, Scotland's National Transport Strategy (CNPA838).

The biggest relevance of the sustainable travel hierarchy to development planning is considering how a development's travel demands will be met in the first instance by walking and wheeling, then cycling and so on, to the extent that consideration of motor vehicle requirements is intended to meet the residual demand (see Development Planning and Management Transport Appraisal Guidance (CNPA120).

In addition to the sustainable travel hierarchy, the sustainable investment hierarchy will be used by Scotland to future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. The Proposed Plan should reflect the sustainable investment hierarchy, to ensure new development is supported at locations that reduce the need to travel unsustainably in the first instance by promoting local living and the 20 minute neighbourhood principles.

Figure 2 The Sustainable Investment Hierarchy. Scotland's National Transport Strategy (CNPA838).

The Proposed Plan should aim to support the four priorities set out in the National Transport Strategy, and supporting the sustainable travel hierarchy and sustainable investment hierarchy encouraging and prioritising active travel and public transport use through an infrastructure first approach to development in the National Park. Development should be directed toward locations that support active travel and public transport infrastructure and reduce the reliance on private motor vehicles.

Strategic Transport Projects Review 2

The Strategic Transport Projects Review 2 (CNPA839) informs the transport investment in Scotland for the next 20 years (2022 – 2042) by providing evidence based recommendations on which Scottish Ministers can base future transport investment decisions.

The Strategic Transport Projects Review 2 aims to consider the transport needs of Scotland's people and communities, and examines active travel (walking, wheeling, cycling), bus, ferry, rail and motorways and trunk roads as well as passenger and freight access to major ports and airports.

These needs are reviewed from national and regional perspectives to reflect their different geographies, travel patterns and demands. It provides an overview of transport investment, mainly infrastructure and other behavioural change recommendations, that

are required to deliver the National Transport Strategy (CNPA838) priorities and objectives of the Review. It aims to:

- Help make Scotland more accessible for residents, visitors and businesses.
- Create better connectivity with sustainable, smart and cleaner transport options.
- Highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

The review is a key component of Scotland's journey to net zero emissions aimed at enabling a reduction in transport emissions, As well as, addressing inequalities and improving health and wellbeing.

The final report published in December 2022, is a core element of the National Transport Strategy 2 Delivery Plan (CNPA840). The outcomes from the (3 year) review address the challenges faced by Scotland's transport networks identifying how and where changes can be made that will encourage more; shorter everyday trips to be made by walking, wheeling and cycling; short to medium length trips to be made by public transport; longer trips to be made by public transport and low emission vehicles.

The review recommendations are grouped under six themes:

- Improving active travel infrastructure
- Influencing travel choices and behaviour
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- Strengthening strategic connections.

The report makes 45 recommendations that focus on sustainable travel options. Several recommendations may have implications for the development of the next Local Development Plan.

The expansion of 20mph limits and zones – these have been rolled out across all the main settlements in the Highland region of the National Park. Scottish Government has committed to reduce the speed limits on most of Scotland's urban roads by 2025.

With regard to the Highland Main Line rail corridor enhancements no specific recommendations are put forward for passengers between Inverness and Perth, the report simply states: 'future passenger rail investment should, therefore, be targeted on the strongest city to city markets as these are the routes where the greatest value from

improvements would be realised. Freight investment should be targeted on corridors from the Central Belt towards Aberdeen, Inverness and cross border routes' (page 26).

One of the recommendations set out in the report is the decarbonisation of the rail network (Recommendation 25) which would include the Highland mainline. The review recommends the electrification of the rail network to align with the Rail Services Decarbonisation Action Plan[2].

The Proposed Plan should support development in locations in line with the infrastructure first approach supporting the delivery of the recommendations set out in the Strategic Transport Projects Review 2.

National Transport Strategy: Forth Scottish Government Delivery Plan

This National Transport Strategy Delivery Plan (CNPA840) sets out the range of actions the Scottish Government will take until the end of 2025 to support the delivery of a sustainable, safe, inclusive, resilient transport system that meets the needs of individuals, businesses and visitors, and is accessible to all. The Plan sets out the actions being taken by Scottish Government in relation to the National Transport Strategy.

Since the last plan, Scottish Government has enabled collaboration across stakeholders to ensure Scotland has met the target of having 6,000 public electric vehicle chargers two years ahead of the planned schedule of 2026. The third Scottish National Adaptation Plan (CNPA245) has been published. The commitment to the A9 dualling has been continued (more detail later in the baseline of transport and active infrastructure section of this schedule from page 124) Transport Scotland also published the draft outcomes of the A96 Corridor Review (CNPA932).

In terms of health, wellbeing and increasing the safety of the transport system, Scottish Government has committed over £157 million this financial year to projects that make it easier to walk, wheel and cycle, including £35 million through Tier 1 of the Active Travel Infrastructure Fund, across all 32 local authorities; £19 million for its new regional behaviour change programme; and over £2 million for Bikeability.

In terms of road safety Scottish Government has committed to investing £36 million towards road safety in the 2024 – 2025 financial year. The Plan sets out the actions being taken by Scottish Government in relation to the National Transport Strategy

[2] This has been replaced with the publication of the Rail Recharged: Scotland's Fleet Transition Strategy (see CNPA1333).

(CNPA838). Those of particular relevance to the Cairngorms National Park are listed below.

In terms of reducing inequalities the plan sets out the commitment to:

- Develop a bus services improvement plan with local authorities.
- Progress the activities set out in the 2024 – 2026 Accessible Travel Framework Delivery Plan (CNPA328).
- Progress the development of the Rural Delivery Plan (CNPA1159)
- Develop and publish a sectoral Just Transition Plan for transport.

In terms of climate change the plan sets out the commitment to.:

- Publish a Trunk Road Adaptation Plan by 2025 (CNPA841).
- Support action on climate change adaptation schemes at vulnerable locations across the trunk road network, and the Vulnerable Locations Operation Group will encourage innovation, collaboration, and delivery on adaptation.
- Continue investment in zero emission bus and coach fleets.
- Through the electric vehicle Infrastructure Fund, work with Scottish local authorities to continue to develop Scotland's public electric vehicle charging network, using a mix of public and private investment.
- Set a route map for enabling the delivery of approximately 24,000 additional public electric vehicle charge points by 2030 to support the ongoing move to electric vehicles, through the Vision Implementation Plan (CNPA421).

In terms of delivering inclusive economic growth the plan sets out the commitment to:

- In 2025 – 2026, invest £1.1 billion in ensuring Scotland's motorway and trunk road network is safe, resilient and efficient, and over £1.5 billion in rail.
- Publish an updated Road Asset Management Plan for Scottish Trunk Roads.
- Progress dualling the A9.
- Take forward the final stage of the process for acquisition of land required for the A96 Dualling Inverness to Nairn.
- Upgrade and reconfigure rail power supplies to support existing and future electrification of Scotland's railway – with a further four electrical power 'feeder stations' to enter service by 2027.

In terms of health and wellbeing the plan sets out the commitment to:

- Assist Scotland's 32 local authorities in enhancing road safety across the local road network, through the Road Safety Improvement Fund,
- Progress work to introduce 20mph limits on all appropriate roads across the trunk road network by 2025,

- Work with key stakeholders and partners to implement the Road Safety framework to 2030.

The Proposed Plan should support the actions and outcomes outlined in this delivery plan and take into account subsequent plans during the preparation of the Proposed Plan.

The third Scottish National Adaptation Plan

The third Scottish National Adaptation Plan (CNPA245) is a comprehensive initiative aimed at building resilience in Scotland to the impacts of climate change It is part of the Scottish Government's legal duty under the Climate Change (Scotland) Act 2009, aligning with the third United Kingdom Climate Change Risk Assessment. (CNPA351) To address these challenges, it sets out five long term outcomes, 23 shorter term objectives and over 200 policies. Outcome three: Public services and infrastructure focuses on building the capacity of all Scotland's public services and infrastructure networks to understand climate risks, adapt as organisations and act collaboratively with others in a place. In relation to transport Objective PS4: Transport system sets out the following policies and actions aimed at:

- Trunk roads – Which includes Transport Scotland's commitment to the Trunk Road Adaptation Plan and delivering the Biodiversity Strategy for Transport Scotland. There is also a commitment to continue to manage Transport Scotland High Wind, Flood and Landslide Management plans.
- Rail network – infrastructure which is managed by Network Rail, including the delivery of major infrastructure projects and asset management. In collaboration with ScotRail, both organisations have developed a joint Climate Ready Plan for Scotland's Railway covering the period 2024 to 2029.

There are also actions relating to Scotland's aviation network, ferries and ports and canals, which have no bearing on the preparation of the Proposed Plan. The Proposed Plan should reflect and support the policies and actions set out in Scotland's third Scottish National Adaptation Plan.

Transport Scotland Trunk Road Adaption Plan

The Trunk Road Adaptation Plan (CNPA841) serves as an action oriented framework for adapting the Trunk Road Network in alignment with the Approach to Climate Change and Resilience's overarching vision. The Trunk Road Adaptation Plan builds upon previous studies, incorporating the most current climate change projections to evaluate key climate hazards and vulnerabilities across the network. The Adaptation Plan outlines 43 recommended actions designed to strengthen resilience to the impacts of

climate change. The plan plays a central role in delivering Scotland's climate adaptation vision by 2029. The Proposed Plan should support the delivery of the plan's actions in the National Park.

A Network Fit for The Future: Vision for Scotland's Public Electric Vehicle Charging Network

The vision (CNPA842) sets out what an ideal public charging offer for cars and vans in Scotland should look like. It is intended to help guide public, private and third sector partners who will be central to developing Scotland's future public charging network. The document acknowledges that the public charging network will not be able to grow at the scale and pace required with public funding alone. To deliver the vision will therefore require partnership working between Scotland's local authorities, private charge point operators and the electricity network companies. There is also a recognition that community participation can support delivery. The Proposed Plan should support development in locations that support the delivery and expansion of the public electric vehicle charging network in the National Park.

The vision divided into five key themes:

- Local communities, businesses and visitors have access to a well designed, comprehensive and convenient network of public charge points, where these are needed.
- The public electric vehicle charging network works for everyone regardless of age, health, income or other needs.
- Scotland is attracting private sector investment to grow and sustain the public electric vehicle charging network.
- The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.
- People's first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.

Infrastructure Commission for Scotland – Key findings report

The Infrastructure Commission (established in 2019) was tasked with assessing and rethinking the usage of the current infrastructure to allow Scotland to reach the target of net zero by 2045 and to increase resilience to climate change (CNPA844). The organisation has a large remit, with transport one of the many topics of review.

Recommendations include:

- Aligning strategic investment decisions to address fully the requirement for demand management, a substantial increase in the proportion of journeys made by active travel, and opportunities for shared mobility as well as a much greater role for public transport.
- For road investment that is made as part of the above recommendation, there is a presumption in favour of investment to future proof existing road infrastructure and to make it safer, resilient, and more reliable, rather than to increase road capacity.
- To enable a managed transition to an inclusive net zero carbon road infrastructure, the Scottish and United Kingdom Governments should immediately commit to establishing a charging / payment regime alternative to the existing fuel and road taxation based structure. The Scottish Government should also consider additional options to provide a more stable long term investment regime for the management and maintenance of roads to meet the priorities identified in the first listed objective.

Infrastructure Investment Plan 2021 – 2022 to 2025 – 2026

The Infrastructure Investment Plan (CNPA107) outlines the strategic approach to delivering Scotland's National Infrastructure Mission to increase economic growth by increasing annual investment in Scotland's infrastructure. In delivering this vision, the Infrastructure Investment Plan focuses on three core strategic themes for guiding investment decisions in Scotland namely:

- Enabling the transition to net zero emissions and environmental sustainability.
- Driving inclusive economic growth.
- Building resilient and sustainable places.

The first theme: Enabling the transition to net zero emissions and environmental sustainability under the plan aims to deliver a decarbonisation of the transport system and improvements to the active travel networks. The Proposed Plan should reflect the and support the three core strategic themes set out in the investment plan.

Securing a green recovery on a path to net zero: Climate Change Plan 2018 – 2032 – update

The document (CNPA060) provides an update to the 2018 Climate Change Plan. Since that plan Scottish Government has set new ambitious targets to end its contribution to climate change by 2045. Scottish Government has committed to reduce emissions by 75% by 2030 (compared with 1990) and to net zero by 2045. As Scotland emerged from the Covid 19 pandemic, the Government identified an opportunity to rebuild the economy in a way that delivers a greener, fairer and more equal society. This plan sets out the Government's approach to delivering a green recovery and sets out a pathway

to deliver its climate change targets. In line with the 2018 plan, the focus is on the period up to 2032. It sets out a number of outcomes, that are supported by policies and proposals, relating to sustainable transport and active travel. These are as follows.

The outcome 'To address our overreliance on cars, we will reduce car kilometres by 20% by 2030', is supported by the following policies:

- If the health pandemic has moved to a phase to allow more certainty on future transport trends and people's behaviours – and work and lifestyle choices future forecasting – Scottish Government will publish a route map to meet the 20% reduction by 2030 in 2021.
- Commit to exploring options around remote working, in connection with the work on 20 minute neighbourhoods and work local programme.
- Covid 19 has impacted on how everyone works. Scottish Government launched a Work Local Challenge to drive innovation in workplace choices and remote working to support flexible working and Scotland's net zero objectives.
- Scottish Government will work with the United Kingdom Government on options to review fuel duty proposals, in the context of the need to reduce demand for unsustainable travel and the potential for revenue generation.
- Scottish Government will work with local authorities to continue to ensure that their parking and local transport strategies have proper appreciation of climate change, as well as the impact on all road users, including public transport operators, disabled motorists, cyclists and pedestrians.
- To support the monitoring requirement for the National Transport Strategy set out in the Transport (Scotland) Act 2019, and to further understanding of how and why people travel, Scottish Government will develop a data strategy and invest in data.
- Continue to support the Smarter Choices, Smarter Places programme to encourage behaviour change. Continue to support the provision of child and adult cycle training, and safety programmes including driver cycling awareness training through Bikeability.
- Support transformational active travel projects with a £500 million investment, over five years, for active travel infrastructure, access to bikes and behaviour change schemes. Enabling the delivery of high quality, safe walking, wheeling and cycling infrastructure alongside behaviour change, education and advocacy to encourage more people to choose active and sustainable travel. Support the use of ebikes and adapted bikes through interest free loans, grants and trials.
- Support increased access to bikes for all including the provision of public bike and ebike share.
- Mobility as a Service and increased use of peer to peer car sharing which will help reduce the number journeys made by car. To do this Scottish Government is

harnessing innovation within its transport system through investing up to £2 million over three years to develop 'Mobility as a Service' in Scotland. Scottish Government will provide support for travel planning through Travelknowhow Scotland, which is an online resource which offers employers access to sustainable travel planning tools to develop and implement workplace Travel Plans and encourage ridesharing in order to start changing travel behaviour within organisations.

- Scottish Government will work to improve road safety, ensuring people feel safe with appropriate measures in place to enable that. Plan to and now published Scotland's Road Safety Framework to 2030 (CNPA859).
- Commitment to taking forward policy consultation in advance of drafting supporting regulations and guidance to enable local authorities to implement workplace parking levy schemes that suit their local circumstances.
- Bring forward a step change in investment with over £500 million to improve bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage. Scottish Government will also launch the Bus Partnership Fund in the coming months to support local authorities' ambitions around tackling congestion.
- Remain committed to delivering a national concessionary travel scheme for free bus travel for under 19s, and have begun the necessary preparations including planning, research, legal review and due diligence.
- Delivery of Scotland's first Active Freeways – segregated active travel routes on main travel corridors connecting communities and major trip attractors.

The Proposed Plan should support a reduction in car kilometres by 2030, through an infrastructure first approach to development that supports active travel and public transport accessibility for all new developments.

The outcome 'We will phase out the need for new petrol and diesel cars and vans by 2030', is supported by the following policies:

- Scottish Government will consider and develop new financing and delivery models for electric vehicle charging infrastructure in Scotland and working with the Scottish Future Trust to do so.
- Have invested over £30m to grow and develop the ChargePlace Scotland network which is now the 4th largest in the UK. Scottish Government will continue to develop the capacity of the electric vehicle charging network.
- Our Low Carbon Transport Loan has provided over £80m of funding to date to support the switch to low carbon vehicles. Scottish Government will continue to support the demand for ultra low emission vehicles (ULEVs) through the Low Carbon Transport Loan scheme, which is now being expanded to include used electric vehicles.

- Continue to promote the uptake of ultra low emission vehicles in the taxi and private hire sector.
- Continue to promote the benefits of electric vehicles to individuals and fleet operators (exact nature of promotion to be decided annually).
- Work with public bodies to phase out the need for any new petrol and diesel light commercial vehicles by 2025.
- Support the public sector to lead the way in transitioning to electric vehicles, putting in place procurement practices that encourage electric vehicles. In the Programme for Government, the Scottish Government is committed to work with public bodies to phase out the need for any new petrol and diesel light commercial vehicles by 2025.
- Create the conditions to phase out the need for all new petrol and diesel vehicles in Scotland's public sector fleet by 2030.
- Continue to invest in innovation to support the development of ultra low emission vehicle technologies and their adoption.
- Take forward the initiatives in respect of connected and autonomous vehicles set out in A Connected and Autonomous Vehicle Roadmap for Scotland.
- With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra low emission cars and vans.

The Proposed Plan should support the outcome to phase out new petrol and diesel cars and van, through support for new and improvements to the public electric vehicles charging network alongside requiring private electric vehicles chargers on all residential, tourist and employment sites. This needs to be delivered alongside an infrastructure first approach to development, which will include considering energy capacity requirements. Ongoing engagement with Southern and Scottish Electricity Networks in terms of energy constraints will inform the preparation of the Proposed Plan.

The outcome 'To reduce emissions in the freight sector, outlines how Scottish Government will work with the industry to understand the most efficient methods and remove the need for new petrol and diesel heavy vehicles by 2035', supported by the following policies:

- To support businesses by establishing a Zero Emission heavy duty vehicle programme and Scottish Government's pledge to invest in a new zero drivetrain testing facility in 2021.
- Explore the development of green finance models to help business and industry to invest in new road transport technologies.
- Engage with industry to understand how changing technologies and innovations in logistics (including consolidation centres) can help to reduce carbon emissions, particularly in response to the increase in ecommerce.

- Continue to investigate the role that other alternative fuels, such as hydrogen, and biofuel can play in the transition to a decarbonised road transport sector. Consider the scope for testing approaches to alternative fuels infrastructure and supply.
- Launched the new Hydrogen Accelerator Programme to attract technical experts to help scale up and quicken the deployment of hydrogen technologies across Scotland.

The Proposed Plan should support the outcome to reduce emissions in the freight sector by supporting development in locations that can support zero emission heavy duty vehicle operations in the Cairngorms National Park, in particular along the A9 route.

The outcome 'We will work with the newly formed Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, to ensure that the majority of new buses purchased from 2024 are zero emission, and to bring this date forward if possible', is supported by the following policies:

- Scottish Government has introduced a revised green incentive of the Bus Service Operators Grant.
- Launched a £9 million Scottish Ultra Low Emission Bus Scheme.
- In the context of the National Transport Strategy Delivery Plan and Transport Act, Scottish Government will examine the scope for climate change policies, in relation to buses, across the public sector in high level transport legislation strategies and policies.
- Work to align government financial support of £120 million over the next five years with private sector investment to decarbonise the bus sector.

The Proposed Plan should support the decarbonisation of the bus network and services in the National Park, through support for development that enables and supports the transition.

The outcome 'Scotland's passenger rail services will be decarbonised by 2035', is supported by the following policies:

- Scottish Government's commitment to decarbonise (the traction element of) Scotland's railways by 2035 will be delivered through investment in electrification and complementary alternative traction systems. Transport Scotland has published the Rail Services Decarbonisation Action Plan (CNPA861)[3] Work is ongoing by industry partners to develop the initial schemes.

[3] This has been replaced with the publication of the Rail Recharged: Scotland's Fleet Transition Strategy (see CNPA1333).

- Establish an international rail cluster in Scotland to unlock supply chain opportunities using the interest at Longannet as a catalyst. This will be built around existing strengths in rail in Scotland and will seek to enhance the innovation and supply chain in the decarbonisation of its rolling stock and wider network.
- Continue to deliver the national Rail Freight Strategy (CNPA1156).

The Proposed Plan should support the decarbonisation of the rail network (the Highland Mainline) in the National Park by supporting development that supports the transition to electrification of the rail network. Development should be delivered through an infrastructure first approach to maximise the benefits of the existing rail network and future benefits electrification can bring to local communities.

The following transport related outcomes are not of relevance to the Cairngorms National Park:

- Work to decarbonise scheduled flights within Scotland by 2040.
- Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
- By 2032 low emission solutions have been widely adopted at Scottish ports.

Just Transition Commission: A national mission for a fairer greener Scotland (2021)

The document (CNPA845) sets out Scottish Governments long term vision for just transition and provides details on the National Just Transition Planning Framework. The report also outlines how Government will be held to account on the delivery of just transition – both in terms of the approach to transition and how Scottish Government are achieving outcomes that align with Scotland's vision for a fairer, greener Scotland.

The report includes 24 headline recommendations, of particular relevance to the creation of the Proposed Plan are:

- Scottish Government, local authorities and developers must commit to creating communities that embed low carbon lifestyles, whilst improving health and wellbeing.
- Ensure sufficiently developed roadmaps exist for the net zero transition in Scotland, including for key technology options.

Just Transition: A Draft Just Transition Plan for Transport in Scotland

This draft plan (CNPA846) reflects the situation now and identifies the key challenges and opportunities that the transport sector in Scotland faces in making a just transition to net zero by 2024. This draft plan focuses on the transport sub sectors which are the most pressing areas for significant decarbonisation action in the near term,

predominantly road sectors. The Plan sets out the rough timeframe and approximate order in which different parts of the sector will need to change. Table 3 shows the areas which are off importance to the National Park (Shipping and Aviation are not shown).

Table 3 Approximate timeframe and sequencing of sub sector decarbonisation to 2045.

Mode	Short term	Medium term	Long term
Active travel	Mainstream[4]	Mainstream	Mainstream
Rail	Transition[5]	Mainstream	Mainstream
Cars and Vans	Transition	Mainstream	Mainstream
HDV	Technological development and preparation	Transition	Mainstream

The Plan sets out 16 outcomes covering:

- Jobs, skills and the economy
- Communities and places
- People and equity
- Adaptation, Biodiversity and the environment.

The plan highlights the problems with public transport in rural areas of Scotland. It also sets out the scale of the problem facing Scotland in decarbonising the road network, which is particularly relevant to the context of the National Park, where there is high reliance on private vehicle use access key services, employment and education.

Decarbonising cars and vans and heavy good vehicles may also present opportunities for development along the stretch of A9 that travels through the National Park, with a potential need for additional services i.e. charging points for electric vehicle charging and associated facilities for drivers.

The Proposed Plan should support the outcomes and their delivery working toward net zero in 2045 and focus on reducing potential instances of transport poverty through applying and infrastructure first approach, the place principal and siting of development that supports local living and the 20 minute neighbourhood principles.

[4] Mainstream = net zero forms of transport, and their supporting infrastructure, are in widespread use
[5] Transition = net zero forms of transport, and their supporting infrastructure, are being rolled out.

Hydrogen Action Plan

The Hydrogen Action Plan (CNPA111), published in 2022, sets out Scottish Governments five year Action Plan to support the development of a hydrogen economy in Scotland supporting the countries transition to net zero by 2045. The ambition is to transform Scotland into a leading producer and exporter of hydrogen. The Plan aims to support the uptake and use of hydrogen as a primary fuel in both public and private vehicle use, to support a reduction in transport related Green House Gas emissions.

The Proposed Plan should support the National objectives to increase the use of hydrogen by supporting development / infrastructure that supports the uptake and use of hydrogen as a primary fuel in both public and private vehicle use. Development should be supported in strategic locations based on an infrastructure first approach.

A long term vision for active travel in Scotland 2030

The Proposed Plan should support the long term vision for active travel in Scotland 2030 (CNPA843). The vision aims to encourage walking and cycling for everyday short journeys. It is intended to help people make healthier living choices to deliver happier, more inclusive, equal and more prosperous places. It acknowledges and promotes the need for local active transport networks that are safe and of high quality to improve confidence in their use. The objectives set out to help achieve this vision are:

- Better health and safer travel for all
- Reducing inequalities
- Cutting carbon emissions and other pollution
- Delivering liveable, more pleasant communities
- Supporting delivery of sustainable economic growth.

In terms of the infrastructure required to deliver these objectives the following recommendations have been put forward:

- Main roads into town centres all have either segregated cycling provision or high quality direct, safe and pleasant alternatives.
- Rural and suburban minor roads need to have low speed limits, linking nearby communities and services so opening up new travel opportunities and choices.
- Active travel networks need to ensure the continuity of routes and linking of key destinations, encouraging people to travel safely on foot or by bicycle within and between settlements.
- Services and main trip attractors and generators need to all be accessible by foot and by bicycle, with appropriate cycle parking and changing facilities available.
- Lighting, active and natural surveillance of routes will increase the perception of safety along pedestrian and cycle routes.

- All schools should have safe routes for pupils who are confident to walk or cycle to them along with 20 mph or lower speed limits.

The vision goes on to state that:

- Active travel should be integrated with public transport to provide an attractive alternative to car use for longer journeys.
- There needs to be easy, safer access by foot and bike to public transport stops and stations.
- A supportive environment needs to be in place to ensure this, for example through the provision of multi modal interchanges, including in rural areas – so that walking and cycling are a key part of a truly integrated transport network, with appropriate supporting infrastructure such as real time information, seating, Car Club provision, cycle storage and cycle hire schemes.
- Adequate and bookable facilities for bike carriage on trains and inter urban and rural buses should be the norm.

Implications for planning refer to Community Planning Partnerships and all partners recognising the preventative benefits of active travel by prioritising investment in walking and cycling as a means of achieving key national and local social, environmental and economic outcomes related to improving health and wellbeing, reducing carbon footprints and supporting sustainable economic growth.

The Proposed Plan should support the notion that local streets are seen as multifunctional spaces, with active roles to play in supporting local economies, establishing green networks which handle surface water and biodiversity in sustainable ways, encouraging social interaction and activity and where spaces are accessible to all.

The long term vision further recommends that all new developments should follow design guidance such as Designing Streets (CNPA863), putting people and place before vehicle movement. Section 75 and planning conditions can also play a key role in delivering funding for facilities to support active travel.

Scotland's public health priorities

Scotland's public health priorities (CNPA686) contains six priorities, of which five are relevant to active travel:

- A Scotland where we live in vibrant, healthy and safe places and communities. Planning changes to places where people live which support people to be healthy will contribute to achieving this priority. This includes measures to increase access to

greenspace, reduce the dominance of motor traffic and co-designing changes with communities so they feel empowered to make decisions that directly affect them.
- A Scotland where we flourish in our early years. Measures that facilitate children's independent mobility can contribute to achieving this priority as will creating safe, accessible outdoor spaces for play in streets and parks.
- A Scotland where we have good mental wellbeing. Enabling active travel and improving access to greenspace can contribute to improved mental wellbeing.
- A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all. Plans to reduce transport poverty through enabling uptake of active travel options, particularly in areas of socio economic disadvantage, will support this.
- A Scotland where we eat well, have a healthy weight and are physically active. Measures to enable people to work active travel into their daily routines will contribute to achieving this priority, in particular focusing on the least active in order to reduce health inequalities.

These priorities will also support the Cleaner Air for Scotland 2 Policy (CNPA698) where a shift from private car to active travel will reduce transport related emissions that are responsible for poor air quality. The positive impact of modal shift from private car to active travel on air quality can be emphasised when carrying out engagement for active travel interventions in relation to places with poor air quality. The Proposed Plan should support Scotland's public health priorities and the Cleaner Air for Scotland 2 Policy.

A route map to achieve a 20 per cent reduction in car kilometres by 2030

The Scottish Government has set a target to reduce car kilometres travelled in Scotland by 20% by 2030 and produced a route map of interventions to achieve this target (CNPA864). The route map identifies actions to support four outcomes:
- Reduce the need to travel.
- Live well locally.
- Switching modes to walk, wheel, cycle or public transport.
- Combine or share car trips.

The route map is a response to Scottish Government's Climate Change Plan update (CNPA060) commitment to reduce car kilometres by 20 per cent by 2030, to meet Scotland's statutory obligations for greenhouse gas emissions reduction by 2045.

It also recognises the benefits that re-thinking the way people travel can have on our individual and community health and wellbeing, as well as the fairness of Scotland's society and the inclusiveness of Scotland's economy. The route map builds on the vision

for Scotland's transport system set out in the second National Transport Strategy (CNPA838), aimed at protecting Scotland's climate and improving its people's lives.

The route map aimed at reducing car use includes a range of non transport policies interventions:

- The provision of good connectivity and digital access to services.
- The way we plan and invest in our public places.
- Where we locate key services such as healthcare.
- How we support our children and young people to make healthy, fair and sustainable travel choices from an early age.

The route map does not aim to eliminate all car use, acknowledging that would not be realistic or fair, especially for journeys undertaken by disabled people or in rural areas where sustainable travel options may not always be available or practical.

Instead, it encourages the reduction of people's overreliance on cars wherever possible and identifies four key behaviours that everyone in Scotland should consider each time they plan a journey:

- Make use of sustainable online options to reduce your need to travel.
- Choose local destinations to reduce the distance you travel.
- Switch to walking, wheeling, cycling or public transport where possible.
- Combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option.

The route map sets out the interventions Scottish Government is putting in place to make it easy for people to take these actions. Proposed interventions to reduce car use include:

- Extending superfast broadband to 100 per cent of premises in Scotland: This will unlock opportunities for rural businesses and remote working, as well as building skills, literacy and learning so more people have the skills to connect online.
- Mapping digital connectivity alongside transport connectivity: There is potential for digitalisation of transport networks to measure demand and manage capacity, as well as managing transport assets, and a significant role for data in empowering people to weigh up their own travel choices against carbon footprints.
- Issuing a refreshed Fair Work First Action Plan (CNPA1157) to support employers to provide flexible working patterns.
- Progressing the Work Local Challenge Programme– this includes identifying opportunities for local work hubs formed by repurposing existing buildings, or by developing new 'pop up' communities.

- Delivering the NHS Scotland Climate Emergency and Sustainability Strategy (CNPA592) actions to reduce the need to travel and supporting the reduced need to travel to access health services.

Proposed interventions to help people switch travel modes include:

- Increased investment in active travel.
- Improving access to cycles and the transportation of cycles.
- Road safety improvements for cycle users.
- Investment in improving local bus services.
- Investment in the rail network.

The route map also contains proposed interventions to help people combine trips and / or share journeys. These can include car sharing and car clubs. The route map also highlights the need to explore further interventions beyond 2030 to discourage car use.

Achieving Car Use Reduction in Scotland: A Renewed Policy Statement

In June 2025, Transport Scotland published a renewed policy statement (CNPA500). While Transport Scotland remains wholeheartedly committed to reducing Scotland's reliance on cars in a fair way, they have also been frank in their assessment of the challenges surrounding the 20% target and the need to revise it. The Policy Statement made reference to the UK Climate Change Committee (CCC) in its recent Scotland's Carbon Budgets Advice for the Scottish Government, which indicates that Scotland would now need a 6% reduction in car use by 2035 in line with its proposed meeting of carbon budgets. Following advice from the Climate Change Committee on how best to reduce transport emissions to meet the statutory targets, Transport Scotland has commissioned further evidence to inform the revision of Scotland's car use reduction target together with other emission reduction measures. The focus going forward will be on achieving a reduction in car use through the four sustainable travel behaviours: reducing the need to travel, living well locally, switching travel modes and combining or sharing trips. The Proposed Plan should aim to support the renewed policy position and promote the four sustainable travel behaviours.

Designing Streets: A Policy Statement for Scotland

Designing Streets (CNPA863) is the policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place making and away from a system focused upon the dominance of motor vehicles.

The document contains the following policies that must be taken into account during the creation of the Proposed Plan:

- Street design must consider place before movement.
- Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- Street design should meet the six qualities of successful places, as set out in Designing Places (CNPA1146).
- Street design should be based on balanced decision making and must adopt a multidisciplinary collaborative approach.
- Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.

The Proposed Plan should reflect the policy set out in the designing streets policy.

Outdoor Access Design Guide

This guide (CNPA926) aims to provide consistent and clear advice on the selection and design of outdoor access furniture and structures, such as gates, fences and boardwalks. It is aimed at land managers, access professionals, rangers, planners, surveyors, and community and interest groups involved in the development and management of outdoor access in Scotland. The guide brings together widely sourced designs, which are tried, tested, and regularly used throughout Scotland to manage outdoor access. The Proposed Plan should reflect, where relevant, the design guide and support its application in the proposals put forward in the National Park.

Let's get Scotland Walking – The National Walking Strategy

The National Walking Strategy (2014) (CNPA853) by Scottish Government puts forward the vision of a place where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking. The Strategy builds upon national physical activity strategy adopted in 2003, Let's Make Scotland More Active.

The strategic aims within the strategy are:

- To create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing.
- To deliver better quality walking environments with attractive, well designed and managed built and natural spaces for everyone.
- To enable easy, convenient and safe independent mobility for everyone.

The strategy accepts that in order to realise the vision partnership working is vital. It suggests the involvement of variety of delivery partners including: Scottish Government and its agencies, Regional Transport Partnerships, Safety Partnerships, local authorities

(transport, urban and land use planners and those in development management, health improvement, education and town centre renewal, sports development and access), Health and social care sector, national and local politicians, third sector organisations, private developers, employers, business, estate and greenspace managers, community groups and trusts, grant funding bodies, those involved in carbon reduction and sustainability planning including those responsible for workplace travel, carbon reduction and sustainability plans to deliver the vision.

The National Walking Strategy is currently being reviewed, but as of December 2025 no further update is available. The Proposed Plan will reflect and support the aims of the current strategy and of the subsequent strategy during its creation.

Key agency documents

Active Travel Task Force Report

The Active Travel Task Force was set up by the Scottish Government in 2016, with a remit to 'identify and make recommendations...on ways to improve delivery of ambitious and inclusive walking and cycling projects in Scotland, helping to create high quality places and communities that support health and wellbeing'.

The Task Force was chaired by Transport Scotland and included representatives from the Convention of Scottish Local Authorities, Regional Transport Partnerships, the Third sector, and the Society of Chief Officers of Transport.

During 2017, the Task Force gathered evidence from various organisations and individuals which identified a number of issues. These included the need for policies and legislation to support infrastructure provision, which is key in encouraging and facilitating active travel and place making. Also, the need to bring about changes in attitudes, perception and knowledge about active travel by raising awareness among communities. One of the points made frequently during the evidence gathering, was that both infrastructure provision and behaviour change were required and that one without the other would not be effective.

The Active Travel Task Force Report (published 2018) (CNPA905), sets out eighteen recommendations, spread across four themes. The Proposed Plan should reflect and support the recommendations.

1. Infrastructure

- 1.1 Criteria for funding for walking, cycling and placemaking projects must include the delivery of infrastructure combined with appropriate behaviour change programmes, in a way that is enforced and timely, sequential and coordinated, using planning policy and international best practice.
- 1.2 As a preventative spend measure, cross portfolio policy investment (e.g. from Health, Transport, Environment and Education Directorates) should prioritise the delivery of a network of continuous and safe walking and cycling infrastructure routes, working in partnership with local authorities and other relevant stakeholders.
- 1.3 Formally approved, overarching design guidance for Scotland should be produced for local and trunk roads, and places, enabling people of all ages and abilities to access schools, workplaces and community destinations by foot, bike, public transport, ensuring accessibility for all users. National policy requirements should be reinforced for infrastructure, referencing Designing Streets, Cycling by Design and the Place Standard Tool.
- 1.4 Funding for long term maintenance for active travel projects, identified as a local or national priority, should be included as part of Community Links / PLUS projects.

2. Policies, processes and resources

- 2.1 Increased, continuous, multiyear funding and resources, is required, along with simplifying the current bidding processes and conditions.
- 2.2 The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding should be widened to ensure an open, fair and transparent process.
- 2.3 The collective impact of active travel strategies / plans, and related policies across national, regional and local levels, should be measured, and monitored longitudinally.
- 2.4 National, regional and local ownership and planning and delivery of active travel projects between policy departments must be more coordinated, and include as a minimum, planning, environment, health and education departments within central and local governments. Regional Transport Partnerships need to be better resourced to address cross boundary issues, in partnership with other stakeholders.
- 2.5 There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the often unpopular, but right decisions.
- 2.6 Professional training in community engagement and consultation and planning, delivering and maintaining active travel projects should be made available as Continuing Professional Development accredited courses to all public and private sector professionals, including elected members.

- 2.7 A policy of reducing urban traffic and transferring carriageway space to active travel should be considered, including workplace parking levy, road user charging and encouraging more carsharing.
- 2.8 The National Transport Strategy Review must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies.
- 2.9 The Strategic Transport Project Review should include Active Travel as a theme for nationwide projects, for example the National Walking and Cycling Network.

3. Community engagement

- 3.1 The active travel message should be promoted clearly to the general public and politicians, as being primarily about 'place', and having pride in their communities and local environment. Infrastructure projects are not just about walking or cycling. Community Planning Partnerships and local communities need to be included from the outset and consider wider public transport requirements, such as walking routes to bus stops.
- 3.2 Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved. This will include community groups, businesses and Police Scotland and must follow the legislation in The Fairer Scotland Duty.

4. Behaviour change and culture

- 4.1 There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys, including walking to public transport venues as part of a multimodal journey. These should be balanced and coordinated with infrastructure/place making, media campaigns and must include enforcement of road safety and parking legislation in favour of pedestrians and cyclists.
- 4.2 All spheres of governance, led by the Scottish Government, must ensure the benefits of active travel are widely promoted across all portfolios and integral to all relevant Scottish Government policy.
- 4.3 The Fairer Scotland Duty, which is a key component in changing behaviour in relation to active travel, will challenge all public sector bodies, including the Scottish Government, NHS and local authorities, to tackle social and economic disadvantage in local areas. This will include tackling transport poverty and increasing access to bikes.

Active Travel Framework

The Active Travel Framework (CNPA847) brings together the key policy approaches aimed at increasing the uptake of walking and cycling in Scotland as an alternative travel mode. It has been produced by Transport Scotland and key delivery partners[6]. It identifies five high level outcomes to help realise its goal:

- Increase the number of people choosing walking, cycling and wheeling in Scotland.
- High quality walking, cycling and wheeling infrastructure is available to all.
- Walking, cycling and wheeling is safer for all.
- Delivery of walking, cycling and wheeling is promoted and supported by a broad range of partners.
- Walking, cycling and wheeling is available to all.

The Proposed Plan will aim to support the outcomes set out in the Active Travel Framework. This can be achieved through ensuring new development is supported through an infrastructure first approach to site selection and in locations that support local living and the 20 minute neighbourhood principles. New development should enable connection to and support existing active travel networks to other settlements and ensure active travel is accessible and promoted through appropriate active travel infrastructure. It should also reflect the Active Travel Strategy Guidance (CNPA862).

Active Travel Strategy Guidance 2023

The guidance (CNPA862) for active travel strategies, setting out a strategic approach to plan infrastructure and behavioural interventions, was introduced in the Cycling Action Plan for Scotland in 2013, reinforced by the National Walking Strategy (CNPA853). Active Travel Strategy Guidance was first introduced in 2014, to support local authorities and other statutory bodies to prepare an active travel strategy for their area.

The 2023 Active Travel Strategy Guidance reflects key changes to national policy with implications for active travel strategies in the Cairngorms National Park. The definition of active travel has been updated. It refers to journeys made by modes of transport that are fully or partially people powered, irrespective of the purpose of the journey. 'Walking and wheeling' represents the action of moving as a pedestrian, whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid. Walking and wheeling sits above cycling in the transport hierarchy.

[6] Cycling Scotland; Cycling UK; SUSTRANS (now known as the Walk Wheel Cycle Trust); Paths for All; Energy Saving Trust; Living Streets; Forth Environment Link, Regional Transport Partnerships, and local authorities.

New recommendations for top priority interventions, include segregated cycle networks in towns and settlements, rural routes that link to them, as well as neighbourhood scale interventions.

Active travel sits within the broader transport context: the National Transport Strategy (CNPA838) identified that poor integration is a barrier to people choosing sustainable modes (active, public, or shared transport). As set out in the second National Transport Strategy Delivery Plan and Climate Change Plan Update Monitoring Report, the Scottish Government are updating the guidance for discretionary local transport strategies (LTS) to align with national and regional strategies.

Local transport strategies allow authorities to detail how they intend to deliver on national objectives at a local level and provide an action plan for meeting local challenges and objectives.

In addition, while the Active Travel Strategy sets out how to better connect people and places by active travel, the justification for active travel interventions can be strengthened by delivering multiple benefits together, especially when resources are scarce. Taking a place based approach to meeting community needs, considering places as a whole, can lead to greater benefits than through individual interventions, while also delivering on local health outcomes and narrowing health inequalities. There are also opportunities for environmental benefits beyond contribution of active travel to net zero emissions, through the inclusion of climate adaptation measures and biodiversity enhancements. The Proposed Plan should support and reflect the Strategy in the preparation of the Proposed Plan.

Going further: Scotland's Accessible Travel Framework

The purpose of the national Accessible Travel Framework (CNPA1335) is to:

- Support disabled people's rights by removing barriers and improving access to travel. Ensure disabled people are fully involved in work to improve all aspects of travel.

The vision for accessible travel in Scotland is that 'All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens.'. The framework has four outcomes. The framework states that all the work of everyone involved in transport should be geared towards achieving these four outcomes. The work undertaken to implement this framework will help make sure this happens. The outcomes are:

- Outcome 1: more disabled people make successful door to door journeys, more often.
- Outcome 2: disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure.

- Outcome 3: everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel.
- Outcome 4: disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling.

The Transport Accessibility Steering Group that developed this framework will, led and supported by Transport Scotland, continue to develop, monitor and review the actions needed throughout the 10 year lifespan of the framework (2016 – 2026).

The document 'A Railway for Everyone: A Strategy for accessibility on Scotland's Railway' (CNPA1334) supports the delivery of the framework. The Proposed Plan should support the actions set out by the framework by ensuring new development supports improvements to accessibility in terms of active travel and public transport accessibility in the National Park.

Cycling by Design

Cycling by Design (CNPA854) offers guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland. It aims to ensure that cycling is a practical and attractive choice for the everyday and occasional journeys of all people.

Cycling by Design is intended to enable experienced designers to integrate cycling into a holistic and attractive built environment, and should be applied on all schemes delivering:

- Cycling infrastructure
- New and improved roads
- New developments
- Any other built environment feature where cycling should be considered.

The guidance has been developed to respond to a key recommendation by the Active Travel Taskforce. The taskforce reported its findings in 2018 (CNPA905) and sought to 'improve delivery of the ambitious and inclusive walking and cycling projects in Scotland that will help to create high quality places and communities that support health and wellbeing'. Cycling by Design supports this objective, and the key infrastructure recommendations made by the taskforce.

Cycling by Design is the primary reference for the design of cycling infrastructure in Scotland. In relation to the spatial planning in the Cairngorms National Park the following messages are important:

- Cycle users must be protected from motor traffic by physical separation or by significantly reducing the volume and speed of motor traffic on local neighbourhood streets. Additional space for protected facilities should be taken from the road carriageway and not from the footway.
- Cycling infrastructure must be fully accessible by anyone who wants to use it, regardless of age, ability or experience. This means that gates or other access barriers which restrict the movement of many people, including those with disabilities, should not be included in design.
- Cycle routes must form part of fully connected networks and be of a consistent quality throughout. We would not design a road network that 'abandoned' drivers or required them to get out and push their vehicle between routes. Cycling must be no different.
- Cycling infrastructure should contribute positively to a sense of place. Along with other aspects of street design, it should attract people to use the infrastructure and spend time in the places that it is part of.

The Proposed Plan will aim to support and encourage an increase in active travel by cycling through site selection requirements to align with an infrastructure first approach enabling connections to existing cycling networks, where applicable, to enable users of the development the choice to cycle and support the aims of reducing private vehicle use.

Cycling Framework for Active Travel – A Plan for Everyday Cycling

The Cycling Framework (CNPA856) sets out Scotland's strategic priorities and shared actions to maximise cycling's contribution to realising the Scottish Government's long term vision for active travel in Scotland - 'that Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys'. The top priority for the achievement of this vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.

The framework includes a delivery plan which has been developed using the information gathered through the evidence review, from stakeholder engagement and the Cycling Action Plan for Scotland review. The delivery plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium term actions that will be delivered by 2030 or within the life of the framework and actions for the longer term. In terms of delivering the cycling infrastructure, the actions the National Park Proposed Plan should reflect and support are:

- Prioritise investment in the creation of connected cycling infrastructure, protected from traffic and integrated with public transport.
- Develop and deliver active travel strategies which prioritise cycling for transport appropriately.
- Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030.
- Work with other policy areas to introduce localised active travel networks as part of a larger package – for example 20 minute neighbourhoods, transport interchanges – to create efficiencies.

In terms of monitoring, the plan states there should be continuous monitoring and evaluation of the impacts of active travel investment and embed learning in future investment decisions. The Proposed Plan should support the vision that walking and cycling become the most popular choice for everyday short journeys. This can be achieved by applying an infrastructure first approach to development citing that supports local living and the 20 minute neighbourhood approach.

Rail Recharged: Scotland's Fleet Transition Strategy

The Strategy (CNPA1333) replaces the Rail Services Decarbonisation Action Plan (CNPA861). The strategy sets out the actions Scottish Government will take to replace trains that are reaching the end of their useful life while providing a reliable, resilient and modern rail network for the people of Scotland. As a key component of Scotland's transport system, the strategy to replace ScotRail's fleet is a central part of delivering the strategic vision set by Transport Scotland. The National Transport Strategy sets out the 20 year plan to support Scotland's priorities to reduce inequalities, take climate action, help to deliver inclusive economic growth and to improve Scotland's health and wellbeing. Scotland's railway directly supports these four priorities. Replacing Scotland's passenger trains also supports delivery of the national priorities set out by the First Minister for Scottish Government. By 2045, the existing trains will all be replaced with zero emission trains which will guarantee the operational, financial and environmental sustainability of Scotland's railway.

The trains operating on the Glasgow / Edinburgh to Inverness line are the Class 158 diesel operated trains[7] which are reaching the end of their useful life (within the next 15 years). The rail line that serves the residents in the National Park[8] is the Intercity Rail

[7] At almost 50 years old, the High Speed Trains that run these InterCity services are the oldest trains in ScotRail's fleet.
[8] Via stations at Carrbridge, Aviemore, Kingussie, Newtonmore, Dalwhinnie and Blair Atholl.

service from Glasgow / Edinburgh to Inverness. Inverness provides long distance connectivity to the rest of the UK for approximately 250,000 people and it is the gateway to the Highlands, Islands and the Far North.

The Plan

In December 2024, Scotland began the procurement to replace these trains. The strategy notes that a significant extent of electrification infrastructure is required in order to introduce zero emission trains on this route. Therefore, the strategy sets out two options to achieve this:

- The deployment of younger lower emission diesel trains cascaded from elsewhere in Great Britain; or
- The procurement and introduction of new bi-mode electro diesel trains.

Long term vision

The InterCity routes intertwine with wider parts of the network, however, given the vast distances between passenger destinations along with the importance of rail freight on these routes, electric services with sufficient electrification are the desired end state for this part of the network.

The strategy notes that a significant amount of electrification will be required to allow electric services to run on these routes and these works will disrupt the performance of the network and will have an impact on both passengers and freight services.

This is why the current plan has identified the opportunity for a transition fleet. If a transition fleet is the outcome of the procurement exercise, it would allow the flexible delivery of electrification on the InterCity routes and provide time for the Scottish Government and the rail industry to respond to changes in funding availability and technology.

In the transition fleet scenario, the transition fleet would eventually be replaced by new build zero emission trains. The timeline for the introduction of this zero emission fleet will be dependent on the pace at which it is possible to sufficiently electrify these routes which will be driven by the availability of funding and technological maturity.

Whilst the focus of this plan is on ScotRail's own fleet the railway network is used by many cross border passenger operators, charter operators and rail freight operators. All of these rail operators provide extensive economic, social, connectivity and environmental benefits to Scotland.

As Scotland works toward the long term vision in replacing ScotRail train types, the industry will continue to closely engage with all rail users when planning infrastructure upgrades to ensure they can benefit from, and plan in, their own rolling stock well in advance of deployment.

As ScotRail's fleet is replaced, and the extent of electrification is increased, The Strategy aims to seek to increase opportunities for rail freight. These could include timetable changes and improvements to capability (gauge) and capacity to ensure that rail freight remains a credible and attractive option. The Proposed Plan should support development that supports the actions of the Strategy and delivery of the electrification of the rail line and zero emission rail fleet.

Scotland's Road Safety Framework to 2030

The national Road Safety Framework to 2030 (CNPA859) sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on Scotland's roads by 2050.

Measures to segregate people cycling and walking from motor traffic are encouraged under the 'Safe Roads and Roadsides' outcome, along with speed limit reductions and promoting positive, safer behaviours in places where this is not possible. The Proposed Plan should ensure new development is supported in locations that provide safe connections to existing walking and cycling routes (active travel), which are separate from vehicle traffic.

Strategic actions proposed in the framework to address the emerging and existing challenges that the National Park Authority could assist with in the spatial plan include:

- Improvement to speed management mechanisms and initiatives.
- Increasing resourcing and funding streams for national and local road safety delivery.
- Ensuring road safety remains a key focus of active and sustainable travel in Scotland.
- Improvements and / or maintenance to existing road infrastructure.
- Reducing road safety inequality due to socio economic disadvantage of people living in areas of deprivation, this can be achieved through physical infrastructure such as speed counters in areas of deprivation, and reallocation of road space for active travel (STPR2).

The Proposed Plan should ensure, through the transport appraisal, that development is not supported at locations constrained by existing accident blackspots and will not increase risk at these locations.

Inclusive Design in Town Centres and Busy Street Areas

The Inclusive Design in Town Centres and Busy Street Areas document (CNPA899) describes a multidimensional definition of transport poverty developed in collaboration with health and transport experts. It outlines the causes of transport poverty within and beyond the transport system and details how transport poverty can influence health and health inequalities. The purpose is to inform discussion and shape future policy, action and evaluation to ensure the causes of transport poverty are addressed and that there are more equitable transport options for all. This is important to reduce transport poverty and mitigate the harm it can cause to health and wellbeing.

The Local Development Plan can help support a reduction in transport poverty by ensuring all developments support the sustainable transport hierarchy (Figure 1) and take account of the five dimensions of transport poverty. The briefing also sets out the need to ensure all plans and strategies in transport, planning, housing and service provision meet the needs of those populations most vulnerable to transport poverty. This includes people on low incomes, people living in rural and island communities, women and disabled people.

The Proposed Plan should aim to ensure that potential sites and new development in areas where there are few transport choices are not accessible solely by the private motor vehicle. This can be achieved by applying an infrastructure first approach to site selection during the preparation of the Proposed Plan to ensure selected sites are supported in locations that support the sustainable travel hierarchy in terms of providing access to active travel and public transport travel options.

Historic Environment Scotland Climate Action Plan 2020 – 2025

The Historic Environment Scotland Climate Action Plan (CNPA116) sets out how Historic Environment Scotland plan to transform the way they operate in response to the growing climate emergency. The actions focus on:

- How they will tackle the causes of the climate crisis and respond to the impacts.
- Changes in the way they protect and operate some of Scotland's most recognisable places and landmarks and the landscapes and infrastructure around them.
- Sharing knowledge, building resilience, and investing in sustainability to support others to address the climate emergency.

The action plan contains a number of actions specific to sustainable transport. These include:

- Increase existing electric vehicle charge infrastructure across the organisation for staff and visitors.
- Increase electric vehicle fleet across the organisation, with the aim to fully decarbonise the fleet by 2030.
- Improving cycling infrastructure for staff and visitors.
- Develop integrated transport hub solutions and remove visitor vehicles from many of our Historic Scotland top sites by 2028.
- Improve communications, information and advice relating to sustainable travel for staff and visitors.

The Proposed Plan should support requirements for the inclusion of electric vehicle charging infrastructure at historic sites to meet current and expect future use. Furthermore, the Proposed Plan should support the Historic Environment Scotland Climate Action Plan to ensure there is adequate cycling infrastructure at employment and tourism sites in the National Park.

Regional Transport Strategies

Regional transport strategies are the conduit between National Transport Policy and the local aspirations of the local authorities the regional strategies cover geographically. There are seven statutory Regional Transport Partnerships covering the whole of Scotland, created under the Transport (Scotland) Act 2005 (CNPA1155). Regional Transport Strategies must therefore reflect the prevailing National Policy context, most notably the new National Transport Strategy 2 (CNPA838) and its four priorities of:

- Reducing inequalities.
- Taking climate action.
- Helping to deliver inclusive economic growth.
- Improving our health and wellbeing.

Angus Council has informed the Park Authority the Tayside and Central Scotland Regional Transport Strategy 2024 – 2034 also replaces their previous local transport strategies and plans for the Angus local authority area.

The Proposed Plan should support and reflect the regional transport strategies that overlap the Cairngorms National Park area.

HITRANS Regional Transport Strategy

The Highland and Islands Transport Partnership (HITRANS) Regional Transport Strategy was approved by Scottish Ministers in July 2008. A refresh of the Regional Transport Strategy was undertaken in 2018 which covered the period of 2018 – 2022 (CNPA910).

A full update of the Regional Transport Strategy is currently underway. The HITRANS case for change report provided direction for the Local Development Plan in terms of key issues in the HITRANS area. It is expected that the new Strategy will be published during the Proposed Plan preparation stage and it will be taken into account during the Proposed Plan's preparation. The final draft of the HITRANS Regional Transport Strategy (CNPA869) was provided to the Park Authority and has been summarised below.

HITRANS Regional Transport Strategy

The HITRANS Regional Transport Strategy (CNPA869) builds upon the previous strategy with much of the core policy framework and strategic direction and its vision and objectives remaining with a focus on a prosperous economy and on inclusive, connected and healthy communities. It includes several changes to the policy, economic, societal and environmental contexts within which the Partnership now operates,

The strategy sets out HITRANS' vision that the transport networks and services will act to realise the economic potential of the region through reducing the actual and perceived impacts of distance, poor resilience and low population density. By doing this, they will facilitate economically and socially valuable activities for all, provide equality of opportunity, enable people to live active and healthy lives and allow the region to contribute fully to the national net zero emissions target.

The strategy reiterates HITRANS' support for the early delivery of several committed transport improvements in the region including the dualling of the A9 and A96. Both will benefit either movement within the National Park in the case of the A9 and support cross boundary movement (A9 and A96).

The strategy supports the Cromarty Firth Green Freeport, which will bring an estimated 10,000 jobs to the region, which will potentially benefit residents in the National Park seeking employment in the wider region. The strategy sets out the following objectives:

- To make a just transition to a post carbon and more environmentally sustainable transport network.

- To transform and provide safe and accessible connections between and within our city, towns and villages, to enable walking, wheeling and cycling for all.
- To widen access to public and shared transport and improve connectivity within and from / to the region.
- To improve the quality and integration of public and shared transport within and from / to the region.
- To ensure reliable, resilient, affordable and sustainable connectivity for all from / to our island, peninsular and remote communities.
- To improve the efficiency, safety and resilience of our transport networks for people and freight and adapt to the impacts of climate change.

The strategy contains eleven strategy themes, which each theme containing a set of individual policies. Although the proposed should reflect and support all of the relevant policies set out in the strategy, listed below are policies that may affect proposed development in the Cairngorms National Park.

Theme 1: Transforming our communities and reducing the impact of transport upon them

The strategy (Policy ST1a) supports the principle of reallocating road space (including parking) to improve active travel infrastructure which may have implication on existing parking capacity in town and village centres in the National Park.

The strategy (Policy ST1h) supports the prioritisation of new development in locations that are in proximity to key services and already well served by active travel and public transport. It also (Policy ST1j) supports the integration of active travel, public transport and shared mobility into the planning of all new developments. Proposers of new developments should be required to outline how they will deliver connections into the local active travel and public transport networks.

Theme 2: Connecting our communities

The strategy supports the integration of active travel, public transport and shared mobility into the planning of all new developments. Proposers of new developments should be required to outline how they will deliver connections into the local active travel and public transport networks.

The strategy (ST2c) also supports the expansion of the National Cycle Network in all parts of the region and supports the upgrade and new provision of bicycle parking and facilities at all public buildings, transport interchanges and key on street locations within the region as well as the provision of bicycle storage for residents (ST2h).

Theme 3: Enhancing public transport connectivity to / from: (i) Inverness; (ii) our sub regional centres; and (iii) Scotland's other cities and beyond
The strategy recognises (Policy ST3e) the role which community transport and Demand Responsive Transport plays in the region's most rural communities and supports its expansion and integration with timetabled services.

Theme 4: Improving the integration, quality of and access to public and shared transport
The strategy (Policy ST4a) supports measures that will improve integration within and between modes of transport at key locations and transport interchanges in order to provide new travel options and alternatives to the private car, recognising the constraints within which this is possible (e.g., delivering school bus services).The strategy also (Policy ST4d) supports the provision and enhancement of mobility hubs across the region, in line with a hierarchy reflecting local requirements. It also (Policy ST4v) supports the maintenance and expansion of at-stop / at-station multi-modal real-time information.

Strategy Theme 8: Facilitating sustainable visitor travel demand
The strategy (Policy ST8c) supports the development of active travel connections to the region's key tourism destinations where this would be a realistic option for some visitors.

Strategy Theme 9: Decarbonising our transport, mitigating the effects of climate change
The strategy (Policy ST9d) calls for the expansion, standardisation and maintenance of electric vehicle charging infrastructure to support the decarbonisation of all vehicle based travel in the region.

HITRANS Regional Transport Strategy: Case for Change Report
The case for change report (CNPA870) was prepared by Stantec on behalf of HITRANS as the first step toward developing the next Regional Transport Strategy for the Highlands and Islands region. The total area the Strategy covered is 50% of the land mass of Scotland, but in the context of this report the area of concern is the Highlands and Moray local authority areas within the boundary of the Cairngorms National Park.

The proposed Strategy objectives in the case for change report that could potentially impact the National Park[9] are as follows:

[9] Note: Objective 5 has been omitted deliberately as it specifically addresses the connectivity of Island and peninsular communities, areas not within the National Park boundary.

- To make a just transition to a post carbon and more environmentally sustainable transport network.
- To transform and provide safe and accessible connections between and within the regions, cities, towns and villages, to enable walking, wheeling and cycling for all.
- To widen access to public and shared transport and improve connectivity within and from / to the region.
- To improve the quality and integration of public and shared transport within and from / to the region.
- To improve the efficiency, safety and resilience of our transport networks for people and freight and adapt to the impacts of climate change.

The analysis offered by the report is delivered by the Travel to Work areas to provide sub local authority data level information. The Travel to Work Areas are defined as broadly self contained labour markets, of which there are 18 across the region. Within the National Park, Aviemore and Grantown-on-Spey is a Travel to Work Area. The analysis, however, utilised the 2011 Census data, data which pre dates the effects of broadband and mobile telephony improvements since 2011 and the Covid 19 pandemic.

In relation to walking, the report states that 'rates of walking for leisure [as opposed to walking as a means of transport] are the highest in 'accessible rural areas' and 'remote rural areas'. The report advises that this confirms that, for many people in rural areas, walking as a means of transport will be impractical for most journeys due to the distances involved. For shorter journeys, there may be other barriers to walking such as a lack of suitable footways.' (page 62).

With regard to cycling the report highlights that 'bicycle availability and the rates in the HITRANS region are actually the highest in the country, with 46% of households having access to at least one bicycle'. However, the baseline equalities evidence for the report states that, nationally at least, the degree of access to a bicycle is much lower than this for families on lower incomes, so there is a clear equalities issue which may also be prevalent in parts of the National Park.

The report notes that the region is serviced by a wide range of bus operators. The major operator in Highland and Moray is Stagecoach (Bluebird in Moray, Highland elsewhere). Megabus provides two coach services between Edinburgh / Glasgow to Inverness via the A9.

The HITRANS area is served by the Highland Mainline (rail line) which connects Perth to Inverness. ScotRail provides the vast majority of services across the network. London

North Eastern Railway provides one Inverness – London Kings Cross service and the Caledonian Sleeper operates six nights per week between Inverness and London Euston.

The report highlights two key factors that need to be taken into consideration in the development of the next HITRANS Regional Transport Strategy are Transport Innovation and Travel Behaviour Change.

In relation to transport innovation the report points to the main change being brought by the increased use of electric vehicles. The report highlights the fact that 'within rural areas, electric vehicles are not viewed as a practical alternative by some people due to concerns around range and range reliability, evidenced by the Highlands and Islands Enterprise's research' (page 119).

The report puts forward other alternative fuels such as hydrogen, biofuels and synthetic fuels which at present lack the accessible infrastructure for effective mainstream use.

Road networks highlighted in the document that traverse the National Park include the A9 from Perth to Thurso, the A889 from Dalwhinnie which joins the A86 to travel east to Kingussie and exits the National Park west on to Spean Bridge.

NESTRANS 2040 Regional Transport Strategy for the North East of Scotland

The Regional Transport Partnership for the north east of Scotland's (NESTRANS), Regional Transport Strategy (CNPA866) is a long term strategy for the areas of Aberdeen and Aberdeenshire, which sets the vision and direction for transport in the region up to the year 2040. A significant area of Aberdeenshire falls within the area covered by the Cairngorms National Park.

The key priorities set out by the strategy are:

- Improved journey efficiencies to enhance connectivity.
- Zero fatalities on the road network.
- Air quality that is cleaner than the World Health Organisation standards for emissions from transport.
- Significantly reduced carbon emissions from transport to support net zero by 2045.
- Accessibility for all.
- A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

The strategy highlights a number of key issues across the region including:

- Car availability and usage – car mode share for travel to work in the region is particularly high. At 81%, Aberdeenshire car mode share for travel to work is higher than the Scottish national average (63%). The number of households with access to two or more cars is also high, particularly in Aberdeenshire (38%).
- Travel distances – the region has a large geographic area and hence longer than average travel distances – almost half of Aberdeenshire residents travel further than 10km to work. This is an increasing trend – since 2011, total vehicle kilometres travelled annually in Aberdeenshire has increased by 8%, compared to 5% nationally. 2020 / 2021 saw these figures significantly reduced with the longer term trends post Covid 19 still to emerge.

Key policy headings to which the Proposed Plan will have regard to include:
- Increasing the number of people travelling actively for health and the environment.
- Reducing transport emissions.
- Improving accessibility in rural areas.

The strategy (page 84) points out that over 40% of people in settlements such as Braemar and Ballater (covered by the Strategy within the National Park) walk to work and education. There therefore exist significant opportunities to improve pedestrian and cycle connections both within towns and villages across the region and also connecting towns and villages, by segregated active travel links where possible, in order to increase the number of shorter journeys that can safely be undertaken on foot or by bike. The Proposed Plan should reflect and support this in its proposals for these settlements.

One of the actions (RU5) sets out the need to 'encourage and facilitate the trial of new models of rural public transport provision, including demand responsive transport, MaaS journey planning and transport integration opportunities, new start entrepreneurs and community led initiatives, maximising technological and digital opportunities with partners such as Cairngorms National Park and others'. (page 85).

One of the key priorities set out in the strategy includes zero fatalities on the road network. Main roads covered by the strategy that traverse the National Park are the A93, A939, A97, A944.

In relation to cycling the strategy aims to continue to protect, maintain and improve the Deeside Way as a segregated, green transport corridor with additional consideration for the creation of further green corridors and appropriate biodiversity improvements when looking at segregated active travel provision on other links. The Deeside way enters the

National Park on the eastern boundary near Dinnet and carries on through Deeside to Ballater.

There are no implications in terms of rail provision from the strategy in relation to the National Park as no rail lines are in operation within the scope of the Strategy in / or connecting to localities within National Park.

In terms of reducing carbon emissions from public transport, Aberdeenshire operates bus services between settlements in the Aberdeenshire area of the National Park and services that connect services within the National Park to settlements and cities (notably Aberdeen) outside the National Park. One of the desired outcomes of the strategy is the decarbonisation of the transport fleet that would impact the services operating tin the National Park. There is also the need to increase the resilience of the region's transport network and the need to identify where upgrades and enhancements are required to fulfil the aspirations of the region in terms of economic development and growth, resilience and casualty reduction targets. In relation to the bus services serving the main settlements of Ballater and Braemar, an assessment of the existing bus services is included in this report.

The strategy includes under the heading of 'Planning and designing places for people' the following outcomes:

- That new development should be allocated at locations where it can be accessed by all, where choice is available and mode shift is enabled, creating sustainable communities where travel options follow the sustainable travel hierarchy and lessen dependence on single occupancy car use.
- Places which nurture active travel as the main means of movement, in particular town and city centres should enable and promote the hierarchy of sustainable travel, facilitate safe walking and cycling opportunities, a range of public transport opportunities and options for those who require to travel by car.
- Urban environments should be healthy and pleasant places to live, work and visit.

In terms of new development, it further states that:

'Sustainable communities should be walkable in scale and design with access to green space for health and wellbeing. Jobs, schools and services should be within a reasonable distance, working towards the Scottish Government's concept of 20 minute neighbourhoods, and designed to engender an active travel culture, reduce air and noise pollution, contributing to the wider health and social care agenda to increase levels of physical activity and improve health generally. Urban environments should not be

dominated by traffic, rather we must put people before vehicles, invest in the public realm and reprioritise road space for the benefit of the health and wellbeing of the population as well as the economic success of our city and town centres.' (page 100).

In terms of 'out of town' developments which can be considered in the rural context of the Cairngorms National Park areas within Aberdeenshire it states that 'developments and proposals which will exacerbate car dependencies should be opposed. For example, residential developments which are not easily served by bus / rail routes or business developments which rely on car access should not be supported. New developments should provide travel plans prior to planning application stage and should demonstrate a range of options for accessing sites and indicate anticipated mode split.' (page 101). The strategy further assert that villages and towns should be improved where possible to provide more active and sustainable travel options that take priority over vehicular traffic.

NESTRANS Regional Transport Strategy notes that reducing the car dependency of new developments may be achieved by the development management process by "ensuring new development is realistically accessible by a range of modes".

It further stipulates respective policy outcomes, including:

- PP2(a) 'New development is allocated to locations where it can be accessed by all, where choice is available and mode shift is enabled, creating sustainable communities where travel options follow the sustainable travel hierarchy and lessen dependence on single occupancy car use' and
- PP2(b) 'Places which nurture active travel as the main means of movement, in particular town and city centres which enable and promote the hierarchy of sustainable travel, facilitate safe walking and cycling opportunities, a range of public transport opportunities and options for those who require to travel by car' (NESTRANS Regional Strategy page 98).

The Proposed Plan should reflect and support the aims of the Regional Transport Strategy.

NESTRANS Active Travel Plan

The NESTRANS Active Travel Plan (CNPA1203) sets out the active travel delivery plan and programme of work to deliver improvements for walking, wheeling and cycling in the North East. It covers the period to 2040, with a review to be carried out every five years. The Plan sets out the vision 'For the North East of Scotland to have an environment and culture in which active travel is attractive, comfortable, convenient,

inclusive and a safe choice of travel for everyday journeys'. To achieve this the plan sets out the following objectives:

- To facilitate all residents in North East Scotland having access to active travel options for everyday journeys.
- To increase the active travel mode share in North East Scotland.
- To improve the safety of active travel options for all residents across North East Scotland.
- To provide high quality active travel infrastructure across North East Scotland.
- To increase the levels of support, capacity and capability for delivering active travel measures across North East Scotland.
- To promote integration with other policies and with other transport modes.

The action plan sets out thirty actions, comprising ongoing actions that are already underway together with additional tangible and deliverable actions which, by their nature, are short to medium term and will support the long term vision for active travel across North East Scotland, covering the period to 2040. Actions have been grouped under the five key themes: infrastructure, access to bikes and storage, behaviour change, road safety and education, and monitoring and evaluation.

Actions set out in the plan that are identified as being deliverable though partnership / or potential partnership with the Cairngorms National Park Authority include:

- Develop a pipeline of active travel infrastructure projects for the region which should include an indicative high level timeline of project progress including appraisal, feasibility, design and construction stages. The pipeline should be treated as a 'live' document which is regularly kept up to date and expanded to include new projects as they are identified. The Proposed Plan should support identified infrastructure projects for delivery on the National Park.
- Implement the recommendations and next steps from the Regional Active Travel Network study and ongoing multimodal corridor studies, including the commissioning of detailed designs and securing capital funding for projects identified as top priorities. The Proposed Plan will support next steps from the Regional Active Travel Network study applicable in the National Park.
- Continue to invest in existing segregated, green transport corridors – including the Deeside Way and the Formartine and Buchan Way – to create a number of recognisable flagship multiuser active travel routes.
- Work with Sustrans (now the Walk Wheel Cycle Trust) and Transport Scotland to further develop, expand and improve the National Cycle Network in the region, ensuring it is predominantly off road, well signposted with distinctive route branding

and connects communities along the way. More information on the Walk Wheel Cycle Trust development plans in the National Park is available on page 341.

- Conduct active travel audits at schools as part of the development of travel plans to create safer routes to schools. Subsequent audits published during the preparation of the Proposed Plan may inform the developer obligations approach.
- Work with developers to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Ensure new development is connected to active travel networks and existing access rights, including Core Paths, rights of way and paths within the wider network, are protected and enhanced. Where development proposals impact on the access network, the principle of the access must be maintained through provision of suitable alternative routes, in line with policies contained within Local Development Plans.
- Deliver active travel or mobility hubs across the region including at key destinations and transport interchanges to promote the use of active travel for first and last mile journeys. These could provide information and advice on active and sustainable travel in the region, bicycle hire and bike maintenance. The Proposed Plan will support the delivery active travel or mobility hubs.
- Continue to invest in cycle parking at key locations and promote the NESTRANS' Sustainable Travel Grant to support organisations in providing high quality cycle parking and facilities, including within residential and business developments.
- Work with Local Authorities to ensure that appropriate Cycle Parking and Storage arrangements are provided with all appropriate residential and business developments, as set out in Standards for New Development.
- Continue to facilitate joint working and sharing of best practice amongst partners involved in the development and delivery of active travel policy, infrastructure and in behaviour change activities, including data sharing to enable effective monitoring of active travel at a local level.
- Develop, install and maintain a comprehensive active travel counter and monitoring network.

Tayside and Central Scotland Regional Transport Strategy 2024 – 2034

This strategy (CNPA867) covers the areas of Angus and Perth and Kinross which overlap with the Cairngorms National Park boundary. The Tayside and Central Scotland Transport Partnership (TACTRAN) is tasked with producing the Regional Transport Strategy. The strategy sets out the vision for the medium and long term future of transport in the region and the Partnership will oversee its implementation.

The role of the strategy is to provide a framework for all public sector agencies in the region to perform their functions as they relate to transport and travel. The strategy is a partnership plan identifying the strategic transport priorities for the Angus, Dundee City, Perth and Kinross and Stirling Council areas. In the context of the National Park geography this relates to the areas of the National Park covered by the Angus and Perth and Kinross local authority areas.

The strategy sets out the following key outcomes:

- Reduce estimated CO_2 emissions from transport in the region.
- Increase the share of electric vehicle and low emission vehicle use.
- Reduce car kilometres driven.
- Reduce fatalities and injuries.
- Increase the levels of walking and cycling in the least affluent Scottish Index of Multiple Deprivation data zones.
- Reduce transport emissions in declared air quality management areas.
- Improve ability of all in the least affluent Scottish Index of Multiple Deprivation data zones targeted by the respective council to access jobs, education and services.
- Improve journey times and journey time reliability on strategic road and rail routes to key destinations for public transport and freight.

To reduce inequalities the main actions are:

- Target access improvements at the least affluent communities and vulnerable groups, especially where these groups are located in areas where there is poor access (as indicated by Scottish Index of Multiple Deprivation access domain) and / or at risk of transport poverty.

To assist the delivery of sustainable inclusive economic growth actions include:

- Target access improvements to education, training and employment for 16 – 24 year olds; the least affluent Scottish Index of Multiple Deprivation data zones as targeted by each council; and those identified in child poverty action plans.
- Promote modal shift in and around major traffic corridors and pinch points in Scotland's urban areas.
- Improve connectivity to / from the region where there are disparities in travel times between car and public transport on the strategic transport network.

Key transport networks that traverse the National Park highlighted in the strategy include the A9 Road from Perth to Inverness, the A93 from Perth to Braemar, Ballater and Dinnet and the Highland Main Line which is the rail line connecting Perth to Inverness. The outcome to reduce CO_2 emissions from transport, reduce freight mileage

by road and reduce car kilometres driven in the area has a bearing on the traffic traveling up the A9 through the National Park and to a lesser extend the route following the A93 from Blairgowrie into the National Park.

There is an action to improving journey times which supports the objective of helping to deliver inclusive economic growth. This includes improving public transport journey times on strategic roads (in the National Park the A9 and A93) and rail routes (Highland Main Line). In terms of road infrastructure in the National Park this means ensuring adequate infrastructure that supports the decarbonisation of vehicle transmissions and introduction and adoption of low and zero emissions technologies.

The strategy also highlights the need to reduce fatalities and injuries on the transport networks in line with the targets set out by Scotland's Road Safety Framework to 2030, specific details on reported collisions in the Cairngorms National Park are shown later in this document.

It advises that there are no declared air quality management areas within the National Park area covered by the strategy.

Improvements to public transport in terms of infrastructure provision, in particular connections between the main settlement in the National Park and the centre of Perth and Blairgowrie should be considered in the Proposed Plan to align with the outcome to improve journey times and journey time reliability on strategic road and rail routes to key destinations for public transport.

There is a focus in the strategy on rural areas, which the area within the National Park covered by the council areas of Perth and Kinross and Angus would be categorised as such. The strategy highlights the need to help people living in rural areas access services in their local centres and conversely help visitors and workers access the rural areas (including those within the National Park), as well as reducing the 'car kilometres' of those in the rural areas. To address this the strategy sets out the need to:

- Enable people to access interchange points by walking, wheeling, cycling and public and shared transport, but also by car (as sufficient public or shared transport options are not always able to meet all travel demands in rural areas) in their local centre and in (or near) nearby towns and cities.
- Improve bus, coach and train services between centres.

The key strategic corridors set out in the strategy that traverse the Cairngorms National Park are the Highland Main Line and the A9.

TACTRAN Regional EV Strategy

The TACTRAN Regional EV Strategy (CNPA868) and the Action Plan supporting it put forward proposals for the roll out of electric vehicles in the TACTRAN area. This includes the deployment, operation and maintenance of electric vehicle infrastructure and public and private vehicle usage.

The Objectives set out in the strategy include the need to:

- Ensure electric mobility services are equitably accessible across the urban and rural geographies in the region, and across the range of demographic groups present.
- Support public health outcomes through measure to improve air quality.
- Support electric vehicle uptake and providing provision for an improved electric vehicle charging network which is scalable.

National Park Authority documents

Cairngorms National Park Partnership Plan 2022 – 2027

While the National Park Partnership Plan (CNPA010) must be considered as a whole during the preparation of the Proposed Plan, the following objectives are of particular relevance to this topic:

- B9. Mental and physical health, which needs to be considered in terms of delivering the infrastructure to encourage and support self led and general practice (GP) prescribed green health activities in the National Park. The Proposed Plan should identify opportunities for new and improvements to existing infrastructure to deliver high quality active travel routes (Policy B3).
- B10. A Park for All, which seeks to provide better opportunities for everyone to enjoy the National Park, and a visitor profile that is more diverse, especially with regards to people who are disabled, from lower socioeconomic backgrounds, LGBTQ+ and from minority and ethnic groups. This is delivered through the production and publication of the Active Cairngorms Action Plan, Infrastructure Plans and Tourism Action Plan (also delivering Objective C9). Also, through developing targeted support programmes to overcome specific barriers to enjoying the National Park, including looking at business and infrastructure capacity.
- C4. Village and town centres, which aims to deliver the concept of 20 minute neighbourhoods in the National Park. The Proposed Plan will need to support and encourage development that supports residents meeting their day to day needs by walking and cycling. Schedule 12: Living locally and 20 minute neighbourhoods considers this issue on a settlement basis, presenting the current baseline through its

the Cairngorms National Park local living map. Interventions may include new cycle or pedestrian paths or upgrades and improvements to existing networks to serve both existing communities and new planned developments.

- C5 and C6 objectives, which address visitors to the National Park and that the National Park is a sustainable destination. To ensure visitor satisfaction remains high, appropriate visitor infrastructure improvements or interventions may be identified and should be reflected in the Local Development Plan Strategy. The Strategic Tourism Infrastructure Plan which will be delivered through the Cairngorms 2030 work.
- C7. Transport to and around the National Park, which aims to improve public transport networks within the National Park for both residents and visitors. The Proposed Plan needs to reflect on the need for increased ebike and adapted bike hire facilities in the National Park to meet future demand. The Proposed Plan also needs to promote innovative approaches based on 'Mobility as a Service', demand responsive transport initiatives, improved connectivity of bus routes, escooters, electric car schemes, car share schemes and other similar initiatives, though provision of new and improved infrastructure to support these models of transport. This work is expected to be delivered through the Cairngorms 2030 project work.
- C8. The Accessible path and cycle networks, which aims to increase the number of kilometres of safe and inclusive offroad or segregated road routes between communities by 2030. The Proposed Plan needs to support new and improvements to existing infrastructure to ensure all core paths are in good condition and are accessible to the widest possible range of users.

Policy C1 specifically addresses the need to enable sustainable patterns of settlement development, infrastructure and communications while maintaining the integrity of designated sites. The Proposed Plan needs to provide additional flexibility in future land supply for housing at small sites around a wider range of settlements. Improvements to the A9 and other major routes will support connectivity of these small sites to larger settlements. It should support improvements to the sustainable and public transport infrastructure in and around the National Park.

Policy C2 reflects the need for the Local Development Plan to support development of a low carbon, circular economy. The Proposed Plan needs to support the provision for additional infrastructure that may be needed to support the electrifying of public transport networks and the installing of additional electric car and bike charging facilities across the National Park, for both residents and visitors.

Options for improvements, identified in the Partnership Plan include:

- All abilities path surfacing.
- Visual or textural guides on footways and within car parks.
- Removal of physical barriers such as steps, slopes, stiles or awkward gates.
- Provision of additional benches on paths where less mobile users rest stops are anticipated.
- Installation of accessible bus stops and platforms.
- Installation of ebike charging points, racks and sheltered parking.
- Electric vehicle charging that incorporates suitable disabled parking and includes charging units that are fully accessible.
- Small scale overnight parking for motorhomes managed by communities.
- Standalone motorhome waste disposal facilities.

The Partnership Plan highlights that despite local and national efforts to encourage more use of public transport or active travel options; it is recognised that for the foreseeable future many people will continue to arrive in the National Park by private car. However, increasing numbers are likely to arrive by electric vehicle – and there is a consequent need to provide a suitable network of electric vehicle charge points.

The Partnership Plan highlights the fact that the Cairngorms area faces the challenge of having a low population but high visitor numbers. To date, most electric vehicle charging investment has been based on population density, which can lead to lower levels of provision than in more populated areas. However, visitors will require provision and electric vehicle charging availability to confidently visit the area. Much work to deliver a network of electric vehicle charging points is already under way with local authorities leading on the strategic planning for electric vehicle networks in their areas. In Highland and Perthshire, this is complemented by Transport Scotland's 'Electric A9' project which aims to develop multiple electric vehicle charge place hubs along the route, to provide electric vehicle charging for long distance journeys. However, a denser network will still be required and so, as well as additional provision in settlements, consideration will be given to providing electric vehicle charging at appropriate visitor locations.

The car manufacturer BMW and National Parks UK have joined forces in a three year partnership, 'Recharge in Nature Project'. This partnership will see BMW enhance the electric vehicle charging network across all 15 National Parks as well as supporting a range of nature projects.

Cairngorms National Park Strategic Tourism Infrastructure Development Plan 2023 – 2028

The aim of the Strategic Tourism Infrastructure Development Plan (CNPA181) is to develop a more strategic approach to investment in, and maintenance of, tourism infrastructure in the Cairngorms National Park for the period from 2023 to 2028. The Proposed Plan should support the delivery of the priorities set out in the Tourism Infrastructure Development Plan.

The Strategic Tourism Infrastructure Development Plan has been prepared to support the National Park Partnership Plan 2022 – 2027 (CNPA010) by assessing the tourism infrastructure within the National Park through a process that includes:

- Developing a clear picture of existing tourism infrastructure provision across the Cairngorms National Park.
- Identifying pressure points or gaps in provision on either a site specific or issue basis.
- Identifying and prioritising tourism infrastructure improvements including those that can be delivered or taken to 'shovel ready' stage in the near future.
- Developing a strategic approach to facility and path maintenance and upgrades.
- Developing appropriate data gathering and asset management systems to support future management of tourism infrastructure.

This Strategic Tourism Infrastructure Plan provides additional detail on the National Park's tourism infrastructure needs and the associated priorities that will primarily deliver against the people and place themes. However, it should be noted that the interrelated nature of the different elements of the National Park Partnership Plan mean many actions will have impacts across all three themes.

Projects proposed in the Strategic Tourism Infrastructure Development Plan relating to transport are shown in Table 4. The Proposed Plan should support the delivery of the projects outlined in the Strategic Tourism Infrastructure Development Plan.

Table 4 Projects proposed in the Cairngorms National Park Strategic Tourism Infrastructure Development Plan 2023 – 2028 (CNPA181)

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
Rail entry point signage	Blair Atholl, Dalwhinnie, Newtonmore, Kingussie,	High	Cairngorms National Park Authority	Scotrail	2023

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
	Aviemore and Carrbridge				
Signage at Main Bus / Coach Entry Points	Blair Atholl, Kingussie, Aviemore, Grantown on Spey, Ballater, Braemar.	High	Cairngorms National Park Authority	Local Authorities	2024
Active Travel Infrastructure	Various	Varies	Cairngorms National Park Authority	Walk Wheel Cycle Trust (formally Sustrans), Local Authorities, Transport Scotland	Detailed design work from 2024 to 2026 with construction from 2026 to 2028 for National Heritage Lottery funded projects. Other projects from 2024 to 2045
Glenmore - Old Logging Way Active Travel Improvements	Glenmore	High	Cairngorms National Park Authority	Rothiemurchus Estate, The Highland Council, Forestry and Land Scotland, Cairngorm Reindeer Centre, Walk Wheel Cycle Trust.	2025 – 2028
Public Transport Infrastructure	Various	High	Undefined	Cairngorms National Park Authority, Local Authorities, Regional Transport	2025 – 2028

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
				Partnerships, Transport Scotland, Transport providers	
Enhancing the Electric vehicle Charge Point Network	Various	Medium	Cairngorms National Park Authority	Transport Scotland, Local Authorities, Public sector landowners, Private sector.	2024 – 2028
Cairngorm Mountain parking and active travel improvements	Cairngorm Mountain	High	Highlands and Islands Enterprise / Cairngorm Mountain (Scotland) Limited and The Highland Council	Cairngorms National Park Authority and Forestry and Land Scotland.	2024 – 2025
Parking management and visitor improvements	Glenmore	High	The Highland Council and Forestry and Land Scotland	Cairngorms National Park Authority	Interventions commenced 2023 and continuing in 2024. Longer term transport plans implemented from 2025.
Parking management	Tullochgrue	Medium	Rothiemurchus Estate	Cairngorms National Park Authority	2024 – 2026
Active travel infrastructure and accessibility	Loch an Eilean	High	Cairngorms National Park Authority	Rothiemurchus Estate	2024 – 2025
Storylands Heritage sites parking	Badenoch Storylands Heritage sites	Medium	Various	TBC	2024 – 2028

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
Parking management	Glen Feshie Eastern access	Medium	TBC	Cairngorms National Park Authority, Forestry and Land Scotland, Landowners	2024 – 2025
Parking management	Uath Lochans, Glen Feshie	Medium	Forestry and Land Scotland	Cairngorms National Park Authority	Potentially 2024 – 2025
Parking management and trail improvements	Feshie Bridge	Medium	The Highland Council (on road) / Forestry and Land Scotland (paths)	Cairngorms National Park Authority and NatureScot	2024 – 2025
Parking and river access	Kincraig Bridge / River Spey	Medium	Alvie and Dalraddy Estates (Kincraig)	Cairngorms National Park Authority, community and other adjacent landowners.	From 2024
Parking and transport facilities	Aviemore	High	The Highland Council	Cairngorms National Park Authority and Business community	Potentially 2025 but likely 2026 or later if delivered alongside Glenmore Transport Plan or A9 improvements.
Parking and improved access	Loch Pityoulish	Medium	Pityoulish Estate	Cairngorms National Park Authority	2024 – 2025
Parking and improved access	Loch Vaa	Medium	Undefined	Seafield Estates, The Highland Council, Cairngorms	2024 – 2025

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
				National Park Authority, Transport Scotland	
Trail improvements and car park connections	Loch Garten	High	RSPB	Cairngorms National Park Authority	From 2024
Parking management	Grantown-on-Spey (riverside)	Medium	The Highland Council	Cairngorms National Park Authority	TBC
Motorhome facilities	Tomintoul / Glenlivet	Medium	Tomintoul and Glenlivet Development Trust	Cairngorms National Park Authority and landowners.	Potentially 2024 – 2026
Parking and access improvements	Auchnerran	Medium	Game and Wildlife Conservation Trust	Cairngorms National Park Authority	2024
Parking management and access improvements	Cambus o' May	High	TBC - Various (various sites)	Aberdeenshire Council, Forestry and Land Scotland, Cairngorms National Park Authority, Dinnet Estate.	2025 – 2026
Coach Parking	Ballater	Medium	Ballater (Royal Deeside) Ltd	Cairngorms National Park Authority	2025 – 2026
Parking management and pedestrian access improvements	Balmoral	High	Aberdeenshire Council	Cairngorms National Park Authority	2024 – 2025
Parking and sense of arrival improvements	Angus Glens	Medium	Varies with location	Landowners, Forestry and Land Scotland, Cairngorms	2024 – 2026

Project proposal	Locations	Priority status	Project lead	Delivery partners	Timescale
				National Park Authority	
Motorhome, toilet and active travel facilities.	Spittal of Glenshee	Medium	Cateran Ecomuseum, Community, private sector.	Community, Cairngorms National Park Authority, Perth and Kinross Council	2025 – 2026
Parking and active travel improvements	Blair Atholl	Medium	Atholl Estates	Cairngorms National Park Authority	2024 – 2025
Network of motorhome facilities	Various	Medium	Individual communities	Local Authorities, Cairngorms National Park Authority	2024 – 2028
Summit signage	Snow Roads	Medium	Aberdeenshire Council	Cairngorms National Park Authority, Ski Centre operators.	2023 – 2024
Meall a' Bhuachaille path	Glenmore	Medium / High	Cairngorms National Park Authority	Forestry and Land Scotland, Outdoor Access Trust Scotland	2025
Core path network condition survey	Various	High	Cairngorms National Park Authority (community paths and long distance routes) Outdoor Access Trust Scotland (upland paths)	Landowners / managers	2023 – 2024

Cairngorms 2030

Cairngorms 2030 is an ambitious programme that will see the Cairngorms become the United Kingdom's first net zero national park. It is made up of 20 long term projects (CNPA893) under four themes, one of which is 'Transforming Transport'. These projects support the delivery of the National Park Partnership Plan 2022 – 2027 objectives (CNPA010). In the Partnership Plan, the Park Authority has committed through objective C7 – 'Transport to and around the Park' to promote a modal shift towards sustainable and active travel and this work also supports delivery on objectives C4 – 'Village and town centres' (notably a rural approach to the 20 minute neighbourhood concept) and C8 – 'Accessible path and cycle network'. This ambition has subsequently led to eight of the original projects in the Cairngorms 2030 bid being sustainable or active travel related.

There are four projects within the Cairngorms 2030 project portfolio which relate to the topic of mobility infrastructure discussed in this schedule. These comprise active communities, changing travel behaviours, cycle friendly Cairngorms and sustainable transport.

The active communities project is split into four projects based on the following localities: Aviemore, Badenoch and strathspey, Ballater and Braemar, and Blair and Atholl and Killiecrankie.

Stantec was commissioned to perform an option appraisal to improve the active travel infrastructure and public realm area in Aviemore. The appraisal scoring process was informed through significant engagement with the community and key stakeholders, site visits and a desktop review / baseline analysis of the existing transport infrastructure and travel characteristics within Aviemore.

An option appraisal was undertaken to rank and identify priority options, with options being assessed against a range of project objectives and deliverability of each option. The report concluded that the option for a pedestrianised high street should be taken forward for further consideration. The report stated that this intervention would improve the sense of space and character in the town centre. Alongside a large open green pedestrian space, the option also highlighted the need for additional seating, cycle racks and secure cycle parking, improved lighting, improved heritage wayfinding and provision for parking outwith the pedestrian zone.

The Cairngorms Active Travel Plan (part of Cairngorms 2030) aims to develop a Cairngorms wide active travel network that integrates with public transport, helping

reduce private car use and encourage residents and visitors to travel more actively in the National Park. The Cairngorms National Park Authority engaged in investigating and developing solutions to increase the levels of active travel through the National Lottery Heritage Fund supported Cairngorms 2030 programme. The development phase incorporating consultation and feasibility studies was completed in June 2023. The delivery phase is expected to run from late 2023 until 2030 which aims to connect communities with safe walking, cycling and wheeling active travel infrastructure and sustainable transport options which will benefit the two million annual visitors.

The list of potential works identified by the National Park Authority, as part of the Cairngorms 2030 Active Communities project are shown Table 5. The Proposed Plan should support the delivery of the projects taken forward by the Cairngorms 2030 programme.

Table 5 List of potential projects identified to improve active travel in the Cairngorms National Park.

Location	Option / route	Brief description
Aviemore	Town core	Minimum of segregated bidirectional cycle lane (420m) and enhanced pedestrian public realm.
Aviemore	Grampian Road – Santa Claus Drive to Dalfaber Drive	Segregated footpaths and bi-directional cycle lane (1,000m).
Aviemore	Grampian Road South 1	Railway station to underpass layby (300m) – active travel Link to Glenmore corridor.
Aviemore	Dalfaber Drive West	Segregated bidirectional cycle lane from traffic lights to hospital (440m).
Aviemore	Neighbourhoods – dropped kerbs	203 dropped kerbs and tactile paving across Neighbourhoods.
Aviemore	Neighbourhoods – existing pavements	Resurfacing (and kerbing) 12,450m^2 x 6 neighbourhoods.

Location	Option / route	Brief description
Aviemore	Neighbourhoods: village parking	Holistic review of parking provision in Aviemore.
Aviemore	Neighbourhoods – hospital footpath	New section of path – connect underpass route to existing pavement.
Aviemore	Dalfaber Drive East	Segregated bidirectional cycle lane Hospital to near Corrour Road (460m).
Aviemore	Grampian Road South 2	Bidirectional Cycle Lane (400m). Underpass layby to roundabout.
Aviemore	Neighbourhoods – seating	Seating to support active journeys at nine locations.
Aviemore	Neighbourhoods – Barrier removal	10 active travel barriers to be removed.
Aviemore	Grampian Road North 2	Off Road Multiuser Path – Old Meall Road to Dougal Drive (275m).
Aviemore	Grampian Road North 1	Segregated bidirectional cycle lane – Dalfaber Drive junction to Old Meall Road (200m).
Aviemore	Neighbourhoods: Glen Centre / School	Access ramp and footpath to connect community facilities.
Aviemore	Neighbourhoods – orbital	Widening and improvement of orbital path (estimated 6,500sqm).
Aviemore	Neighbourhoods: Railway. All abilities access between platforms	No wheelchair access between platforms. New provision required (for example lift and bridge).
Aviemore	Neighbourhoods; Industrial estate pavement	Approximately 300m new pavement west side of Industrial estate road.

Location	Option / route	Brief description
Aviemore	Neighbourhoods – Milton Park ramp	Accessible ramp near bus stop.
Aviemore	Neighbourhoods: Underpass lighting	Improve lighting at nine underpasses in the village.
Aviemore	Neighbourhoods – Burnfield Park	Shelter, picnic tables and seating in local playpark.
Aviemore	Neighbourhoods; Dalnabay	1,400sqm additional sections of pavement.
Aviemore	Neighbourhoods: Dalfaber Road	New footway between Dell underpass and end Dalfaber Road.
Ballater	Eastfield	School route, Deeside Way and housing development site.
Ballater	Village centre	Active travel connectivity Bridge Street (Victoria and Albert Halls to River Dee.)
Blair Atholl	B8079 village centre to Glen Tilt Bridge	Package of measures excluding two long new sections of pavements.
Blair Atholl	Station access	Improved station access.
Blair Atholl	B8079 Station to Sawmill	New footway.
Blair Atholl	B8079 Eastbound near Caravan Park	New footway.
Aviemore	Neighbourhoods: Dalfaber Road	New footway between Dell underpass and end Dalfaber Road.
Ballater	Eastfield	School route, Deeside Way and housing development site.
Ballater	Village centre	Active travel connectivity Bridge Street (Victoria and Albert Halls to River Dee.)

Location	Option / route	Brief description
Blair Atholl	B8079 village centre to Glen Tilt Bridge	Package of measures excluding two long new sections of pavements.
Blair Atholl	Station access	Improved station access.
Blair Atholl	B8079 Station to Sawmill	New footway.
Blair Atholl	B8079 Eastbound near Caravan Park	New footway.
Blair Atholl	Bridge of Tilt Westbound	New / improved Footways.
Blair Atholl	Memorial Park	New paths.
Boat of Garten	Deshar Road	Package of measures including traffic calming and crossings.
Boat of Garten	Drumuillie path	Improvements.
Braemar	Village centre	Redistribute road space (including relocating parking) to improve centre for active travel.
Braemar	A93 crossing	New crossing near the school.
Braemar	School Street	School street trial.
Braemar	Games Centre to village centre via woodland	New 500m off road path through the wooded area.
Carrbridge	Station road traffic calming	Active travel safety improvements including new section of pavement, traffic calming etc.
Carrbridge	B9153 active travel improvements	Package (crossings, traffic calming measures new / widened pavement sections).
Carrbridge	Footpath near Fire Station	New 2m wide footpath to community orchard.
Dulnain Bridge	A938 and bridge area junctions and village green placemaking	Improve junction layout and overall access and safety for people traveling actively.

Location	Option / route	Brief description
Dulnain Bridge	Skye of Curr Road	Providing footpath connecting with Laundry path.
Dulnain Bridge	A938 Memorial Garden	Placemaking improvements including new footpath.
Grantown-on-Spey	All ability access project	Multiple recommended options – needs to be broken down into clear sub projects.
Killiecrankie		Footpath and gateway features.
Kingussie	A86 – National Cycle Network route 7 extension	Widening existing path for shared use from end National Cycle Network route 7 to A86 / B970 junction.
Kingussie	Ruthven Bridge	Multi user path with traffic control.
Kingussie	Spey Street junction	Junction improvements for active travel.
Kingussie	Pitmain Burn Bridge and B970	Multiuser path with traffic management.
Kingussie	High Street	Multiple interventions to improve active travel along High Street.
Kingussie	Lynchat link	Multiuser path to connect Lynchat to Kingussie.
Laggan	Strathmashie non motorised use	Active travel crossing of Spey bridge and new section.
Laggan	Catlodge	Active travel connection to Laggan.
Laggan	Balgowan	Active travel connection to Laggan.

Location	Option / route	Brief description
Nethy Bridge	Bridge and Dell Road	New pedestrian bridge and link to riverside path.
Nethy Bridge	Footpath along B970 to Broomhill Court	From bridge junction to Broomhill Court (approximately 265m).
Nethy Bridge	Causer and Lynstock Crescent	Improvement to junction for active travel.
Nethy Bridge	Footpath along B970 beyond Broomhill Court	From Broomhill Court to golf club turning (approx. 140m).
Newtonmore	A86 Main Street	Improving school access and safety; National Cycle Network entry point.
Newtonmore	Centenary Gardens	Path and Placemaking.
Newtonmore	A86 Laggan Road	New 1.5m wide pavements to 30mph limit.
Wider Network	Dulnain Bridge to Grantown non motorised use	New 3.2km route, mix of upgraded path, old road, new off road multiuser path and roadside multiuser path.
Wider Network	Aviemore to Colylumbridge	Improve connections to the Old Logging Way (approx. 1,000m.)
Wider Network	Aviemore to Carrbridge non motorised use	10Km off road non motorised use route between village 30mph boundaries.
Wider Network	Deeside Way	Ballater to Braemar.
Wider Network	Rothiemurchus – Loch an Eilein	Surfacing improvements.
Wider Network	Glenmore – Old Logging Way	Upgrade to 2m wide and resurfacing (8km long).
Wider Network	Tomintoul village	Improvements (traffic calming, crossings, pavements, gateway features, etc).

Location	Option / route	Brief description
Wider Network	A9 Multiuser Path	Kingussie – Highland Wildlife Park (to join up with existing A9 multiuser path).
Wider Network	Cromdale Connections	Cromdale to Grantown multiuser path via Old Spey Bridge.
Wider Network	Blair Atholl to Pitlochry	Repurpose Quarry Road as a traffic free multiuser route.
Wider Network	Dulnain Bridge to Skye of Curr via Broomhill	Multiuser path.
Wider Network	A95 Drumuillie	Footpath through community alongside A96.
Wider Network	Speyside Way North	Nethy Bridge to Grantown - removal of barriers and gates. Surfacing and drainage improvements.
Wider Network	Cairngorm Club Footbridge	Improve accessibility.
Wider Network	Street of Kincardine to Boat of Garten	Multiuser path improvements (alongside B970) to improve safety.
Wider Network	Glenmore – junctions and crossings	Improve safety at junctions and crossings.
Wider Network	Dinnet to Loch Kinord	Path accessibility improvements to Clarack Loch and Loch Kinord.
Wider Network	A95 Lackghie carriageway realignment	Realignment of 2km (Drumuillie toward Gaich). To including multi user path in existing verge.
Wider Network	Carrbridge to Dulnain Bridge	New multiuser path required.
Wider Network	Boat of Garten to Dulnain Bridge (North end)	Multiuser path.
Wider Network	Laggan to Newtonmore	New multiuser path (to link to existing National Cycle

Location	Option / route	Brief description
		Network route 7/ Speyside Way).
Wider Network	Strathdon	Bellabeg to Poldullie Bridge footpath upgrades.
Wider Network	Skye of Curr	Walk, wheel and cycle friendly road.
Wider Network	National Cycle Network 7 – Calvine to House of Bruar	New multi user path.
Wider Network	Strathdon	Bellabeg to Strathdon medical centre multiuser path via Lonach Hall.
Wider Network	National Cycle Network 7 – Newtonmore	Through Newtonmore.
Wider Network	Tomintoul to Glenlivet	New multiuser path to Glenlivet bike trails centre.
Wider Network	National Cycle Network 7 – Ralia to Newtonmore	New multiuser path.
Wider Network	Speyside Way South	Insh to Kingussie – surfacing improvements.
Wider Network	Speyside Way North	Spey bridge connections to Speyside Way.
Wider Network	Strathdon	Bellabeg to Strathdon medical centre multiuser path via Strathdon Church.
Wider Network	Killiecrankie to Pitlochry	New footpath Aldclune to Killiecrankie
Wider Network	Cromdale Connections	Cromdale to Balmenach Distillery multiuser path.
Wider Network	Speyside Way North	Cromdale to Cromdale church – new footpath.
Wider Network	Speyside Way South	Aviemore South – crossing and path improvements.
Wider Network	Speyside Way South	Kincraig – alternative route through Kincraig.

Location	Option / route	Brief description
Wider Network	Braemar to Linn of Dee	off road multiuser path.
Wider Network	National Cycle Network 7 – Glentruim	Surfacing improvements.
Wider Network	National Cycle Network 7 – Drumochter	Surfacing improvements.
Wider Network	Laggan Wolftrax to Loch Laggan	New multiuser path.
Wider Network	Tomintoul village	A939 multiuser path to junction with Old Military Road and Old Military Road resurfacing.
Wider Network	Dinnet	Formalise pedestrian crossing at B9158 / B976 junction.

Other projects identified by the National Park Authority include:

- Improvements to the ebike network, which aims to reduce personal car use by visitors and residents through an accessible network of ebikes and engaging and inspiring people to use ebikes as a regular mode of transport.
- Delivery of a transport plan for Glenmore to design and deliver a new sustainable model of transport to reduce reliance on private vehicles, in turn reducing transport related carbon emissions.
- Improvements to sustainable transport availability, which aims to make it easier to get around without a private car by improving sustainable transport options in the National Park.

Cairngorms National Park Local Development Plan 2021 Delivery Programme 2025

The Delivery Programme (CNPA334) sets out how the Cairngorms National Park Authority proposes to deliver the Cairngorms National Park Local Development Plan 2021. The aim of the Delivery Programme is to achieve the intended outcomes of the Cairngorms National Park Local Development Plan, as set out in its vision, spatial strategy, policies and proposals. The Delivery Programme is the Park Authority's main project management tool for the Local Development Plan 2021 and is used to help monitor progress. The programme also provides updates on national projects (Section 4) and infrastructure delivery and other projects (Section 5). These projects are summarised below.

A9 dualling

This project is listed in the Scottish Infrastructure Investment Plan 2021 / 2022 – 2026 / 2027: Programme Pipeline. The delivery plan announced in December 2023 anticipates completion of the dualling between Perth and Inverness by 2035 at the earliest. Key stages affecting the National Park (subject to confirmation in late 2025):

- A9 North, comprising the Crubenmore to Kincraig and Dalraddy to Slochd projects – procurement is planned to commence in Winter 2026 / 2027; contract award is expected in Autumn 2028, and dualling is expected to become fully operational by the end of 2033, at the earliest.
- A9 Central, comprising the Killiecrankie to Glen Garry, Glen Garry to Dalwhinnie and Dalwhinne to Crubenmore projects – procurement is planned to commence in Winter 2028 / 2029, contract award is expected in Autumn 2030, and dualling is expected to become fully operational by the end of 2035, at the earliest.

Highland Main Line improvements

Announced in 2021, phase 1 was completed in 2012 and phase 2 was completed in 2019. Further work is needed to achieve the project objective. Transport Scotland advises that the long term goal is to achieve a fastest journey time of 2 hours 45 minutes between Inverness and the Central Belt with an average journey time of 3 hours and an increase to the number of passenger and freight paths per day.

Transport Scotland is working on an update to its Rail Services Decarbonisation Plan (CNPA861), first published July 2020[10]. They anticipate a programme of interventions to remove diesel passenger trains from the Scottish network by 2045 through electrification or alternative traction. Electrification of the Highland Main Line from Perth to Inverness is proposed. As well as the environmental benefits, electrification would mean faster acceleration, reducing journey times.

Cairngorm Mountain

This project is listed in the Scottish Infrastructure Investment Plan 2021 / 2022 – 2026 / 2027 (CNPA107). A key associated project is the Scottish and Southern Electricity Network power upgrade to Cairngorm which will increase electricity capacity in the area and enable the delivery of proposals within the masterplan to be delivered. July 2023 – Opening of bike park – three interlinked mountain bike trails and a conveyor belt uplift system (detailed planning permission: 2022/0046/DET). This responds to Key Strategies

[10] This has been completed with the publication of the Rail Recharged: Scotland's Fleet Transition Strategy (see CNPA1333).

A, D and G. June 2024 – Detailed planning permission granted for adventure play equipment and associated landscaping (2024/0155/DET). This responds to Key Strategies A, D and F.

The realisation of this project is expected to increase visitor numbers to the site, which is accessed by the Glenmore Corridor. The Proposed Plan should support enhancements to active travel and public transport along this route to help reduce private vehicle dependence.

Cairngorms National Park Core Paths Plan 2015

The Cairngorms National Park Core Paths Plan (CNPA187) was produced to meet the requirements under the under the Land Reform Act to prepare a Core Paths Plan. Section 17 (1) of the Land Reform (Scotland) Act 2003 (CNPA664) states that the core paths network should be: '... sufficient for the purpose of giving the public reasonable access throughout the area'.

The Core Paths Plan helps to deliver the vision for the National Park: 'An Outstanding National Park, enjoyed and valued by everyone where nature and people thrive together'.

The Core Paths network:

- Helps to conserve the National Park's natural and cultural heritage and encourage people to enjoy it in a responsible way.
- Helps those living and working on the land manage access.
- Helps to deliver the priorities for active travel in the National Park.
- Provides a wide range of activities, for example walking, cycling, wheeling, riding for people with a range of abilities.
- Include paths within, around and between communities and to public transport connections and places of local importance.

Detailed maps of all the existing core paths can be found in the Cairngorms National Park Core Paths Plan.

Under Objective C8 of the National Park Partnership Plan (CNPA010), the aim is to improve path, cycle and outdoor access networks to give outstanding opportunities to experience the natural and cultural heritage of the National Park to the widest range of people, while minimising disturbance to vulnerable species, habitats and sites.

The Strategic Tourism Infrastructure Development Plan (CNPA181) sets out the following actions to support this:

- Complete the extension of the Deeside Way to Braemar.
- Increase promotion of the Speyside Way and provide options for cycling.
- Consider all potential mechanisms to reduce disturbance on key species and recreational impacts on high ground.

The Cairngorms National Park Core Paths Plan will be reviewed concurrently with the preparation of the Proposed Plan and will be taken into account during the Proposed Plan's creation.

Active Cairngorms Action Plan 2023 – 2028

The Active Cairngorms Action Plan 2024 – 2028 (CNPA814), sits within the wider context of the National Park Partnership Plan 2022 – 2027 (CNPA010). The Active Cairngorms Action Plan will support the delivery of Cairngorms 2030 (CNPA893) an ambitious programme to deliver by 2030 a National Park where people and nature thrive together. The Proposed Plan should support the objectives in the action plan by supporting development in locations (based on an infrastructure first approach) that support active travel and promote local living and the 20 minute neighbourhood principles.

The Active Cairngorms Action Plan aims to make moving around the National Park more accessible to everyone, encouraging people to be more physically active.

The plan delivers numerous strategic objectives in the Partnership Plan, in relation to mobility these include:

- C7: Transport to and around the National Park.
- C8: Accessible path and cycle network.

Seven priority actions are identified in the plan. The Paths, trails and outdoor access priority includes the following actions:

- Review and publish an updated Core Paths Plan.
- Use of people counters and other data gathering technologies to measure usage on key paths and car parks to get better data to support visitor management and future path investment.
- Ensure paths around communities are well signposted and waymarked with good community map boards in every community across the National Park.
- Support and expand the number of community path groups to deliver path projects through funding, training and sharing best practice.

- Review the Upland Path Audit to identify investment priorities for the upland path network and develop innovative techniques to reduce upland path erosion.

Local authority documents

Aberdeen City and Shire Local Transport Strategy 2012

The strategy (CNPA1160) identifies the key transport issues affecting Aberdeenshire and Aberdeen City and sets out a series of actions to support the two council's overarching vision.

It was developed to support the delivery of a range of wider strategic transport objectives and priorities as set out in the NESTRANS Regional Transport Strategy, its associated Action Plans and the Scottish Government's National Transport Strategy. The Strategy also supports the Aberdeen City and Shire Economic Forum's Economic Action Plan, the Aberdeenshire Economic Development Strategy and the Council's wider aims as set out in the Single Outcome Agreement. The aims of the strategy include the need to:

- Reduce non sustainable journeys
- Increase active travel
- Make travel more effective
- Improve health
- Reduce carbon emissions from transport.

The key objectives of the strategy are to:

- Promote sustainable economic growth
- Promote social inclusion and accessibility
- Protect the environment
- Improve safety
- Improve integration.

This is the existing transport strategy covering the Aberdeenshire area, however Aberdeenshire are currently in the process of producing a new Local Transport Strategy, the scope of which is discussed in the next section.

The actions outlined in the delivery plan for the strategy are nonspecific to the geography of the Aberdeenshire local authority area within the National Park. However, many of the actions outlined would have benefit and application to those living and working in this area.

In terms of sustainable development, the plan sets out the need to ensure that sustainable and active travel infrastructure is incorporated into new developments at an early stage and that travel options are fully explored, promoted and managed at a local community level with council support. In terms of major applications, one of the actions set out is the requirement that active travel infrastructure is included in all applications.

The strategy sets out a number of actions (A1 – A17) to increase walking, cycling promote a healthy lifestyle through a range of actions including supporting local initiatives and specific walking and cycling action plans. In terms of development the strategy sets out the action (A17) to 'Introduce cycle parking facilities at public transport interchanges and other key points in the network'.

The strategy includes actions to support and increase public transport use (E1 – E5) and actions to support more effective car use (E6 – E9). The latter including an action to 'support new low carbon vehicle initiatives and implement associated infrastructure where appropriate and feasible'.

Actions within the delivery plan pertaining to road and winter maintenance, rail and freight have no implications for the Proposed Plan.

In terms of car and motorcycle parking, action E20, to support the Regional Parking Strategy and particularly the ongoing introduction of park and choose / interchanges where appropriate and action E22, to implement motorcycle parking in town centres where appropriate may be applicable in the settlements of Braemar and Ballater in the National Park. The Proposed Plan should support the actions set out in the strategy which are relevant to the National Park.

Aberdeenshire Draft Transport Strategy 2023 Draft Sections

Aberdeenshire is currently in the process of developing their next Transport Strategy (CNPA879) which is currently in the post consultation stage of development (November 2025).

The proposed themes for the strategy set out in the early consultation material for the new Transport Strategy are divided into the following nine themes:

- Mobility as a Service
- Public transport
- Ebikes, escooters and cargo bikes
- The value of walking, cycling and wheeling
- Low emission vehicles

- Changing behaviours
- Freight movements and last mile deliveries
- Making place and planning
- Road network and safety.

Aberdeenshire plans to support the concept of Mobility as a Service across the local authority area. Mobility as a Service allows users of its service to organise and pay for travel via a single application as opposed to multiple ticketing and payment steps. A critical aspect of Mobility as a Service is the provision of clear and concise access to digital travel information to allow users to make better informed decisions when planning and undertaking their journey. Therefore, good digital network access in rural areas of the National Park will be vital to the successful delivery of the rollout of the Mobility as a Service in the Aberdeenshire areas that fall within the National Park boundary.

Aberdeenshire has identified that bus survey results for Aberdeenshire indicated a high level of dissatisfaction particularly for lack of connectivity from and within rural locations. The proposed strategy therefore aims to improve public transport connections between towns and rural communities within Aberdeenshire.

The proposed strategy highlights the fact that infrastructure will need to be improved to provide dedicated protected cycle lanes or off route paths in suitable locations to support electric bike uptake.

The proposed strategy highlights the need for continued improvements to cycle infrastructure across the region. This includes linking up settlements with shops, education, health, and leisure services, as well as to transport hubs linking to longer distance travel. These links may be pavements complemented by on road cycle lanes, or wide shared use pathways.

Supporting low emission vehicles will mean improving the electric vehicle charging infrastructure across Aberdeenshire as well as delivering a well connected hydrogen network that allows hydrogen vehicle uptake in rural areas.

To tackle the issue of emissions electric light goods vehicles are a viable alternative to conventional light goods vehicles and can play key role in distributing supplies and parcels sustainably to their final delivery addresses.

The strategy proposes that Aberdeenshire towns could benefit from having a more seamless integration between bus, rail and cycle parking. Making it work in less densely populated settings could see car parking being offered for rural or less able users to access the hub. The future could see mobility hubs in some of Aberdeenshire's towns linking all of these, plus shared transport such as car clubs or bike rental.

Aberdeenshire Council's Transport Strategy places a strong emphasis on collaborating with partner organisations resulting in the development of the Councils Road Safety Plan 2021 – 2030.

The Proposed Plan should support the delivery of Mobility as a Service in the National Park, improvements to the electric vehicle infrastructure and support development of mobility hubs in the Aberdeenshire area of the National Park.

Aberdeenshire Passenger Transport Strategy 2025

The Passenger Transport Strategy (CNPA880) sets out the Council's objectives for passenger transport services to and from and within the Aberdeenshire area and incorporates its general policies in regard to public and other passenger transport. The strategy has been prepared by Stantec on behalf of Aberdeenshire Council. The Proposed Plan should support the outcomes listed in the strategy.

In 2023, approximately 83% of bus miles in the Aberdeenshire area were operated on a commercial basis carrying over 80% of passenger journeys with approximately 17% of bus miles supported by the local authority. The principal operator of local bus services in Aberdeenshire is Stagecoach which operates 57 services (March 2024) which are a mix of commercial routes and services financially supported by the council.

Within the strategy there are two bus routes that enter the National Park, one fully subsidised route connecting Strathdon with Alford (serving the secondary school) and a second partly subsidised network connecting Braemar and Ballater with Aboyne, Banchory and Aberdeen. For National Park residents living outwith the aforementioned settlements away from the main roads (A93, A944), public transport accessibility remains problematic.

Two services operate from Aberdeen to Banchory via the A93, one diverting to terminate at Torphins and the other continuing along the A93 to Braemar.

The strategy presents data on the connectivity provided by the above bus networks for all the Aberdeenshire localities (in descending order of size) to its nearest 'service town'

or towns. Table 6 shows the data for the localities in the National Park. Service towns are identified as a settlement with a population of over 10,000 people.

Table 6 Connectivity provided by the above bus networks for each Aberdeenshire locality within the Cairngorms National Park (March 2024) (CNPA880).

Locality	Service Town	Operating days	Buses per weekday to ST	Weekday	Saturday	Sunday
Ballater	Banchory	7	18	Yes 9am to 5pm + full evening after 10pm)	Yes 9am to 5pm + full evening after 10pm)	Yes – 9am to 5pm no evening service
Braemar	Banchory	7	11	Yes 9am to 5pm + full evening after 10pm)	Yes 9am to 5pm + full evening after 10pm)	None

The Passenger Transport Strategy has been created to deliver strategy outcomes that reflect the key societal aims of the Council. The strategy outcomes will be realised through the achievement of high level strategy objectives to be translated into SMART transport objectives, that is to say goals that are specific, measurable, attainable, relevant, and time bound.

The Council's Strategy Outcomes for the Passenger Transport Strategy are:

1. To improve life opportunities and the quality of life for residents of Aberdeenshire, through appropriate passenger transport provision, supporting resilient connected communities.
2. To reduce the use of the private car by encouraging residents to change their mode of travel to more sustainable alternatives such as passenger transport, walking and cycling.
3. To reduce carbon emissions by reducing the number of total vehicle trips that are made year on year and by increasing the proportion of trips that are made using low and zero emission vehicles.

The strategy objectives to deliver the strategy outcomes are:

- To address the barriers which stop people travelling by bus or prevent people from using the bus more often.
- To improve the quality of the bus user experience.
- To decarbonise public transport.

- To deliver a more financially sustainable network of passenger transport services.

The transport objectives set out in the document aim:

- To improve bus service reliability by reducing the number of bus journey cancellations affecting its communities.
- To make bus travel affordable to more people.
- To increase the number of Aberdeenshire residents who can access key service centres using public transport.
- To improve the punctuality of bus services.
- To widen the availability of public transport to more Aberdeenshire residents through timetabled or demand responsive services.
- To reduce bus journey times to key service centres.
- To reduce the frequency of changes to bus services.
- To reduce the proportion of diesel powered buses operating in Aberdeenshire year on year.
- To deliver a reliable, effective and efficient client transport service.
- To attract investment to enhance transport connections between its towns and villages.

The Strategy recognises that high quality supporting infrastructure is a key component of improving bus patronage compared to private vehicle use. The document includes a list of policies aimed at supporting infrastructure delivery. There is a commitment by the council to provide high quality passenger infrastructure and as well as continuing to maintain and operate existing bus stations. Policy 8 is a commitment to encourage the provision of bike carrying facilities on vehicles operating on commercially operated local bus services.

In areas where provision is lacking, there is a commitment (Policy 10 and 11) to seek to secure the provision of passenger transport services to meet travel needs which are not otherwise met and in doing so address gaps in connectivity, subject to the financial resources at its disposal and the performance of individual services.

The strategy also reinforces the council's commitment to ensuring school transport safety remains a high priority and continued support for the social work transport.

Angus Active and Sustainable Travel Strategy Report

The Angus Active and Sustainable Travel Strategy Report (CNPA876) sets out Angus Council's aspirations to increase the use of walking, cycling, public transport and support more sustainable car use for everyone in Angus. It highlights the fact that many

parts of Angus suffer from poor accessibility in terms of transport provision. The vision set out by Angus Council is that 'partners are working together to provide and promote active and sustainable travel choices that connect everyone in Angus to jobs, education, services and leisure and also improve the area's environment, economy, and the health and wellbeing of its people' (page 6).

It sets out targets for the region which the Proposed Plan should aim to support within the National Park, they include:

- The proportion of Angus residents walking for utility journeys weekly or more often to be at least equal to the Scottish average by 2034.
- The proportion of Angus residents cycling for utility journeys weekly or more often to be greater than 10% by 2034.
- For public transport vehicle mileage and patronage to be maintained at least at 2019 levels.
- For carbon emissions from car use in Angus to fall by at least 39% by 2030 in comparison with a 2015 baseline.

Angus Council has confirmed that they are using the TACTRAN Regional Transport Strategy now as the Transport Strategy / Plan for the Angus local authority area.

Highland Council: Active Travel Strategy 2024 – 2030

The Strategy (CNPA890) outlines Highland Council's vision to make active travel an attractive and realistic choice for more people, more often, for more of their everyday journeys. The scope of this document is concerned with any mode of travel which is all or mostly people powered, including walking, wheeling, using a mobility aid, and cycling, including ebikes. Other modes of travel will be considered in full in the Highland Council's emerging Local Transport Strategy.

To achieve its vision, the Highland Council's Active Travel Strategy follows the four principles of the Scottish Government's National Transport Strategy 2:

- To reduce inequalities.
- To take climate action.
- To help deliver inclusive economic growth.
- To improve our health and wellbeing.

The strategy sets out a list of actions in Appendix 3 that will be undertaken to achieve the key objectives which are:

- Increasing the number of journeys made by active travel and including an active travel element.

- Contributing to a just and fair transition to a more sustainable transport network with an appreciation of the Highlands challenging and being fully inclusive in our approach to active travel.
- Provide support and advice to other partners, including community groups, to help deliver active travel infrastructure and behaviour change projects.

Actions that have relevance to the Proposed Plan – relating to the areas of the National Park within the Highland Council local authority area – have been highlighted here. The Proposed Plan should support the delivery of the actions set out in this section.

In relation to the theme of connecting the Highlands, the strategy includes the following actions:

- The need to further develop the active travel networks across the Highlands.
- Under the theme of active travel in rural and semi rural areas the strategy sets out the actions:
  - To continue work on establishing 'Quiet Routes' to reduce speed limits on minor rural roads.
  - To encourage multi modal journeys by providing integrated active travel links to public transport.
  - Focus on infrastructure improvements which will have the most impact on everyday journeys to local goods and services.

Under the theme of 'making the most of our public spaces' the strategy sets out the following actions:

- The requirement for new developments to have active travel infrastructure designed in from the outset.
- To proactively install new accessible, placemaking facilities to support walking, wheeling, and cycling such as rest areas, benches, signage, and cycle parking
- To support the establishment of parklets.
- To support a Play Streets pilot and introduce a system for communities to run these across the Highlands.
- To ensure new active travel interventions positively impact biodiversity.

In terms of active travel and the local economy the strategy sets out the action to integrate cycle parking, pedestrian rest areas and enhanced green spaces, in economic centres, into infrastructure work.

Finally, in terms of tourism and leisure, the strategy sets out the action to continue to work with the National Cycle Network team to make improvements and to improve accessibility on National Cycle Network routes within Highland, where they also have a positive impact on everyday journeys. The Proposed Plan should ensure new development is supported on an infrastructure first approach to site selection that allows connections to and makes provision for cycling as a means of transport in and around the National Park.

Highland Council Road Safety Plan to 2030

The Road Safety Plan (CNPA891) sets out the Highland Council's commitment to adopting the national road casualty reduction targets as set out in the Scottish Government's 'Road Safety Framework to 2030 – Together, making Scotland's roads safer'.

The Plan highlights the progress made to date, along with the work of both the Highland Council and its partners towards achieving a lasting reduction in road casualties on Highlands Roads. Particular focus is placed on the Safe Systems approach to Road Safety, which focusses on the five pillars of Safe Road Use, Safe Vehicles, Safe Speeds, Safe Roads and Roadsides and Post Crash Response and is widely recognised as the best practice approach to road safety and casualty reduction.

Highland Council Local Transport Strategy 2025 – 2035

The Highland Council Local Transport Strategy (CNPA888) sets out the future policy direction and focus for how The Highland Council will maintain, manage and improve the transport system in Highland over the ten year period from 2025 to 2035. It covers the movement of people and goods and considers all modes of transport across Highland.

The strategy sets out the following vision:

- 'Our communities, businesses and visitors in Highland will be served by a low carbon transport system that is sustainable, inclusive, safe, resilient and accessible'.

The vision is supported by the following objectives:

1. To invest in the safety, maintenance and resilience of the transport system to support the future prosperity of communities and businesses within Highland.
2. To improve public, community and shared transport options that meet different user needs across the Highland geography.
3. To improve walking, wheeling and cycling choices for everyone living in or visiting Highland to encourage active and healthy journeys.

4. To reduce emissions from the transport system.

Under each objective are several themes to frame the policies of the strategy. Although the whole strategy needs to be considered, the following themes are of relevance to the preparation of the Proposed Plan for the National Park:

- Safety and resilience of the transport system (Objective 1).
- Climate change adaptation (Objective 1).
- Supporting access needs for economic growth (Objective 1).
- Behaviour change (Objective 2 and 3).
- Supporting local living (Objective 2 and 3).
- Invest in active travel infrastructure which is inclusive for all (Objective 3).
- Provide opportunities for people to have the choice to travel less where practical (Objective 4).
- Provide opportunities for people to have the choice to travel shorter distances to access employment, education and services (Objective 4).
- Provide opportunities for people to have less reliance on the car, both for the entire or as or as part of the journey (Objective 4).
- Reduce emissions from motorised journeys (Objective 4).
- Reduce emissions from construction and maintenance (Objective 4).

The Proposed Plan should reflect where possible the policies set out by the strategy during the preparation of the Proposed Plan. Policies of relevance to the National Park include:

- P1.3 Strive to reduce the impact of traffic on communities and reduce casualties through various means, such as speed and traffic reduction measures as well as education in line with The Highland Council's Road Safety Plan to 2030. The Proposed Plan should ensure the siting of new development does not have a detrimental effect on road safety.
- P1.6 Active travel projects will be subject to an asset management approach, ensuring maintenance and replacement strategies are in place for any ageing infrastructure such as signage and lining. Active travel infrastructure will also be designed with consideration of access for maintenance purposes and associated costs to maintain.
- P1.15 Maintain the safety and integrity of the local road network while supporting existing and future access needs from different demands / sectors. The Highland Council also expects developers to support the transport requirements of their developments and contribute appropriately to the transport system, supported by robust guidance. The Proposed Plan should reflect this in policy.

- P2.7 Work with partners to improve options for using public, community and shared transport options to attend health appointments, particularly between more rural areas of Highland. The Transport Appraisal will identify the proximity and accessibility of health care provision in relation to new sites.
- P2.13 Public, community and shared transport services will be complemented by fit for purpose infrastructure. New development should include the provision of safe, accessible and comfortable waiting facilities and information underpinned by a sound understanding of passenger requirements.
- P3.1 Deliver safe, direct, coherent, comfortable, attractive and adaptable active travel infrastructure that takes account of different user needs, including those with visible and hidden disabilities. This includes within communities to support local living as well as between settlements, particularly where distances allow active travel to be feasible in more populated and less remote areas of Highland. The transport appraisal should identify network planning that takes account of desire lines and "missing links" to meet needs and encourage use as well as opportunities to enhance access in relation to areas of deprivation. This will also include consideration of the integration of active travel infrastructure with other modes and maximising opportunities.
- P3.3 Design new active travel infrastructure in line with policy, guidance and standards, such as the Equality Act 2010 and Cycling by Design. The Proposed Plan needs to ensure that all groups with protected characteristics are considered and have the opportunity to input into designs with the ageing population profile in Highland as well as users of the transport system with hidden disabilities captured as part of this inclusive approach.
- P3.4 Active travel infrastructure will be designed with consideration of different road users, including those who walk, wheel and cycle, bus operators and passengers, drivers of cars and other private vehicles as well as access requirements of businesses and other services local to a new route.
- P3.5 New cycle infrastructure (cycleways, parking and storage) will be developed, where possible, to accommodate non standard cycles including adapted bikes and cargo bikes. This will also require the consideration of associated maintenance costs at the outset.
- P3.8 Continue to support walking, wheeling, cycling and scooting to school where this is a feasible choice for pupils to travel to school. Staff should also seek to travel actively where possible, aligning with The Highland Council's wider Sustainable Business Travel Action Plan. The Proposed Plans should support this, applying and infrastructure first approach supporting development in locations that support active travel to schools.

- P4.4 Invest in infrastructure to support travel by alternatively fuelled vehicles for those who live in, work in and visit Highland. This includes collaborating with the private sector and utility companies in the development of the public electric vehicle charging network as well as consideration of the requirements of homeowners who do not have private driveways but wish to charge at home.

The Highland Strategic Tourism Infrastructure Development Plan

The purpose of the Strategic Tourism Infrastructure Development Plan (CNPA889) is to identify key priorities for tourism infrastructure in Highland over the medium term – broadly defined as being the next two to five years.

The Plan identifies a number of hotspot areas, where multiple sites experience multiple pressures across different types of infrastructure. It then goes on to propose more holistic solutions that frequently involve a package of measures that when combined are expected to address the pressures experienced at these locations more effectively than individual interventions would. One of the hot spots identified falls within the boundary of the National Park namely the Glenmore Corridor.

Future additional infrastructure improvements to the Glenmore corridor set out in the Plan include (but are not necessarily limited to) improvements to the existing tarmac and verge parking between Glenmore campsite and the Hayfield, increased car parking next to the Reindeer Centre, and improvements at Loch Morlich beach. Under consideration is reconfiguring the car park (within the existing footprint), electric vehicle and ebike charging requirements and upgrading the toilet block to make it a year round facility with increased capacity and all abilities accessibility.

The plan highlights that in the longer term, a sustainable transport solution for the corridor needs to be developed which may include the consideration of an Aviemore to Glenmore (or Cairngorm) Park and Ride service. The Proposed Plan should support plans to address the problems along the Glenmore corridor. This could include support for development of a park and ride system to reduce traffic flows between Aviemore and Cairngorm Mountain. The Proposed Plan should also support the need for new development in this area to be sited in locations adjacent to or provide reasonable access to the existing public transport network to encourage its use and discourage increasing vehicle traffic along this route. Development should be supported in locations that provide provision for connections to the existing active travel routes both to the tourist locations and to Aviemore.

Moray Routes Strategic Infrastructure Plan

The Moray Routes Strategic Infrastructure Plan (CNPA871), published in 2022, identifies key priorities and offers a package of measures for the local authority's routes infrastructure over the medium term (two to five years). Moray Routes comprises of a 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.

The key routes identified in the plan that traverse the National Park include the Dava Way (24.6km), the Speyside Way (68.9km) and the lesser known / used Tomintoul Spur (25.2km). By 2030, the strategy sets out the vision that the '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.

Previous investment in the Moray Routes network include the access improvements to Speyside Way spur, delivered by the Tomintoul and Glenlivet Development Trust (Lottery funding) and completed in 2019.

The plan sets out the proposal to deliver new strategic tourism hubs with triangular threshold signs (and counters / sensors) at ten locations along its strategic routes. One of those is proposed in Tomintoul with a further mid route hub and mid route trial sign on the Tomintoul Spur within the National Park boundary. Future hubs are proposed on the Dava way at Grantown-on-Spey. The triangular signs design is based on three A1 size panels, vertically mounted within a triangular mounting structure.

The Proposed Plan should support the new strategic tourist hub at Tomintoul and future improvements to the Moray Routes in terms of access improvements and increasing their use as low carbon transport alternatives (active travel routes).

Moray Council Active Travel Strategy 2022 – 2027

The vision set out by the strategy (CNPA872) is 'to create a culture and environment where active travel is embedded within our communities as the automatic and obvious choice for everyday journeys to school, work and leisure by providing a safe, integrated and accessible network for all.'

The aims of the strategy relevant to the National Park are:

- To increase active travel on the public road network, with an extra 5% over the next 5 years.
- 60% of all journeys to school to be walked, wheeled or cycled by 2027.

The Action Plan sets out actions to be undertaken to deliver the strategy. In relation to the Proposed Plan key considerations are as follows:

- The need to further develop the active travel network.
- Embed active travel opportunities within new developments.
- Provide new and improved cycle park at key destinations.

The Proposed Plan should support the actions, relevant to the National Park.

Perth and Kinross Tourism Strategy and Action Plan

The plan (CNPA881) sets out the vision for tourism the next five years setting out the vision that 'By 2030, tourism will play a greater role in Perth and Kinross by supporting an inclusive, international and connected visitor economy'. One of the strategic objectives is specifically aimed at increasing visitation to the area increasing both day and overnight stays. This includes visitors to the Cairngorms National Park area of Perthshire which if realised will result in more travel to and within the National Park.

The plan's investment decisions for sustainable growth are informed by consumer trends. The plan draws on the work from VisitScotland Insights team's work: A decade of consumer trends' published in 2024. This highlights a trend towards considering the impact of travel on the environment and considering opportunities to offset the carbon footprint of travel. Part of this has been a rise in train travel above taking short haul flights, or a mix of flights and train travel with new train routes being developed or reinstated. This is referred to as locomotional travel. Examples include:

- Off grid accommodation and longer stays.
- Localism / shop local.
- Increased train travel / train experiences.
- Eco-drive.

More information on tourism matters in the Cairngorms National Park are contained in Schedule 23: Tourism.

Active Travel Strategy for Perth and Kinross

The Active Travel Strategy for Perth and Kinross (CNPA882) has been developed to encourage, enhance and monitor physical active travel modes rather than motorised methods. The aim of the strategy is to encourage more people in Perth and Kinross to walk and cycle
more often.

To achieve the aim of more people walking and cycling, Perth and Kinross Council and its partners are working to:

- Provide a more socially inclusive transport system.
- Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities.
- Improve public health.
- Boost economic activity.

Perth and Kinross Council and its partners aim to:

- Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland.
- Increase the number of journeys made by bike in Perth and Kinross as recorded in
- 2011 Census for Scotland.
- Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 in comparison with a 2018 baseline.
- Increase the proportion of residents cycling monthly or more often in Perth and
- Kinross by 50% by 2028 in comparison with a 2018 baseline.

The Proposed Plan should support the Council's aim of enabling more people to walk and cycle, through support for active travel infrastructure development and improvements, and ensuring new development is located in line with an infrastructure first approach, at locations already well served by active travel and public transport connections and services.

Perth and Kinross Council: Lets Talk Transport

Lets Talk Transport (CNPA884) is the main issues report produced by Perth and Kinross which constituted part one of a three stage approach to delivering their Mobility Strategy (CNPA887). The document identifies problems and opportunities across Perth and Kinross Council's transport network in line with Scottish Transport Appraisal Guidance (CNPA120).

The document summaries the problems and opportunities of the existing transport network in the Perth and Kinross Council area and is useful in ascertaining a baseline for transport in the council area

The problems identified within the document include:

- Limited public transport in rural areas.
- Accessibility challenges in rural areas.
- High car dependency.
- Lack of rural and local key services to reduce the need to travel (including travelling to school).
- Lack of active travel infrastructure / lack of safe segregated active travel infrastructure.
- Poor rural rail transport integration and accessibility.

These present opportunities for improvements including:

- Walkable / wheelable city centre and rural village centres.
- Well defined key corridors connecting Perth with rural neighbourhoods.
- 20 minute neighbourhoods (National Planning Framework 4).
- Improvements to the Core path network / National Cycle Network.
- Improvements to the already existing rural services, GP's, schools, shops etc.
- The A9's electric vehicle ambitions.

The main issues report by Perth and Kinross Council presents opportunities for the Proposed Plan in terms of improvements to existing active travel routes and expanding the electric vehicle charging infrastructure in the National Park. It identifies the accessibility issues faced by the rural population meaning the Proposed Plan needs to ensure new development is correctly sited at locations that provide access to public transport / connection to rail services.

Perth and Kinross Local Action Plan for Highland and Strathtay

The Perth and Kinross Local Action Plan for Highland and Strathtay (CNPA885) covers an area to the north of the city of Perth and consists mainly of a rural area, most of which is outwith the National Park, however it does cover the key settlement of Blair Atholl.

Perth and Kinross Council has five Local Action Partnerships, each representing one of the area's localities. Each Action Partnership is made up of representatives from public services, the local community, and councillors from the area. The Partnership's purpose is to tackle local inequalities by setting priorities to work for and with the community.

The Community Empowerment Act (Scotland) 2015 requires each area to prepare and publish a Local Action Plan for an area that it has identified as experiencing inequalities.

The plan highlights that transport is a key issue impacting people in Highland and Strathtay. The access indicator which is calculated using travel time to key services has identified that Blair Atholl is in the top 10% most access deprived areas in Scotland (2016). The Proposed Plan should ensure new development, in particular residential and employment uses, is supported at locations that provide provision for connectivity through active travel routes to the existing public transport networks. In addition to this new development should preferably be sited within walking distance from the available local amenities and services reducing the need to travel by private vehicle where possible and supporting a local living and 20 minute neighbourhood approach.

Perth and Kinross Local Action Plan for Eastern Perthshire

The Perth and Kinross Local Action Plan for Eastern Perthshire (CNPA886) covers an area that also overlaps the southern edge of the National Park; however, this covers a large uninhabited area. Worth noting however are that the Glens (which are partially within the National Park) were identified in the Local Action Plan as a locality that is in the top 10% most deprived areas in Scotland in terms of travel time to services.

Car ownership / access to a car was also identified as being important for people living in the more rural parts of Eastern Perthshire. 10.5% of households in the locality do not have access to a car. Older people are less likely to have access to a car which can be a challenge for people to go to a supermarket or attend medical appointments.

Young people living in the more rural parts of the locality where also identified as facing potential difficulties attending evening activities in Dundee and Perth because of bus timetable restrictions and cost. People without a car may also face difficulties getting to medical and other appointments.

Perth and Kinross Mobility Strategy 2024

The Perth and Kinross Mobility Strategy (CNPA887) is a key strategy that helps deliver two of the Council's Corporate Plan priorities: tackling climate change; and delivering a stronger and greener economy. Furthermore, the Mobility Strategy is one of three place based strategies which shape how places develop over the long term across Perth and Kinross. These place based strategies also include the Local Housing Strategy and the Authority's emerging Local Development Plan 3.

The Proposed Plan should support the delivery of the transport planning objectives set out in the document. Those with relevance to the areas within the National Park include the need:

- To reduce CO_2 emissions produced by transport across Perth and Kinross, by reducing car kilometres, decarbonising motorised transport and increasing the share of everyday journeys of people and goods by sustainable and active travel modes.
- To improve the ability of rural communities with protected characteristics to access jobs, education and services.
- To improve climate resilience across Perth and Kinross' transport network by reducing the impacts caused by extreme weather events.
- To improve road safety and perceived safety for all transport users across Perth and Kinross.
- To improve the capacity and reliability of alternative sustainable freight and logistic modes across Perth and Kinross.

Contained within the strategy, is the Mobility Strategy Action Plan which contains 234 actions. The Proposed Plan should support the delivery of the actions relevant to the National Park area. The following proposed strategic actions affect areas within the Cairngorms National Park:

- Action 32; Together with partners, continue to inspect, maintain and improve road structures across Perth and Kinross to retain climate resilient networks. This includes the strategic routes through the National Park or the A9 and A93.
- Action 88; support the provision of new, relocated and enhanced train stations where this will improve access to the rail network and improve integration within the area being served. This includes potential future improvements to Blair Atholl Station within the National Park.
- Action 231; Make improvements within town and village centres to reduce car dominance and improve sustainable and active travel choices.
- Action 234; Work with rail companies to improve the experience within train stations by providing free facilities such as adequate seating, well maintained toilets, water refill stations and fast WiFi.

Actions that list the Cairngorms National Park as a potential partner for delivery include:

- Action 33: Together with partners, continue to develop and deliver Flood Protection Schemes under the Flood Risk Management Strategy – Tay Local Plan District to reduce flood risk across the identified vulnerable areas. Ensure to consider transport network resilience and accessibility issues as well as dwelling flooding.
- Action 55: Support partners to develop and roll out Mobility as a Service.

- Action 72: Provide high quality and inclusive (i.e. safe, segregated, direct) active travel infrastructure, focusing on the delivery of active freeways between Perth City Centre / rural areas to employment, health facilities, services, leisure and tourism activities, to encourage more people to walk, wheel and cycle more often.
- Action 137: Work with partners to develop smart, integrated ticketing and payment services, to modernise, simplify and enable convenience for passengers accessing public transport. Provide alternatives (for example, physical ticket machines) for those without digital access at key public transport interchanges.
- Action 148: Ensure new / improved infrastructure avoids increasing flood risk and reduces risk of flooding.
- Action 166: Assess the potential options for smart parking to facilitate effective location of available parking spaces, and in doing so, reduce adverse impacts on congestion and air quality.
- Action 168: Establish Tayside Physical Activity and Green Health Network with partners to develop pathways to support people to be active in their own community.
- Action 153: Ensure developments consider place and prioritise the needs of people before the movement of motor vehicles in line with national and local design guidance. This includes prioritising sustainable and active travel choices and including fully accessible paths and routes which are well connected with the wider environment beyond the site boundary.
- Action 154: Ensure developments consider the impact on the path network and be consistent with the Scottish Outdoor Access Code.
- Action 159: Develop a rural approach/equivalent to the 20 minute neighbourhood concept in and around villages and towns to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.

Local outcome improvement plans

Local outcome improvement plans outline key priorities for each community board area that have been identified through a range of engagement processes and are based on the needs of local communities. They set out an approach to working with and empowering our local communities, enabling them to contribute to, influence and shape locally identified actions around the priorities to achieve improved outcomes for their areas. The five local authorities which overlap the Cairngorms National Park all have individual Local outcome improvement plans (in some cases referred to as community plans).

While the Cairngorms National Park Partnership Plan (CNPA010) is the source of the vision for the local development plan (as explained in Schedule 1: Plan outcomes) the local development plan may support the delivery of the vision and priorities of local

outcome improvement plans. A summary of issues relating to this schedule for each local authority are set out below.

Aberdeenshire Local Outcome Improvement Plan 2017 – 2027

The Aberdeenshire Community Planning Partnership's Local outcomes improvement plan (CNPA636) sets a 10 year vision. One of two current priorities agreed in September 2024 is place based community planning. While there are no Local Place Plans registered covering any areas in the National Park, the Proposed Plan will have regard to the community action plans.

Angus Community Plan 2022 – 2030

The Angus Partnership's community plan (CNPA637) has a vision for 2030 that Angus is a great place to live, work and visit. 'Caring for our Place' is one of three priorities to achieve the vision. The plan states that it will continue to support partnership arrangements through TACTRAN ensuring roads, path and cycle networks are accessible. One of the targeted measures of success is to increase the percentage of primary and secondary pupils using active travel to school from 50% in 2021 – 2022 to 54% in year 8.

2024 – 2027 Highland Outcome Improvement Plan

The Highland Community Planning Partnership's outcome improvement plan (CNPA638) vision is to maximise opportunities and tackle inequality to build a thriving Highlands for all. Three strategic priorities – people, place and prosperity – have been identified. One of three outcomes the partnership wishes to achieve under the place priority is to tackle depopulation 'by addressing the key barriers to sustaining local communities – housing, transport, childcare'.

2024 – 2027 Highland Outcome Improvement Plan Delivery Plan

The Highland outcome improvement plan delivery plan (CNPA109) introduces cross cutting themes to deliver the three priorities (people, place, prosperity). Under the 'connecting people and places' cross cutting theme, one of the list of deliverables is 'transport connections mapped as part of master planning approach', with a measure of success being 'shared public sector asset map in place'.

Moray Local Outcome Improvement Plan v2 (2016 – 2026)

Moray Community Planning Partnership's 10 year outcome improvement plan (CPNA639) has an overarching priority to raise aspirations. 'Empowering and connecting communities' is one of four main priority areas to direct the Partnership's work. The plan recognises that Moray's rurality creates challenges for ease of physical

access and that tackling these issues will make Moray a more thriving community and a better connected place. The plan notes that the development of transport infrastructure will be progressed through the Moray Growth Bid and Moray Economic Strategy. The main focus for the partnership is the development of more resilient and self reliant, empowered communities. The plan identifies that, in terms of outcomes, success would mean 'a thriving and well connected place, where more people will live well in their communities'.

Perth and Kinross Community Plan (Local Outcomes Improvement Plan) 2022 – 2032

Perth and Kinross Community Planning Partnership's community plan (CNPA640) has an ambition to be the best place in Scotland for everyone to live life well, free from poverty and inequality. Five priorities are identified, all of which focus on inequalities. One of the priorities is mental and physical wellbeing and the actions include 'developing a Perth and Kinross mobility strategy focussed on delivering safe, affordable, active and sustainable travel options'.

Badenoch and Strathspey Area Plan

The Plan (CNPA237) is an overview of local priorities and opportunities expressed in existing plans, strategies and recent community engagement, it aims to provide a clear statement of identified priorities, strengths, challenges, opportunities and community aspirations within one consolidated 'Plan', which can be referred to by Council services, public services, groups and organisations operating in Badenoch and Strathspey. This will aim to ensure service provision, funding and developments reflect collective community wants, needs and priorities.

The Plan is split between three headings: People, Place and Prosperity. In relation to this schedule, under the Place heading the plan addresses the following priorities:

- Infrastructure and connectivity
- Roads and Pavements
- Public Transport

In addition to the priorities emerging from the community action plans, this Plan also contains the Badenoch and Strathspey Community Partnership's working priority for Community and Public Transport.

The Area Place Plan aims to serve as a foundational framework from which more detailed and targeted actions can be developed. The intention is that this will be an evolving plan, and is the first version of an area plan for the Badenoch and Strathspey region. In the first instance an action plan will be created to set out the route for delivery

of the priorities within the Badenoch and Strathspey Area Place Plan. The action plan will seek to:

- Further understand and develop priorities, in discussion across all sectors
- Set out to identify the best mechanism for delivery and the range of partners to be involved
- Assess potential barriers
- Assess potential funding opportunities

The Proposed Plan will take into consideration the action plan once it has been published and this will inform the preparation of the Proposed Plan.

Community action plans

The following action plans identified issues and / or priorities relating to transport and active travel. The community action plans will be considered during the preparation of the Proposed Plan. The contain a number of opportunities for the Proposed Plan, which meet many of the objectives set out in this wider policy section including:

- The expansion of the electric vehicle charging network.
- Improvements to active travel routes – both cycling and walking.
- Better integration of public transport services.
- Improvement to parking – both for private vehicles and coach / campervans.
- Encouraging a shift in travel behaviours.

Advie and Cromdale Community Action Plan: Big Conservation

The Action Plan (CNPA123) sets out the issues raised by the community into high, medium and low categories. In relation to mobility the following priorities were identified:

- High priority – Speyside Way requiring a community notice board, more surfacing work, signage at Cromdale end. Better signage in the village for cycle/walking routes to Grantown / Balmenach / Speyside Way. Signed mountain Bike Trails (Anagach).
- Medium priority - Walking Trails (for example the whisky trail from Cromdale to Balmenach with interpretation). Revised speed limit for Kirk Road. Bus stops sign to prevent parking.
- Low priority – Road sign to indicate three way traffic lights on crossing bridge. Railway walk and viewpoint (behind Cambrae).

Aviemore, Rothiemurchus and Glenmore Community Action Plan: Looking to 2030

The Action Plan (CNPA063) contains a number of priorities and actions relating to sustainable transport and active travel. Under the Climate Conscious Community theme, the following priorities / actions are of relevance:

Improve public transport to reduce need for / use of cars (leisure and work).

- Commission electric buses for regular access to Glenmore / Cairngorm Mountain.
- Allowance / space for bikes on buses.
- Ensure timetables are integrated and can be relied upon.

Promote active travel network (and signage).

- Look at all different ways and places to encourage residents and visitors to cycle / walk through the community rather than drive.
- Work with Cairngorms National Park Authority Active Travel team on opportunities to encourage behaviour change.
- Improve section between Dougall Drive and Braeriach Court – is basically the 'pavement', but not useable currently.
- Segregate cycle lane through Aviemore.
- Connect Aviemore to Carrbridge.

Maintain and improve local path network (and signage).

- Improve local paths as listed, where possible.
- Craigellachie up path with possible extension to viewpoint.
- Install a connecting path through Craigellachie reserve to Kinakyle, to join the Kincraig / Aviemore path.
- Craigowrie to Badaguish (down path to Badaguish).
- Steallan Dubh to Craigellachie link path.
- Orbital extension on west side of A9 from High Burnside to main Craigellachie path.
- Orbital path improved for all abilities/wheelchair access.
- Reinstate path between Cairngorm car park and Glenmore.
- Inverdruie to Glenmore via Footbridge over Allt Druidh.
- Footbridge from golf course to Rothiemurchus.
- Orbital path crossing at Achantoul needs upgrading and improved signage.
- Speyside Way from Dougall Drive to Dalfaber Drive.

Under the Economically Thriving Community theme, the following priority / actions are of relevance:

Increase parking availability or better bus service for workers in the Town (2 – 3 hours max mostly).

- Park and Ride Scheme
- Investigate feasibility and level of take up by those working in the village who require longer term parking.
- Combine with electric vehicle charging points.
- Work with local businesses and The Highland Council.

Ballater and Crathie Community Action Plan 2023

The Action Plan (CNPA119) has been developed under the lead of the Ballater and Crathie Community Council working with Marr Area Partnership and Aberdeenshire Council. The Plan will be at least a five year plan with some strategic projects requiring a longer term investment. The Plan sets out a number of 'focus areas'. The Environment focus area includes the goal of delivering low carbon transport.

Blair Atholl Community Action Plan: Looking to 2030

The Action Plan (CNPA064) sets out the community's vision for the longer term (up to 10 years) with more detailed activity across three specified themes. Priorities under the Socially Connected Community theme in the Blair Atholl Plan include:

- To continue lobbying for a better provision of bus and train services – highlighting a potential issue with the scope of the existing services. This includes the need for better integration between the rail and bus services.
- Improvements to the road infrastructure and buildings at the rail station. The community wishes to investigate alterative ownership options for the buildings and road.

Priorities under the Climate Conscious Community theme include:

- Improvements to the crossing bridge at Tilt for pedestrians and cyclists.
- Better path network from Blair Atholl to House of Bruar.
- Path extension to Calvine and Pitlochry with safer access onto and on the cycle path.
- Improve accessibility of footpaths within and around the village.
- Replace or repair the footbridge on the west bank of the River Tilt, adjacent to the caravan park.

Priorities under the Economically Thriving Community theme include:

- Investment in Rail Station – which would lead to improvements and repair.
- Continue lobbying for completion of the A9 duals (road safety improvements).
- Develop nature trails in and around Blair Atholl.
- More electric vehicle charging points for residents and businesses.

Boat of Garten Community Action Plan: Looking to 2030

The Action Plan (CNPA374) sets out a number of suggestions in relation to transport. Under the theme of 'a socially connected community' the plan sets out the following suggestions:

- Better public transport – to increase availability of services, coordination of bus services to connect with rail services and increasing the use of the community transport services. The plan also identified the need for better equipped bus shelters.
- Address speeding and parking issues in the village – support for traffic calming measures, and more parking control along main high street and at / around Grampian Crescent.

Under the theme of 'a climate conscious community' the plan puts forward the suggestion for continued improvements to active travel links including:

- Cycle footpath from Drumullie to Boat of Garten.
- Complete path to Speyside Way beyond the bridge.
- Generally, more cycle friendly routes to reduce friction with road traffic.
- Bike route to Carrbridge.
- Extension to all abilities path.
- Path across the moor from Craigie Avenue to Milton Loch.
- Better links around Milton loch to old mill to create orbital path around Boat of Garten.
- Scheme to reduce the number of cars doing the school run every day.
- Ability to take bikes on buses including a bike bus to school service.
- Footpath all the way to Loch Garten junction from Bridge over Spey to avoid walking on the road.

Under the theme of 'an economically thriving community' the plan includes a suggestion to provide a campervan area for visitors with waste and water facilities.

Braemar Community Action Plan

Actions outlined in the Braemar Community Action Plan (CNPA121) relating to mobility include:

- Nature Trail – to create self guided nature trails in the natural pinewoods of Creag Choinnich close to the village centre.
- Cycle trails – to develop and publicise family friendly cycle trails.
- Mar Lodge Braemar Path Link – to develop an off road path from Braemar to Mar Lodge Estate, White Bridge.

- Dee Footbridge – to construct a footbridge over the River Dee and associated paths to connect with the existing network.
- Bus links to the South – to secure a bus service serving Braemar from the South.
- Coach and Car Parking – Identify new coach and car parking protocols for the village.

Braemar Communityu Action Plan is currently under review and an updated version is expected to be published in 2026.

Carrbridge Community Action Plan: Looking to 2030

The Action Plan (CNPA122) sets out 'High Priorities' (identified through the survey data) for actions grouped into four themes. Under the theme of Climate Conscious Community, the following mobility related priorities where identified:

- Deliver the non motorised route to Aviemore.
- Develop a non motorised route to Grantown-on-Spey.
- Repair 'Snakey' bridge.
- Develop a path network along river to east of village (potentially including river crossing for circular walk).
- Revisit path plans and consider a new approach to not lose all the good work.
- Link riverside path to the houses in Inverness Road via the old right of way.
- Installation of electric vehicle charging points at main car park.
- Traffic calming needed on Inverness Road.
- Reevaluate yellow lines – are they in the right places.
- Planting and pedestrian areas to help slow traffic.

Under the theme of Economically Thriving Community, the following mobility related priorities where identified:

- Bus stop on Inverness Road.
- Frequent small electric buses linking the communities.
- Megabus stop in Carrbridge.
- Train and bus timetables to be better integrated, so train doesn't leave just before bus arrives.
- Evening bus service to the village.
- More stopping trains at Carrbridge station.
- Campaign / reasons for people to use bus and train services that are backed up by suitable timetabling.

The appendices included in the Community Action Plan include further recommendation from local residents for improvements to Carrbridge. These include:

- Improvements to public transport locally and nationally.

- Prioritise pedestrians in centre of village.
- Electric vehicle charging at car park.
- A9 dualling.
- A new car park.
- Bike hire / ebike hire.

Dalwhinnie Community Action Plan: Looking to 2030

The Action Plan (CNPA125) sets out the priority for sustainable public transport provision to get people out of cars more, under the theme of 'a socially connected community'. This priority contains the following actions:

- Lobby for more train stops at Dalwhinnie Station.
- Improve bus services with bus stops in the village.
- Explore community link minibus option, working with Laggan so they can connect to Newtonmore and provide more frequent services.
- Secure an on demand stop for Megabus/ gold bus services at A9 Dalwhinnie stop.

Under the same theme there is also the priority to address speeding in the village which includes the following actions:

- 30mph speed limit through whole village, or at least from cycle path to distillery. Interactive Speed camera signs at north and south ends of village, (showing speed of passing vehicles for traffic calming measure.
- Speed limit of 40mph to be extended to rail bridge at north of village from village hall.

There is also an action to provide more electric vehicle charging points in the village under the priority to improve the village amenities / facilities.

Under the theme of 'a climate conscious community' there a priority addressing active travel. This priority includes the following actions:

- Find solution to reinstall ancient drovers' route across Ben Alder Crossing.
- Cycle track link to Laggan. This will involve talking with the Park Authority and Laggan Active Travel group, to explore possibilities.
- Path out of Dalwhinnie leading to the Pitlochry cycle track / bus stop on A9 and creating a cycle lane between garage and existing Route 7.
- Defined walking path around village for locals and visitors to appreciate village which involves exploring options with landowners and get support for path routes from them and community.

Under the theme of 'an economically thriving community' the plan sets the priority to increase opportunities to attract tourism and business to the area. This includes the following transport related actions:

- Find a site for designated campervan / motorhome parking, with relevant support facilities
- Explore potential opportunities for new A9 signage and parking facilities in the village.

Dulnain Bridge Community Action Plan: Looking to 2030

The Action Plan (CNPA331) contains transport related priorities of relevance to the Proposed Plan. Under the theme of 'a socially connected community' is the priority which aims to implement traffic calming measures on the road entering the village from Carrbridge. There is a suggestion for a chicane on the main road to slow traffic and dedicated crossing near the bus stop, with restrictions on parking near the garage to make crossing safer.

Under the theme of 'a climate conscious community' the Plan sets out the following priorities:

- Complete the path from Dulnain Bridge to Grantown-on-Spey.
- Fix the bridge so the barriers can be removed.
- Develop / connect more local pathways and cycleways to other villages, including Nethy Bridge, Boat of Garten and Carrbridge.

Under the theme of 'a community for our young people' the Plan sets out the priority to deliver more bike friendly paths.

Other suggestions in the plan include the need for more electric vehicle chargers and more frequent bus services between the village and Grantown-on-Spey. There is also a suggestion for more accessible paths for wheelchair and buggy users.

Grantown-on-Spey Community Action Plan: Looking to 2030

The Action Plan (CNPA065) sets out a number of suggestions for improvements to aid mobility in and around the town. Under the theme of a socially connected community the plan set out the following suggestions:

- Road and pavement repairs – this includes the need for more accessible pavements throughout Grantown-on-Spey for people with reduced mobility, pushchairs, kids bikes etc. Road and pavement repairs, especially Grant Road, Seafield Avenue, and pavements on approach roads from the south and north.

Traffic issues – this includes a number of suggestions :

- Zebra crossing in The Square (nearer to Garth Hotel).
- Traffic calming solutions on High Street / The Square to reduce speeding.
- Greater support needed from police to stop car racers at night in and around the town. Improve parking options in The Square and on High Street and increase parking enforcement especially at Coop and by Macleans.
- Move 30mph signs further out on approach roads.
- Renew box junction paint by pharmacy.
- Reinstate school drop off at Burnfield car park to reduce congestion at school and visibility issues.

Under the theme of a climate conscious community the plan sets out a number of active travel opportunities:

- Improve cycle / footpath ways and facilities
- Sort gates on Speyside Way to Nethy for example 5 bar gate plus metre wide cattle grid to allow easy passage of bikes / wheelchairs.
- Community ebike borrowing scheme.
- Signpost low disturbance routes for capercaillie in Anagach Woods.
- Some roads in town to include a bike lane for example Grant Road, Woodside Avenue.
- Clearer timetables at bus stops showing all intermediate stops as well as final destination.

Under this theme there is also a suggestion to decide whether to get rid of or replace the bollards and chains in The Square and South Street – 'they are ugly at the moment and bar access for wheelchairs and buggies, and also trip hazards'.

Under the theme of an economically thriving community, the plan sets out the suggestion to provide better provision / management for campervans. This suggestion involves the following sub suggestions:

- No campervans by riverside. Height restrictions to 'Bathing Pool' beach area and portable loos to encourage parking only in car park.
- 'No fires' signage.
- Electric hookups in car park to encourage campervan parking there.
- Charge for car park.

Under the theme of a culturally vibrant community, the plan sets out the following suggestions for The Square relating to transport:

- Address parking issues, especially by the Coop and at Maclean's bakery.

- Not to pedestrianise the space.
- Dedicated paths across grass and down Church Avenue.

Other transport related suggestions included in the plan include:
- Creating additional disabled parking on the High Street.
- Ban campervans by the river.
- Improve parking options on The Square and on the High Street.
- Install cycle parking at the Co-op.
- Introduce school drop off at Burnfield car park to reduce congestion at the school and address visibility issues.
- Consider introducing parking charges to car parks.

Kincraig and locality Community Action Plan: Looking to 2030

The Action Plan (CNPA127) is the community action plan for the village of Kincraig, and settlements and surrounding area of Insh and Drumguish.

Under the theme of a socially connected community there is a priority to 'improve our public transport' which sets out the following actions:
- Electric bus service running between Aviemore / Kincraig / Kingussie to help people access jobs, services, recreation.
- Community transport for local adults.

In terms of community transport the Community will work with Badenoch and Strathspey ConnXions to looks at meeting local need.

In terms of active travel, under the theme of 'climate conscious communities', the Action Plan sets out the priority to improve local path networks. This includes:
- Badenoch Way through Insh and Inveruglas.
- Path from Insh house to where the cycle path runs parallel to Uath Lochan lane, so walkers and cyclists can stay off the lane and avoid tourist traffic and timber lorries.
- Weatherproof bridge between MacBean and rest of village. Very slippery in wet / winter.
- Linked up cycle path between the bridge and Loch Insh Outdoor Centre.
- Traffic lights on Spey Bridge to help traffic flow and for safety of walkers and cyclists.
- Footpath up Suie Hill for people to experience the newly planted woodland – like path up Creag Beag behind Kingussie.
- Improve step access under railway bridge.
- Repair overgrown / damaged footpaths by shinty pitch and on roadside to Loch Insh.

- Lane leading to Speybank Walk needing repair.

Under the theme 'culturally vibrant communities' there are a number of priorities relating to transport improvements for the locality.
These include:

Kincraig
- Reinstate Kincraig train station as a stop: work with Highland Council to approach ScotRail.
- Bus stop at new houses, near school.
- Improve traffic safety: pressure on Highland Council to install speed limit sign.

Insh
- More regulation of timber traffic through the area.
- Approach timber companies to help repair road verges.
- Encourage folk to stop parking on road verges.
- Flashing speed sign for both ends of Insh village.

Drumguish
- Repair parapet of Tromie Bridge.
- Improve visibility for vehicles approaching B970 from Drumguish.
- Sign 'passing places – no parking' on access road to Drumguish.

Positive comments noted in the plan relating to transport in the locality include its proximity to the A9 and the connection benefits that brings.

Kingussie Community Action Plan: looking towards 2030
The Action Plan (CNPA066) contains a number of suggestions to improve transport in the village. Under the theme of 'a climate conscious community the plan sets out a number of suggestions to improve active travel links and public transport.

The suggestion for continued improvements to active travel links includes the need to:
- Improve cycle pathways and facilities (access to Kincraig and Newtonmore).
- Improve footpaths and walking routes (to Ruthven and Drumguish and around Kingussie).
- Create safer roads (reduce traffic speed on main roads, reduce street parking).

- The suggestion to improve public transport also includes:

- Improving bus provision better service, connect town to Fort William and to the South).
- Improve train provision (reduce train costs and providing more trains to Inverness).
- Campaign for integrated transport (coordinate bus and train timetables, and campaign for bikes on buses).

Laggan Community Action Plan: Looking to 2030

The Action Plan (CNPA129) sets out the community's vision for the longer term (up to ten years), similar to other Plans centred around three themes.

In relation to 'a socially connected community' the Plan sets a priority looking at sustainable transport provision with the aims of better connections to longer distance provision for example bus and rail transport and to get around the Laggan area without the need for a personal car, utilising an on demand service.

Under the theme of 'a climate conscious community' the Plan sets a priority for active travel. The aim is to deliver walking and cycling paths in the community area, including Newtonmore and to provide electric vehicle fast charging points.

To improve active travel in Laggan a number of actions are listed including:

- Improve path through Blackwood (clear fallen trees, widen path, smooth gradient).
- Provide provision for cycling off road from Feagour to Loch Laggan.
- New bridges to enable bikes to use Glen Banchor to Cluny Castle right of way.
- Push to extend Speyside Way / connect up with East Highland Way.
- Increase number of fully accessible paths as location permits.
- Routes to connect Balgowan, Catlodge and Strathmashie with village centre.
- Work with landowners and Transport Scotland to find acceptable, safe, off road routes for all.
- Include planning for maintenance costs longer term.
- Map of paths in area for locals and visitors.

Mount Blair Community Action Plan 2013 – 2018

The Action Plan (CNPA130) highlights the issue that a lack of local jobs in the rural localities can leave people vulnerable to rising fuel prices.

Access to services, facilities and opportunities outside the area was also highlighted with residents suggesting there was a need for better transport links to Blairgowrie and

Pitlochry to connect with rail services, schools, shops, and medical and recreational activities. Main transport priorities include:

- Speed reduction measures on the A93 and the A924.
- Improve traffic safety and calming measures generally throughout the area.
- Improve road signage and laybys.

Nethy Bridge Community Action Plan: Looking to 2030

In the Action Plan (CNPA131), under the theme of 'a socially connected community' there is an action under the community centre priority to provide a secure storage area for bikes. This action includes the need to:

- Identify a good location.
- Work with active travel groups to help fund infrastructure.
- Provide a recharging point for ebikes.

Within this theme there is also a priority to deliver traffic calming measures to reduce speeding. The community will work with The Highland Council and Police Scotland (local) to assess potential measures / sites.

Under the theme 'a climate conscious community' there is a priority to improve the path network in the community. This includes the following actions:

- Pedestrian bridge over river in centre or traffic lights to allow safe crossing. This includes improving pavements / cycle lanes in centre near the café / hotel / bridge junction. Also making the village square more wheelchair friendly.
- Path from Broomhill Court into centre and to golf club / Old Kirk / Castle Roy. This includes developing a safer route in consultation with community and landowner/s. Also encouraging more use of Speyside Way from Station Road to Balliemore.
- Walking / cycling to school experience – make safer for all parts of community.
- Cut back trees / hedges to fence lines to allow for clear pavements. This includes the roadside vegetation on Dell Road and community support for those householders who are physically unable to trim hedging.
- Improve Speyside Way between Nethy and Boat of Garten and also to Grantown-on-Spey. This includes enhancing and maintaining the surface, removing gates where possible – and installing alternative methods of livestock control where needed. Also improving signage on the south west edge to Boat of Garten.
- Repairing the footbridge by the school and over Aultmore. Repairing Aultmore bridge will provide an off road route from village to Castle Roy.

Under the theme of 'an economically thriving community' there is the priority to investigate an option for taking more assets into community ownership which includes a

community owned / managed touring campsite with service facilities for tents, campervans and motorhomes

Newtonmore Community Action Plan: Looking forward to 2030

The Action Plan (CNPA132) was developed following Newtonmore's Big Conversation, which took place over 3 days in April 2022 at the Village Hall priorities were identified under four themes.

Under the priority: 'make the most of our natural environment' the plan specifically looks at active travel with the aim of delivering safer cycling routes around and near the village by delivering

- A 'greenway' cycle route around village – for all abilities.
- Would be good to try and join up the cycle paths.
- Cycle path to Laggan

The plan also seeks to improve the accessibility of paths for wheelchair and pram users and sets the aim of installing more electric vehicle charging points at the main car park.

Strathdon Community Action Plan: Looking to 2030

Within the Action Plan (CNPA113) under the theme of 'a climate conscious community' the plan sets out the priority to improve the path network in the community (footpaths and cycle paths). Highlighted path improvement projects involve Strathdon School to Poldhuillie Bridge and Lonach Hall to Newe car park paths.

Other relevant material

Network Rail: Our Principles of Good Design

The document Our Principles of Good Design (CNPA1337), sets out ten core principles which should be analysed, defined and responded to in the development of any Network Rail asset as part of a planned process. The document supports Network Rail's vision 'To deliver and maintain world class rail assets that provide the heartbeat for our nation's transport system'. The overarching aims set out in the documents are:

- To illustrate and strengthen Network Rail's commitment to good design.
- To build on and contribute to national guidance on good design.
- To ensure its stations, assets and operations are sustainable.

The ten core principles set out in the documents are:

1. Identity – with a focus on high quality design.
2. Passengers – high quality design adds value to the passenger and user experience.

3. Community focused – placing local communities at the heart of decision making.
4. Collaborative – a commitment to consultation to all stakeholders
5. Inclusive – placing people at the heart of the design process.
6. Connected – connecting one mode of transport to another, with accessible travel information.
7. Contextual – assets should complement and enhance the areas in which they are located.
8. Enhancing Heritage – preserving the railway heritage.
9. Innovative – designed and developed in a way which responds to a changing society's requirements.
10. Environment – recognition that the impact of our transport network on the environment must be at the heart of Network Rail's strategic thinking and design.

The principles are intended to:

- To ensure projects are considered within a wide context and that correct practice has been used and that relevant local groups have been consulted, to maximise the benefits of the project.
- To advise designers on the process required to develop proposals which strengthen Network Rail's heartbeat in a sensitive and considered manner.
- To provide a set of principles that apply across the whole of Network Rail and are underpinned by the Network Rail Vision to create a strong identity for the whole network.
- To provide a consistent way of approaching design and development of Network Rail's assets.

The Proposed Plan should support and reflect Network Rail's principles of good design in relation to railway development in the National Park.

Scotland's Railway Delivery Plan 2024 – 2029

The Railway Delivery Plan (CNPA1336) builds upon Scotland's Railway's Strategic Business Plan (CNPA1338) setting out the delivery plan of works until 2029. This is the final step in the process that determines the outputs that Scotland's Railway will deliver in exchange for funding received from Scottish Ministers, and rail network access charges and other income. The plan sets out prioritises to deliver continuous improvement in safety and delivery of Scotland's Railway's punctuality and reliability targets.

The plan sets out the commitment to work with both train and freight operators to encourage more people and businesses to choose rail as part of their sustainable

journeys. This will continue to support Scotland's commitments to deliver net zero by 2045. Scotland's Railway will continue to identify opportunities to further decarbonise the railway. In the next five years, they plan to deliver an energy efficiency programme to minimise emissions from the railway's operations and phase out the use of fossil fuel heating in its buildings. Finally, there is a commitment to continue to drive forward plans to transition the road vehicle fleet in Scotland to electric vehicles.

To help achieve all these ambitions, Scotland's Railway has launched a transformation programme called 'Better in the Making'. This programme will deliver improvements across its five strategic priorities:

- Everyone home safe every day.
- Reduce the net cost of the railway.
- Taking climate action.
- Run a reliable railway.
- Track and train working together.

The Proposed Plan should support the delivery of the 'Better in the Making' programme, which is focused on delivering improved ways of working within the organisation as well as transforming how they operate as a business in the future.

Walk Wheel Cycle Trust Strategy 2025 – 2050

The Walk Wheel Cycle Trust (formerly SUSTRANS) are the charity behind the National Cycle Network which provides key active travel infrastructure in the Cairngorms National Park. The Strategy (CNPA857) sets out the following strategic goals:

- Building a national walking, wheeling and cycling network that brings everyone closer to the places and people they love.
- Connected thriving neighbourhoods where everyone is free to live and move with ease.
- Empowering millions to walk, wheel and cycle for their health, their wellbeing, and their world.

The charity is committed to building national walking, wheeling and cycling network that brings everyone closer to the places and people they love. It further sets out the following 2030 targets to deliver 1,000 new and improved miles in the network and for every single barrier on National Cycle Network to be removed or redesigned.

In terms of building (the first strategic goal), the strategy sets out the target to connect one million people currently experiencing social and economic disadvantage to jobs, education, services and local facilities through the National Cycle Network. The

Proposed Plan should aim to support this overarching objective by delivering development that support local living and the 20 minute neighbourhood principles. The strategy also supports a positive approach to public transport interchanges that support, promote and encourage multimodal sustainable travel.

In relation to new development, the strategic framework sets out the need for new development to be delivered putting walking, wheeling and cycling consideration at the forefront of planning decisions. The strategy also sets out the goal to make it possible for all children to walk, wheel or cycle to school and all public transport to be accessed by walk, wheeling or cycling. The Proposed Plan can support this through an infrastructure first approach to site selection supporting sustainable travel mobility (adhering to the sustainable travel hierarchy) and local living. Development should be sited at locations that support access to and utilise existing active travel infrastructure.

The approach set out in the strategy highlights the opportunity to shape new housing around sustainable mobility, through partnerships with housing and transport organisations to:

- Increase housing delivery.
- Reduce inefficient infrastructure spending.
- Accelerate transport decarbonisation.
- Improve quality of life in new development.

The strategy also focuses on making walking, wheeling and cycling will be safe, accessible and affordable for everyone, with a focus on improving health outcomes, wellbeing and the environment.

Sustainable Travel to Stations Strategy

Sustainable Travel to Stations Strategy (CNPA903) supports the principle of increasing sustainable and active travel to stations while reducing short, car trips.

The strategy presents a vision and sets a mission to help increase passenger numbers, contribute to a net zero economy, and help people to live locally. The document states that 'delivering the strategy will better integrate railway stations into the communities they serve, anchoring them to their station, and increasing passenger numbers getting to the station actively and sustainably'.

It puts forward the recommendation that rail stations should be considered in all planning within a radius of five kilometres of a station, which is the target distance for

everyday cycle trips in Scotland, focusing down to 1 kilometre for walking and 500 metres for wheeling.

The strategy advises that 'the mission of this strategy aligns very closely with the aim of Public Heath Scotland (PHS) to make it easier for people to lead more active and healthy lives. The obvious benefit of this strategy for public health is to make it easier for people to be active in their daily lives, not through sport, but through getting around under their own steam.'

The strategy points out that there are barriers to accessing stations in rural areas of Scotland by active travel as distances to stations can be long. In addition, bus services may be infrequent or unavailable. The strategy accepts that car travel to stations will remain a strong mode of access in rural areas.

The Proposed Plan should aim to support the strategy and ensure new development is delivered on the infrastructure first approach in locations that support access to rail stations via existing active travel routes and access to sustainable travel options (bus stops) connecting users to rail services. If there are no existing bus stops or active travel routes the development should include these to support the Sustainable Travel to Stations Strategy. At rail stations, the Proposed Plan should support the integration of bus services to provide multimodal transport hubs supporting sustainable and active travel.

Scotland's Railway want to double passenger numbers based on 2019 patronage figures and are engaged in an ambitious programme to decarbonise passenger services by 2035. In addition, Scotland's Railway aims to make the rail network as inclusive as possible.

A Railway for Everyone: A Strategy for accessibility on Scotland's Railway

The strategy (CNPA1334) considers the entire passenger journey with the high level aims of reducing inequalities and increasing the attractiveness of the railway. This approach aims to encourage modal shift from private vehicles, support revenue generation and contribute to Scotland's climate change targets. The strategy will be supported by the Railway for Everyone Action Plan.

The strategy sets out the vision to make it easy for everyone to choose rail as part of a sustainable journey. To achieve this vision, it recommends a more holistic view of the passenger experience as an end to end journey. The strategy sets out four pillars of accessibility to illustrate where potential passengers might face barriers using the

railway. The four pillars of an accessible journey are reaching the station, moving around the station, getting to your platform, and finding your space on the train. The four pillars of accessibility aim to ensure that most people can independently navigate from their communities onto the train with ease, comfort and speed.

The document highlights that the availability of accurate information prior to and during a journey, ability to access public transport vehicles and interchanges, and safety and comfort can create barriers to rail travel that particularly affect disabled passengers. Improving station accessibility can have numerous benefits including:

- Improving accessibility increases safety and helps disabled and nondisabled passengers.
- Improving accessibility exemplifies 'putting passengers first' and has social, financial, environmental and commercial benefits.
- It reduces social inequalities that disproportionately affect disabled people.
- Accessibility can increase passenger numbers and revenue – with accessible stations potentially increasing passenger usage.

Increasing rail usage by all patrons supports the National Transport Strategy priorities and Sustainable Travel Hierarchy (CNPA838). Network Rail has engaged with the Park Authority during the preparation of this Schedule and are committed to working with the Park Authority to improve station accessibility supported by the Railway for Everyone Strategy. The Proposed Plan should support appropriate development supports the delivery of the strategy.

Walking for everyone: making walking and wheeling more inclusive

The guide (CNPA900) is designed to support national and local governments including transport and spatial planning professionals, organisations helping to improve the lives of people who may be marginalised, and anyone helping to make walking and wheeling more inclusive. The document supports the need for improved governance, planning and decision making with regard to walking and wheeling. Relevant to the Proposed Plan, the guidance points out the importance of:

- Actively engaging communities in policymaking and the design process ensuring marginalised communities are listened to, including paid lived experience advisory panels with direct contact to decisionmakers.

The document sets out specific recommendations for local authorities to:

- Embed the concept and practice of 20 minute neighbourhoods into local planning policies and guidance, actively involving developers, housing associations and the community in the process.
- Agree a spatial vision and adopt Supplementary Planning Documents to ensure new developments are not built in areas likely to have poor walkability.
- Refit existing developments to include high quality walking and wheeling networks.

The Proposed Plan needs to support development at locations that enable local living and support the 20 minute neighbourhood principles set out in Schedule 12: Living locally and 20 minute neighbourhoods.

Cycling for everyone: a guide for inclusive cycling in cities and towns

The guide (CNPA901) is designed to support people in local government and the transport sector including designers, planners, engineers, and decision makers make cycling a more inclusive activity for everyone

The document set out a number of recommendations, including:

- Improve decision making through better evidence and public engagement.
- Improve road safety, primarily through protected space for cycling, and low traffic neighbourhoods.
- Ensure cycling infrastructure is fully inclusive.
- Better integrate cycling at home, at destinations and with public transport.
- Prioritise infrastructure where transport options are poor, especially where this coincides with multiple deprivation.

The Proposed Plan should support development at locations that provide provision for and connections to existing cycle networks in the National Park to promote active travel and a reduction in private car use. Particular attention should be given to areas of deprivation or where existing transport options are poor.

Inclusive design at bus stops with cycle tracks

The report (CNPA902) has been produced as part of the Living Streets project 'Inclusive Design at Bus Stops and Continuous Footways'. The Proposed Plan should reflect the recommendations set out in the report. The project is funded by the Scottish Road Research Board (Transport Scotland) and Department for Transport. Key recommendations set out in the report that should be considered in the development of the Local Development Plan Spatial Strategy include:

- Design guidance should be revised to make it clearer that the reason for continuing a cycle track past a bus stop is primarily about the integrity of the track and about avoiding the need for people to cycle on the carriageway.
- Design guidance, and other documentation, should make clear that well designed cycle tracks are neither part of the carriageway, nor part of the pavement
- Local authorities (in this context the Park Authority) should work to understand which cycle tracks (at what locations) are likely to be providing quiet simple, moderately busy complex, or busy complex environments.
- Design guidance should more accurately describe the range of options, including both 'shared platform boarder' and 'continued kerbside track' arrangements (whether or not so named), even if some are recommended against. The idea that hybrids can exist should be included.

Wheels of change: Promoting fair and green transport in rural Scotland

The report (CNPA904) was produced by the Institute for Public Policy Research (IPPR), an independent charity working towards a fairer, greener and more prosperous society. This report draws on in depth interviews and a workshop with members of the public living in rural Scotland on low incomes to understand what their experience of the transport system is like. Through this process, the Institute for Public Policy Research has identified a series of themes and developed a set of principles to guide transport policymaking in Scotland.

The report provides the following set of principles to guide transport policy making in Scotland and should inform the preparation of the Proposed Plan:

- Action should be taken first by those who are most able to make changes: this includes people who are wealthy and / or live in cities (towns in the context of the National Park) and those who make unnecessary car journeys.
- People in positions of power (political, financial or otherwise) should lead the way: decision makers and businesses must be seen to be making changes to reduce their emissions.
- Infrastructure first: for people to make changes there need to be viable alternatives, and they need to feel that they have a choice which goes beyond just car ownership or buses (for example, safe active travel routes or trains).
- The aim should be to make the transport system fairer; this means that some will have to reduce their car use, but others will see their mobility increase.
- Engagement: the needs of people living in rural areas vary significantly, and those who will be impacted should have an opportunity for meaningful engagement.
- Affordability: public transport must be made more affordable to ensure it is accessible to those living on low incomes.

Using the principles as a starting point and building on other findings throughout the research, the report sets out three overarching recommendations to fairly address rural transport emissions and reduce car kilometres:

- The Scottish Government, in conjunction with Transport Scotland, must set out a credible delivery plan for reducing transport emissions and car kilometres by 2030 and beyond. The plan must clearly set out how the goals to reduce car use will be achieved, including how the benefits of reducing car dependency across the whole country will be felt in rural areas.
- Identify, fund and champion anchor towns and communities which should provide public services and transport hubs for people living rurally. Anchor towns should ensure people can 'live well locally' by providing necessary public services. Transport hubs should support multimodal trips and have good public transport links to surrounding areas and safe active travel routes.
- People living in rural Scotland must be engaged and involved in transport decision making. Regional transport authorities should establish deliberative processes to ensure policies and ideas can be discussed with those who are commonly marginalised in decision making processes, including people living on low incomes, minority ethnic groups, people with disabilities and young people.

Baseline of transport and active travel infrastructure

This section provides baseline information on the following matters: reasons for travel and average trip lengths, transport poverty, road based transport, public transport, transport related emissions and pollution, active travel, current approach to developer contributions and the transport appraisal.

There are links between this policy area and:

- Schedule 1: Plan outcomes
- Schedule 3: Site assessment methodology
- Schedule 4: Climate change
- Schedule 5: Natural heritage
- Schedule 9: Energy
- Schedule 12: Living locally and 20 minute neighbourhoods
- Schedule 13: Housing
- Schedule 16: Blue and green infrastructure
- Schedule 21: Economic development
- Schedule 23: Tourism

Overview

The settlements of the Cairngorms National Park are linked by a network of roads (Figure 56). The A9 trunk road runs along the western and northern edges of the Cairngorms Park, linking areas to the south and north as well as connecting to the A86 and A96 trunk roads. The Perth to Inverness rail line also links communities around the western and northern edges of the National Park as well as providing connections beyond to both the north and south. There are also numerous cycle and walking opportunities in the National Park (see page 323).

The dualling of the A9 (page 184) is one of Scotland's largest infrastructure programmes, involving upgrading 80 miles of road from single to dual carriageway between Perth and Inverness. It is currently scheduled for completion in 2035. In addition, the A9 has been designated an 'Electric Highway' This is expected to result in the installation of electric vehicle charging hubs within communities. Once completed this is likely to increase the accessibility of some settlements within the National Park, including by linking them more effectively to key locations outwith the National Park such as Inverness and Perth. This is likely to increase the demand for development in some areas and could bring increased opportunities for inward investment within the National Park.

There are clear opportunities for growth and development within and around the existing settlements of the Cairngorms National Park, both to maintain their status and to provide the new homes, businesses and other facilities that are needed to ensure their future sustainability.

The existing Local Development Plan (CNPA016) is based on an overall spatial strategy which directs most development to the main settlements of the National Park – Aviemore, Ballater, Grantown-on-Spey, Kingussie and Newtonmore. These settlements are referred to as 'strategic settlements'. This is an infrastructure first approach as these locations are best served by existing road, rail and active travel infrastructure.

In addition to the strategic settlements, the spatial strategy also identifies 'intermediate settlements' and 'rural settlements'. In accordance with an infrastructure first approach, development could be supported at these locations where the existing transport infrastructure can support growth.

The Proposed Plan should support the approach that infrastructure should guide where development is located, rather than simply supporting development once proposed.

The National Park Partnership Plan (CNPA010) is the Regional Spatial Strategy for the Cairngorms National Park setting out the long term spatial strategy in terms of strategic development[11]. The Partnership Plan's spatial strategy is based on an infrastructure first approach. The Partnership Plan sets out policies supporting new housing for people living and working in the National Park. This approach supports local living[12], reducing the need to travel and aligning with the sustainable travel hierarchy. Promoting a modal shift towards sustainable and active travel modes will require an infrastructure first approach to be applied to ensure new development can connect to the existing sustainable and active travel assets. The majority of locations in the National Park best served by sustainable and active travel infrastructure will be the strategic and intermediate settlements.

Ongoing work supporting the delivery of the National Park Partnership Plan through the Cairngorms 2030 projects (CNPA893) includes four projects under the Transforming Transport theme. A number of works focus on improving active travel infrastructure where constraints have been identified. These localities are Aviemore, Badenoch and Strathspey, Ballater and Braemar, and Blair Atholl and Killiecrankie.

Other projects comprise changing travel behaviours, cycle friendly Cairngorms and sustainable transport. Works identified under these projects include:

- Improvements to the ebike network and skills classes to boost cycling confidence.
- Sustainable transport developments along the Glenmore corridor – which aims to respond to seasonal travel constraints.
- Improvements to sustainable transport availability including bus travel improvements and promoting multimodal journeys at railway stations.

The Proposed Plan will support delivery of the Cairngorms 2030 projects to overcome identified constraints in terms of active travel limitations and seasonal pressures.

Engagement with Transport Scotland and the Regional Partnerships did not highlight any significant / existing transport related constraints in terms of the Proposed Plan following an infrastructure first approach based on the current National Park Plan spatial strategy. Potential site specific transport constraints will be identified during the preparation of the Proposed Plan through the Transport Appraisal.

[11] See Schedule 1: Plan outcomes for further information.
[12] See Schedule 12: Living locally and 20 minute neighbourhoods for further information.

The Park Authority is also committed to undertaking a transport appraisal which will support the infrastructure first approach to development in the National Park (page 361).

Planning outcomes

The Proposed Plan will deliver a spatial strategy that:

- Reflects the agreed spatial strategy of the National Park Partnership Plan (CNPA010).
- Supports development in locations based on an infrastructure first approach.
- Implements the Place Principle.
- Promotes the sustainable travel hierarchy.
- Supports living locally and the 20 minute neighbourhood approach.
- Reduces the need to travel by private motorised vehicle and supports a modal shift to sustainable travel.
- Supports a reduction in car kilometres.

Identification of datasets

Datasets have been identified from engagement with Transport Scotland and the regional transport partnerships covering the National Park, namely HITRANS (CNPA869), NESTRANS (CNPA866) and TACTRAN (CNPA867).

Additional data, which may be made available by the key stakeholders, local authorities, public transport providers and the transport appraisal, will also be used to inform the preparation of the Proposed Plan.

Datasets considered

Given the considerable body of transport related data available, the documents and datasets summarised in this schedule are those considered most relevant and sufficient to inform the preparation of the Proposed Plan. The information presented is focused on identifying the implications for the spatial strategy and any other are land use implications that need to be taken account of in this preparation, for example, in the assessment of proposed development sites.

Reasons for travel

Main purpose of travel

The annual Transport and Travel in Scotland report (2023) (CNPA912), which includes Scottish Household Survey transport data (CNPA919), provides data on the main purpose of travel for the local authorities in Scotland and provides the Scottish average figures for comparison. A limitation of this data is that it is not available at the National Park geography but has been included to provide an overview of the position of the five local authorities that overlap the Cairngorms National Park area.

The main purpose of travel in Scotland is shopping closely followed by commuting which is also the case for Perth and Kinross residents (Figure 3). In Angus, Highland, Moray and Aberdeenshire however the main reason for travel is commuting. Given the rural nature of the area, it is likely that commuting for work is one of the main reasons for people choosing to travel in the National Park. In order to align with the national policy position on reducing car travel, the Proposed Plan should support development at locations in accordance with the infrastructure first principle, which reduces the reliance on private vehicle use.

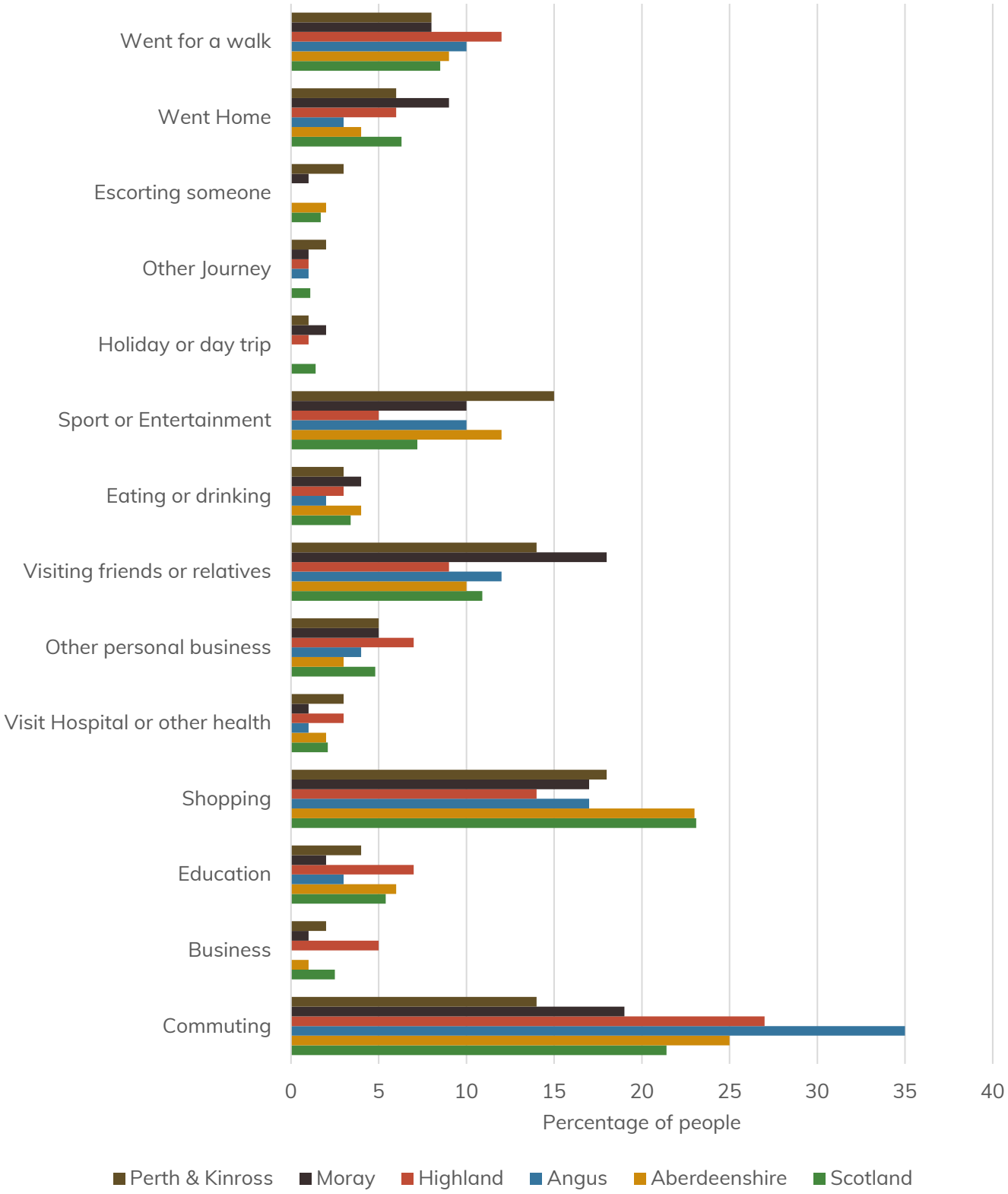


Figure 3 Main purpose of travel (percentages) for Scotland and the five local authorities that overlap the Cairngorms National Park area in 2022. Transport Scotland 2023 (CNPA912): Scottish Household Survey (CNPA919).

Mode of travel

The Transport and Travel in Scotland report (2023) (CNPA912) also provides travel mode data for the local authorities in Scotland and provides the Scottish average figures for comparison.

Figure 4 and Figure 5 show the proportion of journeys under 2km and under 5km respectively, by mode of travel. The data shows us that across all the local authority areas, and in particular Aberdeenshire, a significant proportion of journeys under 2km are made by driving, which could potentially be reduced. Applying an infrastructure first approach to site selection, in terms of siting development at locations with good active travel connections and infrastructure, can support a reduction in car use, support the sustainable travel hierarchy and support local living.

Similarly for the journeys under 5km over 40% are made by driving (in all locations see Figure 5) which offers a huge potential for change. Journeys under 5km can be made by active travel for example cycling or public transport, and the Proposed Plan should support and encourage these modes of travel over private vehicle use. The Proposed Plan should support development at strategic or intermediate settlements that offer opportunities for connection to existing active travel routes to promote local living.

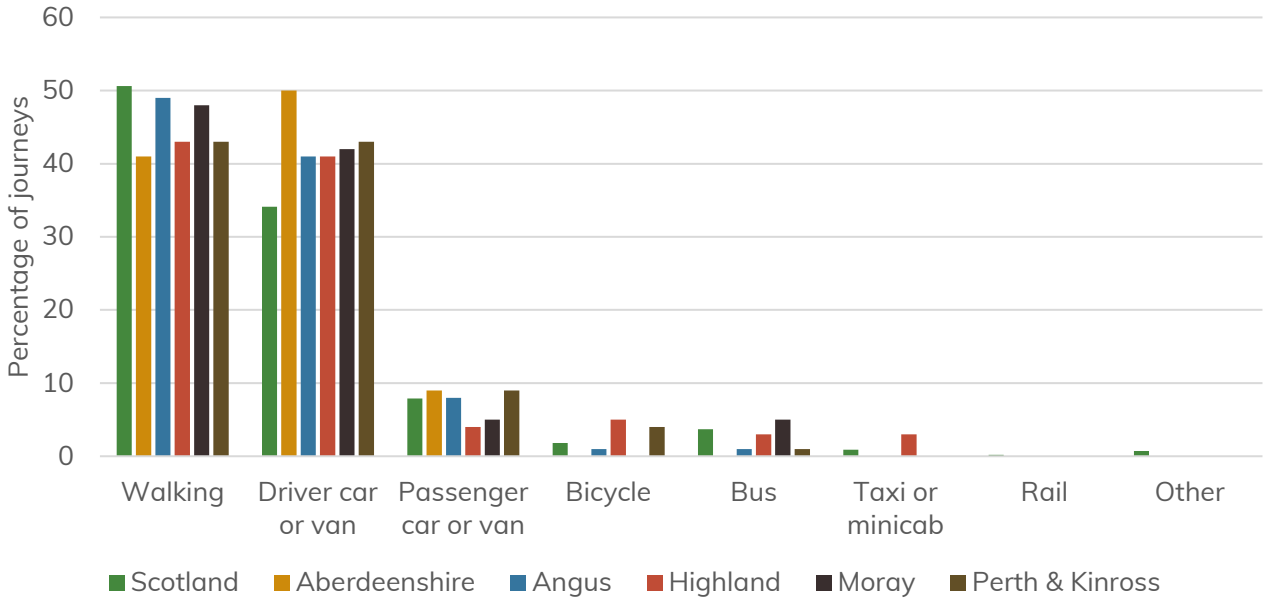


Figure 4 Percentage of journeys under 2 km by road network distance by main mode in 2023 in the five local authorities that overlap the Cairngorms National Park Authority area and the Scottish average. Transport Scotland 2023 (CNPA912) : Scottish Household Survey data (CNPA919).

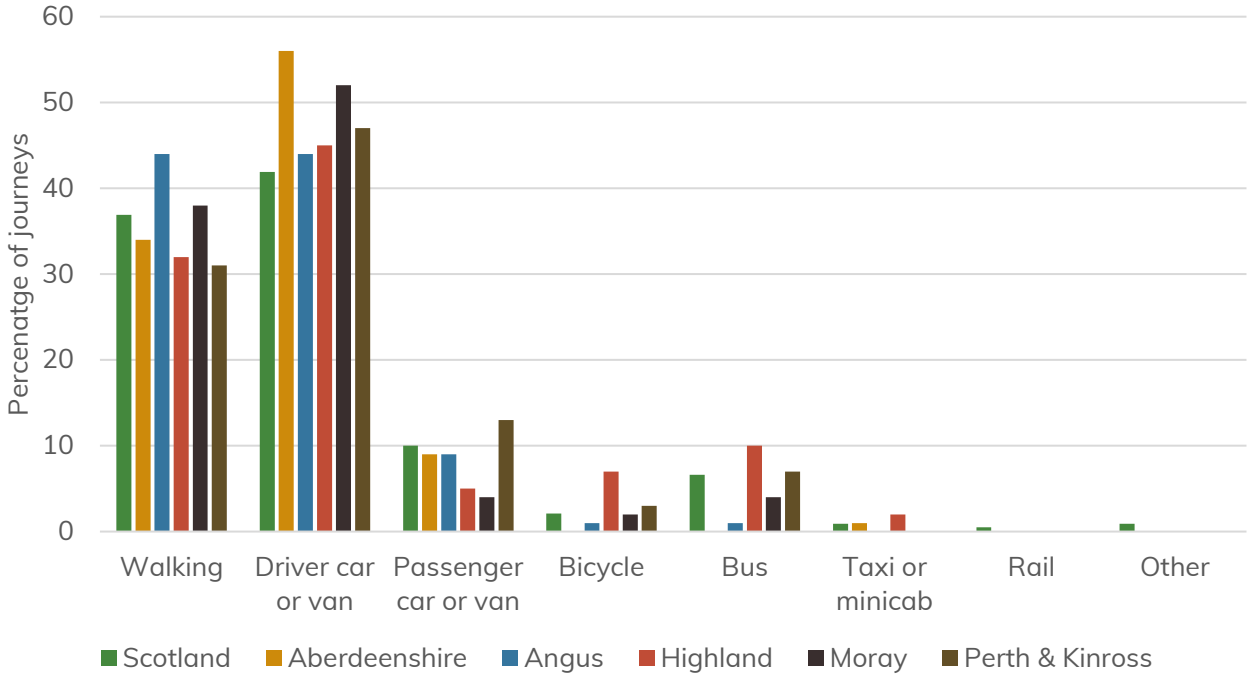


Figure 5 Percentage of journeys under 5 km by road network distance by main mode in 2023 in the five local authorities that overlap the Cairngorms National Park Authority area and the Scottish average. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

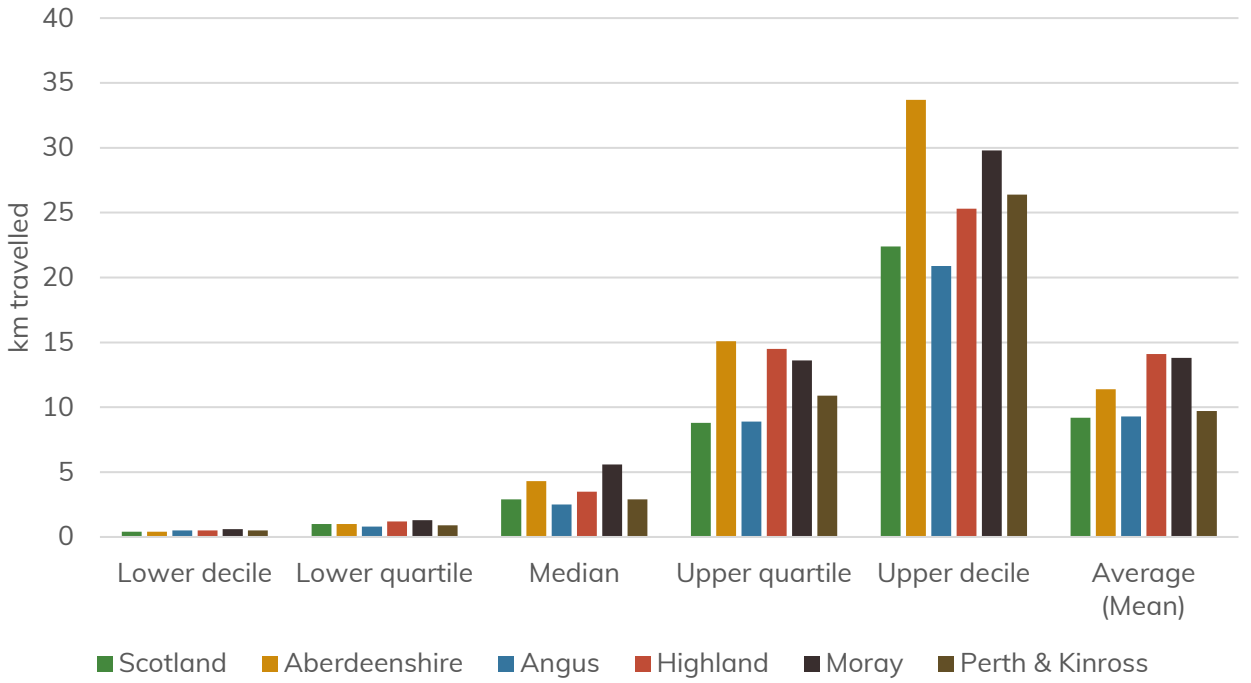


Figure 6 Distance travelled – summary statistics in 2023 in the five local authorities that overlap the Cairngorms National Park Authority area and the Scottish average. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

The average distance travelled (Figure 6) shows little difference in the lower decile figures between Scotland and the five local authorities, however the average median and mean values paint a different picture. The median distance travelled in Scotland is 2.9km, which is similar to Angus (2.5km) and equal to Perth and Kinross (2.9km). In Highland the median distance travelled is 3.5km, it rises to 4.3km in Aberdeenshire and is highest in Moray at 5.6km. This is also somewhat reflected in the average mean travelling distance with all local authorities higher than the Scottish average (9.2km), but Aberdeenshire (11.4km), Highland (14.1km) and Moray (13.8km) being noticeably higher.

It should be noted that the sample sizes for the data are very small, for the Highland region for example 510 people have been surveyed in the summary travel statistics. Given the fact that the Highland region has a population of 235,351 (2022 Census) this would represent approximately only 0.002% of the population.

The data (Figure 4 and Figure 5) shows that there are still a large proportion of journeys under 2km and under 5km which are made by cars or vans, representing an opportunity for the Proposed Plan to enable short journeys to be undertaken by active travel modes (walking or cycling). In accordance with the infrastructure first approach to site selection, new development should be sited at locations which allow connections to existing active travel routes.

Furthermore, new development should be located at locations that can support the principles of local living. More information on living locally and the 20 minute neighbourhood study can be viewed in Schedule 12: Living locally and 20 minute neighbourhoods.

Cairngorms National Park residents and visitors survey data

Mode of travel by residents and visitors can also be viewed in the context of the visitor surveys and residents surveys in the National Park.

<u>The resident and worker survey 2024 – 2025</u>

The Cairngorms National Park Authority commissioned M·E·L Research to conduct a survey with those living and working in the National Park in 2024 – 2025 (CNPA538). This survey is intended to establish a baseline (to be repeated every two years) of local sentiment and experience among those living and working in the National Park.

The survey found that most residents use a private car at least once a week (91.6%) and 69% walk at least once a week, only 6% use public transport and 23% cycle this

frequently (Figure 7). These results suggest that there is more that could be done to enable the use of public transport within the National Park. The Proposed Plan should support and encourage the use of public transport by ensuring development is located within 400m of public transport infrastructure where possible. Given the high reliance on private car use, the Proposed Plan should support new housing at locations that reduce the need to travel by this mode, support the sustainable travel hierarchy and local living principles.

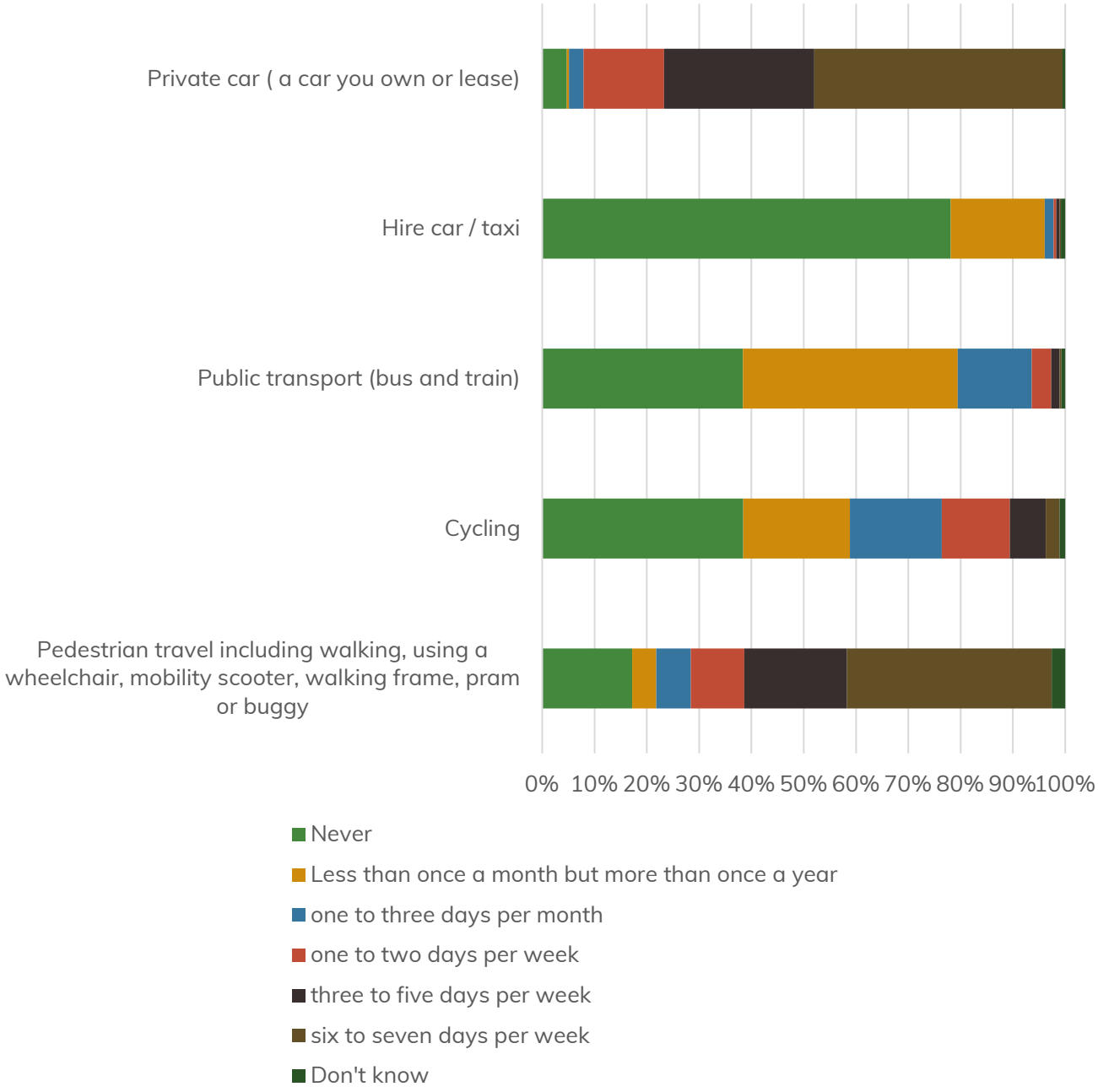


Figure 7 Average mode of transport used by residents in the Cairngorms National Park. Cairngorms national Park Authority Resident and worker survey 2024 – 2025 (CNPA538).

Travel for leisure

Figure 3 shows that nationally the main reason for travel in Scotland is shopping (23.1%) followed by commuting (21.4%) and then visiting friends or relatives (10.9%). In Aberdeenshire (25%), Angus (35%) Highland (27%) and Moray (19%) however the highest proportion of journeys are made for commuting. Looking at the journeys made for leisure (the sum of shopping, visiting friends and relatives, eating and drinking, sport and entertainment, holiday and trip and going for a walk), approximately 54.5% of people nationally travel for leisure. This is higher than the proportion of people in the Highland (44%) and Angus (51%) local authority areas. In Aberdeenshire (58%), Moray (59%) and Perth and Kinross (59%) a higher proportion of people travel for leisure than the Scottish average. As shopping makes a significant contribution to the reasons for travelling for leisure, the Proposed Plan should support local living by proposing development in locations that reduce the need and frequency of travel for leisure by private vehicles.

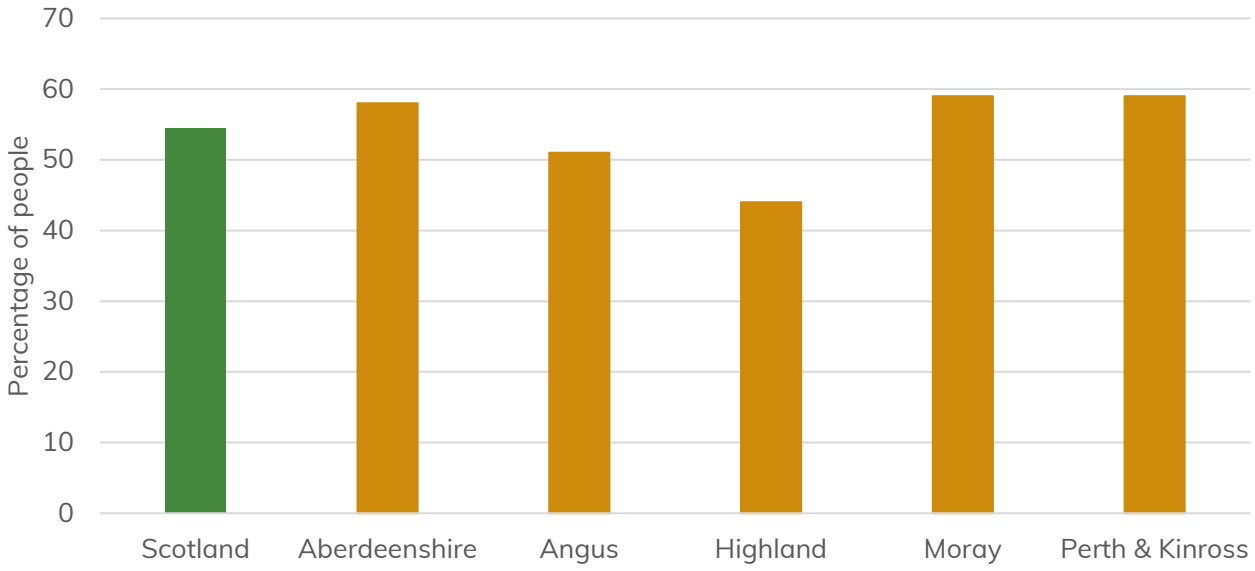


Figure 8 Percentage of people travelling for leisure (which includes travelling for shopping, visiting friends and relatives, eating and drinking, sport and entertainment, holiday and trip and going for a walk) in Scotland and the five local authorities that overlap the geography of the Cairngorms National Park in 2022. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

Access to open space

Open space is widely accessible within the National Park, including around its settlements. Open space is not considered to a crucial scoring factor in understanding walkable access to facilities and services within the Park Authority. Nevertheless, it is an important and necessary resource. Small scale maps of each settlement cluster are provided in the settlement summaries in Schedule 12: Living locally and 20 minute neighbourhoods.

Greater analysis of the National Park's open spaces is undertaken in Schedule 17: Play, recreation and sport.

Development should be supported at locations where there is existing active travel infrastructure provision (or ability to connect to existing routes) that provides access to open space in line with local living and 20 minute neighbourhood principles.

The residents and visitors survey 2024 – 2025 (CNPA538) reported that almost all Cairngorms National Park residents can access greenspace within a ten minute walk of their home (99%), compared to 89% of Scottish residents as a whole. Of those who could access greenspace, 90% stated that the availability of local greenspace positively impacts their mental and physical health.

Visitors

Visitors to the Cairngorms National Park make up a significant proportion of the people using and relying on its transport networks. In 2023, the National Park received an estimated 2.15m visitors (CNPA191). The Proposed Plan needs to take into account the additional pressures on the transport network and the movement of tourists to and around the National Park in its preparation.

When considering development that supports the visitor economy, an infrastructure first approach needs to be adopted. The transport appraisal will identify opportunities for growth or constraints at particular locations in relation to the transport network. The Proposed Plan should also support the sustainable travel hierarchy when considering visitor movement to and around the National Park. New visitor development should be sited at locations that reduce the need to travel by private vehicle in the first instance, support the use of the existing public transport network and facilitate movement around the National Park by active travel where possible. Alongside the infrastructure first approach to site selection, the local living principles should also guide visitor development. As the majority of services and access to public transport infrastructure exists in or around the strategic or intermediate settlements this is where visitor development should be supported. Proposals for visitor development in locations that is not well served by existing public transport or active travel infrastructure should not be supported where it leads to a potential increase in private vehicle use by visitors.

Visitor surveys have been carried out within the Cairngorms National Park since 2003. This section examines the data from the last three visitor surveys for the years 2014 /

2015 (CNPA817), 2019 / 2020[13] (CNPA818) and 2024 / 2025[14] (CNPA819). The most recent visitor survey was conducted in 2024 – 2025 which comprised of a sample base of 1,348[15] people visiting the National Park. Specific responses to questions relating to transport have been included here, with more information on survey responses in relation to tourism set out in Schedule 23: Tourism.

Travel to the Cairngorms National Park

In total 1,274 visitors responded to the question asking the mode of travel to the National Park (Figure 9) in the 2024 – 2025 Visitor Survey. The majority of visitors (72%) reported travelling to the National Park by private car. This is an increase on the proportion of visitors travelling to the National Park by private car in 2019 – 2020 (65%), but below the figure for 2014 – 2015 (74%). In the first instance, the Proposed Plan should aim to support a reduction in private vehicle use by visitors travelling to the National Park. To encourage travel to the National Park by public transport, the Proposed Plan should support visitor accommodation development in locations that are either accessible by walking from the public transport infrastructure or are able to be accessed by connecting public transport (i.e. bus travel).

There has been an increase in the number of visitors travelling to the National Park by motor homes or campervans, which has increased from 4% in 2014 – 2015 to 8% in 2019 – 2020 rising to 10% in 2024 – 2025 (Figure 9). In accordance with the infrastructure first approach, the Proposed Plan should seek to support further development at existing visitor sites that at or over capacity.

The Proposed Plan should support development that responds to the increasing number of campervan / motor homes in terms of providing facilities and parking considering locations where existing sites are at or over capacity. The transport appraisal will identify constraints on the road network as well as informing which locations could support development servicing campervan and motorhomes. Locations which allow for the sustainable travel hierarchy to be promoted when visitors are moving around the National Park, in terms of connections to existing active travel infrastructure and public transport provision should be preferred. Locations that do not allow visitors to move

[13] The survey carried out for the year 2019 / 2020 provides data for the 11 months from May 2019 to March 2020 as opposed to the usual 12 months due to the Covid 19 pandemic.
[14] During the most recent survey the question format was slightly altered so fir the purpose of this report where years are compared only comparable data has been used. Figures are also subject to rounding meaning percentages may not add up to 100%.
[15] Where the sample base differs in respect to the data on specific questions it has been noted.

around the National Park without being reliant on motorhomes or private cars should not be supported.

There is also an increase in those travelling to the National Park by motorbike from 1% in 2019 – 2020 to 4% in 2024 – 2025. This represents a significant increase which may facilitate the need for additional suitable parking and stopping places. The rise in numbers may in part be due to the increase in popularity of 'ride out event' like the Thunder in the Glens event (see Schedule 23: Tourism) which is the biggest rally of its kind in Europe and one of the major events in the Cairngorms (Visit Cairngorms).

The proportion of visitors travelling to the National Park by public transport (bus and rail) has decreased from 7% in 2019 – 2020 to 4% in 2024 – 2025 (Figure 9). The Proposed Plan should aim to support an increase in the proportion and number of visitors visiting the National Park by public transport supporting the sustainable travel hierarchy and reducing the reliance on private vehicle use. The Proposed Plan should consider the careful citing of mobility hubs that can connect visitors with onward sustainable travel options. It is expected that many of those travelling from further away by public transport will do so by train, so multimodal mobility hubs located at or near train stations, could provide an increase in visitor confidence when deciding to travel to the National Park by public transport.

In terms of active travel, the number of visitors travelling to the National Park by cycling and walking has remained at 3% (2019 – 2020 and 2024 – 2025 see Figure 9). It is unlikely the Proposed Plan can have much influence on the overall number of people travelling to the National Park by active travel means, as the choice to do so may be less reliant on the available infrastructure, and more the personal choice of people wishing to travel by this mode. Nevertheless, the Proposed Plan should seek to promote development in locations that is already served by active travel infrastructure to ensure visitors wishing to visit these locations do not feel a lack of active travel infrastructure presents a barrier.

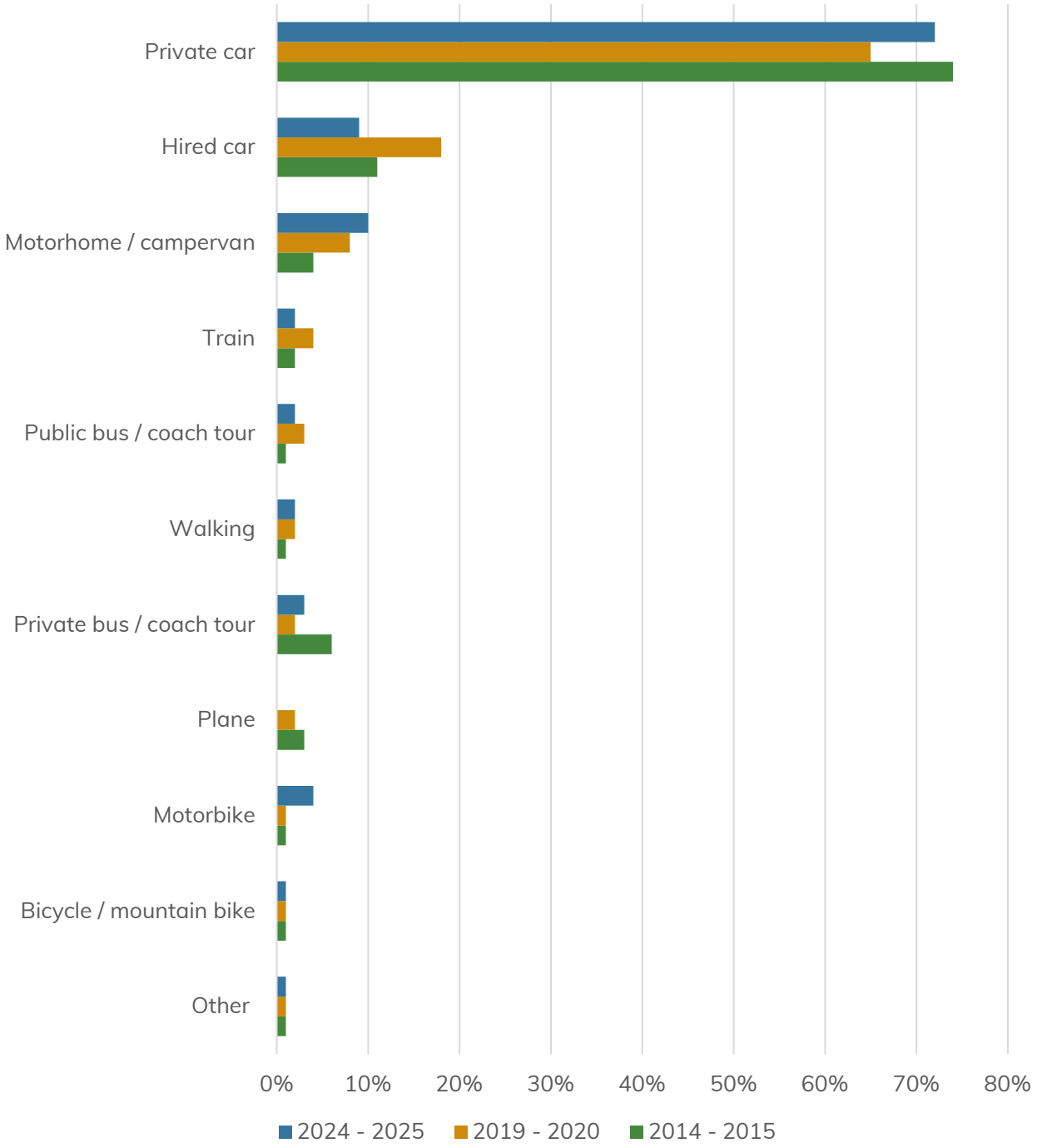


Figure 9 Mode of visitor travel to the Cairngorms National Park. Cairngorms National Park Visitor Surveys 2014 / 2015 (CNPA817), 2019 / 2020 (CNPA818) and 2024 / 2025 (CNPA819)[16]

[16] The 2024 – 2025 Survey included additional options including electric bikes – which was combined with bicycles for the purpose of the analysis. The Survey found 0% of people travelled to the National Park by electric bicycle. There was also an option for travelling to the National Park by hitch hiking which again represented 0% and was not included in the graph above.

Disability profile of people travelling to the Cairngorms National Park

5.0% of those visiting the National Park disclosed that they have either a physical or mental health condition. Of those travelling to the National Park with a physical or mental health condition, 80% travelled by private car, 9% travelled by motorhome or campervan and 9% travelled by train. It is understandable that the percentage of visitors with a health condition travelling to the National Park by private vehicle would be higher than the sample base, however what is interesting is the significantly higher proportion travelling by train. This presents an opportunity to strengthen the public transport (bus) network within the National Park to support movement around the National Park after departing from the rail journey.

The Proposed Plan should aim to ensure development, supporting the infrastructure first approach, at locations that support multi modal sustainable travel options to those destinations. Support for multimodal mobility hubs connecting cross boundary public transport access with local sustainable transport options (both public transport and active travel routes) should also be supported. Proposed visitor accommodation development should also be promoted at locations that support local living principals, supporting active travel (i.e. walking) options to access services.

Visitor mode of travel within the National Park

Within the Cairngorms National Park, 70% of visitor's main mode of transport was reported by private car in 2024 – 2025 (Figure 10). This was an increase from 2019 – 2020 (65%) but lower than in 2014 – 2015 (74%). The proportion of people travelling around the National Park by motorbike increased from 1% in 2019 – 2020 to 4% in 2024 – 2025 reflecting the proportional increase in this mode of transport being used to travel to the National Park. Similarly, the proportion of people travelling around the National Park by motorhomes or campervans increased reflecting the increase in the proportion travelling to the National Park by this mode of transport.

The proportion of people travelling around the National Park by active travel means (walking and cycling) has significantly decreased from 29% in 2019 – 2020 to 13% in 2024 – 2025 (Figure 10). Cycling decreased from 7% in 2014 – 2015 to 5% in 2019 – 2020 falling further to 3% in 2024 – 2025. However, walking declined more significantly in recent years from 24% in 2019 – 2020 to 10% in 2024 – 2025.

There has been little change in the proportion travelling around the National Park by public transport. Just 1% of visitors reported using trains in 2014 – 2015, and 2% both in 2019 – 2020 and in 2024 – 2025 (Figure 10). Visitors using public buses dropped from 4% in 2019 – 2020 to 2% in 2024 – 2025.

In line with the infrastructure first approach, development for visitor assets should be supported in locations that can already support the sustainable travel hierarchy in terms of providing access to public transport and active travel infrastructure. The Transport appraisal will provide further detail on the best locations for visitor development that can be supported by the existing infrastructure and where development could be located with minor improvements for example a connecting path or additional bus stop to promote sustainable movement by visitors.

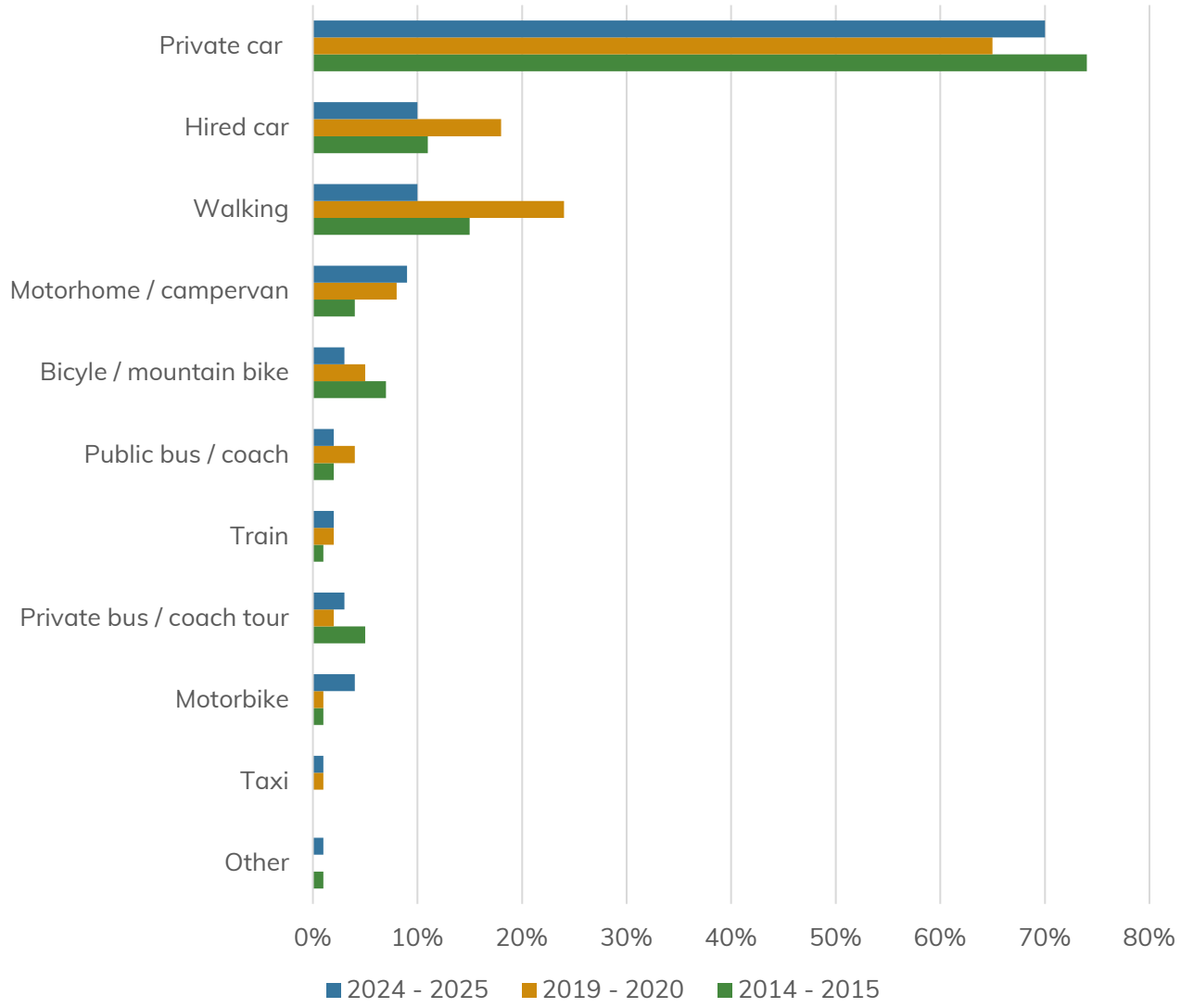


Figure 10 Visitor mode of transport within the Cairngorms National Park in the years 2019 – 2020 and 2024 – 2025. Cairngorms National Park Visitor Surveys for 2019 – 2020[17] (CNPA818) and 2024 – 2025 (CNPA819).

[17] Note the 2019 – 2020 Visitor Survey was only conducted for 11 months due to the impact of the Covid 19 Pandemic in the last month.

Visitors unable to use preferred transport method

The visitors who would have preferred to travel around the Cairngorms National Park by a different mode of transport were then asked what would have enabled them to travel by their preferred method. The largest barriers to public transport use were reported as being poor public transport connectivity and lack of services. 46% of visitors stated better public transport links to sites and / or accommodation venues within the National Park and the same proportion (46%) responded more frequent public transport within the National Park would have enabled them to travel by their preferred method of transport when visiting.

In terms of active travel 19% of those surveyed who would have used a different method of travel in 2024 – 2025 stated that more cycling routes through the National Park would have enabled them to (presumably) cycle to move around. In terms of active travel development, the Proposed Plan should support improvements to the existing cycle networks, as well as supporting development in locations that allow for connections to existing cycle networks (on the presumption they also support public transport access and do not pose risks in in terms of affecting road capacity.

The Proposed Plan should look to address the reasons, where possible, for visitors not choosing to travel around the National Park by public transport or active travel. As seen in the previous section both the use of public transport and active travel in the National Park as a means or travel around the National Park for visitors is in decline (Figure 10). Reasons given by visitors for not using public transport or active travel (Figure 11) supports the need for the Proposed Plan to support improvements and encourage uptake of both public transport and active travel infrastructure to increase use. Although the provision of public transport is outwith the control of the Authority, the availability of access to existing services in terms new development can be influenced by the Proposed Plan. By applying an infrastructure first approach to where visitor assets should be supported, in terms of its ability to be supported by existing public transport services, could address some of the reasons visitor's choice not to travel sustainably around the National Park.

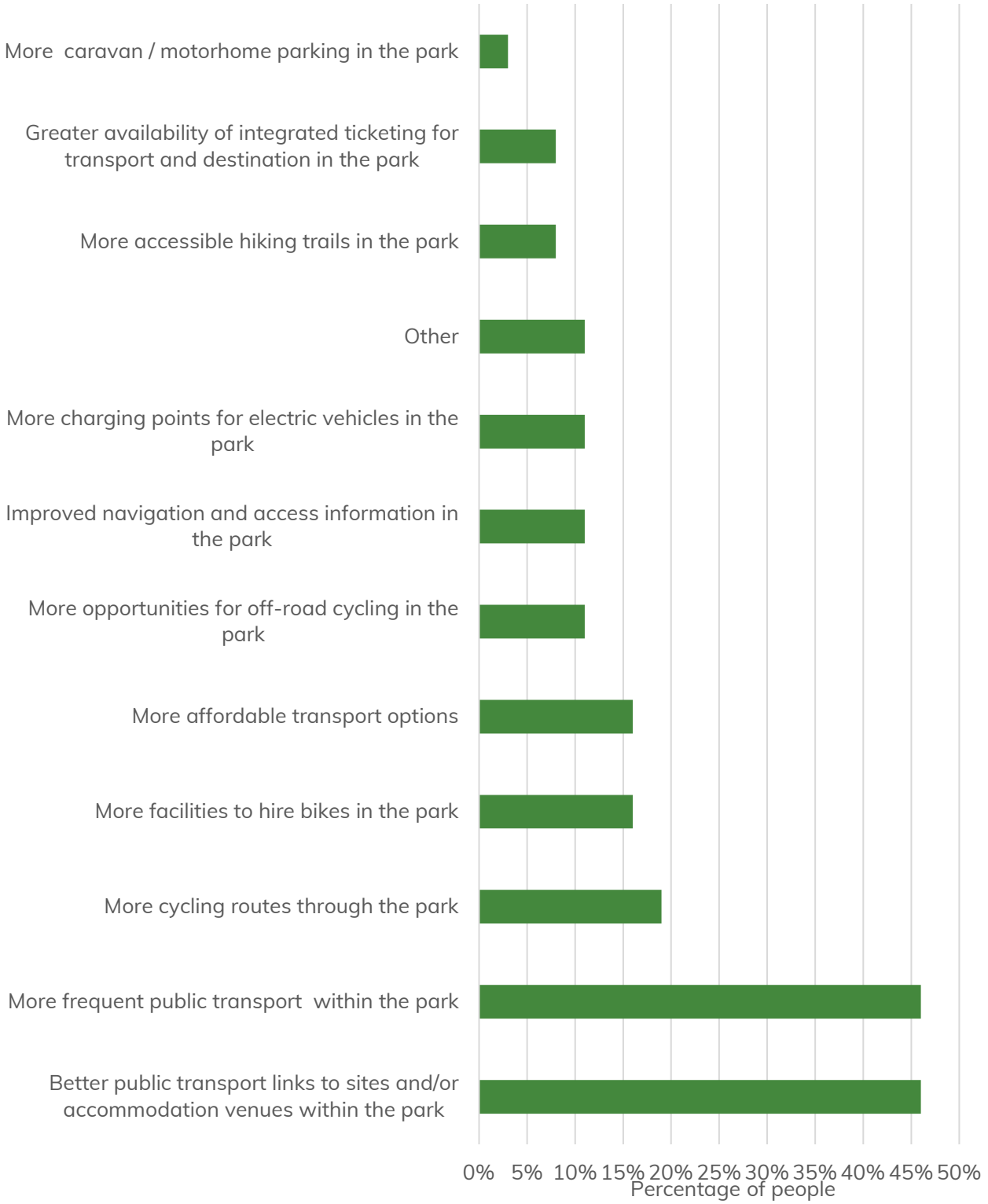


Figure 11 Reason given by visitors who reported not being able to use their preferred method of transport in and around the Cairngorms National Park in 2024 – 2025. Cairngorms National Park Visitor Survey 2024 – 2025 (CNPA819).

Glenmore

At Glenmore there are issues surrounding the number of vehicles using the Glenmore Corridor and insufficient parking which leads to a number of impacts on the surrounding landscape, especially on the wide grass verges:

- Cars parked on soft verges encroaching into the road lanes – impacting the safety of moving traffic (i.e., not enough space for two way traffic, especially larger vehicles).
- Not enough room to walk on verges resulting in people walking in the road.
- Soft verges churned up.

The lack of 'convenient' parking for the number of visitors is also reported to have impacted local residents living in the small terrace of houses at Glenmore, as visitors often park in front of them and can block their driveways.

Glenmore is also becoming increasing popular for events, including both spectator and participation events (e.g. Husky racing, Harley Davidson weekend, Aviemore half marathon, Aviemore triathlon, adventure triathlons, Loch Morlich swimming events similar events). This can again contribute to road congestion and parking issues, with larger vehicles such as the service bus to Cairngorm Mountain.

Significant work has been recently undertaken to improve parking and traffic management in Glenmore and along the lochside. To complement the project previously funded by the Rural Development Infrastructure Fund that improved links between the various car parks to help spread and manage usage, 2020 saw a roadside path constructed to provide safe access to the beach and traffic calming measures (humps) were introduced through the village.

Stagecoach is now running a bus service from Aviemore to Cairngorm Ski Centre, stopping at the Coylumbridge Hotel and Glenmore visitor centre on route. The adventurer service (Bus no. 30) runs 11 services (roughly every hour) Monday to Friday, with 10 services on Saturday and 7 on Sundays allowing visitors to transport equipment needed for leisure activities on the mountain.

The Proposed Plan should support development that addresses the increase in visitor movement through the Glenmore corridor and provides more sustainable travel options. Development that negatively impacts on the existing constraints in terms of vehicle traffic and parking in this area should not be supported. The transport appraisal will inform decisions arising from constraints in the Glenmore area. Where a need for development is argued, for example to support existing tourism operations or housing,

this should be only supported if it includes sustainable travel infrastructure or additional infrastructure to support a modal shift in visitor movement along this corridor.

Travel for work

Travel to work data for employed adults (aged 16 years and over) who are not working from home is also provided by Transport Scotland (CNPA912) (using 2022 Scottish Household Survey data) at a local authority and national geographies.

The majority of people across Scotland and in all the local authority areas that overlap the Cairngorms National Park area, travel to work by car (Figure 12). Nationally this is 63.8%, however it is higher in all the five local authorities, with the highest percentage being in Aberdeenshire (70%).

In terms of active travel (walking and cycling), nationally 13.0% of people walk to work and 3.0% cycle. All of the local authorities featured here have higher walking rates ranging from 14% in Aberdeenshire to 22% in Moray and 24% in Angus.

For cycling the rates are more varied with 0 – 2% cycling to work in Angus (0%), Perth and Kinross (1%) and Aberdeenshire (2%). Moray (5%) and Highland (6%) experience higher than national average rates of cycling to work. Similarly for travel by bus the local authority rates are not all consistent with national figures (9%). In Highland 9% do travel to work by bus, but in Moray and Perth and Kinross this figure is just 1%.

Taking this data as a proxy for areas of the Cairngorms National Park which are covered by the respective local authority areas, there remains scope to increase the number of people travelling to work by active travel or public transport. The Proposed Plan should seek to encourage and promote active travel by ensuring that new housing and employment development is supported in line with the infrastructure first and travel hierarchy approaches at locations that provide access to existing sustainable transport networks.

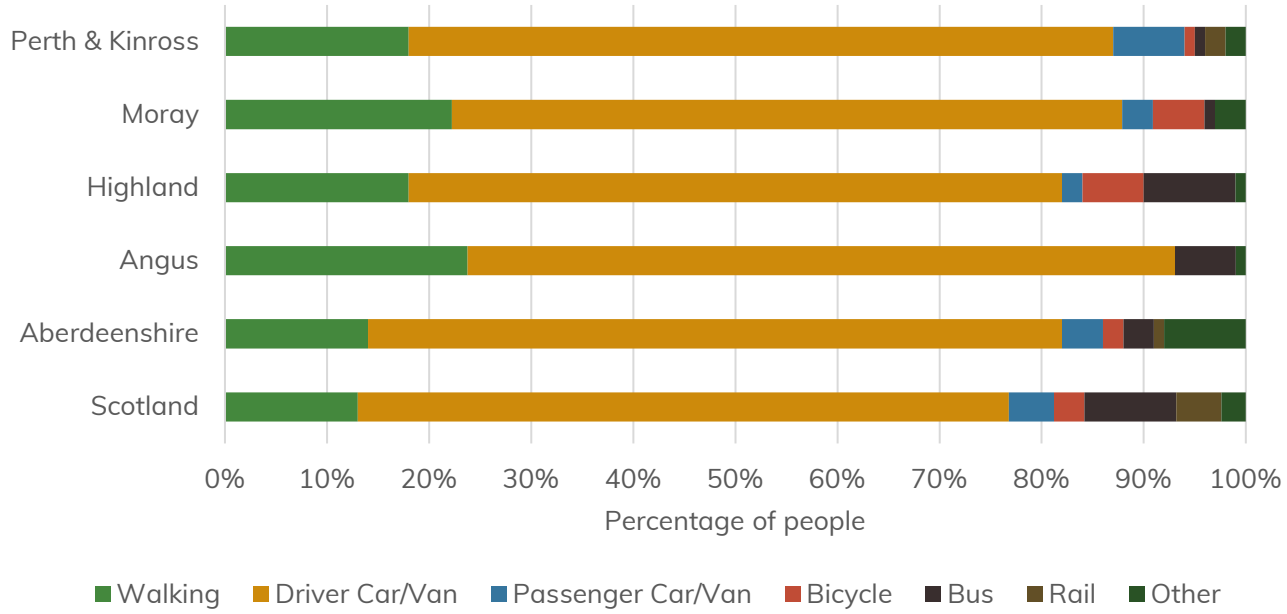


Figure 12 Usual mode of travel to work for employed adults (aged 16 years and over) who are not working from home for Scotland and the five local authorities that overlap the Cairngorms National Park area. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

Data from the 2022 Census (table UV701b) (CNPA439) provided information on the method of travel to work for all people aged 16 years and over in employment the week before the census (including full time students if they gave a work address as the address they primarily travel to for work or study) in the Cairngorms National Park. The data shows that driving a car makes up a significant proportion of all people's aged 16 years and over in employment the week before the census mode of travel to work (Figure 13). Out of the 8,900 people aged 16 and over in employment the week before the census (including full time students if they gave a work address as the address they primarily travel to for work or study) 46.1% (4,101 people) reported travelling to work by car or van (Figure 13). This is similar to the Scottish average of 45.9%% (Figure 14). A further 3.1% (277 people) reported travelling to work as a passenger in a car or van, again similar to the national average of 3.6%% (Figure 14). The Proposed Plan should support a modal shift in the preferred travel mode of residents in the National Park when accessing employment, in line with the sustainable travel hierarchy, promoting travel by public transport and active travel. The Proposed Plan should therefore ensure new residential and employment development is sited at locations that facilitate and allow residents the choice of utilising existing public transport services. Following an infrastructure first approach and through the outcome of the transport appraisal the best locations for residential and employment development can be identified.

A significant proportion also reported working from home (33.4% representing 2,974 people) – higher than the Scottish average of 31.6%. This reinforces the importance of the need for the infrastructure first approach in terms of identifying locations for residential development which support living locally and the place principle. Considering active travel (walking and cycling), 13.2% (1,176) reported travelling to work by this method, higher than the Scottish average of 8.6%. The Proposed Plan should support a modal shift in the proportion of people travelling to work by walking and cycling. To promote and facilitate this, new development should be sited at locations that are already supported by active travel infrastructure and facilitate local living and the 20 minute principles.

It is also useful to look at the method of travel to work by people of different ages (Figure 13). A significant number of people aged 65 years and over (48.8%; 367 people) reported working from home in the Cairngorms National Park above the national average of 41.1%. Travelling to work by car or van, ranged from 44.7% to 48.8% for the age groups aged 16 years to 64 years and fell to 36.8% (277 people) for those over 65 years. Nationally a higher proportion of people aged 65 years and above reported travelling to work in a car or van (40.2%)

Looking at the breakdown of method of travel to work by age there appears to be a significant difference in the proportion of people travelling to work as a passenger in a car or van – 12.6% (88 people) of those 16 to 24 years reported this method of travel, compared to 1.2% - 2.9%[18] for people aged 25 years to 65 years and over. Nationally the number of 16 to 24 year olds travelling as a passenger in a car or van was slightly lower at 10.3% (Figure 14). This is perhaps representative of less young people having access to their own vehicle due to financial constraints.

Considering active travel (cycling and walking) 15.7% (109 people) of 16 to 24 year olds reported using this method, similar to the 25 to 34 years olds (15.8%; 221 people) falling to 13.2% (357 people) for 35 to 49 year olds, 12.6% (423 people) of 50 to 64 year olds and only 8.4% (63 people) of 65 year olds and over reported cycling and walking to work. In every age group the proportion of people either cycling or walking to work was higher than the national figures. This presents an opportunity for the Proposed Plan to ensure new development is sited at locations that support active travel movement. Given the rural nature of the geography of the National Park, this represents a reason in

[18] 41 people aged 25 to 34 years, 51 people aged 35 to 49 years, 81 people aged 50 to 64 years and 9 people aged 65 years and over.

the uptake of active travel as a means of travel to work, particularly for the 65 years and older age group.

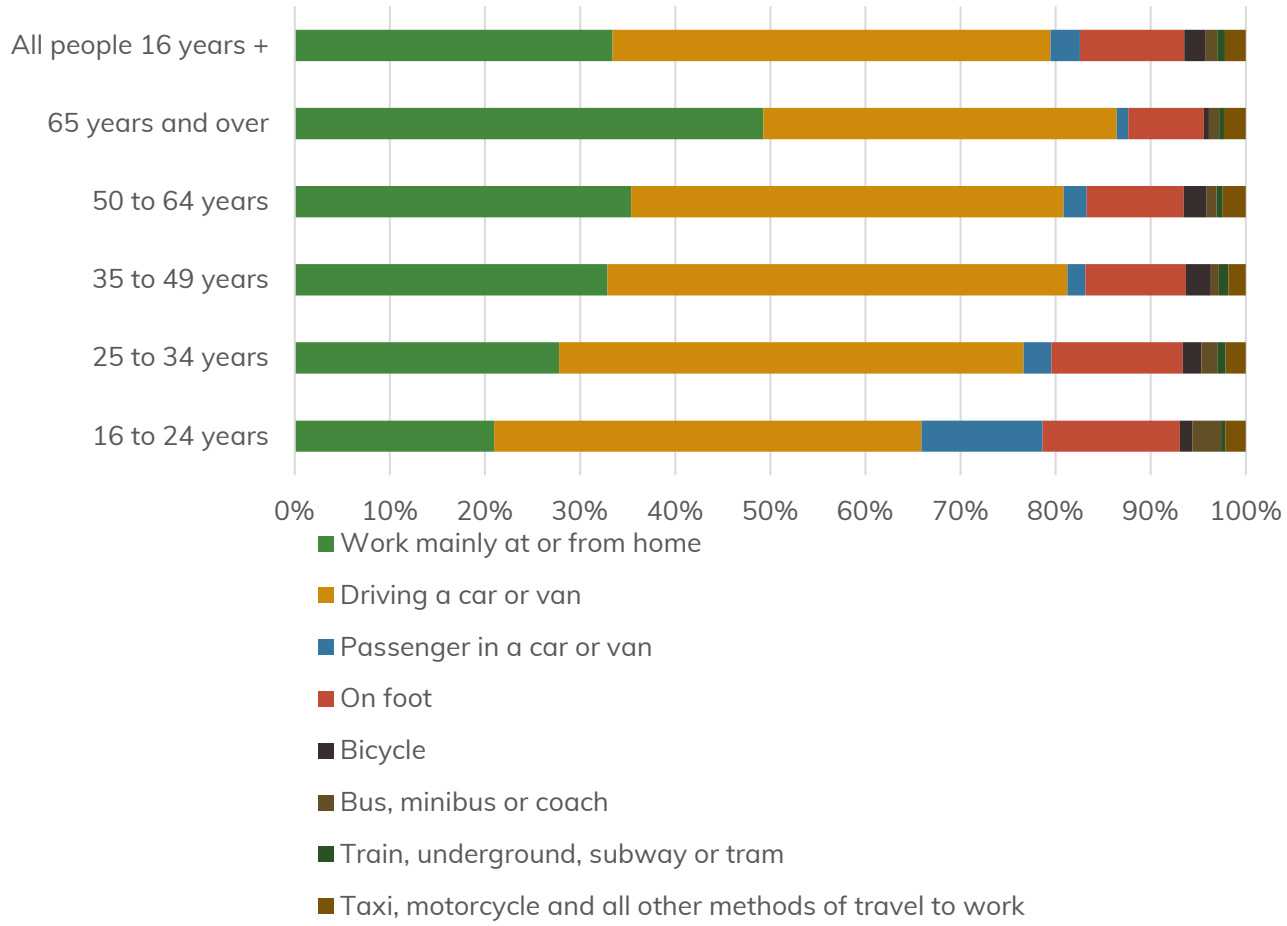


Figure 13 Method of travel to work by age in the Cairngorms National Park in 2022. Census table UV701b (CNPA439)

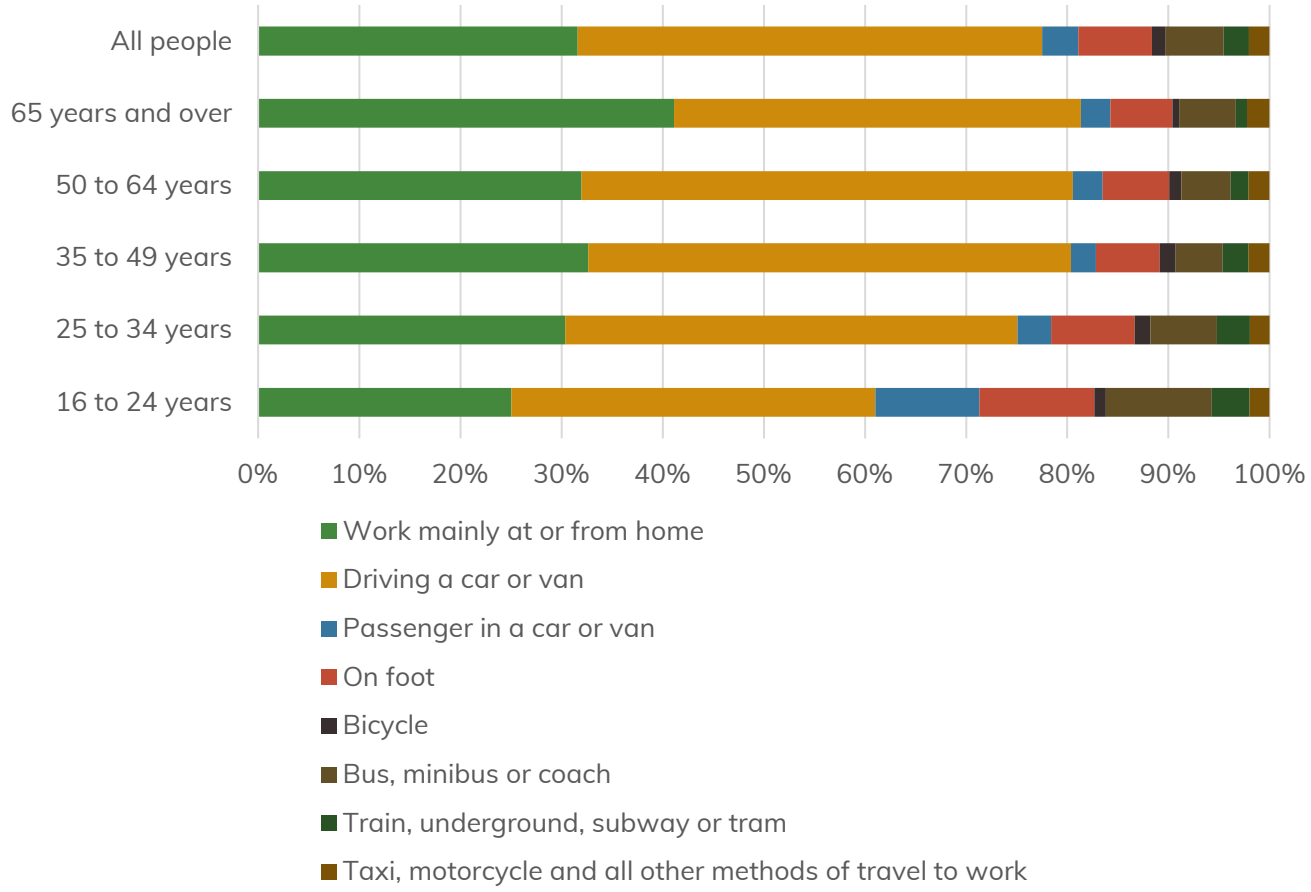


Figure 14 Method of travel to work by age in the Scotland in 2022. Census table UV701b (CNPA439).

Distance travelled to work

The Census (CNPA439) also provides data on the distance travelled to work by age for all people aged 16 years and over in employment the week before the census (including full time students if thy gave a work address as the address they primarily travel to for work or study) (Census table UV703b).

15.9% of all people aged 16 and over in employment travelled less than 2km to work in 2022 in the National Park (Figure 15). 17.3% of 25 to 34 year olds reported travelling 2km compared to only 13.6% of over 65 year olds.

Overall, 20.2% of people aged 16 and over in the National Park reported travelling less than 5km representing approximately a fifth of people who could have potentially complete their journey to work by active travel. A further 5.9% of people reported travelling 5km to less than 10km a journey that could potentially be made by cycling.

24.4% of journeys made to work by residents in the National Park were over 10km and these represent journeys that could potentially be made by public transport. The Proposed Plan should aim to support and encourage the use of active travel and sustainable transport options for travel to work. This can be achieved through applying an infrastructure first approach to site selection ensuring that housing and employment development is supported in locations that provide public transport services, and active travel infrastructure to employment areas or other settlements.

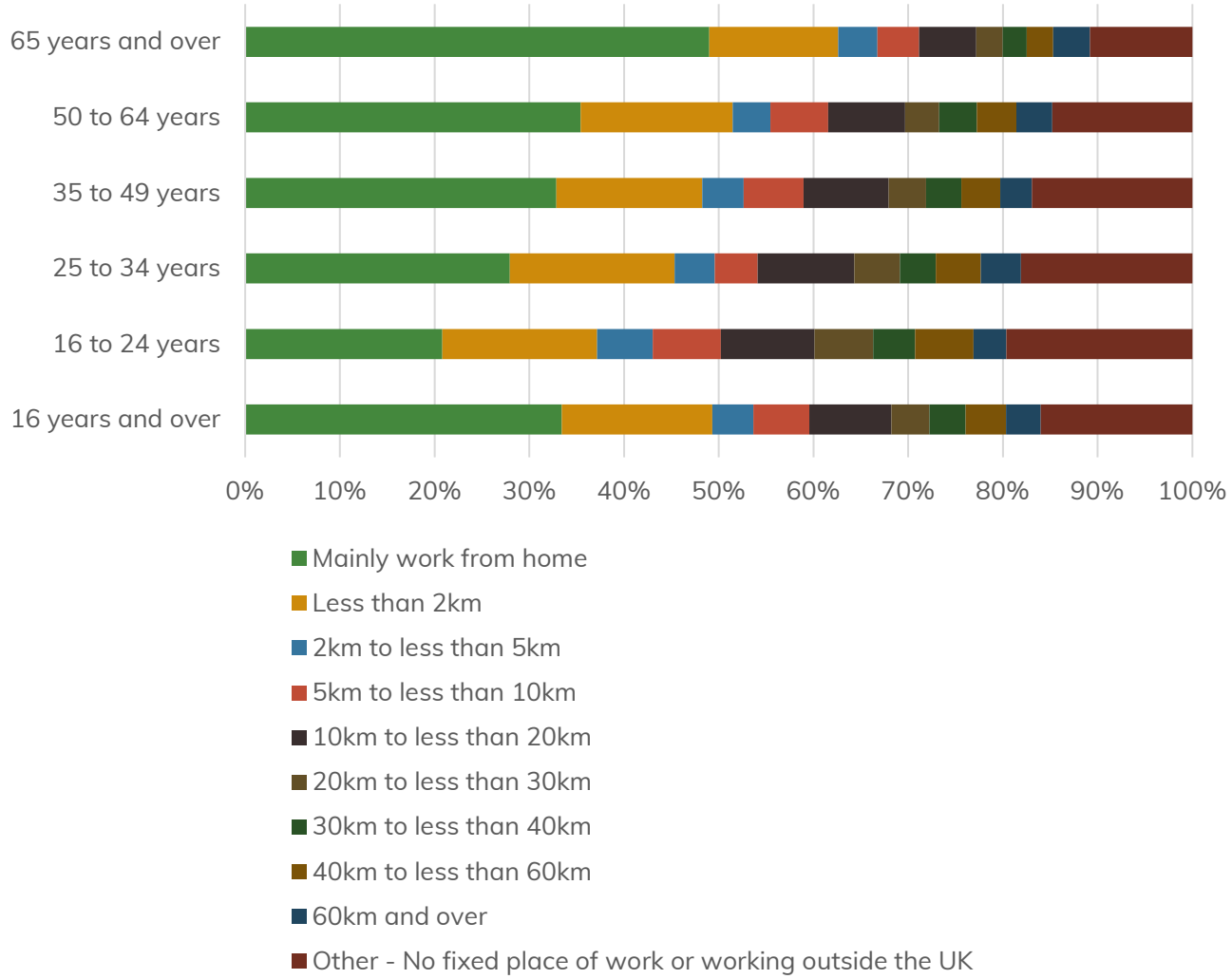


Figure 15 Distance travelled to work by age in the Cairngorms National Park in 2022. Census 2022 table UV703b (CNPA439).

Time spent travelling to work

The Labour Force Survey (CNPA920) data published by the Office for National Statistics (CNPA717) shows that there appears to have been little change in recent years in the average times taken to travel to work by the main modes of transport (in 2022: 23 minutes by car; 42 minutes by bus and 16 minutes by foot). (CNPA1161). Data on time

spend travelling to work for the National Park geography is not available. The data available from the Office for National Statistics does not include the Aviemore and Grantown-on-Spey travel to work area, which is where the majority of the population of the National Park is resident. The corresponding data from Statisctics.gov was also not available for download at the time of writing this report.

Travel to education

Travel to School

Travel to school data for pupils in mid term school education reporting on the mode of travel is also provided by Transport Scotland (CNPA912) (using Scottish Household Survey data – CNPA919) at a local authority and national geographies. It is only available for Scotland and the Highland local authority area, due to the sample sizes being deemed too small for statistical analysis at the other local authority geographies.

Considering the largest proportion of people in the Cairngorms National Park live in the Highland area, this data has been included here as a proxy for the Badenoch and Strathspey area (Highland region of the National Park). It should be noted that the sample size for the Highland area is extremely small comprised of just 60 people. In the Highland area significantly less pupils in mid term (school) education travel to work by walking (46%) or cycling (1%) in the Highland area compared to the national figures (54% and 2% respectively). The number of pupils travelling to school by car is 30% in the Highland area, higher than the national figure of 22% perhaps reflecting the rurality of mainly of the schools outside major settlements in the region. Figures for bus travel to school are fairly similar with 19% across Scotland compared to 20% in the Highland local authority area. Given the fact that most schools provide free bus travel either through a private service or alongside the local authority services this is not surprising.

The Proposed Plan should support an infrastructure first approach to site selection for residential development in the National Park that enable students to travel safely to school via active travel where practical. This may include the need for new active travel routes to be included in the development proposal or connections from the development to existing routes that can be used to safely travel to school.

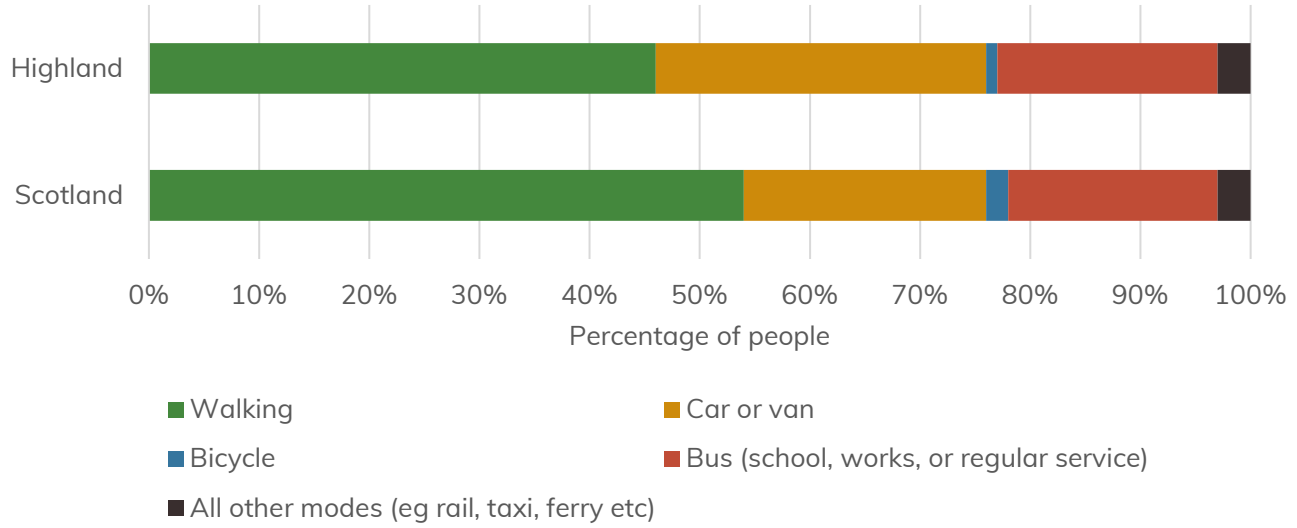


Figure 16 Usual main method of travel to school (percentages) for pupils in mid term (school) education for Scotland and the Highland local authority area. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

Hands up Scotland Survey – travel to school data

The Hands Up Scotland Survey (CNPA924) by Sustrans (now the Walk Wheel Cycle Trust) looks at how pupils across Scotland travel to school and nursery. Established in 2008, the survey has been providing an insight into journeys to school for more than a decade and is the largest national dataset on school travel.

Active travel

Across the whole of Scotland the survey indicates that 46.6% of pupils use active travel (walking, cycling and skate or scoot) to access school. This has been falling since 2020 (51.2%) after seeing an increase between 2019 and 2020. Across all local authorities between 2023 and 2024 there has been a decrease in the proportion of pupils travelling to school by active travel means with all areas experiencing less pupils travelling to school by active travel compared to five or even ten years ago in 2024 (Figure 17).

Although the figures fluctuate somewhat, generally there is a decline in the proportion of pupils across Scotland in the highlighted local authorities (in this report) using active travel to access primary and secondary education. The Proposed Plan should aim to support an increase in the number of children travelling to school by active travel modes. New residential development should be supported in locations that facilitate and promote this, in settlements where primary education is provided and can be supported by existing active travel infrastructure.

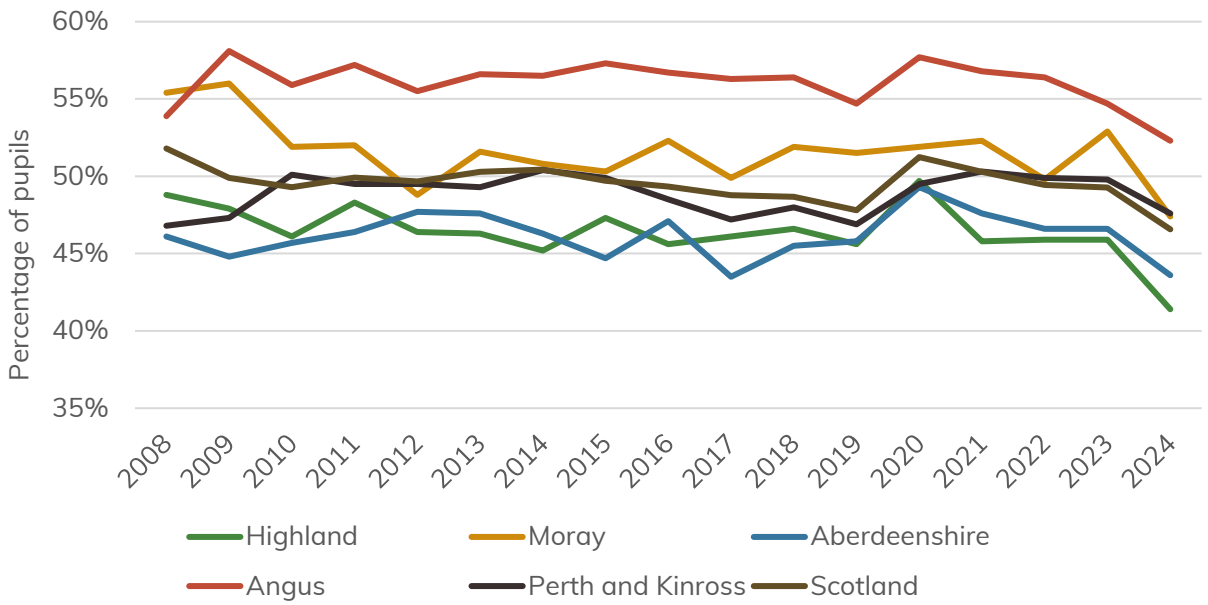


Figure 17 Percentage of pupils travelling to all schools (excluding nurseries) by active travel (which included walking, cycling and skate / scooting) in Scotland and the five local authorities that overlap the geography of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report (CNPA924).

Active travel to schools serving the National Parks residents

This section focuses on the date for the key primary and secondary schools that serve the residents in the Cairngorms National Park showing the percentage of pupils travelling to school by active travel (cycling, walking and skate / scooting) means. The Proposed Plan should ensure new development supports active travel to school by users of the development where possible and practical. This can be achieved as previously mentioned by applying an infrastructure first site selection approach to residential development in terms of supporting development in locations that enable safe and practical active travel to schools. The available data is shown in Figure 18 and Figure 19, where no data is shown no data was provided / available.

In terms of primary age children, the location and catchment area will be a determining factor in whether pupils can travel to school by active travel. For example, the location of Logie Coldstone Primary school prohibits many of the students from safely travelling to school by active travel means. Furthermore, the trends differ between schools. At Grantown, Braemar and Aviemore primary schools in the National Park the percentage of pupils travelling to school by active travel has increased from 2023 to 2024 (Figure 18). In Newtonmore it has remained fairly stable from 2021 to 2024, and in Tomintoul it has been decreasing year on year between 2021 to 2024 (Figure 18). Although the mean average is highest in Tomintoul (Figure 19) – this doesn't reflect the steep decline in pupils using active travel in recent years.

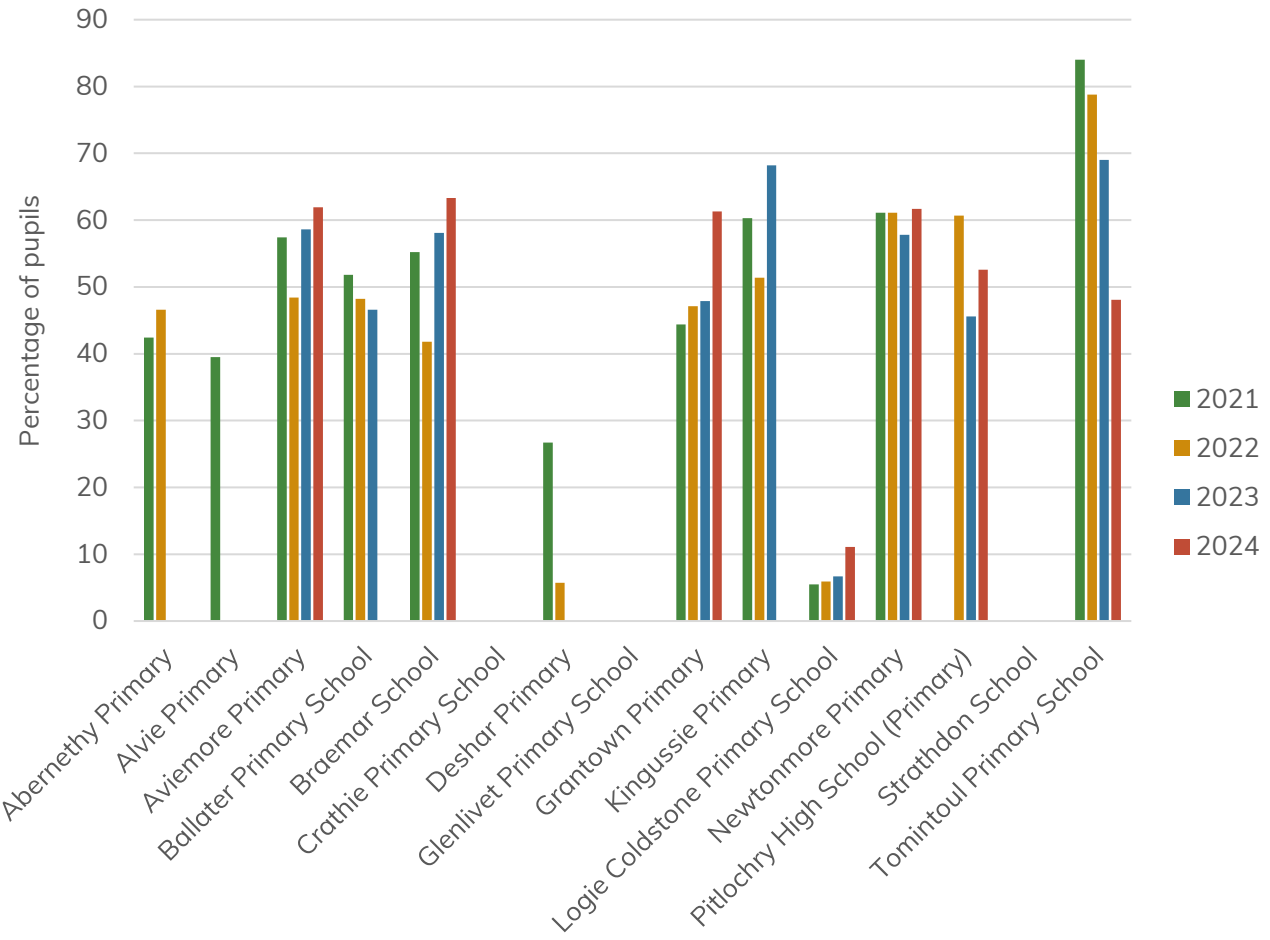


Figure 18 Available data showing the percentage of primary pupils using active travel to get to primary school from 2021 to 2023 for schools serving the residents of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

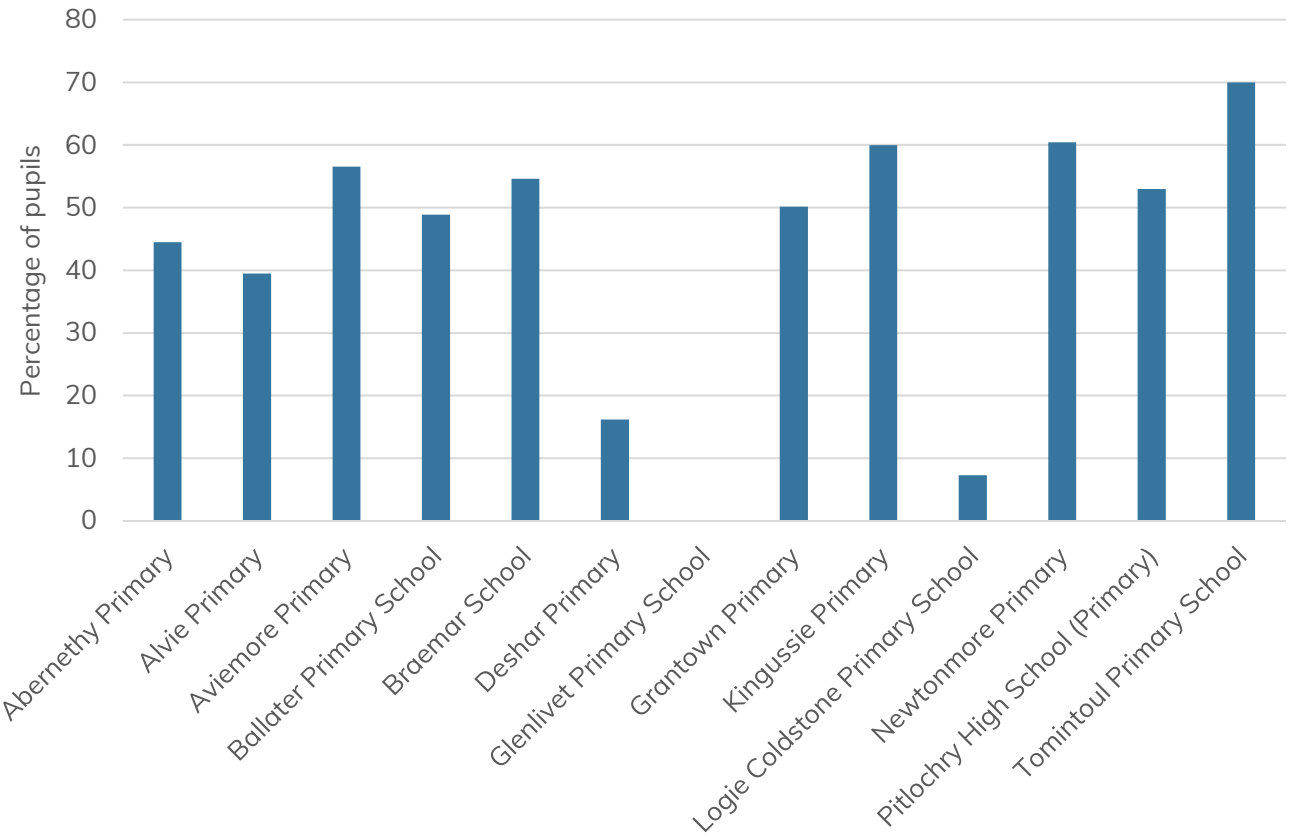


Figure 19 Mean percentage of pupils using active travel to get to primary school 2021 – 2024 for school serving the residents of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

There are five secondary schools that are used by residents in the Cairngorms National Park, and only two of these are within the National Park (Figure 20). The percentage of pupils using active travel to Grantown Grammer has remained fairly constant at approximately 39%, however, there has been an increase in the percentage of pupils cycling from 4.5% in 2022 to 6.6% in 2024. This reflects the decrease in pupils walking to school from 4.8% in 2022 to 3.2% in 2024.

In Kingussie there has been a year on year (for the three years data available) increase in active travel from 13.5% in 2021 to 21.1% in 2024. The percentage of pupils walking to school in Kingussie has increased from 12.9% in 2021 to 19.5% in 2024. Only one year's data on those cycling to school has been collected and that was in 2024 when 1.4% reported cycling to the school.

For pupils travelling to Pitlochry, Speyside and Webster's High Schools it is unlikely that many of the resident in the National Park will be travelling by active travel with the vast majority of students travelling to school by active travel living within 5km of the schools.

For those students travelling to these schools from within the National Park, it is more likely they will be travelling by either bus or private motorised vehicle.

Within the National Park a higher percentage of pupils travel to secondary school by active travel at Grantown Grammer (39.3%) compared to Kingussie (17.9%). This will in part reflect the distance students live from the school and the size of the catchment area. The Proposed Plan should support travel to school by active travel in line with the sustainable travel hierarchy. The Proposed Plan can support this by ensuring new housing development is sited at locations that support active travel movement through the infrastructure first approach.

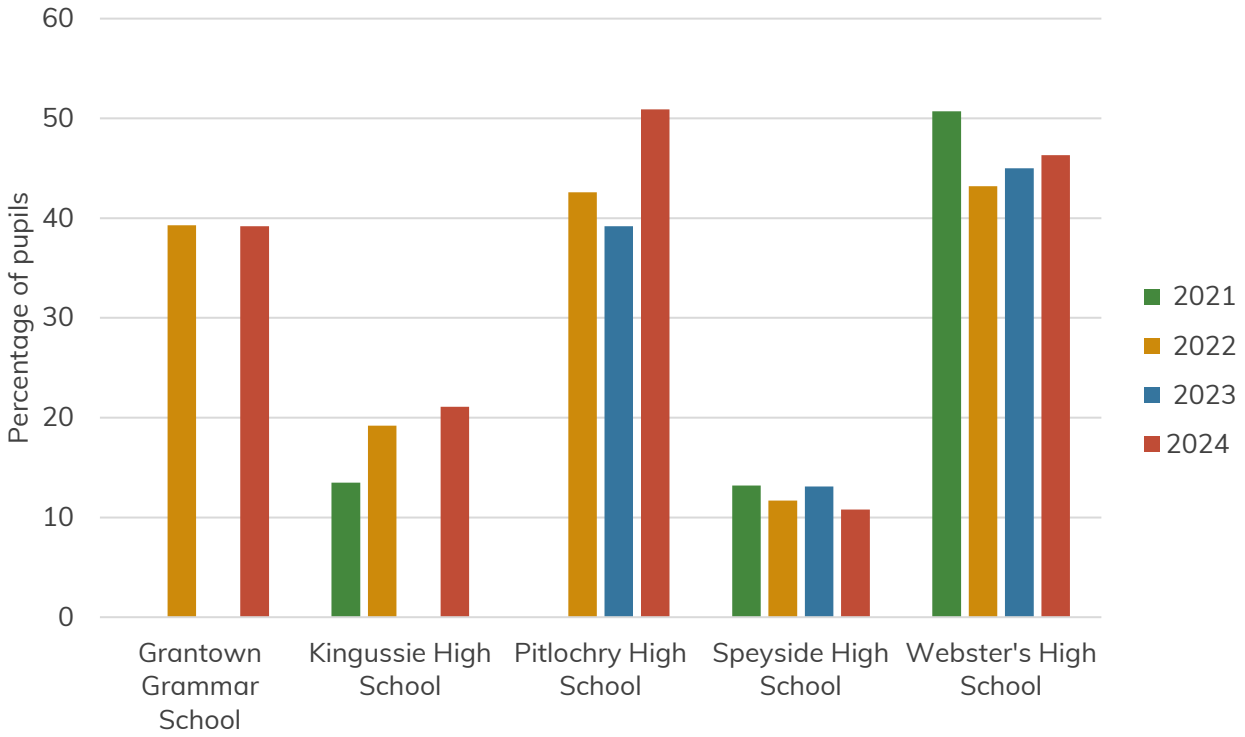


Figure 20 Percentage of secondary pupils using active travel to travel to secondary school by active travel between 2021 and 2024 for the schools serving the residents of the National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

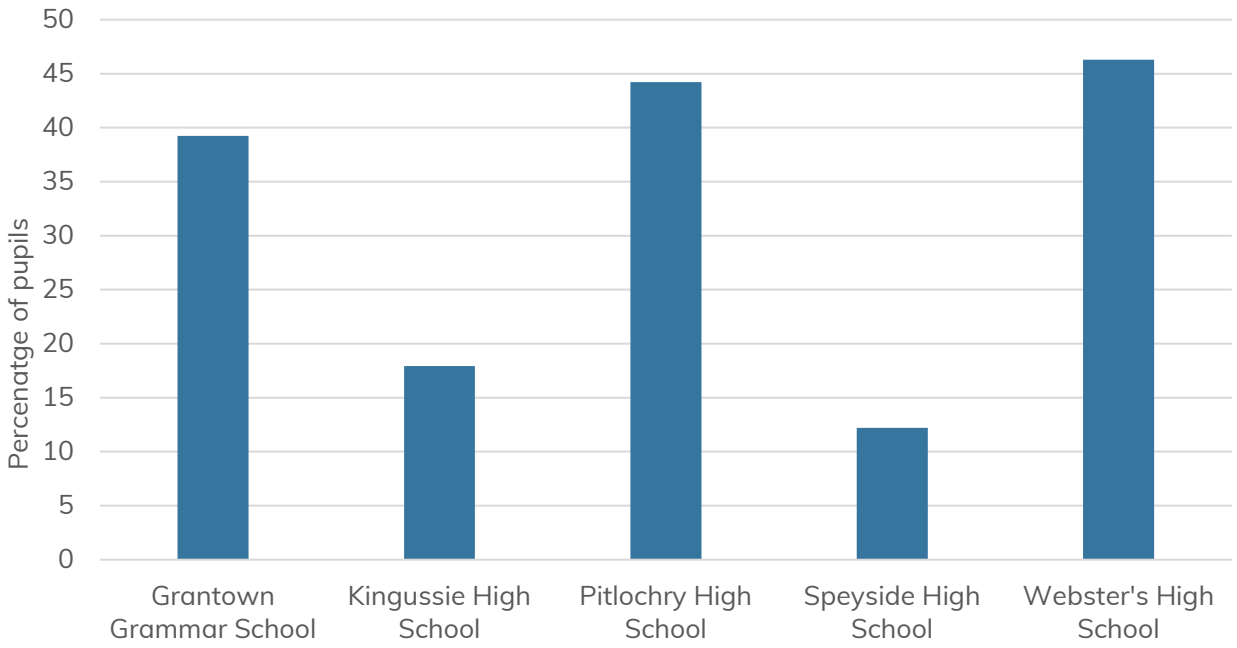


Figure 21 Mean percentage of secondary school pupils using active travel to secondary school by active travel between 2021 and 2024 for the schools serving the residents of the National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

Travel by motorised private vehicle

Across Scotland, pupils travelling to school by private motorised vehicle has increased from 24.0% in 2023 to 25.6% in 2024 but has remained fairly constant at around 24 – 25% since 2008 (Figure 22). Across the five local authorities the numbers are more varied (Figure 22). In the Highland area the number of pupils travelling to primary and secondary school has decreased in recent years from a high of 28.2% in 2019 (and 2021) to 25.5% in 2024. In Perth and Kinross, the percentage of pupils travelling to school by motorised vehicle has been increasing from a low of 19.3% in 2018 to 24.3% in 2024. In Moray, Angus and Aberdeenshire all have seen an increase between 2023 to 2024.

The Proposed Plan should aim to support a reduction of journeys to school made by motorised private vehicle where possible and practical. This can be achieved through supporting new development in line with the infrastructure first approach in locations that provide existing provision for and connection to existing safe active travel routes that can be used by the children travelling to school.

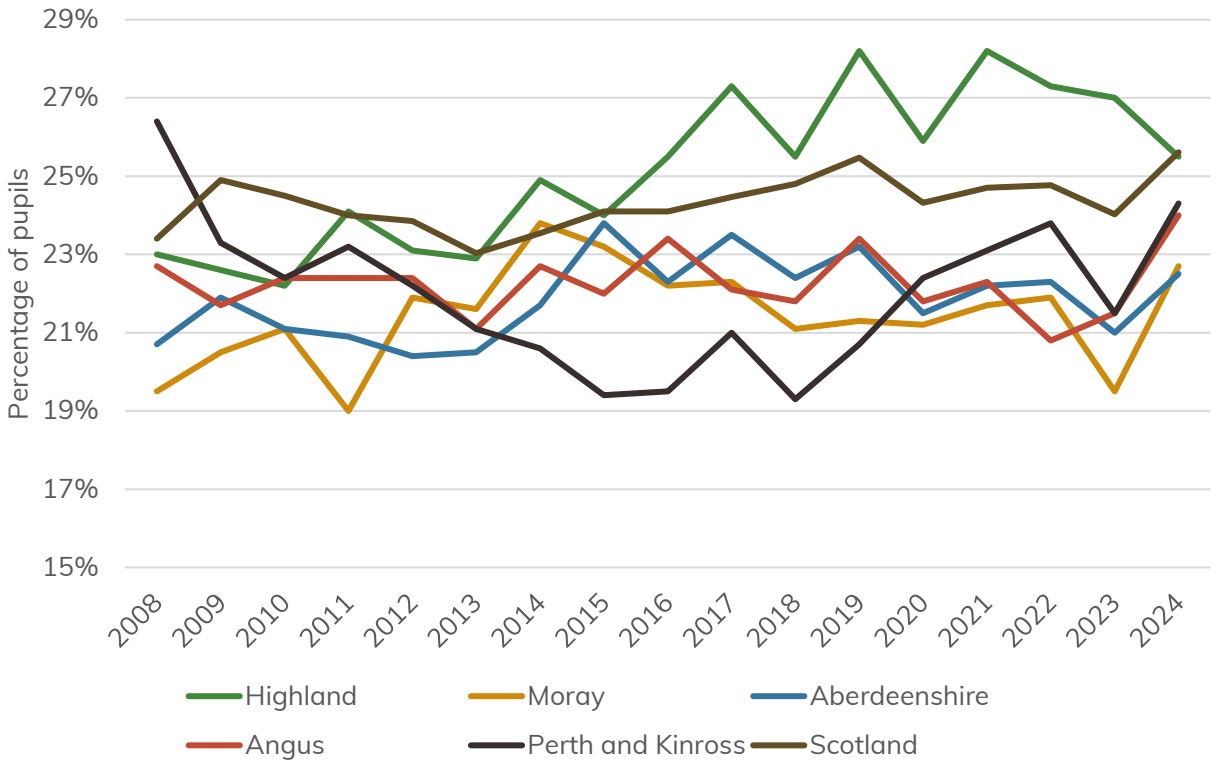


Figure 22 Percentage of pupils travelling to all schools (excluding nurseries) by private motorised travel in Scotland and the five local authorities that overlap the geography of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report (CNPA924).

There is less data available for the percentage of secondary age children travelling to secondary school by private motorised vehicle (Figure 23 and Figure 24) compared to the data for active travel to school. There are no clear trends across all the schools.

In terms of primary school children, at Alvie primary school the highest proportion of children (60.5%) travel to school by private motorised vehicle (2021 – latest data available). This perhaps represents the rurality of the school location and the absence or practicality of active travel routes for children and their parents to use. In contrast in Grantown primary school in 2024 only 11.3% reported travelling to school by private motorised vehicle. Again, this potentially just represents the geography of the catchment – the majority of the students live in Grantown-on-Spey and can easily access the school via walking or cycling (less than 3km).

Unfortunately, no data is available for Grantown Grammer, however at Kingussie High School there are also very low levels of students travelling to school by private motorised vehicle (5.2% in 2024). This may reflect the fact that for secondary school in the National Park bus services are provided for students living outwith the school settlement.

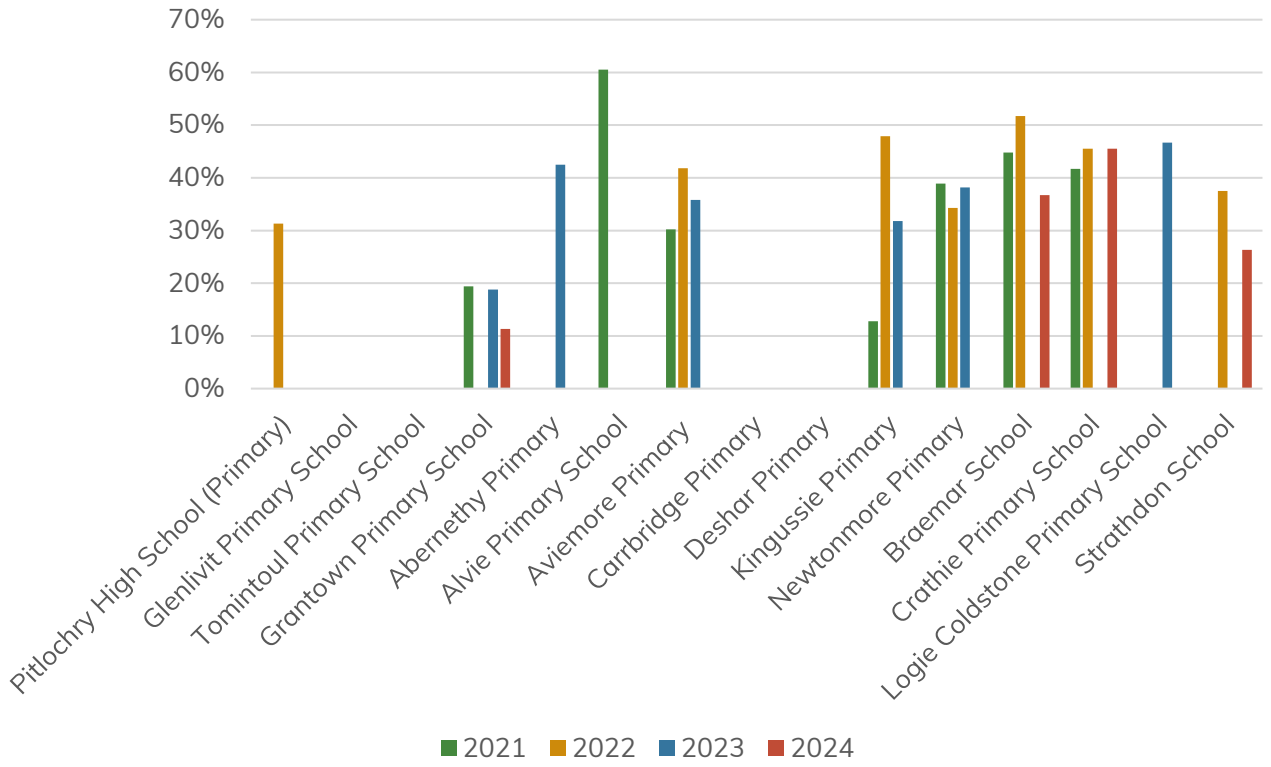


Figure 23 Available data showing the percentage of primary school pupils using private motorised travel to get to primary school from 2021 to 2023 for schools serving the residents of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

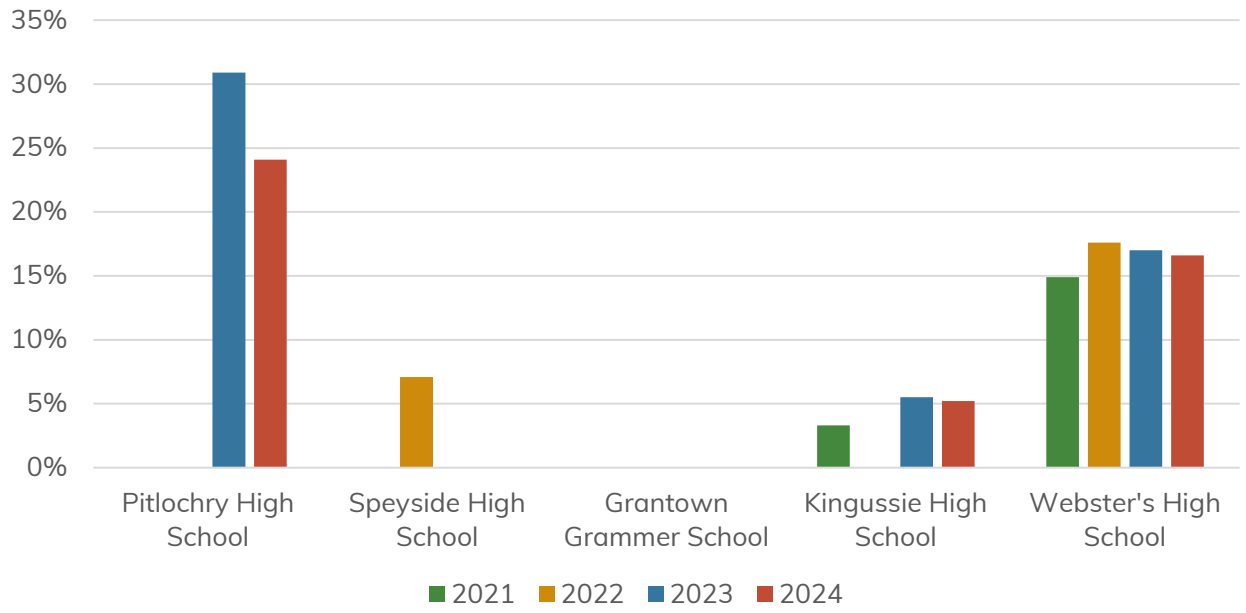


Figure 24 Available data showing the percentage of secondary school pupils using private motorised travel to get to secondary school from 2021 to 2023 for schools serving the residents of the Cairngorms National Park. Sustrans: Hands Up Scotland 2024 National Report data (CNPA924).

Travel to all types of education

The 2022 Census (CNPA439) also provides data on the distance travelled to place of study and the mode of transport for all people over the age of four in Scotland and in the Cairngorms National Park. The proportion of people studying mainly from home in the Cairngorms National Park has increased from 12.3% in 2011 to 14.2% in 2022 reducing the need to travel for education – an increasing trend reflected in the national statistics (Figure 25).

Of those travelling to study the majority of people in the National Park travel less than 2km and this has decreased from 36.6% in 2011 to 33.4% in 2022 (Figure 25). This also reflects a decrease in the national figures from 48.9% in 2011 to 43.0% in 2022. The lower percentages for the National Park reflect its rural nature and the spatial distribution of housing, alongside large catchment areas, in the National Park. To address the reducing proportion of people travelling less than 2km to study in the National Park, an infrastructure first approach to residential site selection is required. This will ensure new proposed development is supported close to existing education providers and where there is existing or potential active travel routes.

There has been a slight increase in people in the National Park travelling 2km to less than 5km from 8.6% to 9.0% in 2022. There has been a larger increase in those travelling 5km to less than 10km in the National Park from 8.8% in 2011 to 11.1% in 2022.

For people in the National Park travelling over 30km to study there has been a decrease from 13.4% of the population to 12.1%, a larger proportional decrease than experienced national where this dropped from 3.2% to 3.1% (Figure 25). The Proposed Plan should support residential development in locations that allow for the use of public transport for the longer distance journeys. This can be achieved through an infrastructure first approach to site selection during the Proposed Plan stage to ensure new development is connected to and / or provides active travel routes at suitable distances to public transport connections (for example bus stops and rail stations).

The data shows that in 2022 a significant number of people (1,019 people) in the National Park travelling to study travel less than 5km (42.3%) – the distance which could be undertaken by active travel. The Proposed Plan therefore needs to ensure new housing development is supported in locations that are connected to or provide the provision for active travel routes to nearby study or education providers to promote and encourage active travel for the shorter journeys under 5km where possible.

In addition to this the Proposed Plan should ensure new development is delivered in locations that utilise the existing public transport networks and services, supporting a modal shift away from private vehicle dependence to support the sustainable travel hierarchy approach.

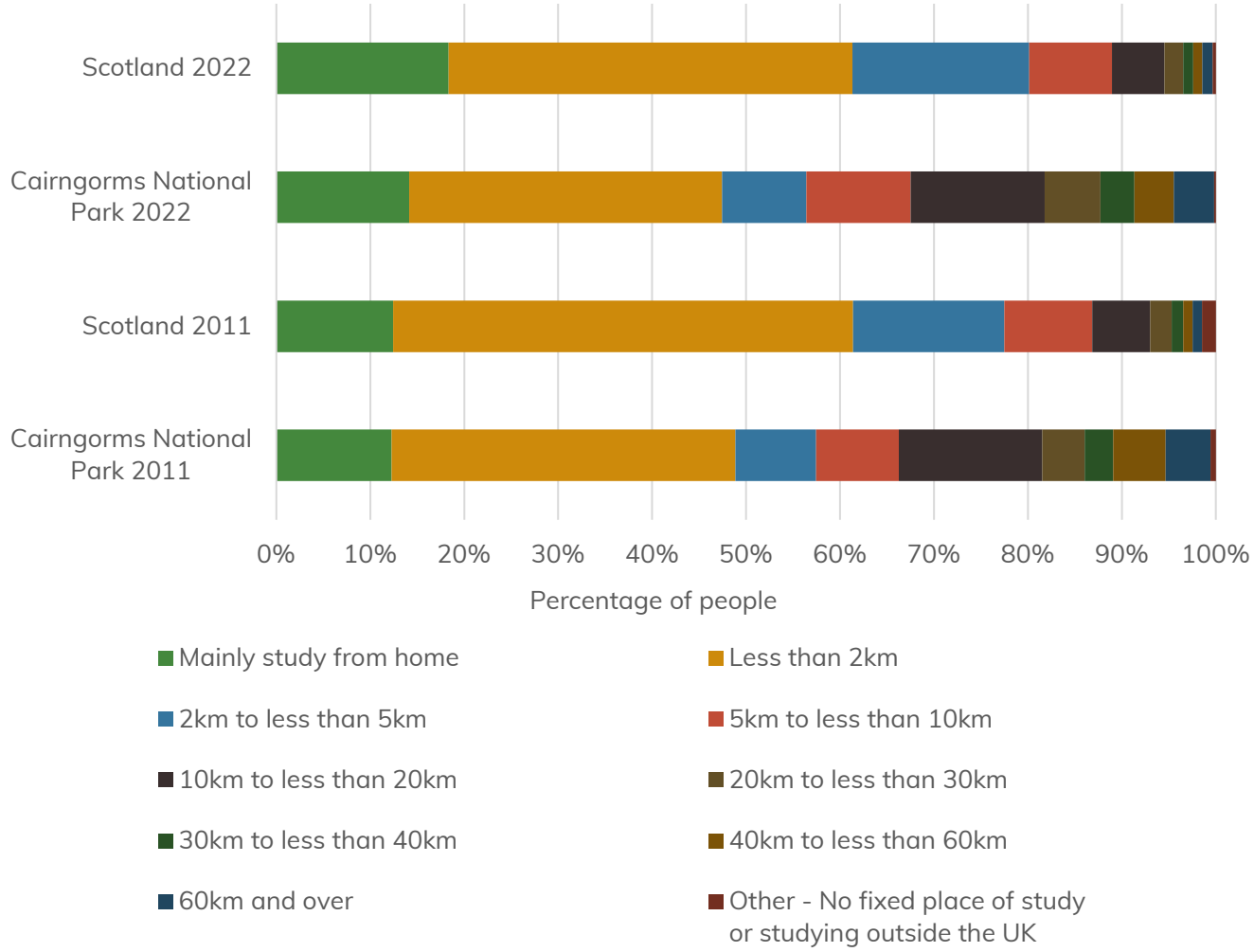


Figure 25 Distance travelled to a place of study for all people aged four years and over studying the week before the census in the Cairngorms National Park and in Scotland. Census tables 2022: UV704 and 2011: QS704SC (CNPA439).

The Census (CNPA439) also provides data on the distance of travel to place of study by age for all people over the age of four years the week before the census which can give an indication of the number and proportion of children and their travel behaviours in the Cairngorms National Park (Figure 26). In 2022 a lower proportion of children 4 – 17 years were recorded as studying from home in the National Park (10.6%, 231 children) compared to the national figures (13.9%). In the National Park just over half (50.6%, 604

children) the children aged 4 to 11 years (primary school age) travelled less than 2km to school. This is lower than the national figures where 61.8% of children 4 to 11 years travelled less than 2km to School. This represents the rural nature of the population in the Cairngorms National Park, with many people living outside the settlements which their children attend primary schools. Despite this difference as the journey travelled to school for primary school aged children of less than 2km represents the largest travel distance of this age group. A further 212 children aged 4 to 11 years in the National Park travel 2km to less than 5km to school representing further opportunities for active travel to school by these children and parents The Proposed Plan should support active travel for these journeys, ensuring new development is sited at locations that are already serviced by existing active travel routes or can provide connections to routes supporting the shorter journey length to school (ideally less than 2km but not more than 5km).

The statistics for children studying at secondary school (aged 12 to 17 years) in the Cairngorms National Park is more varied with 19.8% travelling less than 2km, 6.8% travelling 2km to less than 5m, 13.2% travelling 5km to less than 10km, 26.0% travelling 10km to less than 20km and 23.1% travelling over 20km. This represents the distribution of the high schools in the National Park and outwith serving the children of secondary age which cover large rural catchment areas. As with primary schools, the Proposed Plan should ensure new development is sited at locations that are already serviced by existing active travel infrastructure and close to existing education providers (ideally less than 2km but not more than 5km). Alongside this the Proposed Plan should also ensure new residential development is supported in locations that are supported by existing public transport services and networks.

There are a higher proportion of people 18 years and older studying from home in the Cairngorms National Park (38.5%) compared to the national figures (30.5%). There is also a higher proportion of this age group travelling more than 20km to study (31.8%) in the National Park compared to the national figures (10.8%). This reflects the fact that there are no further or higher education providers in the National Park and people must travel outwith the area to continue their studies. This reinforces the importance of accessible, reliable public transport options for those wishing to continue their studies after formal secondary school years. The Proposed Plan should support the use of public transport travel modes for these journeys, minimising the need for private vehicle use for their journeys.

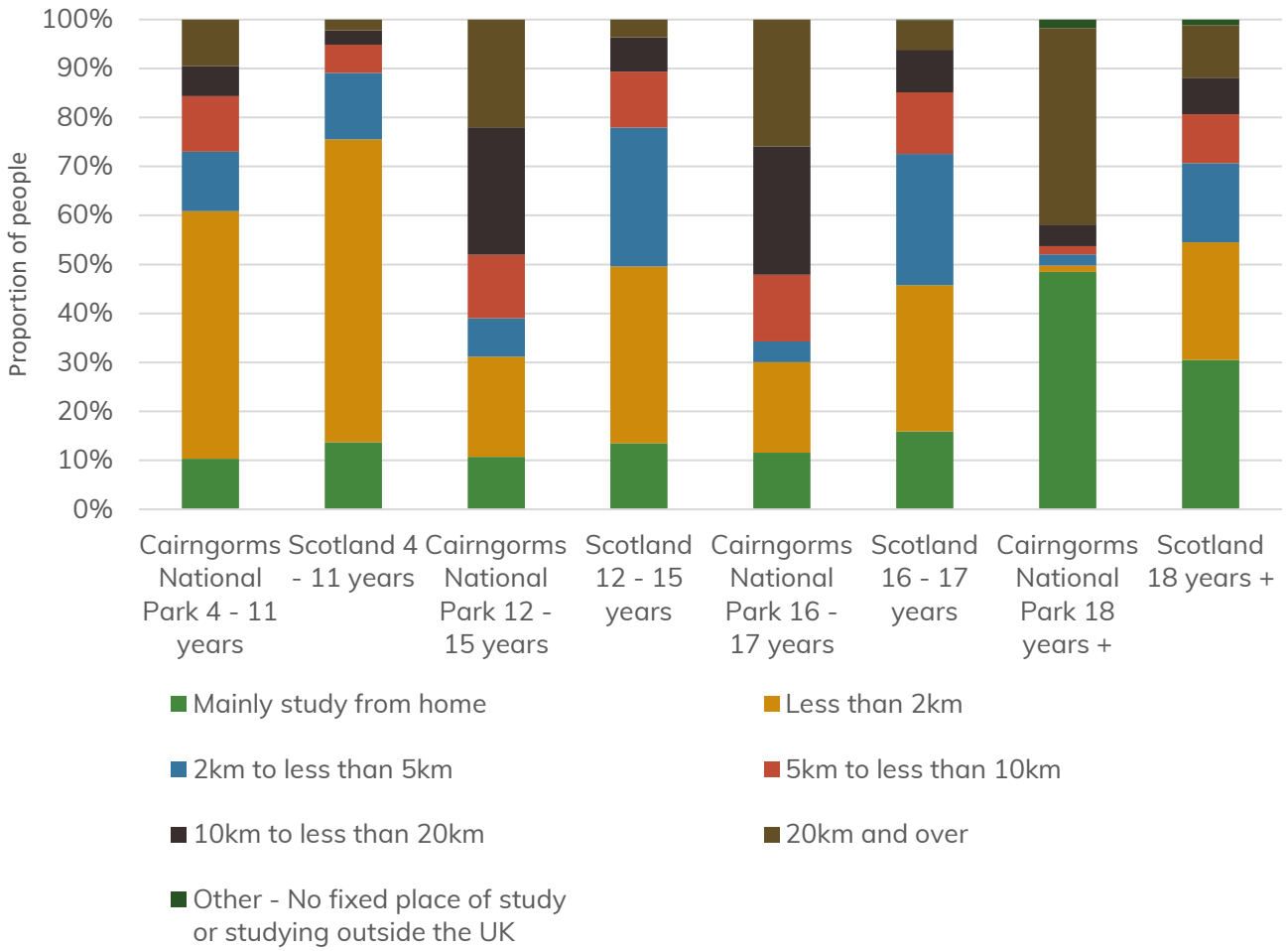


Figure 26 Distance of travel to place study by age for all people over the age of four years the week before the census in the Cairngorms National Park and Scotland. Census table UV704 (CNPA439).

At the time of writing the method of travel to place of study by age has not yet been published for the Census 2022 data so data from the 2011 Census has been included here for reference (Figure 27).

In 2011 the majority (71.5%) of children (1,022) aged 4 to 11 years recorded as using 'other methods of travel to study'. This definition will include travelling by active travel. The majority (59.1%) of children travelling to secondary school (aged 12 to 17 years) predominately travelled by train, bus minibus or coach (refined in the absence of underground, metro, light rail and tram services in the National Park). 30.3% of children (385) were reported as travelling to secondary school travelled by 'other methods of travel to study'.

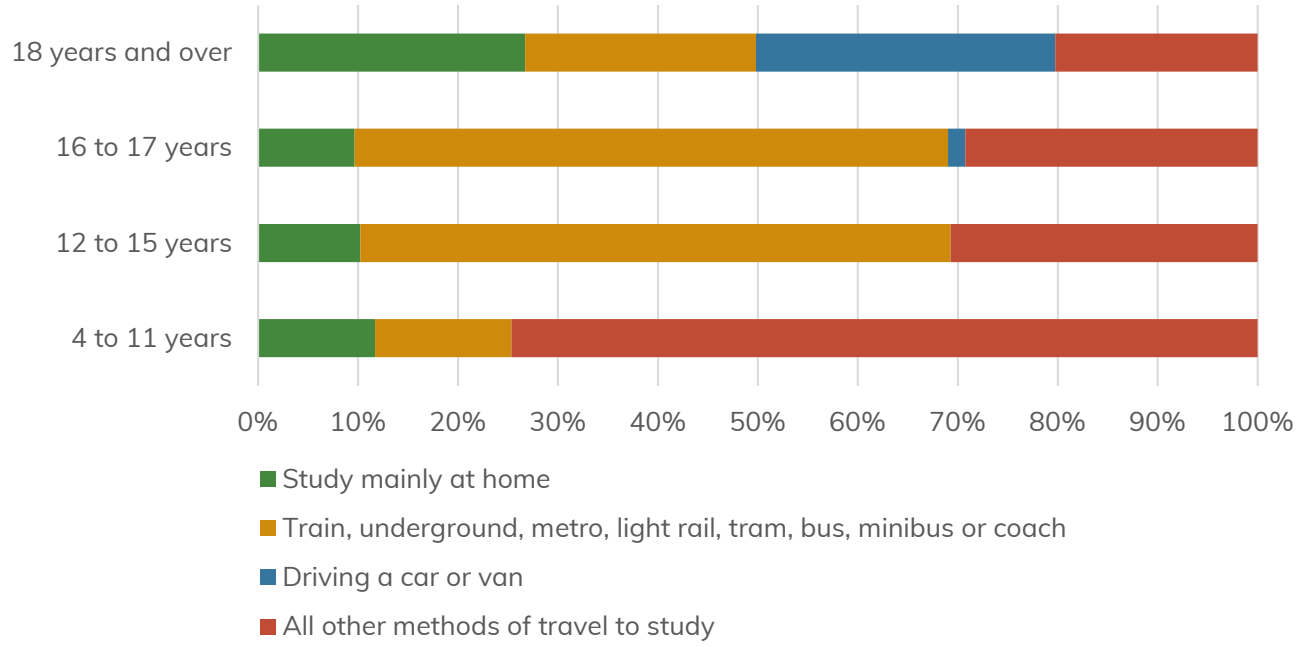


Figure 27 Method of travel to place of study for all people aged four years and over the week before the census in the Cairngorms National Park. Census table LC7104SC (CNPA439).

Travel to work and / or study

An overall picture of the methods of travel to places of study or work can be obtained from the 2022 Census data – table UV702 (CNPA439) by household (Figure 28). The 2022 Census recorded 8,451 households in the National Park in total. 2,944 households reported not having anyone in the household working or studying. The remaining households (5,507) reported having one, two or three or more people in the household working or studying and provided the method of travel they used. The Proposed Plan should aim to support an increase in the number of people travelling to work or education by either active travel means (walking or cycling) or public transport supporting the sustainable travel hierarchy.

One person household

In the households where one person works or studies, in the Cairngorms National Park, 43% (959 households/ people) travel to work or study by car or van, 21.8% (480 households/ people) travel using other method of travel and 34.7% (765 households/ people) work of study at home.

Two people households

In the households, in the Cairngorms National Park, where two people work or study 22.2% (409) household consist of two people both travel by vans or cars, 21.7% (400) of households consist of one person traveling by car and one other method, 17.7% (327) of

households consist of one driving a car or van and one working from home, 9.2% (170) of households consist of people both using another method of travel, 10.9% (190) of households consist of one person working from home and one using another method of travel and 18.9% (348) of households consist of both people working or studying from home.

Three or more people households

In the households where there are three or more people working for studying 2.8% (41) of households all travel to work using cars or vans and 25.5% (371) of households consist of people using a mixture of driving a car or van and other method to travel. 5.8% (85) of households reported they all use other methods of travel. 8.5% (124) of households had a mixture of other method or driving a car or van and 18.4% (267) of households had a mixture of other method and or working from home.

34.1% (496) of households with three or more people had a mixture of driving, other travel method or working from home. Finally, 4.9% (71) of households with three or more people reported all working or studying from home.

Working or studying and driving by car or van

Using the statistics provided by the Census, the Park Authority has estimated that the number of households using a car for the purpose of travelling to work or study in the Cairngorms National Park is 3,127 (56.8% of all households (5,507) with someone working or studying). The Park Authority has then estimated that that the minimum number of people from the households, in the National Park in 2022, using a car to travel to work or a place of study was 3,618. Given the contribution of the transport sector in the Cairngorms National Park to greenhouse gas emissions[19] and the need to promote active travel for both climatic and health reasons, the Proposed Plan should aim to support a reduction in travel by car and vans for both work and study purposes. The Proposed Plan should therefore support a modal shift toward sustainable travel, through implementing an infrastructure first approach to site selection. Development should be located where there is existing public transport services and connections, alongside supporting a local living approach.

[19] See Schedule 4: Climate Change

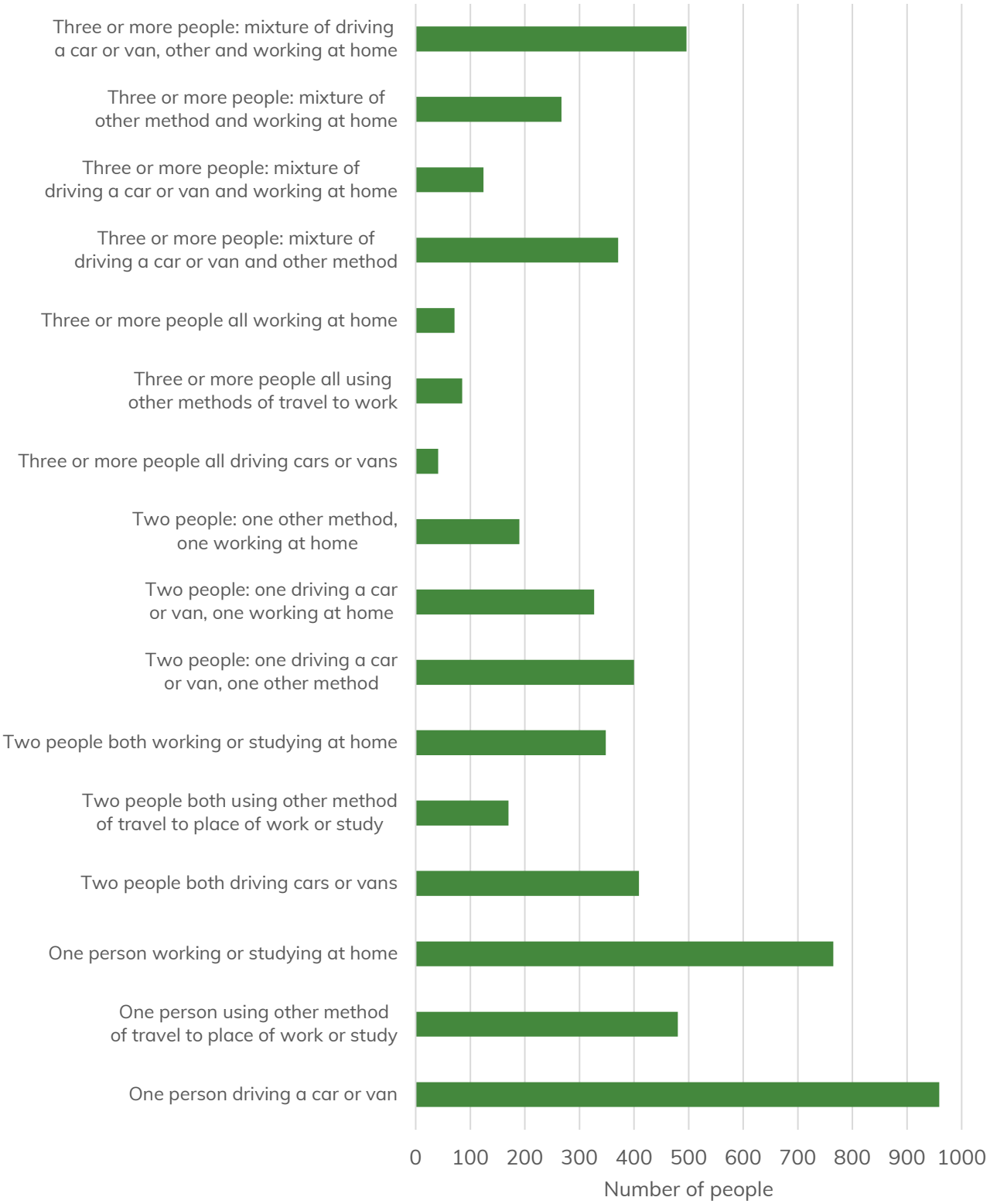


Figure 28 Number of people working and / or studying and their method of travel in the household in the Cairngorms National Park in 2022. Census table UV702 (CNPA439).

Accessing town centres

A ten minute vehicle drivetime analysis has been carried out in Schedule 12: Local living and 20 minute neighbourhoods, to assess which smaller settlements can access the centre of a strategic settlement or Braemar or Blair Atholl by driving, in ten minutes. Recognising that car use will remain essential in rural areas is necessary and important. Monitoring and supporting essential day to day facilities and services within settlement clusters can help to support local living and reduce longer car trips.

The analysis shows that there are clusters of settlements centred on Aviemore, Grantown-on-Spey and Kingussie and Newtonmore that are broadly accessible within a ten minute drivetime (a 20 minute round trip).

Ten minute cycle ride time has also been analysed for the strategic and intermediate settlements. This is based on the Ordnance Survey National Geographic Database Transport Paths Network (CNPA1426). Where the created polygons show that ride times between settlements of less than 20 minutes are possible, maps are provided in the Settlement Summaries in Schedule 12 to indicate this. Cycle connectivity between settlements is possible in Kingussie and Newtonmore and from Grantown-on-Spey to Cromdale and to Dulnain Bridge. This analysis does not mean that the routes are safe or attractive for cycling. It indicates that the settlements in these clusters are close enough to facilitate local living between settlements by bicycle.

The Proposed Plan should aim to ensure new development can safely access the town centres by active travel if possible, and by public transport if more practical. The Proposed Plan should ensure the infrastructure first approach is applied to site selection, ensuring development is proposed at locations that support sustainable travel modes and local living and 20 minute neighbourhood principles.

Accessing Supermarkets

Supermarket drive time

The Park Authority has mapped the location and drive times (Figure 29) required to access a supermarket as part of the local living and 20 minute neighbourhood mapping exercise. More information on living locally can be found in Schedule 12: Living locally and 20 minute neighbourhoods.

Using the model and property data from Ordnance Survey, the Park Authority has calculated the number of properties that are within each time band of a supermarket. The data shows that 60.0% (6,309) of all properties are within a five minute drive time

from a supermarket, with a further 24.3% (2,554) able to access a supermarket by driving in five to ten minutes. Only 1.1% (115) of properties require more than 25 minute drive time to access a supermarket. To support the aims of reducing private car use, the Proposed Plan should ensure proposals for new development is located where it is or can be connected to existing public transport services promoting an update in public transport as an alternative to private vehicle use for shopping journeys.

Table 7 Number and percentage of properties in the Cairngorms National Park within each drive time to a supermarket band.

Drive time to a supermarket	Number of properties	Percentage
0 – 5 minutes	6,309	60.0%
5 – 10 minutes	2,554	24.3%
10 – 15 minutes	595	5.7%
15 – 20 minutes	656	6.2%
20 – 25 minutes	278	2.6%
25 – 30 minutes	52	0.5%
Over 30 minutes	63	0.6%

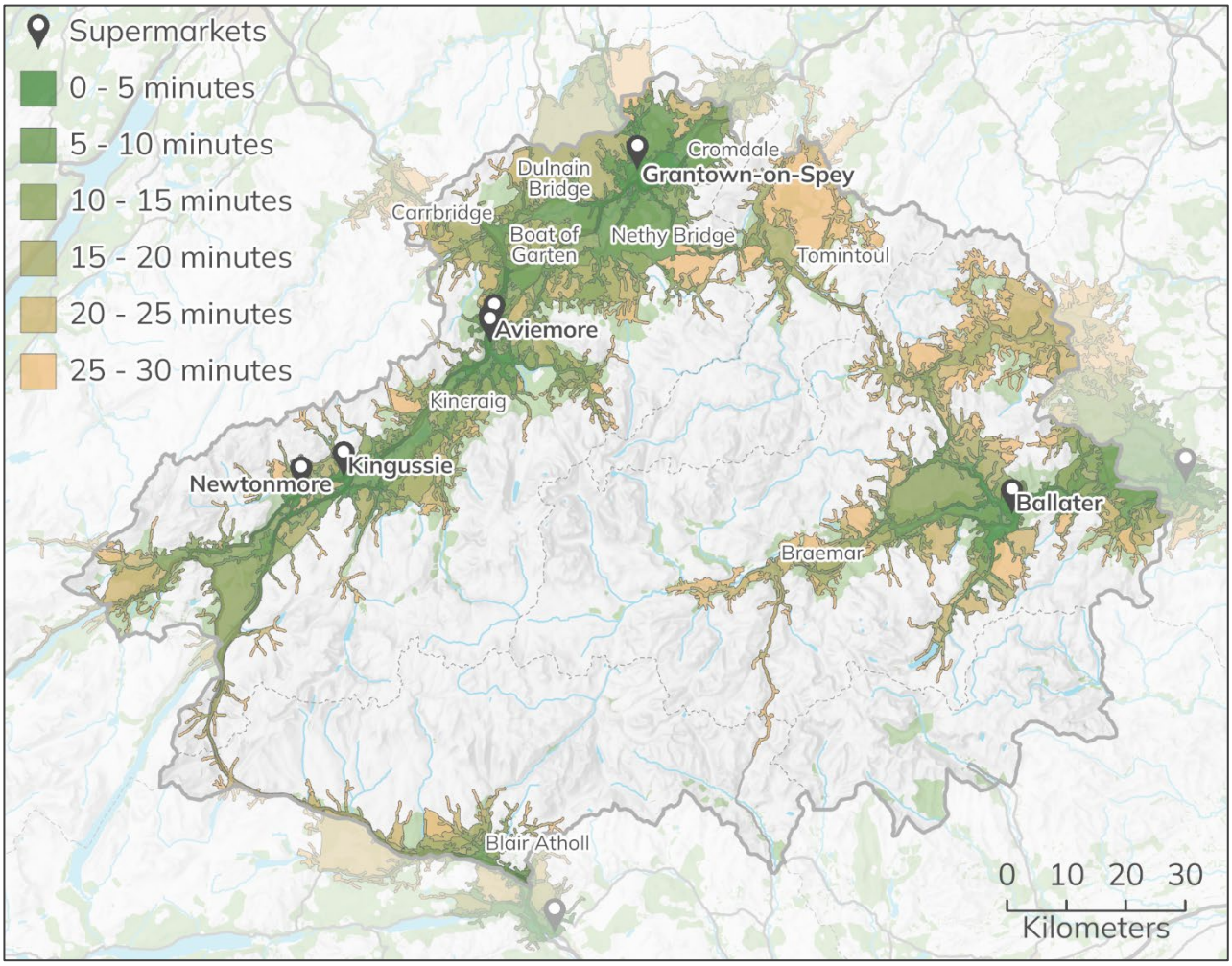


Figure 29 Drive times to supermarkets from within the Cairngorms National Park in 2025. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Average trip lengths

The Transport and Travel in Scotland report (2023) (CNPA912) which includes Scottish Household Survey transport data (CNPA919) provides distance travelled data (percentages) for the local authorities in 2023 (Figure 30).

Approximately one quarter (25.5%) of the journeys travelled in Scotland are under 1km (Figure 30). This is reflective of populations of Aberdeenshire (25%) and Perth and Kinross (25%), higher than Highland (22%) and Moray (21%) and lower than Angus (31%). Journeys of 5 to 10 km account for 14.6% of all journeys nationally, however in Angus they account for 17% and in Moray 21%. Looking at journeys of 40km and over all the five local authorities are higher than the Scottish average of 4.1%) with 10% of Moray's residents travelling 40km over. The five local authorities that overlap the boundary of the National Park contain significant rural populations making comparing

national figures with local authority figures problematic, not least because nationally a significant proportion of Scotland live in urban areas, with different travel patterns.

A large proportion of the National Park population live in the Highland area which begins to deviate more noticeably from the national averages when we look at journeys 5km and over reflecting the rural nature of the region. For shorter journeys (under 2km) active travel should be promoted and for those over 2km active travel routes or public transport modes should be provided. In line with the infrastructure first approach to site selection, the Proposed Plan should support development at locations where there is existing active travel and public transport infrastructure to promote a reduction in private vehicle use especially for shorter journeys. Housing development should be located to support the local living / 20 minute principles.

It should be noted that absence of data on average trip lengths for the geography of the National Park presents a gap in the evidence.

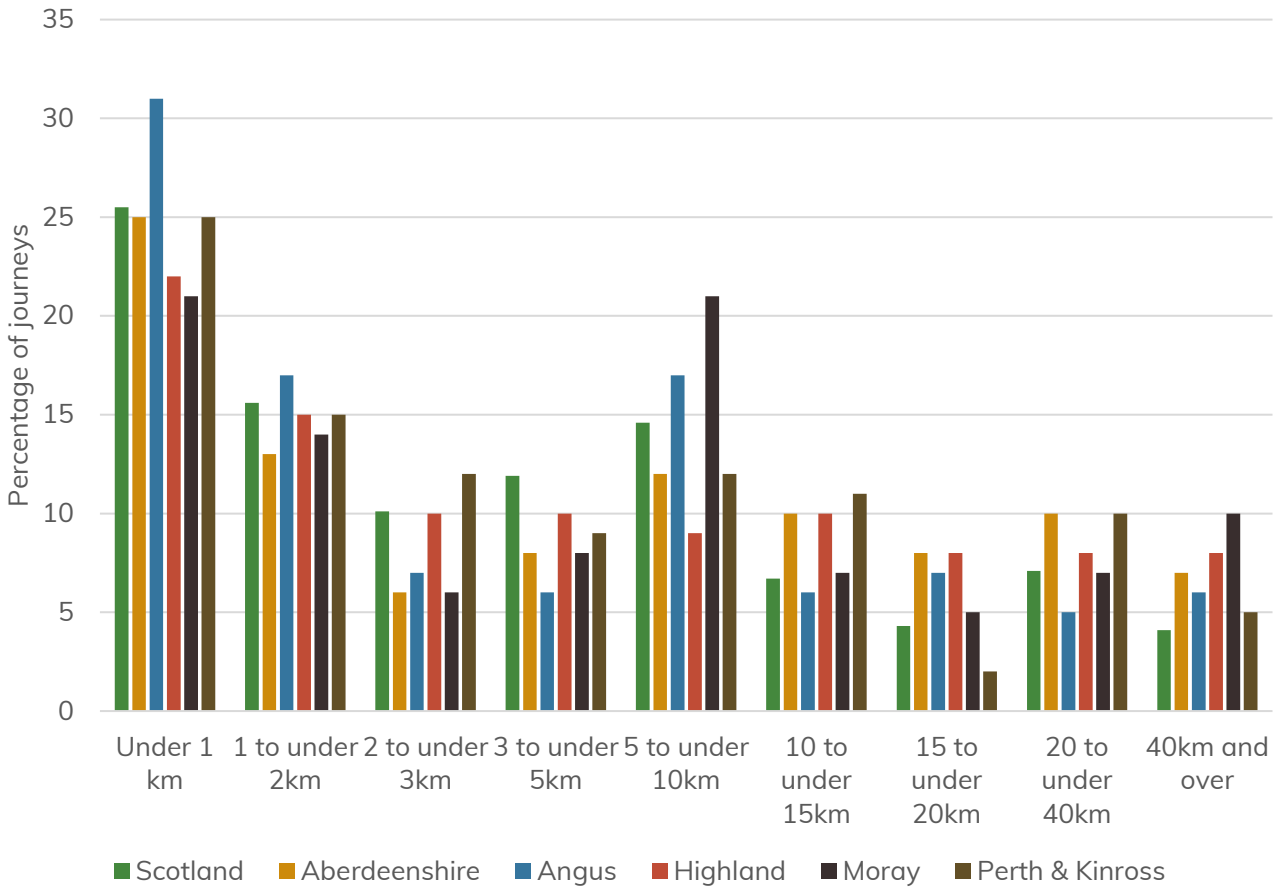


Figure 30 Distance travelled as a percentage of journeys in 2023 in the five local authorities that overlap the Cairngorms National Park Authority area and the Scottish average. Transport Scotland 2023 (CNPA912): Scottish Household Survey data (CNPA919).

Cross boundary movement

There is significant cross boundary commuting for work by residents in the Cairngorms National Park to locations outwith the National Park. Datashine Scotland Commute (CNPA928) provides spatial analysis for Travel to work flows between each intermediate zone, split out by direction and mode of transport[20]. The following locations are shown in the analysis; Aviemore, Ballater, Grantown-on-Spey and Kingussie. Figure 31, Figure 32, Figure 33 and Figure 34 show that there is significant cross boundary movement from locations within the National Park to areas outwith for the purposes of travel to work.

From Aviemore, Kingussie and Grantown-on-Spey there is significant cross boundary movement by people travelling from the National Park for employment in Inverness. From Ballater there is significant cross boundary movement for employment to Aboyne.

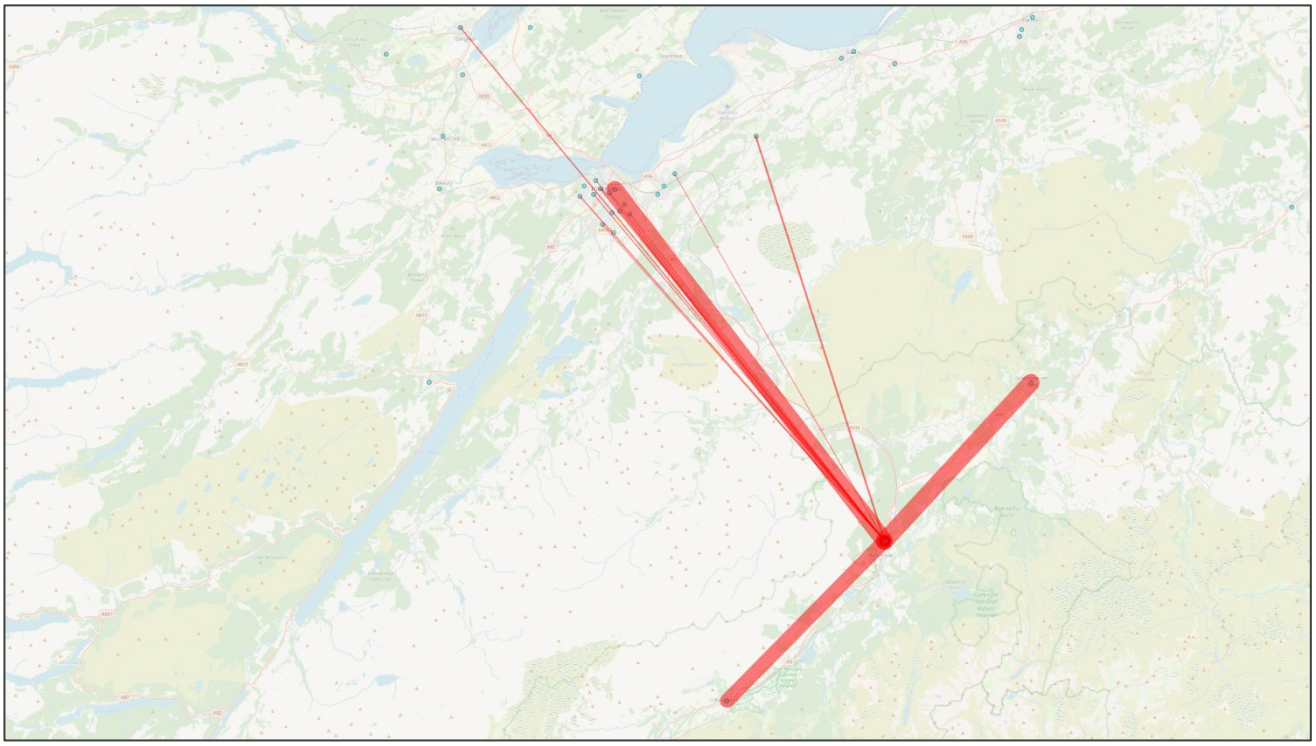


Figure 31 Travel movement to work from Aviemore (Badenoch and Strathspey Central). Line width proportional to number of commuters. Only flows with 6+ people included. DataShine Scotland Commute (CNPA828), using National Records of Scotland data. © OpenStreetMap contributors. Flow data © National Records of Scotland.

[20] Travel to work data on travel between different areas in Scotland is not yet available from the 2022 Census.

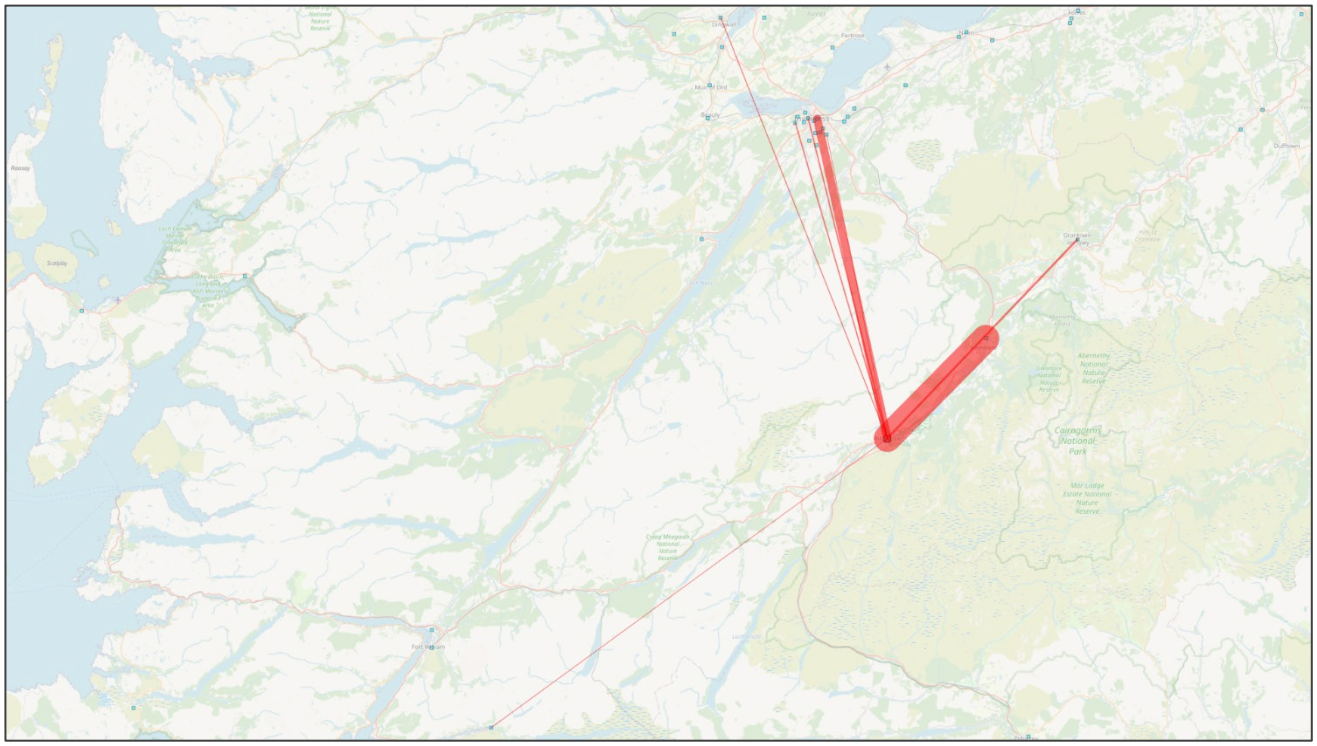


Figure 32 Travel movement to work from Kingussie (Badenoch and Strathspey South). Line width proportional to number of commuters. Only flows with 6+ people included. DataShine Scotland Commute (CNPA928), using National Records of Scotland data. © OpenStreetMap contributors. Flow data © National Records of Scotland.

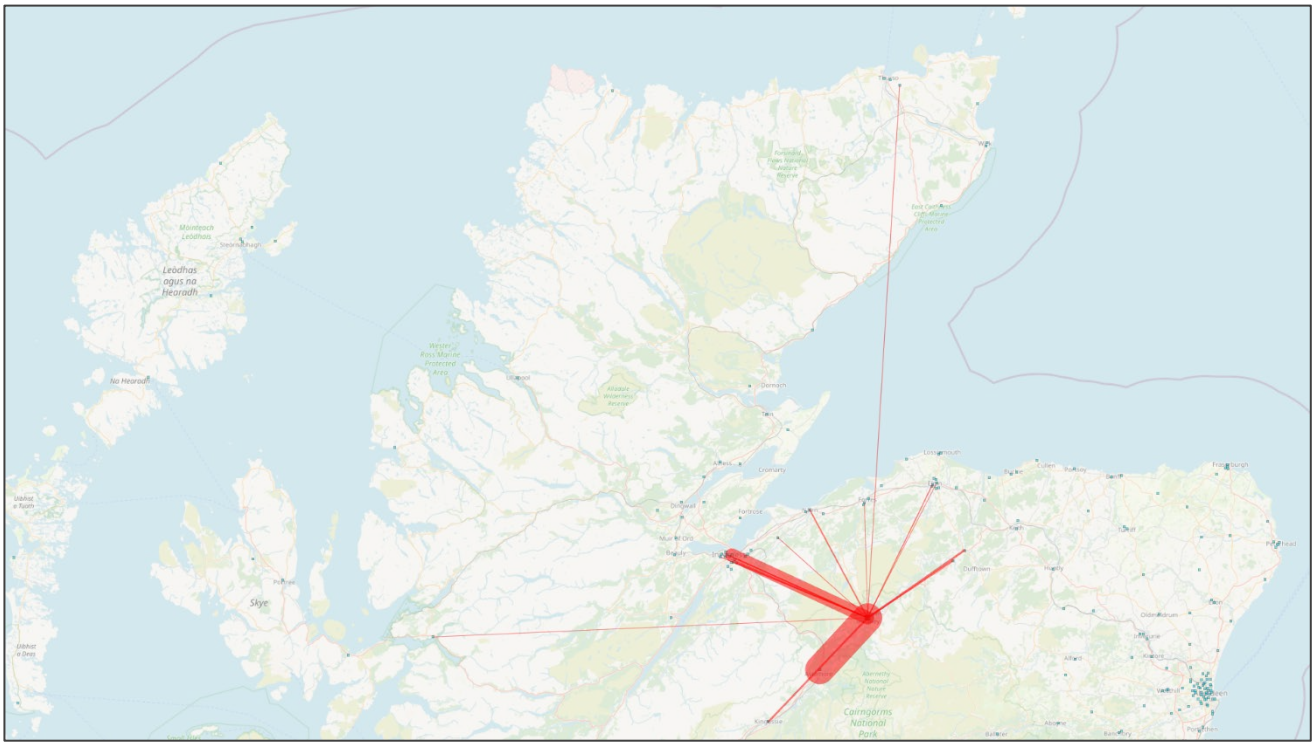


Figure 33 Travel movement to work from Grantown-on-Spey (Badenoch and Strathspey North). Line width proportional to number of commuters. Only flows with 6+ people included. DataShine Scotland Commute (CNPA828), using National Records of Scotland data. ©OpenStreetMap contributors. Flow data © National Records of Scotland.

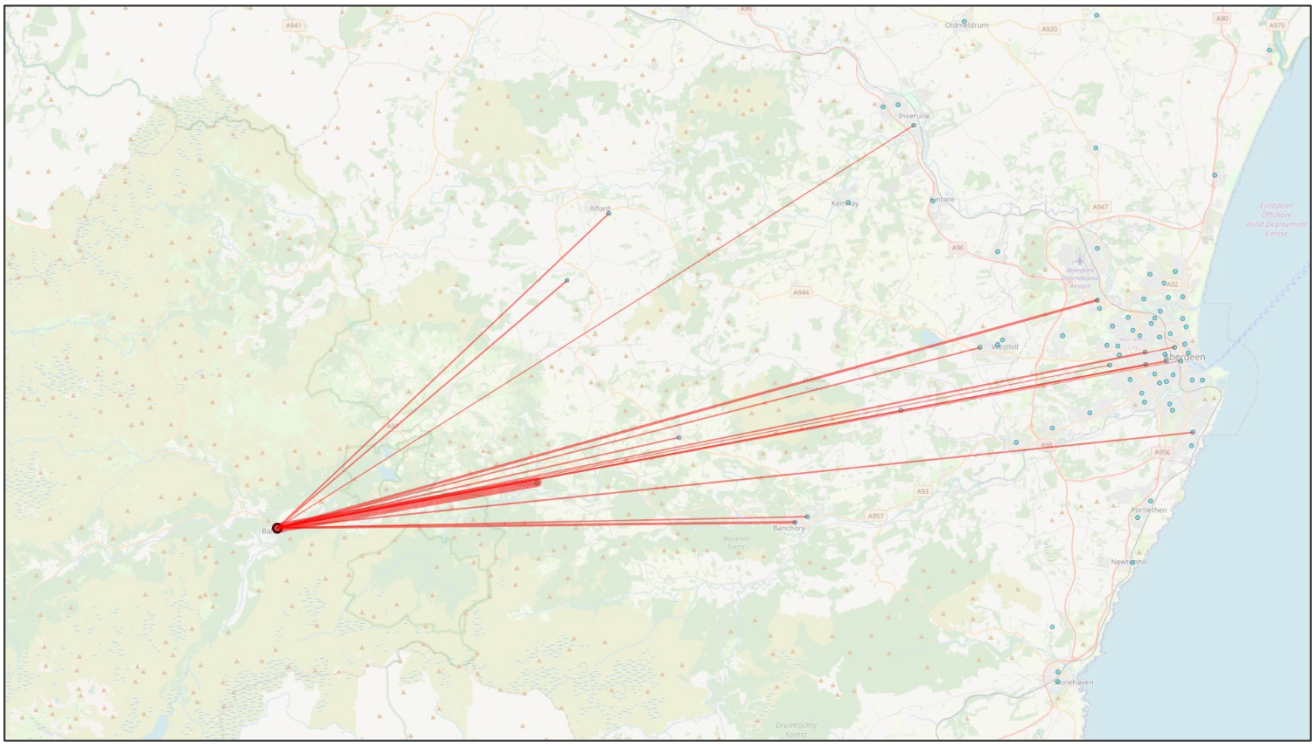


Figure 34 Travel movement to work from Ballater (East Cairngorms). Line width proportional to number of commuters. Only flows with 6+ people included. DataShine Scotland Commute (CNPA828), using National Records of Scotland data. ©OpenStreetMap contributors. Flow data © National Records of Scotland.

The Proposed Plan should support cross boundary movement by residents in the National Park to be undertaken by sustainable travel modes, supporting the sustainable travel hierarchy, which in relation to the majority of journeys will mean supporting a modal shift to public transport. This objective also supports the need to reduce car km and reliance on private vehicle use for commuting. The Proposed Plan should support the infrastructure first approach to all development, but in this context particularly for residential development in relation to public transport services and networks. Ensuring new housing development is connected to existing bus and rail services, can reduce the reliance on private vehicle use to reach destinations outwith the National Park.

Tourism

There is also significant cross boundary movement created by visitors accessing the National Park. In terms of where visitors (base sample of 1,274 people) are travelling from the most recent Cairngorms National Park Visitor Survey (2024 – 2025) (CNPA819) found that 57% live in Scotland, 22% from the rest of the UK / British Overseas Territories or Crown Dependencies (20% from England and 1% from Wales), 13% from Europe and 8% from the rest of the world (half of which come from the USA). Of those travelling from within Scotland (804 people) to the National Park, 15% came from

Aberdeenshire, 12% from the Highlands, 9% from Aberdeen city and 8% from Edinburgh City (Figure 35).

The Proposed Plan can support a modal shift in the way people travel to the National Park by supporting mobility hubs at key rail stations to support visitor journeys being made by sustainable transport modes. New tourist development should also be sited at locations that provide either direct or accessible connection to the existing sustainable transport network (which in most cases will likely be the bus network).

Although private motorised vehicle will be the preferred choice of transport to the National Park for most visitors, the Proposed Plan can support the increase in electric vehicle infrastructure to support the move toward reducing transport emissions and pollution by encouraging visitors to use low emission vehicles to visit the National Park.

The dualling of the A96 between Inverness and Aberdeen has been highlighted as a key project by both HITRANS and NESTRANS to ensure the delivery of an improved transport corridor that enhances connectivity between and within the many large communities which will be impacted by the project. The project will deliver benefits for public transport and active travel users as well as car travel. Many residents and visitors exit and enter the National Park from the east and improvements to this key transport corridor will improve onward connections to destinations outwith the National Park.

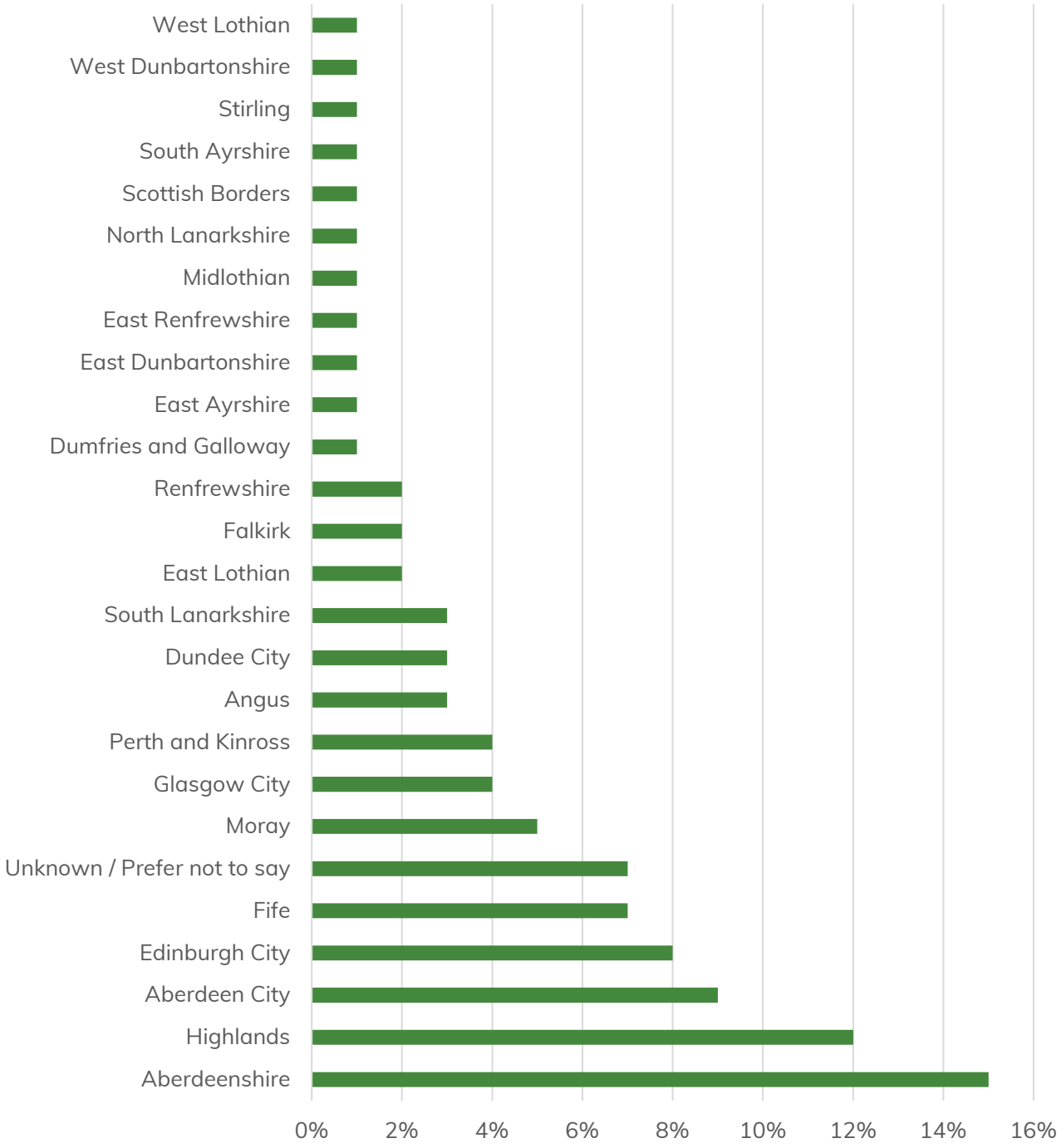


Figure 35 Origin (usual residence location) of visitors coming from within Scotland to the Cairngorms National Park in 2024 – 2025. Cairngorms National Park Visitor Survey data 2024 – 2025 (CNPA819).

The draft Summary Report - A96 Corridor Review (CNPA932) provides a summary of the A96 Corridor Review along with high level details of the outcomes of the review appraisal and assessment work.

Transport Poverty

The draft Just Transition Plan for Scotland (CNPA845) highlights the fact that people in rural areas are at greater risk of transport poverty due to the rural premium. Those in remote rural mainland and island Scotland have significantly higher weekly transport costs than those in urban areas of the United Kingdom.

The Public Health and Sustainable Transport Partnership Group, hosted by Public Health Scotland, has published a briefing on transport poverty in 2024 (CNPA914).

Transport plays a vital role in people's health and wellbeing. It provides links to education and employment, to social connections, to affordable and quality nutrition, and to leisure activities. A lack of transport options that are available, reliable, affordable, accessible and safe, referred to as transport poverty, creates serious health and social implications by blocking people's ability to meet their daily needs and provide a good quality of life.

Based on a review of key literature and engagement with a wide range of partners, the briefing highlights the causes of transport poverty and how it contributes to poor health, providing recommendations to increase awareness of the issue and guide actions for change.

The Proposed Plan, reflecting the recommendations of the briefing, should ensure that all development is supported in locations that support the sustainable transport hierarchy and take account of the five dimensions of transport poverty.

Recommendations outlined in the Strategic Transport Projects Review (CNPA839) which would help alleviate transport poverty in the Cairngorms National Park include:

- Improving active travel infrastructure to reduce inequalities and improve health.
- Influencing travel choices and behaviours through increasing active travel to school through appropriate infrastructure provision
- Enhancing access to affordable public transport through ensuring accessibility to public transport networks from new developments
- Decarbonising transport – through reduced demand though shorter trips and where possible avoiding trips through the implementation of local living and carefully cited developments that reduce the need for short private vehicle trips.
- Increasing safety and resilience on the Strategic Transport Network through mitigation of the impacts of trunk road on local communities.

The Cairngorms National Park Authority Resident and worker survey 2024 – 2025 (CNPA538) found that 12% of residents surveyed reported that not being able to get to the locations where jobs are available was a barrier to trying to find employment in or outwith the National Park.

In 2024 – 2025, the Scottish Parliament's Cross Party Group on Sustainable Transport launched an inquiry to understand how Scotland's transport system contributes to inequality and what must change. The output was the Mind the gap: tackling transport inequalities in Scotland report (CNPA923) Over four themed evidence sessions, the group heard from experts, advocates, and community representatives. Across all groups, similar challenges emerged:

- Unaffordable fares and limited concessions.
- Inaccessible services and poor rural connectivity.
- Lack of reliable, frequent public transport.
- Safety concerns, especially for women and disabled passengers.
- Exclusion from transport decision making processes.

In terms of planning and the Proposed Plan key recommendations include the need to:

- Adopt a definition of transport poverty.
- Support delivery of new development through codesign with those most affected by transport inequalities, to identify unmet need and ensure that services are shaped by the voices of those who need them most.
- Align spatial planning, public services, and transport systems to ensure everyone can reach education, healthcare and work without unaffordable or unsafe journeys.
- Require health impact assessments of transport plans and policies to identify how they are likely to affect different population groups and their wider impacts on health and wellbeing.

The Just Transition Plan for Transport (Transport Scotland) sets out a goal to end transport poverty by 2055.

Scottish Index of Multiple Deprivation

The Scottish Index of Multiple Deprivation (CNPA534) gives an indication some of the accessibility issues faced by certain parts of the National Park, with 11 of the 24 data zones used to define the National Park falling within the Index's most deprived 10% in terms of geographic access to services (Figure 36). It should be noted that such a situation is not unexpected for such a rural area, and none of the National Park's data zones rank highly in terms of overall deprivation. As areas of higher deprivation are also often areas of higher transport poverty the Proposed Plan Should support development

in locations that support local living and the 20 minute neighbourhood principles providing access to active travel and public transport infrastructure.

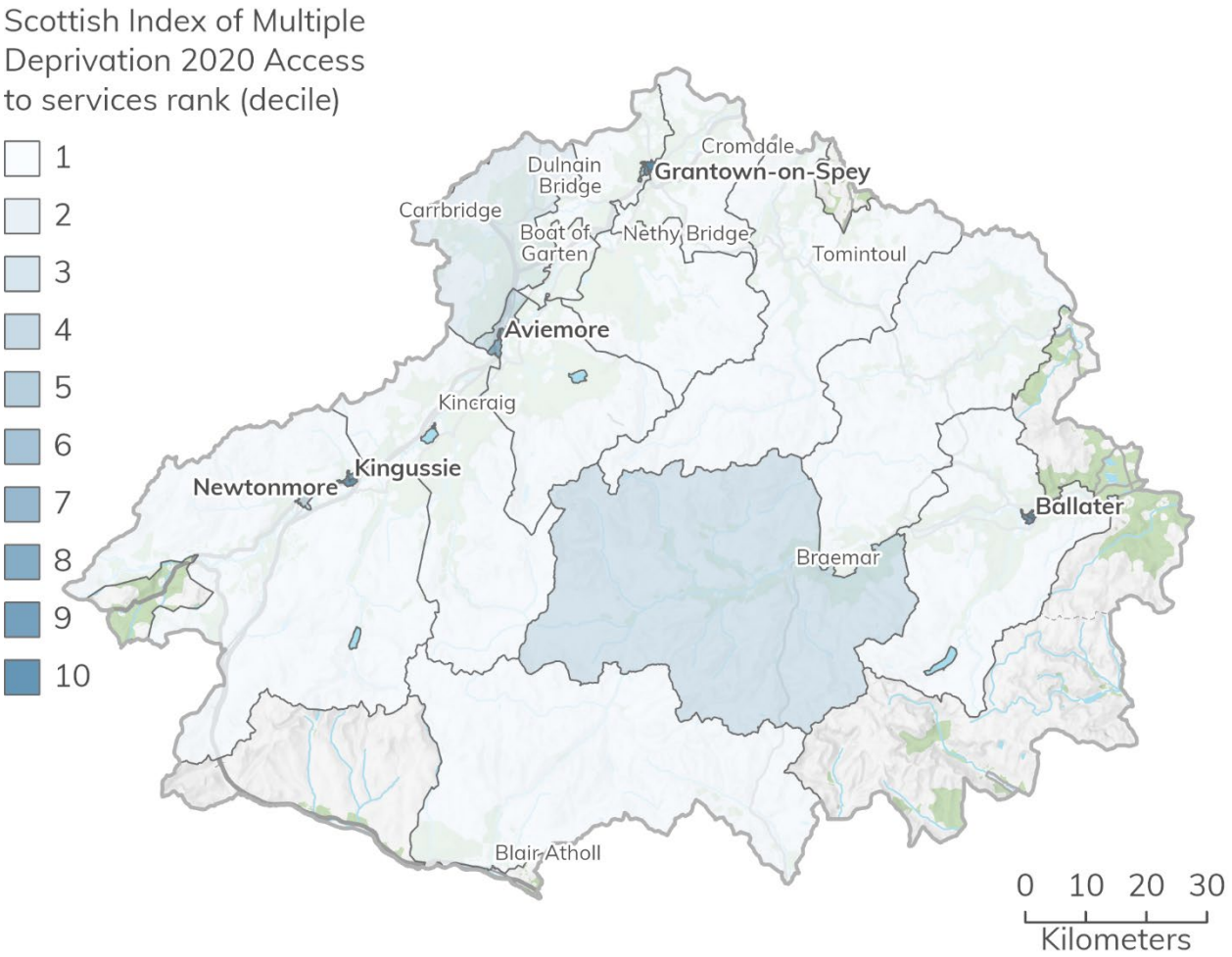


Figure 36 Scottish Index of Multiple Deprivation (2020) (CNPA534) Rank by decile of data zones within Cairngorms National Park according to the Geographic access to services domain (higher the number / darker the colour the lower the relative deprivation). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

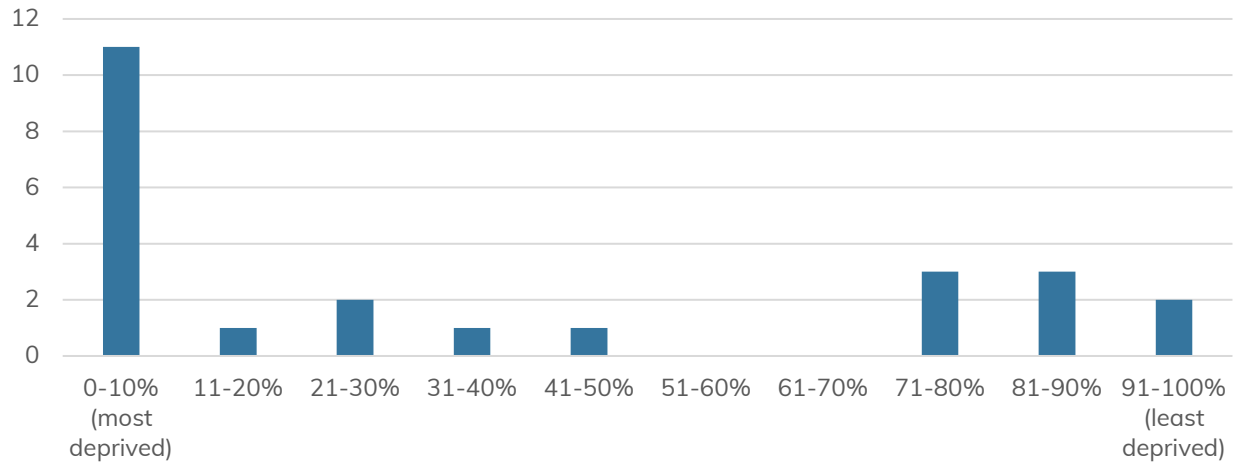


Figure 37 Data zone distribution by decile according to Geographic Access to Services Deprivation. Scottish Index of Multiple Deprivation (2020) (CNPA534).

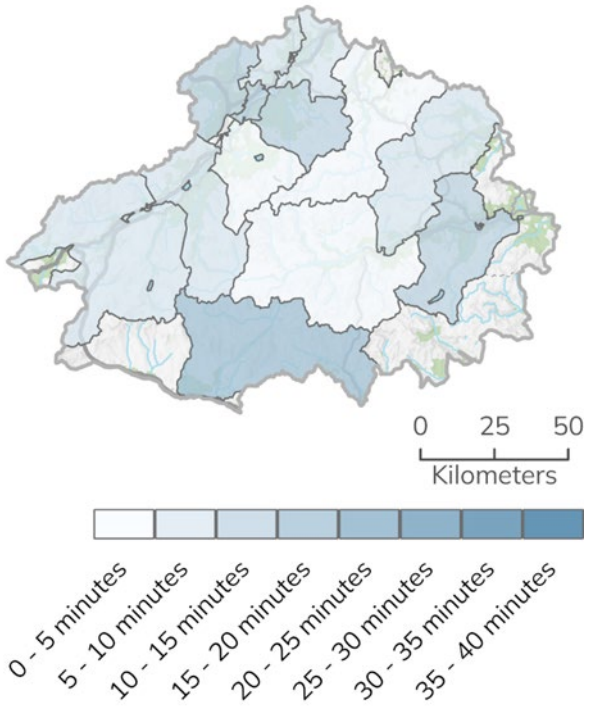


Figure 38 Average drive times to a General Practice (GP) surgery. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

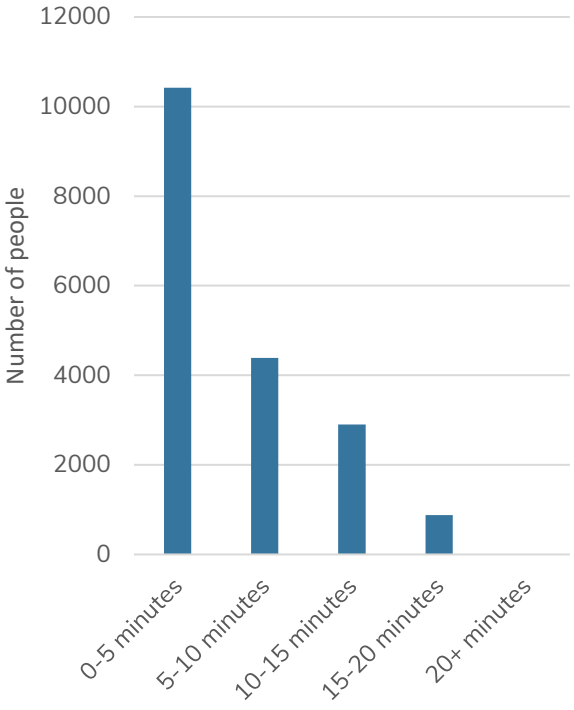


Figure 39 Population distribution by average drive time (minutes) to a General Practice (GP) surgery. Scottish Index of Multiple Deprivation (2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

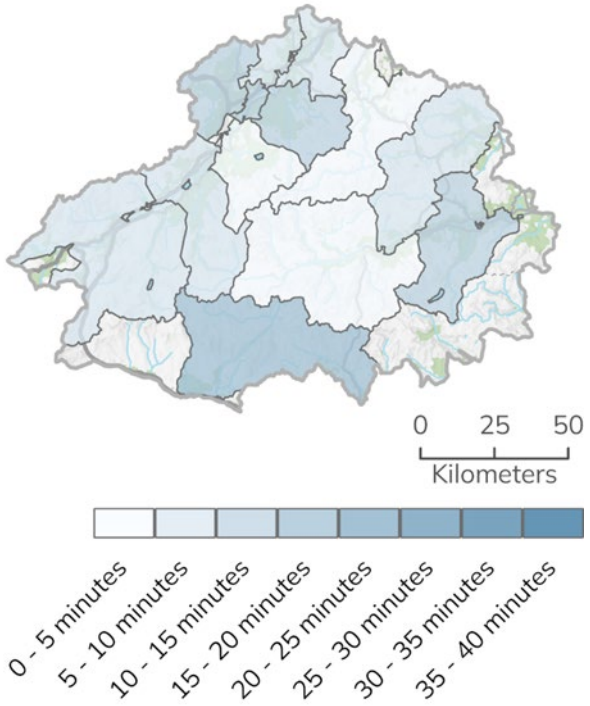


Figure 40 Average drive times to a General Practice (GP) surgery. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810. .

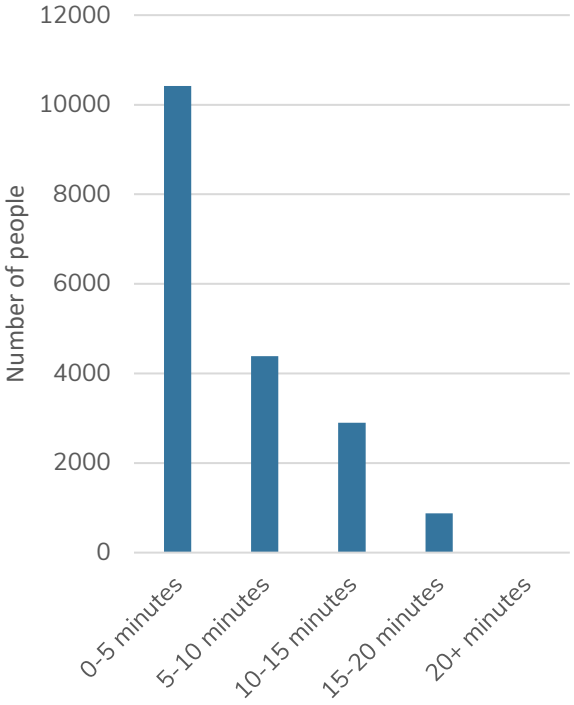


Figure 41 Population distribution by average drive time (minutes) to a General Practice (GP) surgery. Scottish Index of Multiple Deprivation (2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

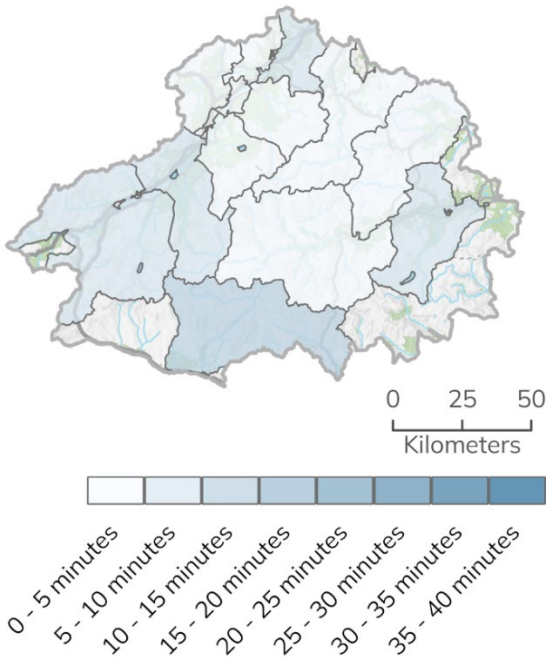


Figure 42 Average drive times to a post office. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

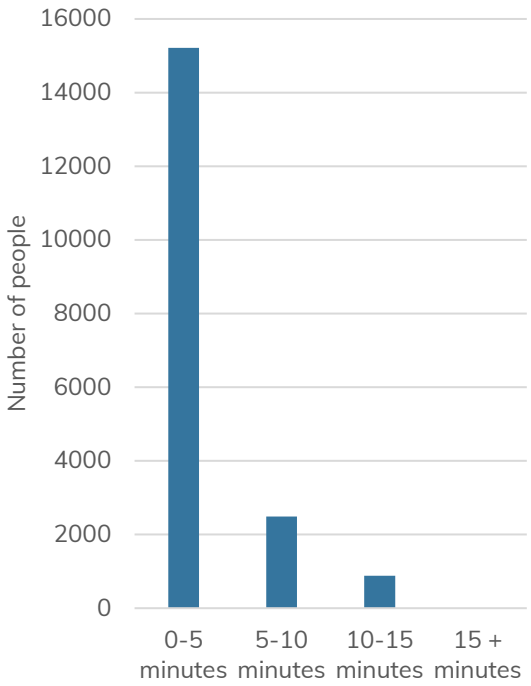


Figure 43 Population distribution by average drive time (minutes) to a Post Office. Scottish Index of Multiple Deprivation (2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

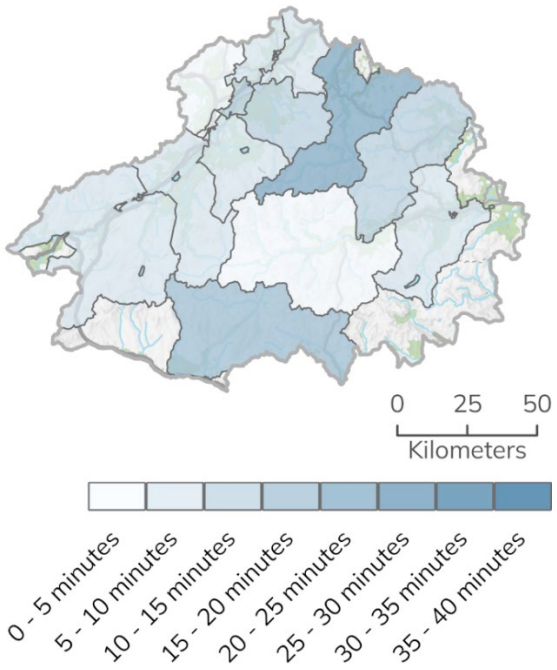


Figure 44 Average drive times to a petrol station. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

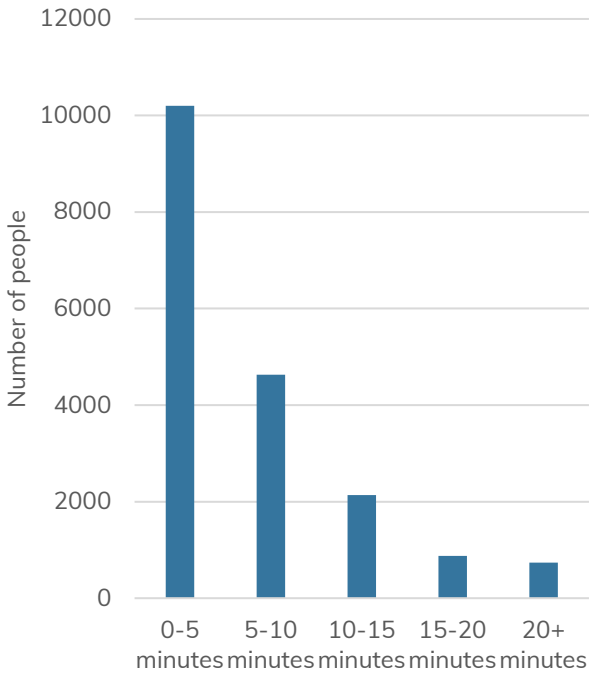


Figure 45 Population distribution by average drive time (minutes) to a Petrol Station Scottish Index of Multiple Deprivation (2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

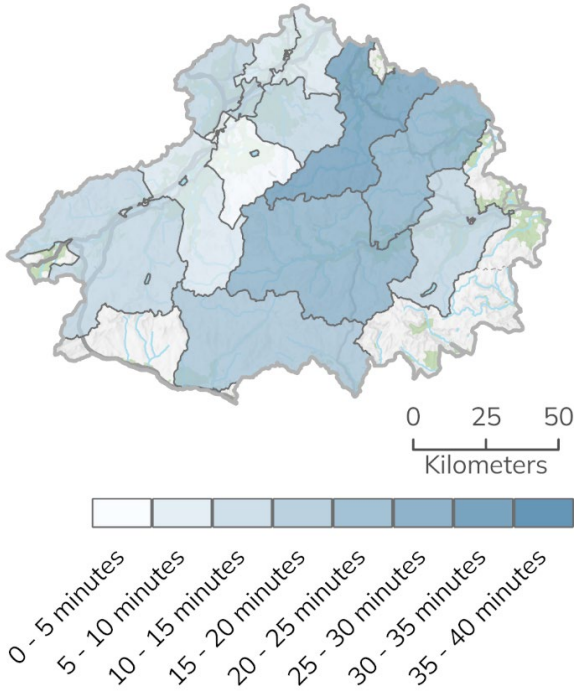


Figure 46 Average drive times to a retail centre. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

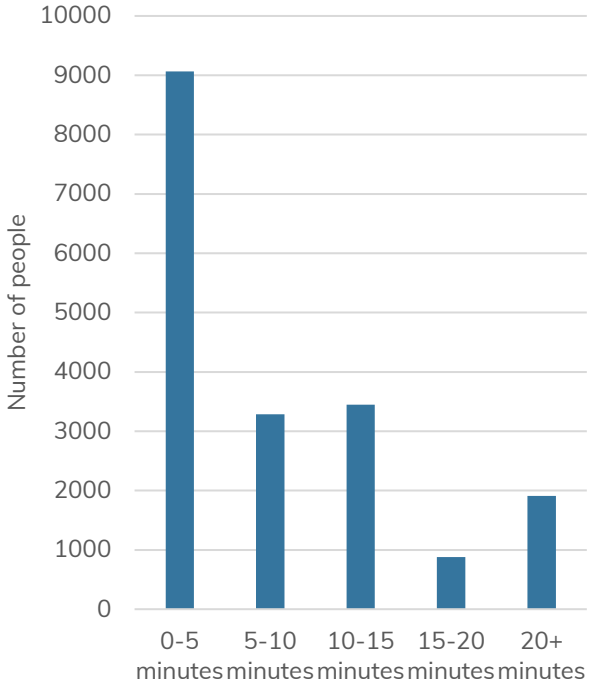


Figure 47 Population distribution by average drive time (minutes) to a Petrol Station (SIMD, 2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid-year estimates.

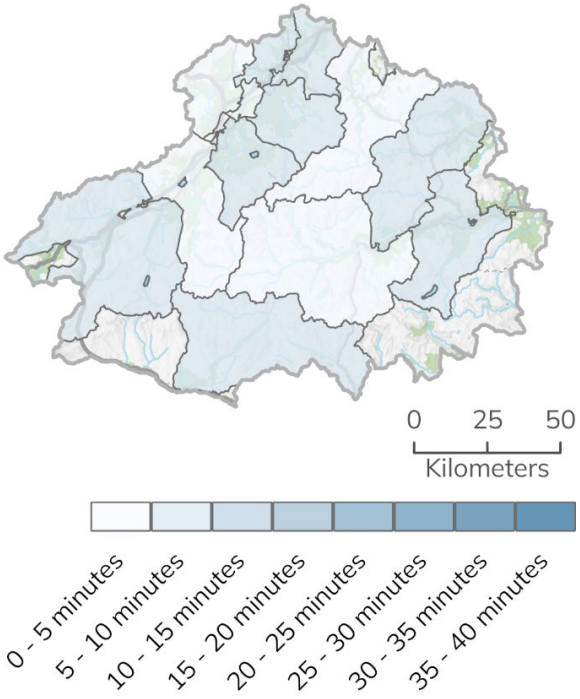


Figure 48 Average drive times to a primary school. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

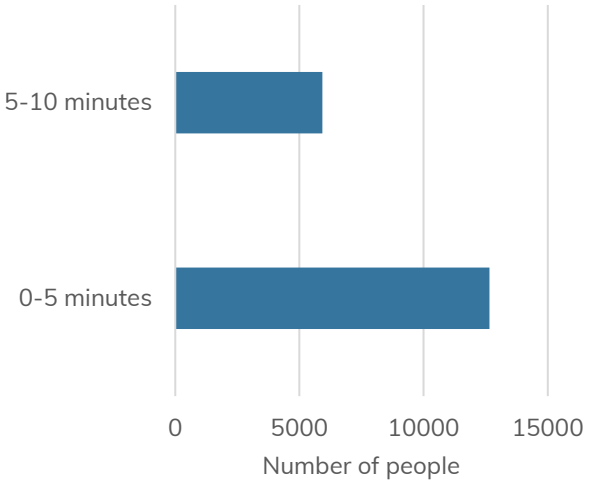


Figure 49 Population distribution by average drive time (minutes) to a Primary School (SIMD, 2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

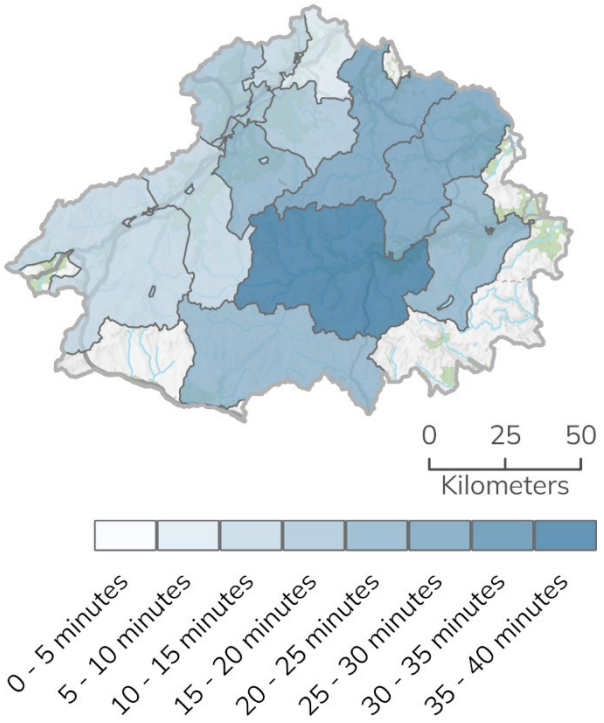


Figure 50 Average drive times to a secondary school. Scottish Index of Multiple Deprivation (2020) (CNPA534). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

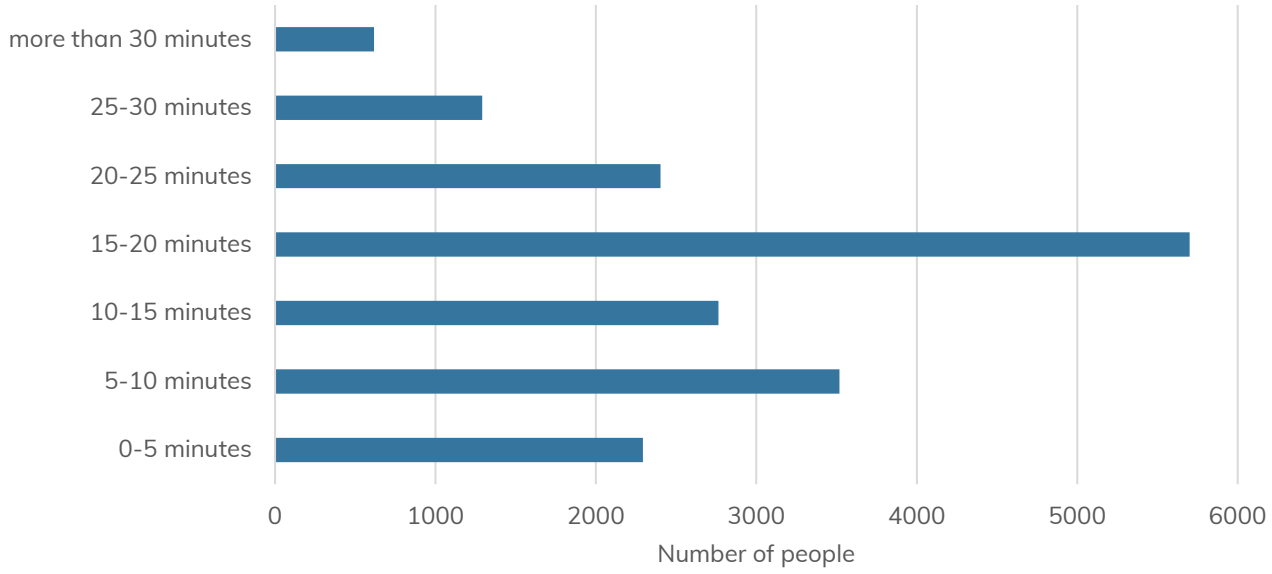


Figure 51 Population distribution by average drive time (minutes) to a Secondary School (SIMD, 2020) (CNPA534). To maintain consistency with Scottish Index of Multiple Deprivation (2020) data, population data is based on 2020 mid year estimates.

The drive times reflect the nature of the road infrastructure in the Cairngorms National Park, with the population often having to travel for a long time to reach key services. The rural nature of the area is also demonstrated through the relatively high instances of car ownership. According to the 2011 Census (Figure 63) around 85% of households had access to a car or van, which is higher than the Scottish level of around 70%. As a result, a high proportion of the population of the National Park has a reliance on the road infrastructure of the area for access to services, as well as for work.

The rurality of the area is also demonstrated through the relatively high instances of car ownership within the Cairngorms National Park. According to the 2022 Census table LC1401SC (CNPA439) around 87% of households had access to a car or van, which is higher than the Scottish level of around 74% (Figure 52). This is a slight increase since 2011 when car or van access was 85% and 70% in the National Park and Scotland respectively (Figure 52 and Figure 53).

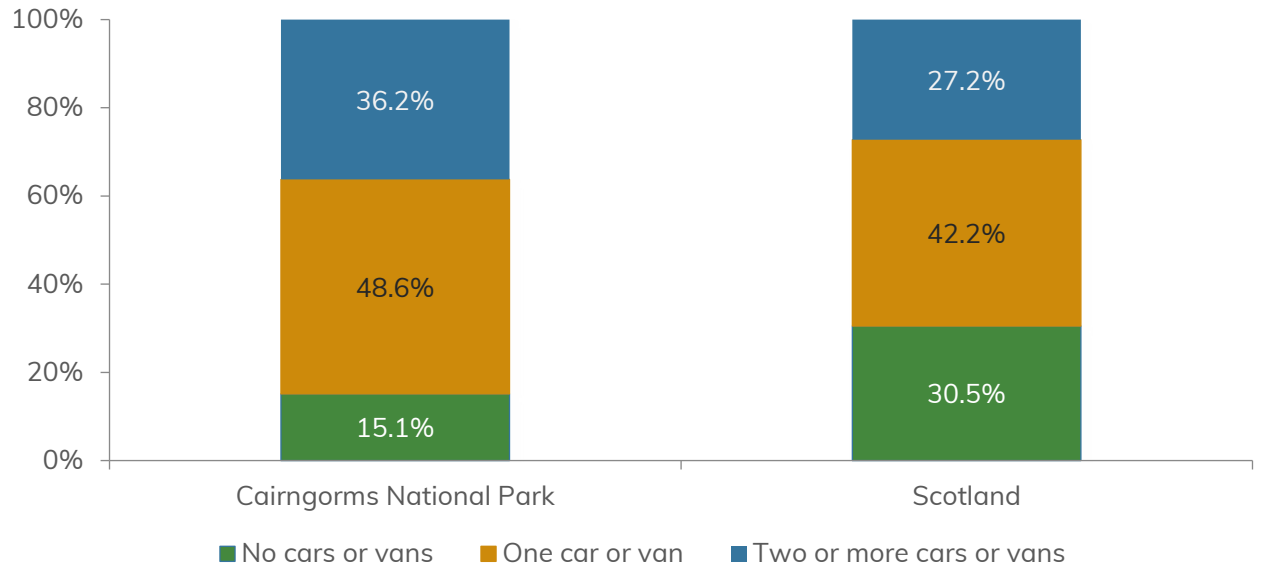


Figure 52 Proportion of households with access to a car or van in 2011. 2011 Census (table LC1401SC) (CNPA439).

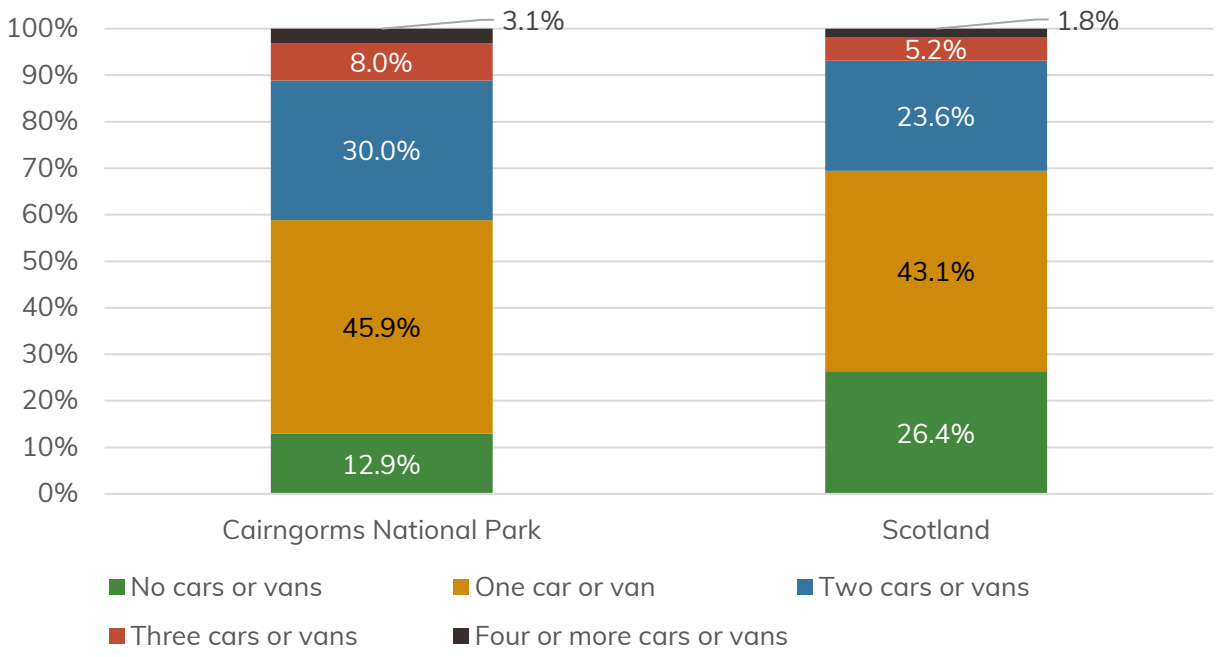


Figure 53 Proportion of households with access to a car or van in 2022. 2022 Census (table UV405) (CNPA439).

Although across the National Park the average percentage of households without access to a car is approximately 13% – this is not the case for all areas of the National Park and there is a significant range in percentages when examining the number of households with access to a car or van at a data zone level.

In the Highland region, the data zone (Badenoch and Strathspey Central – 01) covering part of East Aviemore, there are approximately 29% of households that do not have access to a car or van (Figure 54). In Aberdeenshire, the data zone covering the north part of Ballater (East Cairngorms – 02) the proportion of households without a car is approximately 22% and in the data zone covering Braemar and surrounding (East Cairngorms – 05) approximately 20% of households are without access to a car or van. The range of proportions for data zones in the National Park for households without access to a car or van is approximately from 3% to 29%. Nationally across Scotland this figure is 26%, meaning there are areas of the National Park below the Scottish average. Transport Scotland also report that car access and usage is also lower among women, young and older people, those with disabilities and those from non white ethnic group. In areas where there is a high proportion of households without access to car or van Development should be supported at locations that prioritises access to active travel or public transport services and infrastructure, by applying an infrastructure first approach to site selection.

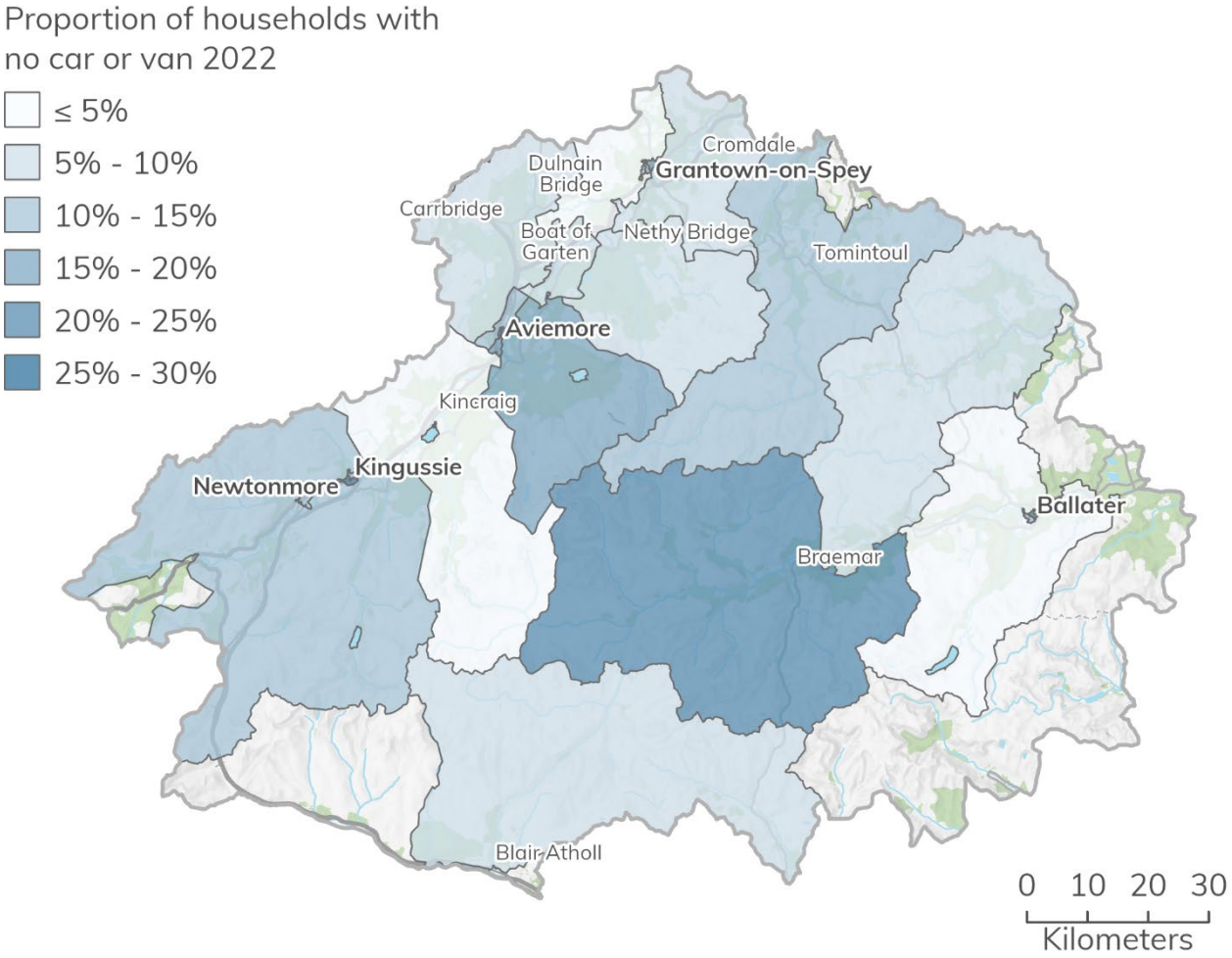


Figure 54 Proportion of households in a data zone (2011) without access to a car or van in the Cairngorms National Park. Census 2022 (CNPA439) Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Information on the composition of households by car ownership is not available for the 2022 Census yet. 2011 Census estimates (CNPA439) indicated that one person households were more likely to have no cars or vans than other types of households (Figure 55). Census estimates demonstrate that a high proportion of the Cairngorms National Park's population has a reliance on the area's road infrastructure.

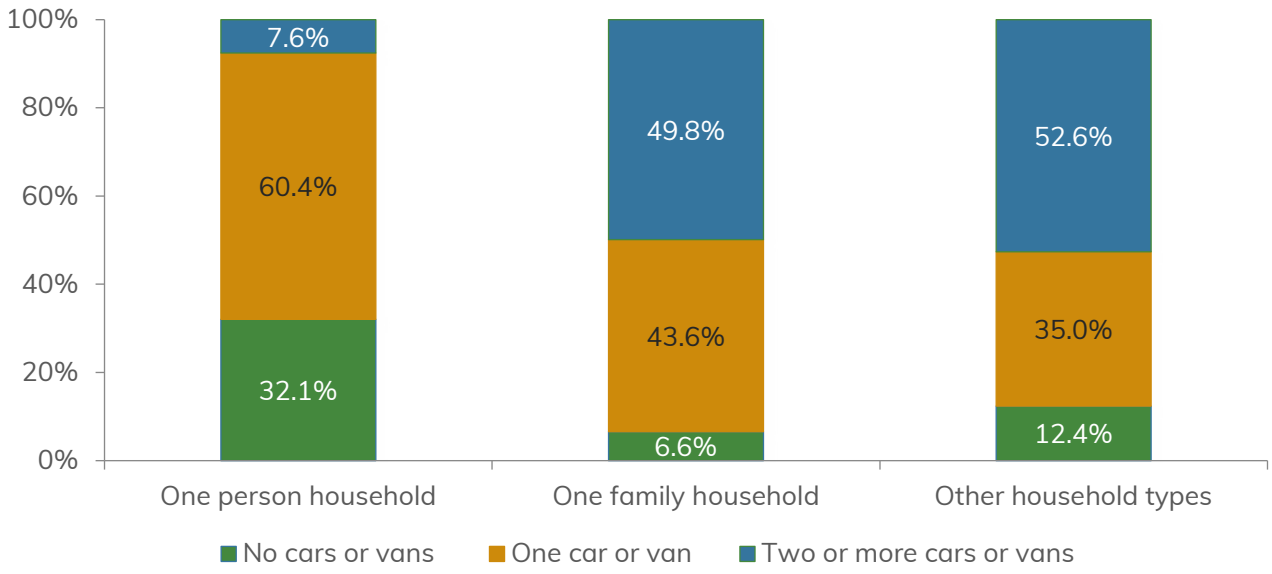


Figure 55 Household composition by car or van availability in the Cairngorms National Park in 2011 (Census table LC1401SC) (CNPA439).

Road based transport

Road network

There are three main A Class trunk roads (A9, A95 and A86) and a number of other A roads that connect the National Park with Highland, Moray, Aberdeenshire, Perth and Kinross and the west of Scotland (Figure 56).

The network of roads (Figure 56) provide access between settlements in the Cairngorms National Park. Within the National Park there are approximately 1,030.5km of roads (Table 8) split between the respective local authorities who are responsible for their maintenance. The geography of the area means that links between certain parts of the National Park are relatively poor due to topography and climate affecting their travel times and navigation in poor weather. A notable example is the route between Badenoch and Strathspey and Deeside, with the principal road, the A939, known as the snow road. The travel times influence access to services for residents and visitors. The transport appraisal will inform the preparation of the Proposed Plan, applying an infrastructure first approach to site selection, taking into account the transport network baseline.

The main settlements in the National Park are accessed by the following A roads:

- A9 (Perth to Inverness stretch of the road) travels from the south of the National Park entering near Blair Atholl, passing in close proximity to the settlements of Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge.

- A86 (Spean Bridge to Kingussie) travels east entering the National Park near Strathmashie, passing through Laggan, Newtonmore and terminates at Kingussie.
- A95 (Aviemore onward outwith the National Park to Craigellachie) connecting the settlements of Aviemore, Grantown-on-Spey and Cromdale, passing in close proximity to Boat of Garten, Nethy Bridge and Dulnain Bridge.
- A939 (Nairn, via Grantown-on-Spey to Ballater) Connecting the settlements of Grantown-on-Spey, Tomintoul and Ballater, also Strathdon via the A944.
- A93 (Perth to Aberdeen) Connecting the settlements of Dinnet, Ballater, Crathie and Braemar.

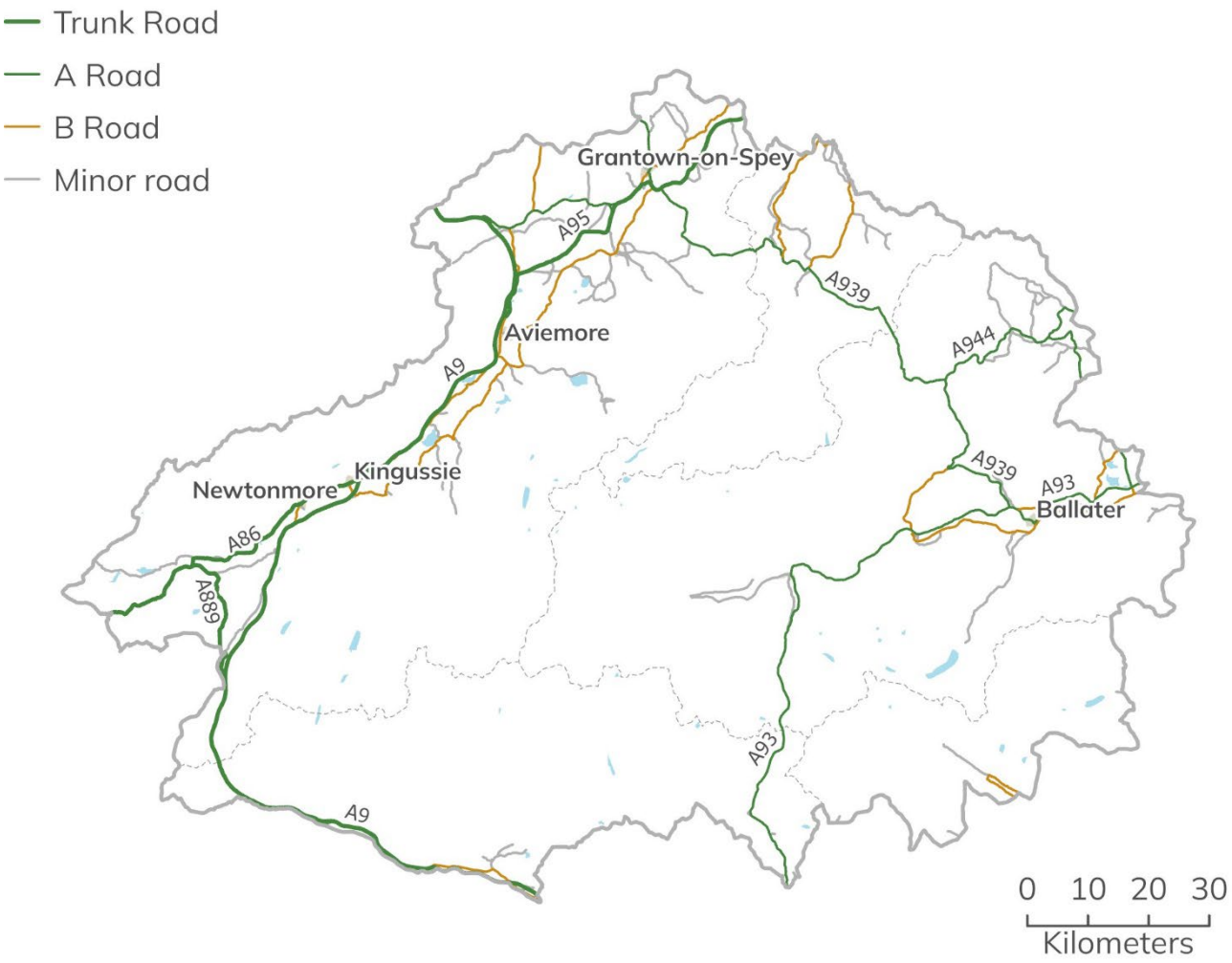


Figure 56 Road networks in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Table 8 Road infrastructure (in km) in the Cairngorms National Park and the Local Authority responsible for its maintenance, in the Cairngorms National Park. Ordnance Survey Open Roads data (CNPA1162).

Local Authority	A Class	B Class	Classified Unnumbered[21]	Not Classified[22]	Unclassified[23]	Unknown[24]	Total
Aberdeenshire	107.8	47.5	42.323	4.5	62.850	34.1	299.0
Angus	0	7.3	2.414	1.9	5.353	0.05	17.0
Highland	177.1	93.6	68.145	22.7	146.786	33.9	542.3
Moray	18.0	24.4	10.582	2.2	22.814	2.0	79.9
Perth and Kinross	53.4	15.8	0.990	2.7	12.772	6.7	92.3

A9 Dualling Project

The main considerations regarding roads within and across the Cairngorms National Park boundary is currently the work underway towards the completion of the A9 dualling. The A9 dualling project is currently scheduled for completion in 2035 (CNPA1164). Since the work on the A9 Dualling project began, completed works pertinent to the National Park include the section from Kincraig to Dalraddy which became operational in 2017. In December 2023 the Cabinet Secretary for Transport, Net Zero and Just Transition announced the delivery plan for the remaining A9 Dualling projects in Parliament (CNPA1163).

Plan for future progress in the Cairngorms National Park

Completion of the whole A9 dualling project will be delivered via a hybrid approach, combining use of capital funded design and build contracts with, subject to ongoing due diligence and further decision making in late 2025, use of resource funded mutual investment model (a form of public private partnership) contracts.

Delivery Plan (CNPA1164) – key stages affecting the National Park:

- Procurement of design and build contracts for Pitlochry to Killiecrankie – procurement is planned to commence in Summer 2025; contract award is expected in Autumn

[21] Smaller roads intended to connect unclassified roads with A and B roads; often linking a housing estate or a village to the rest of the network.
Note 1: These were 'minor roads' in the Integrated Transport Network (a retired OS product) and are sometimes known unofficially as C roads.
Note 2: A street may be assigned a local classification number by the local highways authority.
[22] Roads that have not been assigned a road classification at national or local level by a designation authority.
[23] Roads intended for local traffic.
Note 1: The vast majority (60%) of roads in the United Kingdom fall within this category.
Note 2: These may be designed unofficial local road classifications, for example, D, E, F and G roads.
[24] The classification of the road is unknown because the RoadLink is not a Motorway, A or B road, and the RoadLink has not been matched to any other road classification at national or local level.

2026 and dualling is expected to become operational by the end of 2030. Although predominately outwith the National Park boundary, works affecting this section of the A9 may affect traffic entering or leaving the National Park.

- Subject to confirmation in late 2025, procurement of two mutual investment model contracts, for (in order of procurement):
  - A9 North, comprising the Crubenmore to Kincraig and Dalraddy to Slochd projects – procurement is planned to commence in Winter 2026 / 2027, contract award is expected in Autumn 2028 and dualling is expected to become fully operational by the end of 2033, at the earliest.
  - A9 Central, comprising the Killiecrankie to Glen Garry, Glen Garry to Dalwhinnie and Dalwhinne to Crubenmore projects – procurement is planned to commence in Winter 2028 / 2029, contract award is expected in Autumn 2030 and dualling is expected to become fully operational by the end of 2035, at the earliest.

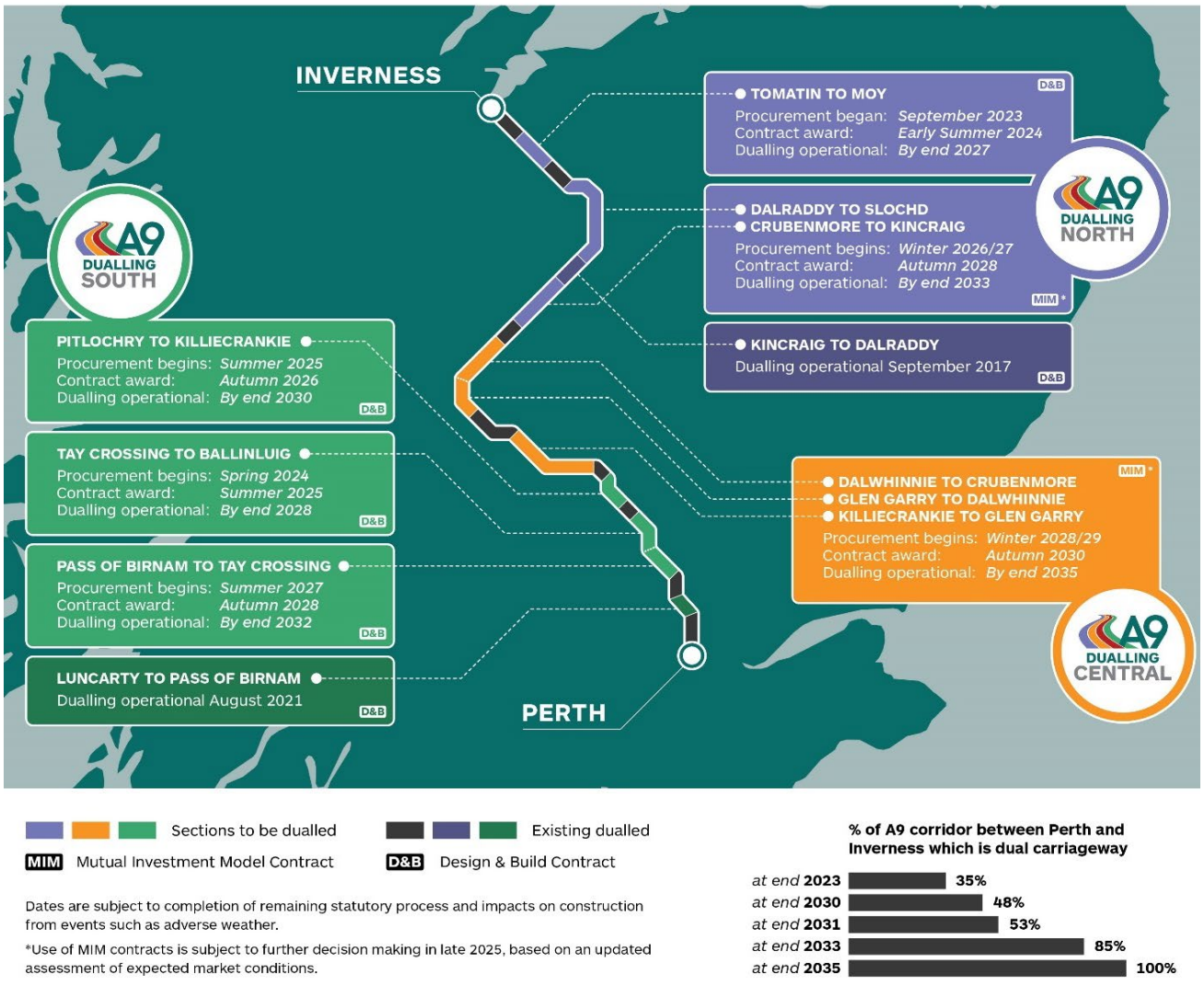


Figure 57: Graphic illustration showing the procurement timeline for each section in a table format alongside map of route, with total percentage of A9 corridor completed by each year. Transport Scotland 2023 (CNPA1164).

Transport Scotland expects that nearly 50% of the A9 between Perth and Inverness will be open as dual carriageway by the end of 2030, rising to 85% by the end of 2033 and 100% by the end of 2035 (Figure 57).

When completed the A9 dualling project will link up the road's existing sections of dual carriageway to create a continuous Category 7 All Purpose Dual Carriageway between Inverness and Perth. It is one of the biggest infrastructure projects in Scotland's history involving:

- Full grade separation of junctions to remove at grade junctions[25].
- Grade separated junctions to provide direct links, over and under, the A9 for non motorised user crossing / access.
- No gaps in the central reserve, to prevent right turns across carriageways.
- Hard shoulder strips at least 1m width.
- Route, signage and lighting design to minimise overall visual impact.

Once complete, the project is anticipated to provide the following benefits:

- Improved road safety and reduction in accident severity.
- Improved journey times and reliability.
- Safe crossing points to link non motorised user touts and public transport facilities.
- Improved access to tourist and recreation sites.
- Improved trunk road transport infrastructure supporting sustainable economic growth, and resilience to climate change (Transport Scotland, 2023).

It is therefore anticipated that the programme will have significant implications for the Local Development Plan, which may result in cumulative effects that demand consideration.

The completion of the A9 dualling is likely to increase the demand for development in some areas and could bring increased opportunities for inward investment within the National Park. The Transport Appraisal will inform development based on an infrastructure first approach in locations that will potentially benefit from the completion of the A9 dualling project.

Other road transport improvements

The local authorities have also been contacted to provide information regarding potential transport improvements and resilience programmes, in particular council programmes for roads, bridges and structures.

Perth and Kinross Council has responded (CNPA1165) stating that the council's works programme is delivered under statutory obligations in relation to the Roads (Scotland) Act 1984. Perth and Kinross Council has confirmed they do not currently hold records that would allow them to confirm which of the proposed works in Perth and Kinross fall within the boundaries of the Cairngorms National Park.

[25] An at-grade junction or intersection is a junction where two or more roads converge, diverge, meet or cross at the same height.

No other information has been provided to the Park Authority, but should new information be made available this will be taken into account during the preparation of the Proposed Plan.

Electric vehicles

To align with local, regional and national strategies the Proposed Plan should support the growth in electric vehicles by ensuring in the first instance that development is supported in locations that support electric vehicles use and development provides appropriate infrastructure both on site and at points where the development will lead to reduced capacity. In line with an infrastructure first approach to site selection, development should be supported, in the first instance, at locations with sufficient energy capacity, or where upgrades to the network can provide sufficient capacity within the lifetime of the Local Development Plan. Further information on energy capacity is provided in Schedule 9: Energy.

According to United Kingdom vehicle licensing statistics (CNPA895), at the end of March 2024 there were 97,856 (Figure 58) plug in electric vehicles (which includes hybrids petrol and diesel or purely electric cars) registered in Scotland. This is a significant increase in terms of numbers over the last five years. At the end of March 2019 there were 13,202 electric vehicles registered, representing a 641% increase.

The majority of the total electric plug in vehicles quoted above are electric plug in cars, which increased from 11,586 to 93,035 over the last 5 years (end of March 2019 to end of March 2024) representing an increase of 703.0%. During the last five years (end of March 2019 to end of March 2024) electric buses and coaches have increased from 26 to 580 (+2130.8%), electric light good vehicles have increased from 540 to 3,244 (+500.7%) and electric heavy goods vehicles have increased from 5 to 32 (+540%).

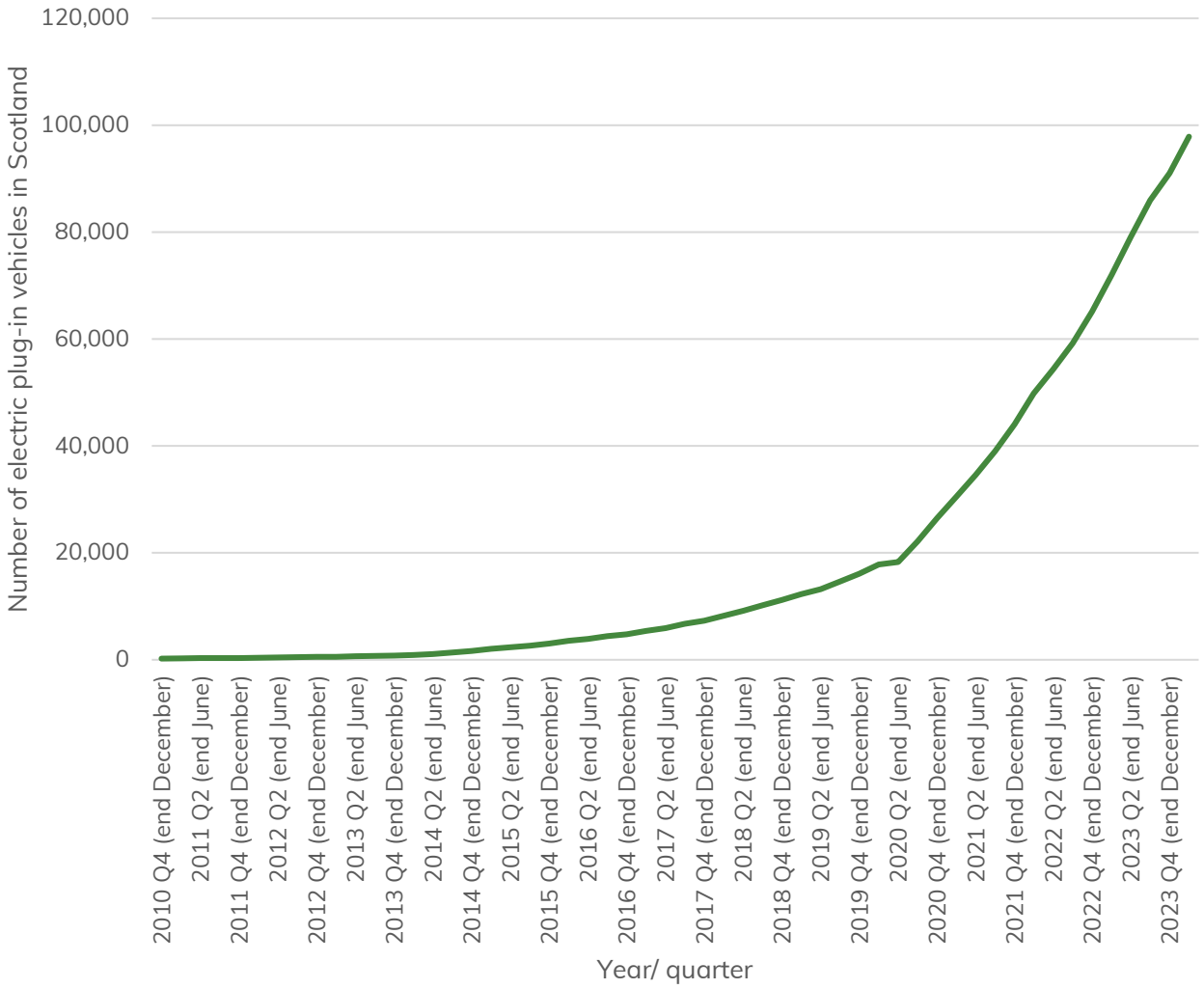


Figure 58 Total number of all vehicle types plug in electric, and hybrid plug in vehicles registered in Scotland from 2021 to March 2024. Department for Transport (Department of Transport and Driver and Vehicle Licensing Agency (DVLA) (CNPA895).

Scotland's public charging network comprises almost 4,000 public charge points[26] , and provides the greatest coverage of charge points per head of population than any other region of the United Kingdom outside of London. Over the coming years the network will need to continue to scale up and grow at pace to meet the needs of a mass electric car and van fleet. The right type of charging infrastructure needs to be available in the right number and at the right locations across all areas of Scotland where it is required, making charging as convenient and reliable as possible to meet the needs of local communities, businesses and visitors. As a popular visitor destination, the Cairngorms National Park needs to ensure it can provide a sufficient electric vehicle charging

[26] Zap Map data 31 May 2023, quoted in the Vision for Scotland's Public Electric Vehicle Charging Network (CNPA842).

network to not only cater for residents, but also the increasing number of visitors the National Park receives.

Scotland set out their vision for delivery of the electric vehicles charging network in 'a network fit for the future: Vision for Scotland's public electric vehicle charging network (CNPA842), in June 2023. Scottish Government aim to build upon the progress made over the past decade with the ChargePlace Scotland network, and move beyond that strategy, to an approach centred on accelerating private investment in the public charging network, at scale and pace, across the length and breadth of Scotland. The vision sets out the acknowledgement that the network needs to be financed, grown and operated by the private sector as well as being integrated within a clean, green electricity system, harnessing Scotland's abundant renewable energy resources.

The report: My Life in the Highlands and Islands by the Highlands and Islands Enterprise (CNPA897) found that, in 2022, 7% of households had already bought or leased an electric or hybrid vehicle, with a further 6% planning to do so in the next two to three years, with a further 24% 'considering' an electric vehicle. The main barriers to uptake were noted as:

- High capital cost of these vehicles.
- The availability of public electric vehicles charging.
- Low range of current models.

The visitor surveys (CNPA818 and CNPA819) conducted by the Park Authority also recorded an increase in the proportion of visitors travelling to or within the National Park by electric or hybrid vehicles. The proportion of visitors travelling to or within the National Park using either an electric or hybrid vehicle has increased from 3% in 2019 – 2020 to 14% in 2024 – 2025 (Figure 59).

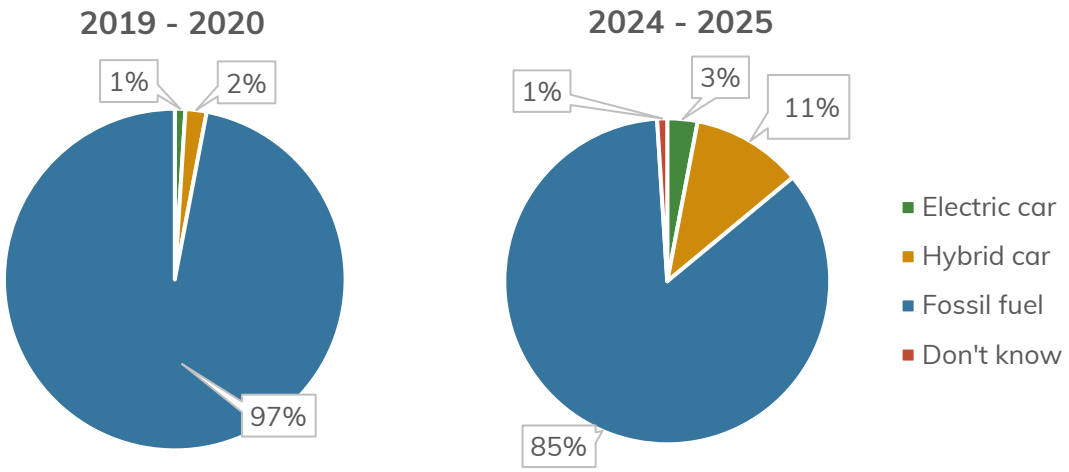


Figure 59 Breakdown of type of fuel used by visitors that travelled to or within the National Park by vehicle in the years 2019 – 2020 and 2024 – 2025. Cairngorms National Park Visitor Surveys for 2019 – 2020[27] (CNPA818) and 2024 – 2025 (CNPA819).

In 2024 – 2025, the majority of people (95%) visiting the Cairngorms National Park reported they used their preferred mode of transport. Only 3% of respondents reported that they would have preferred to travel around the National Park by a different mode of transport (2% stated they didn't know, were unsure).

Based on the infrastructure first approach, the Proposed Plan should support development of public electric vehicle charging infrastructure at locations that support existing road infrastructure, support mobility hubs or provide access to public transport, support locally living and are connected to or serviced by active travel infrastructure.

Development should be supported at locations which have existing capacity for increased energy demand at key substations to facilitate the anticipated increase in demand due to electric vehicle infrastructure.

Incorporation of electric vehicle infrastructure into existing development and at new locations needs ensure it provides appropriate electric vehicle infrastructure to meet current and anticipated future demand for electric vehicle charging.

Current EV Charging Infrastructure

Figure 60 shows the electric vehicle charging provision in the Cairngorms National Park based on the available data. There are electric vehicle charging points at all the strategic

[27] Note the 2019 – 2020 Visitor Survey was only conducted for 11 months due to the impact of the Covid 19 pandemic in the last month.

settlements and within or near to over half of the intermediate settlements; namely Boat of Garten, Braemar, Kincraig (Insh), Tomintoul and Blair Atholl (Castle). The settlements of Dinnet and Laggan both have accessible electric vehicle chargers.

It should be noted that the large number of connections available in Grantown-on-Spey for employees represents the offices of the Cairngorms National Park Authority. Kingussie has the best provision of publicly accessible electric vehicle charging connections compared to other settlements in the National Park. Aviemore has more connections overall with a large majority of the provision being met by hotels, resorts and other recreation businesses offering charging facilities to customers.

It is worth noting that currently none of the rail stations in the National Park offer electric vehicle charging provision. Also, although Glenshee Ski Resort did historically advertise electric vehicle charging being available for its patrons, it currently does not and nor does Cairngorm Mountain.

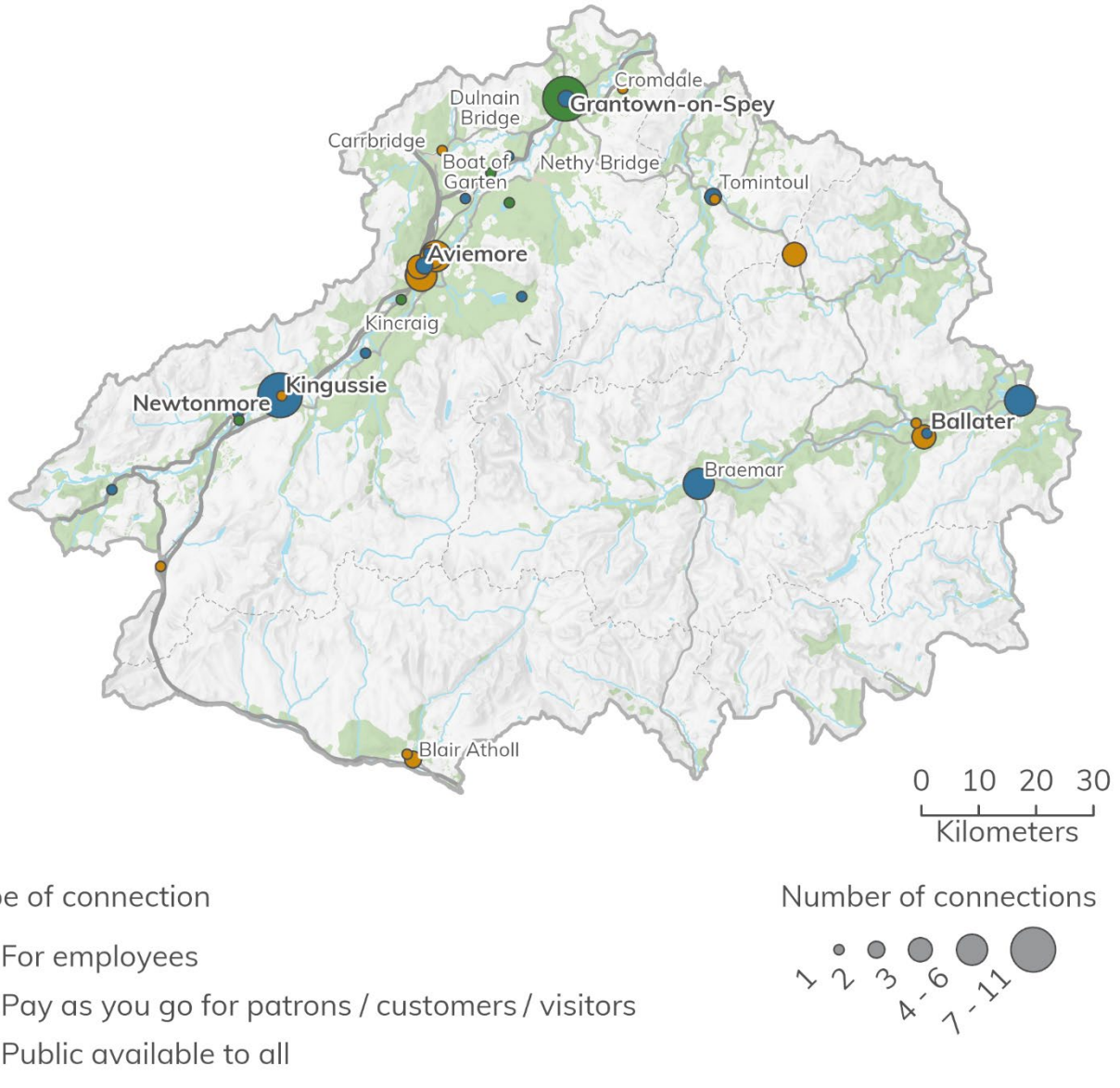


Figure 60 Electric vehicle charging provision (on readily available public data) within the Cairngorms National Park as of August 2024. Data obtained from Zapmap (CNPA1166), Carwow (CNPA1167), ChargePlace Scotland (CNPA1168) and ABRP (CNPA1169) 20 August 2024. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

The majority of the electric vehicle charging points are owned and managed by Chargeplace Scotland (which is part of the Swarco network). Chargeplace Scotland is a publicly owned and operated network of electric vehicle charging points. There are however numerous other providers including Tesla, Pod Point, Connect, Cora-Colt, Rich-Elmo and Joel-Olaf.

The ChargePlace Scotland network will not be funded after 2025 at the latest, although the Scottish Government is seeking to retain a single access method across any additional networks. Funding is also transitioning from public to private investment. All local authorities are therefore being encouraged to work together to develop strategies to attract private investment in electric vehicle infrastructure.

There is also a wide range of charging prices across the various charging points in the National Park. There are four types of chargers available across all locations: tesla chargers, CHAdeMO, Type 2 and CCS connections. There are also two points in Blair Atholl which have untethered connection where users need to bring their own cables.

Charging capacity also differs significantly across the National Park from 7kW up to 150 kWh (Tesla and CCS only).

Table 9 Electric vehicle charging locations in the Cairngorms National Park (August 2024).

Settlement	Available connections	Cost details	Provider	Address
Aviemore	2 x Type 2 22kW	45p per kWh. Minimum charge of £1.00. Connection fee of £1.00. An overstay fee of £5.00 applies after 3 hours.	ChargePlace	Wilderness Scotland Ltd, Dalfaber Industrial Estate, Aviemore
Aviemore	1 x Type 2 43kW 1 x CCS 50kW 1 x CHAdeMO 50kW	70p per kWh. Minimum charge of £1.00. An overstay fee of £1.00 per minute applies after 45 minutes.	ChargePlace	Public Toilet Car Park, B9152 Grampian Road, Aviemore
Aviemore	2 x CCS (Up to 150kW)	85p per kWh	BP Pulse	Aviemore Petrol Station
Aviemore	4 x Type 2 22kW	One of connection fee of 50p then 55p per kWh	EVC	Macdonald Spey Valley Resort, Aviemore, PH22 1ST
Aviemore	6 X Type 2 22kW	58p per kWh + 50p connection fee	EVC	Spey Valley Aviemore Golf Club, Dalfaber Drive, Aviemore, PH221ST

Settlement	Available connections	Cost details	Provider	Address
Aviemore	4 X Tesla (Up to 120kW)	Payment: Tesla Public Supercharger	Tesla	MacDonald Highland Resort, Aviemore, Scotland, PH22 1PN
Aviemore	4 X CCS (Up to 150kW)	Unknown	Unknown	MacDonald Highland Resort, Aviemore, Scotland, PH22 1PN
Ballater	2 x Type 2 22kW	47p per kWh / 27p per kWh 8pm - 8am	ChargePlace	Church Square Car Park, Ballater, Aberdeenshire, AB35 5NE
Ballater	2 x Type 2 22kW	Connection fee - 50p, then 60p per kWh	EVC	Ballater Golf Club, Victoria Road, Ballater, AB35 5QX
Ballater	2 x Type 2 22kW	Connection fee - 50p, then 60p per kWh	EVC	Ballater Golf Club, Victoria Road, Ballater, AB35 5QX
Ballater	Type 2 11 kW	No payment info	EVC	Craigendarroch Lodges, Ballater, AB35 5XA
Blair Atholl	3 x Type 2 7kW	30p per kWh – Untethered connection. Users need their own cable.	Cora-Colt	Blair Castle Caravan Park, Blair Atholl, PH18 5SR
Blair Atholl	2 x Type 2 7kW	30p per kWh – Untethered connection. Users need their own cable.	Pod Point	Blair Atholl Castle, Blair Atholl, PH18 5TH
Boat of Garten	2 x Type 2 22kW	35p per kWh. Minimum charge of £2.00.	ChargePlace	Reidhaven Park Boat of Garten, PH24 3BL
Braemar	1 x Type 2 44kW 1 x CCS 43kW 1 x CHAdeMO 43kW	47p per kWh. Overstay fee of £30.00 applies after 1 hour	ChargePlace	Balnellan Road Car Park, Braemar Braemar, AB35 5YE
Braemar	2 x Type 2 22kW	47p per kWh / 27p per kWh 8pm-8am	ChargePlace	Balnellan Road Car Park, Braemar Braemar, AB35 5YE

Settlement	Available connections	Cost details	Provider	Address
Carrbridge	2 x Type2 22 kW	One of connection fee of 50p then 55p/kWh	EVC	Lochanhully Resort, PH23 3NA
Cromdale: Lochan Lodge (Tesla)	1 Tesla Connectors up to 13kW.	Free for Tesla customers, 24 / 7. Self Park.	Tesla	Balnafettach Estate, Cromdale, PH26 3LW
Dalwhinnie	Type 2 7kW	Payment details unknown	Other	Tronius Apiary Cafe, Station Road, Dalwhiniie, PH19 1AB
Dinnet	1 x Type 2 7kW	£1.80 per kWh for the first kWh then 30p per kWh. Min Charge £1.50	ChargePlace	Loch Kinord Hotel Aboyne, Ballater Road, AB34 5LW
Dinnet	2 x Type 2 7kW 2 x Type 2 11kW	180p per kWh for the first kWh then 30p per kWh. Min Charge £1.50	ChargePlace	Loch Kinord Hotel Aboyne, Ballater Road, AB34 5LW
Drumuillie	2 x Type 2 22kW	Not Available - employer charging	Zap-work	Pilmuir, Drumuillie, Scotland, Boat of Garten, PH24 3BX
Glenmore Lodge	2 x Type 2 22kW	40p per kWh	ChargePlace	Glenmore Lodge, Aviemore, Highland, PH22 1QZ
Grantown-on-Spey	1 x Type 2 44kW 1 x CCS 43kW 1 x CHAdeMO 43kW	70p per kWh. Min charge £1.00. Overstay charge £1.00 per min after 45 minutes.	ChargePlace	Burnfireld Avenue Car Park, Grantown-on-Spey, PH26 3HF
Grantown-on-Spey	2 x Type 2 7kW	Price Unknown, open 9.00 - 17.00 Monday – Sunday	ChargePlace	The Speyside Heather Centre, Skye of Curr Road, PH26 3PA
Grantown-on-Spey	10 X 7.4kW	Free to employees	ChargePlace	14 The Square, Grantown-on-Spey, PH26 3HG

Settlement	Available connections	Cost details	Provider	Address
Aviemore	2 x CHAdeMO 50kW 2 x Type 2 22kW 2 x CCS 50kW	64.8p per kWh	Swarco E	High Range Hotel, Grampian Road, Aviemore, PH22 1PT
Kingussie	2 x CCS 51kW 2 x CHAdeMO 51kW 5 x Type 2 22kW 1 x CHAdeMO 43kW 1 x CCS 43kW	70p per kWh. Minimum charge of £1.00. An overstay fee of £1.00 per minute applies after 45 minutes.	ChargePlace	Ardvonie Car Park, Gynack Road, Kingussie, PH21 1ET
Kingussie	2 x Type 2 7.36kW	Payment: refer to Monta App	Monta	17 High Street, Kingussie, PH12 1HR
Laggan	2 x Type 2 22kW	70p per kWh. An overstay penalty of £1.00 per minute, applies after 4 hours, with a 10 minute grace period.	ChargePlace	Laggan Wolftrax, Forestry Houses, Laggan, PH20 1BU
Lecht Ski Centre	4 x Type 2 7kW	60p per kWh	Project EV	Lecht Ski Centre, AB36 8YP
Loch Alvie	2 x 22kW	40p per kWh. Available 24hours	Luke-Orla	Rowan Tree Country Hotel
Loch Garten	2 x Type 2 7kW	Prices not available	Pod Point	Loch Garten RSPB, Scotland, Nethy Bridge, PH25 3HA
Loch Insh	2 x Type 2 7kW	Payment: ChargePlace Scotland	ChargePlace	Loch Insh Outdoor Centre, Kincraig
Newtonmore	CHAdeMO up to 50kW CCS Up to 50kW Type 2 22kW	70p per kWh	ChargePlace	Glen Road, Newtonmore, PH20 1DA
Newtonmore	2 x 22kW	30p per kWh. Available 24hours	Milo-Scot	Russwood Ltd, Station Road, Newtonmore, PH20 1AR

Settlement	Available connections	Cost details	Provider	Address
Aviemore	2 x CHAdeMO 50kW 2 x Type 2 43kW 2 x CCS 50kW	79p per kWh. Off peak charges 8pm - 8am are 75p per kWh Overstay charge £10.00 after 90 minutes and £10.00 for every 90minutes thereafter.	GeniePoint	Premier Inn, Aviemore, PH22 1PX
Tomintoul	1 x CHAdeMO 22kW 1 x CCS 22kW 1 x Type Unknown 22kW	56p per kWh	ChargePlace	Tomintoul Car Park, Tomintoul, AB37 9EX
Tomintoul	2 x Type 2 22kW	Prices not available	ChargePlace	Glenlivet Estate Office, Tomintoul, Scotland, AB37 9EX

Electric vehicle expansion plans

A key project contributing positively towards the expansion of electric vehicle charging networks in Scotland is the Local Authority Installation Programme (LAIP). Funded by Transport Scotland, this annual programme further developed the electric vehicle public charging network so that electric vehicle drivers can confidently travel throughout Scotland – in both urban and rural locations. This programme includes the Electric A9 project (CNPA1171).

Local Authorities have been provided funding by the Scottish Government to develop electric vehicle Expansion Plans under the electric vehicle Infrastructure Fund (CNPA1170). They outline plans on how to develop the infrastructure. Aberdeenshire, Highlands Council and Moray along with Aberdeen City Council are currently procuring a private provider.

Angus and Perth and Kinross Councils have received an electric vehicle Infrastructure Fund Grant Award of £1.925 million for the upgrades, which will see an expansion of the current network at local authority sites and ensure motorists without access to off street parking, in urban and rural areas, have access to nearby charging hubs, either in car parks or on street.

Given the inevitable increase in electric vehicle use both by residents and visitors to the Cairngorms National Park, the Proposed Plan needs to support development that supports the electric vehicle charging network. In residential and employment settings electric vehicle charging provision should be included in proposals to meet current and future demand.

Vehicle miles

The United Kingdom Department for Transport (CNPA913) provides data on vehicle miles travelled on roads by local authority as well as a breakdown of vehicle miles for all motor vehicle and specifically for cars and taxis. The data is not available for the geography of the Cairngorms National Park; however, it is available for the local authorities that overlap the national park area. The number of vehicle miles for both all vehicles and specifically cars and taxis reduced for all local authorities in 2020 due to the Covid 19 pandemic but have continued to rise since the pandemic (Figure 61 and Figure 62). In Highland the number of vehicle miles by all vehicles has surpassed the high of 1.84 billion seen in 2019 to 1.97 billion in 2024 (Figure 61). In Moray the number of vehicle miles by all vehicles has also surpassed the high of 4.98 billion seen in 2018 to reach 5.17 billion in 2024 (Figure 61). This increasing trend in vehicle miles is also seen in cars and taxis for Highland however all the other four local authorities have experienced a reduction in vehicle miles by cars and taxis when compared to the highs recorded pre pandemic (Figure 62).

It is uncertain yet whether post pandemic vehicle miles will continue to rise and exceed pre pandemic levels in all the five local authorities that overlap the Cairngorms National Park area, but regardless, the Proposed Plan should seek to encourage and facilitate a reduction in vehicle miles, both for all vehicles and cars and taxis specifically. This can be achieved through ensuring new development supported at locations that are connected to active travel infrastructure and public transport lowering the dependence on private individual vehicle use.

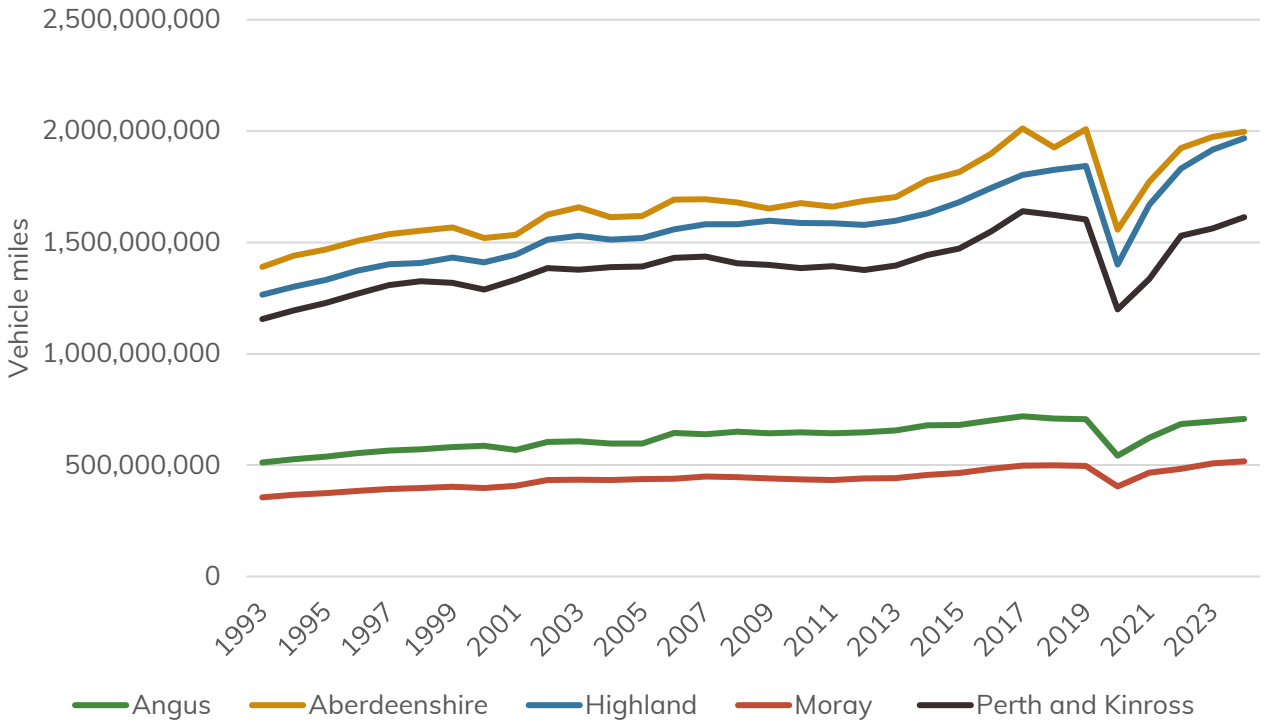


Figure 61 Vehicle miles of all vehicles in the five local authorities that overlap the National Park area. Department for Transport data 2025 (CNPA913).

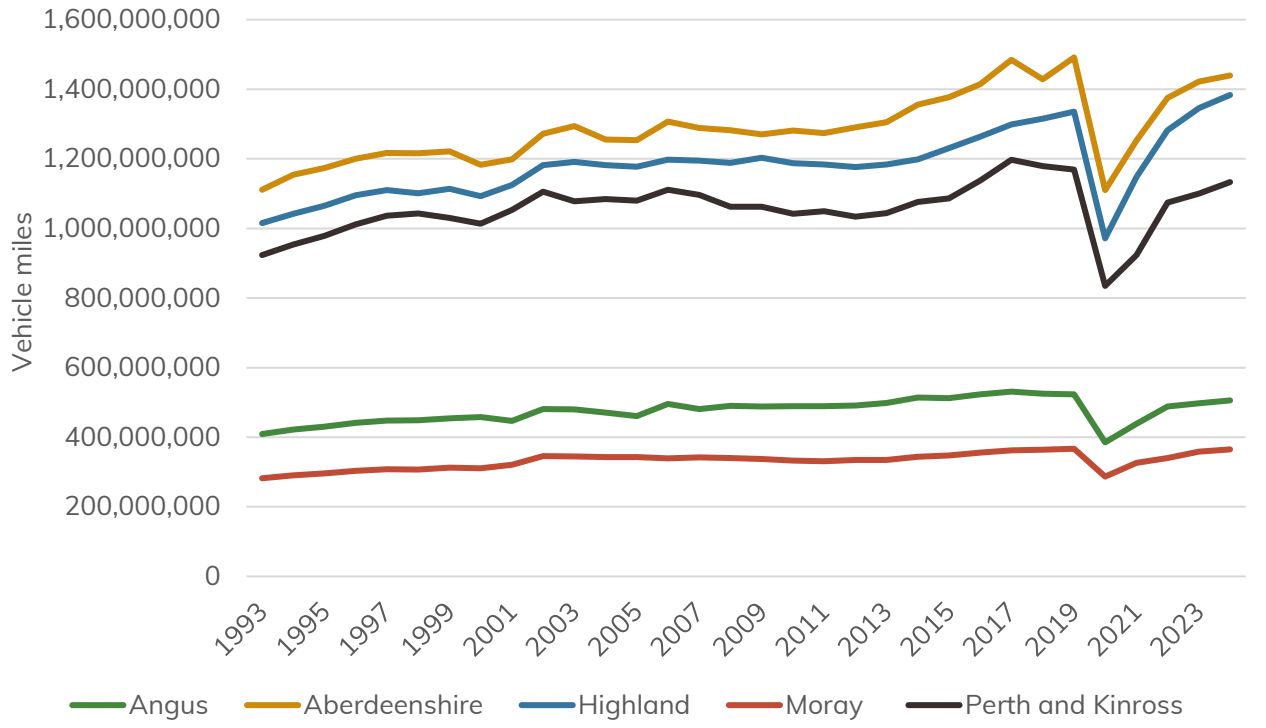


Figure 62 Vehicle miles of cars and taxis in the five local authorities that overlap the area of the Cairngorms National Park. Department for Transport data, 2025 (CNPA913).

The Proposed Plan needs to support Transport Scotland's policy to reduce car use in Scotland (CNPA500). Applying the infrastructure first approach to the site selection process in terms of siting development at locations that are already supported by active travel and public transport provision will support this modal shift in line with the sustainable travel hierarchy. Development should be located in strategic and intermediate settlements at locations that support local living and the 20 minute neighbourhood principles.

Aberdeenshire and Angus

The NESTRANS regional evaluation[28] explores how various measures both within and beyond the control of NESTRANS and its partners could reduce car kilometres and carbon emissions in Northeast Scotland. It highlights the significant challenges in implementing the most effective strategies, particularly those involving substantial deterrents or costs to car use. Over the long term, the report estimates that active travel improvements could reduce car kilometres by 3%, bus enhancements by 1%, car sharing initiatives by 2.5%, increased parking charges by 5%, and road pricing by as much as 10%, underscoring the need for a multifaceted approach to meet the ambitious targets.

Traffic flows

Road traffic open data provided by the UK Department of Transport (CNPA913) provides street level data for every junction to junction link on the motorway and 'A' road network, and for some minor roads in Great Britain.

Data covering a selection of points in the Cairngorms National Park (Figure 63) has been extracted for the A roads in the National Park. The data point references shown in Figure 63 correspond to the graphs Figure 64 – Figure 85. For the purposes of this report the data from selected points on the B roads in the National Park have been included here. Data points where traffic is only measured in one direction, and / or covers the same section of road with no significant differences in numbers have been excluded. The raw data also includes data on cycle traffic; however, due to the small numbers these figures have been excluded from the graphs.

All traffic flow numbers represent the daily traffic volumes as averaged over an annual period (Average Annual Daily Traffic – AADT). Information on the methodology and vehicle definitions used by the Department of Transport in the collection of the data can be accessed here:

[28] Reducing car km and Carbon Emissions Options for the NESTRANS Region (CNPA1172).

- https://roadtraffic.dft.gov.uk/about

The transport appraisal will need to consider traffic flows in relation to new developments toward:

- Increasing the likelihood of new development increasing safety risks at junctions.
- Increasing the volume of traffic through settlements impacting on noise / severance / air quality.
- Increasing visitor traffic.
- Ability to provide alternatives to adjust mode share with new development.
- Contributing to pinch points / increasing volumes on single carriageways increasing frustration and overtaking risks.

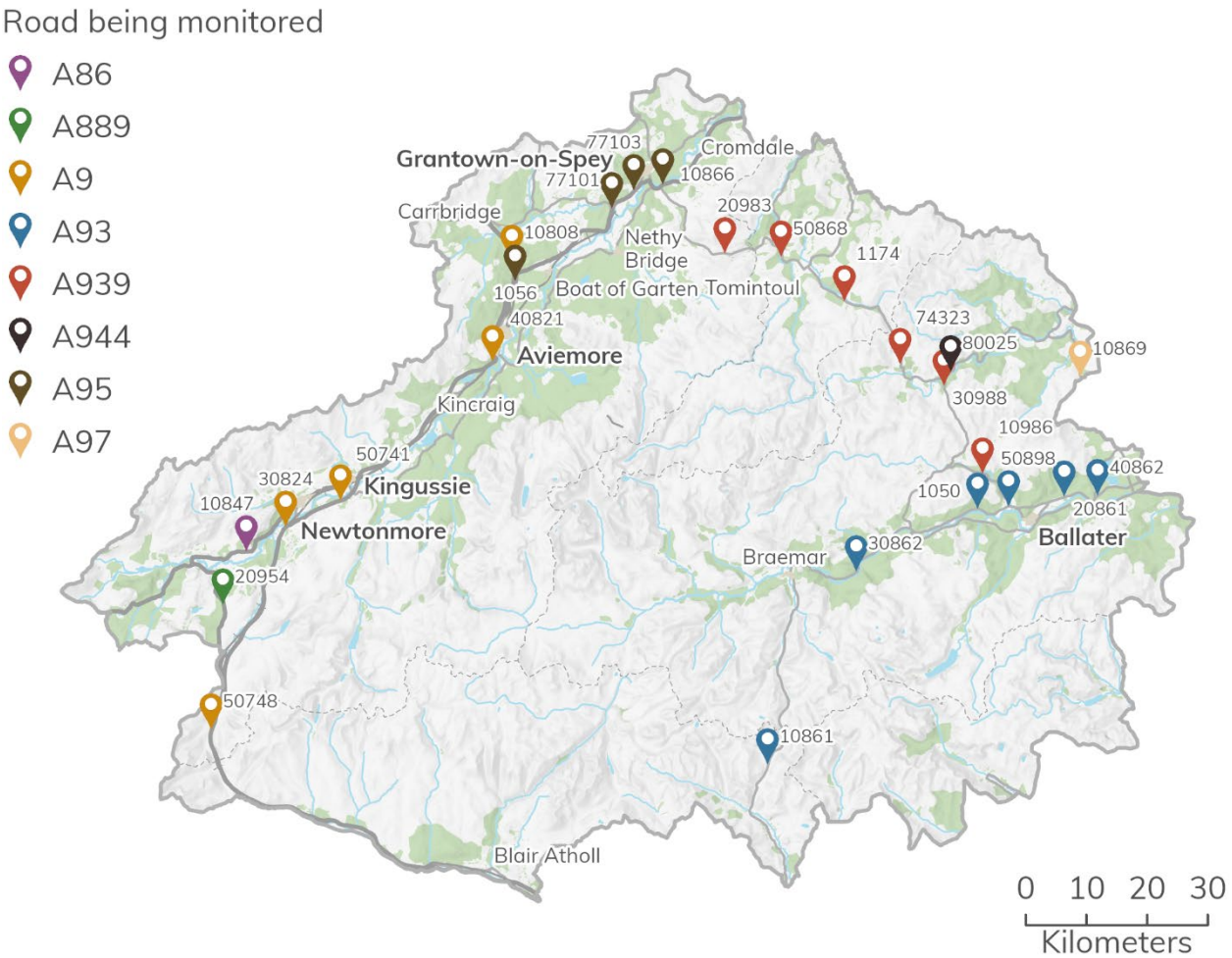


Figure 63 Traffic flow monitoring points in the Cairngorms National Park. Contains Road traffic statistics, Department for Transport, 2024 data (CNPA913). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

A9 traffic flows

The busiest section of the A9 in terms of average annual daily traffic flows is between Calvine and Dalwhinnie (map point reference 50748 see Figure 63) which in 2023 recorded 10,190 motorised vehicles traveling in both directions (Figure 64). This part of the A9 coming north from Perth also serves the A990 connecting to the A86 to Spean Bridge. From 2004 to 2023 there has been a modest increase in two wheel motor vehicles

At point 50748, the large increase in reported traffic flows in 2017 may not necessarily represent a significant increase from 2016 rather a correcting of the exact numbers as from 2009 to 2016 the figures were based on estimates with the 2017 figures produced from an automatic counter (please refer to the methodology for details on how count figures are derived). Average annual daily traffic flow for the sum of all motorised vehicles at all points along the A9 despite reducing significantly in 2020, in 2023 exceeded those reported in previous years (Figure 64). From 2004 to 2019 there was an increase in the number of two wheeled vehicles, and cars and taxis, which declined sharply in 2020 and in 2023 the figures remain lower than in 2019.

The number of buses and coaches using this stretch of the A9 (Calvine to Dalwhinnie) had already started to decline before the Covid 19 pandemic peaking in number in 2017 (92 per day) and reducing year on year in 2018 (89 per day) and 2019 (85 per day). They reduced significantly in 2020 (52 per day) and have since began to increase to a number on par with the 2016 figures (73 per day in 2023, compared to 71 per day in 2016). The largest increases have been in light goods vehicles and heavy good vehicles from 2004 to 2023. Both categories of vehicle were steadily increasing until 2020 and in 2022 both categories of vehicles were higher than in 2019 and continued to increase in 2023. In 2023 the number of light good vehicles increased 16.9% from the 2019 figures and 241.0% from the 2004 figures. Heavy goods vehicles increased 4.7% between 2019 – 2023, and 104.6% since 2004 (Figure 64).

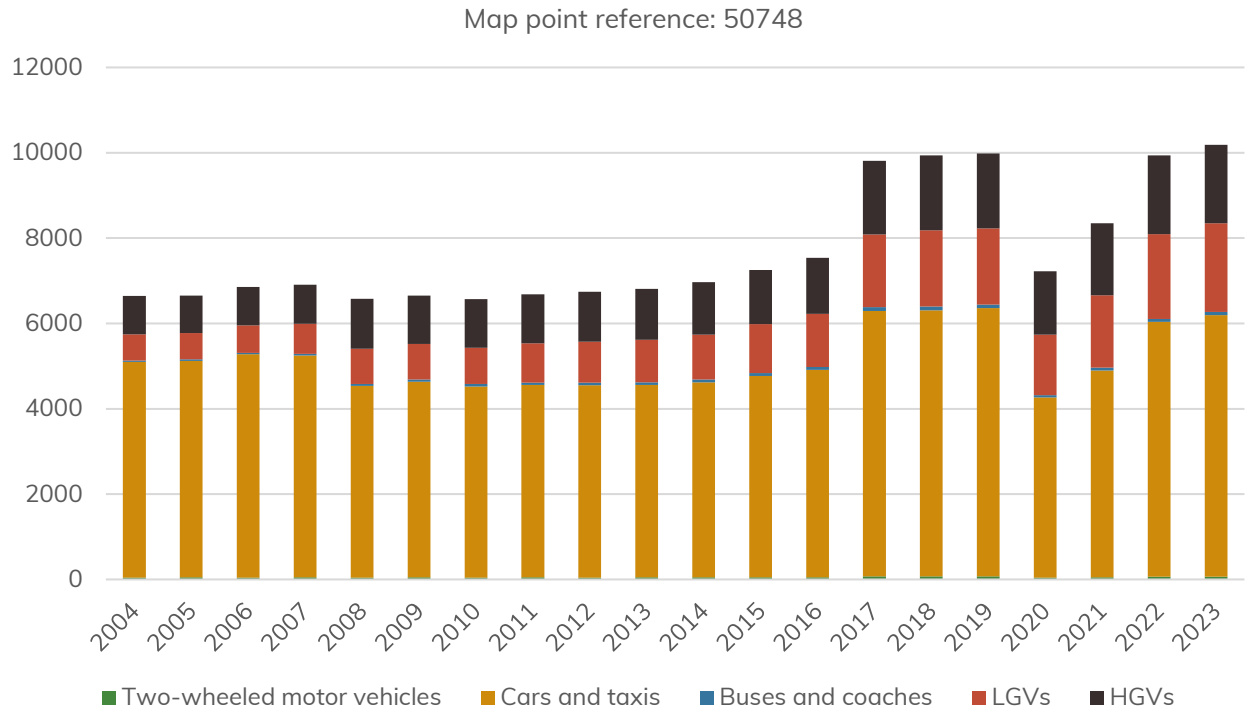


Figure 64 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 50748 on the A9 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Traveling north to point 30824 (Figure 63) the overall traffic figures reduce slightly with average annual traffic flows between the Dalwhinnie A889 Junction and Newtonmore, in 2023 the combined total (all vehicle categories) was 9,039 per day (Figure 65). The number of cars and taxis reported passing this point are significantly higher in 2023 (5,491 per day) than in 2019 (5,087 per day). There has been little change in the number of two wheeled vehicles, a trend being harder to establish due to the low number recorded. Similar to the figures reported at point 50748, the numbers of buses and coaches were already declining before the events of 2020. In 2017 the number of buses and coaches was recorded at 110 per day. Falling to 102 per day in 2019, by comparison in 2022 and 2023 the number was stable at 97 per day.

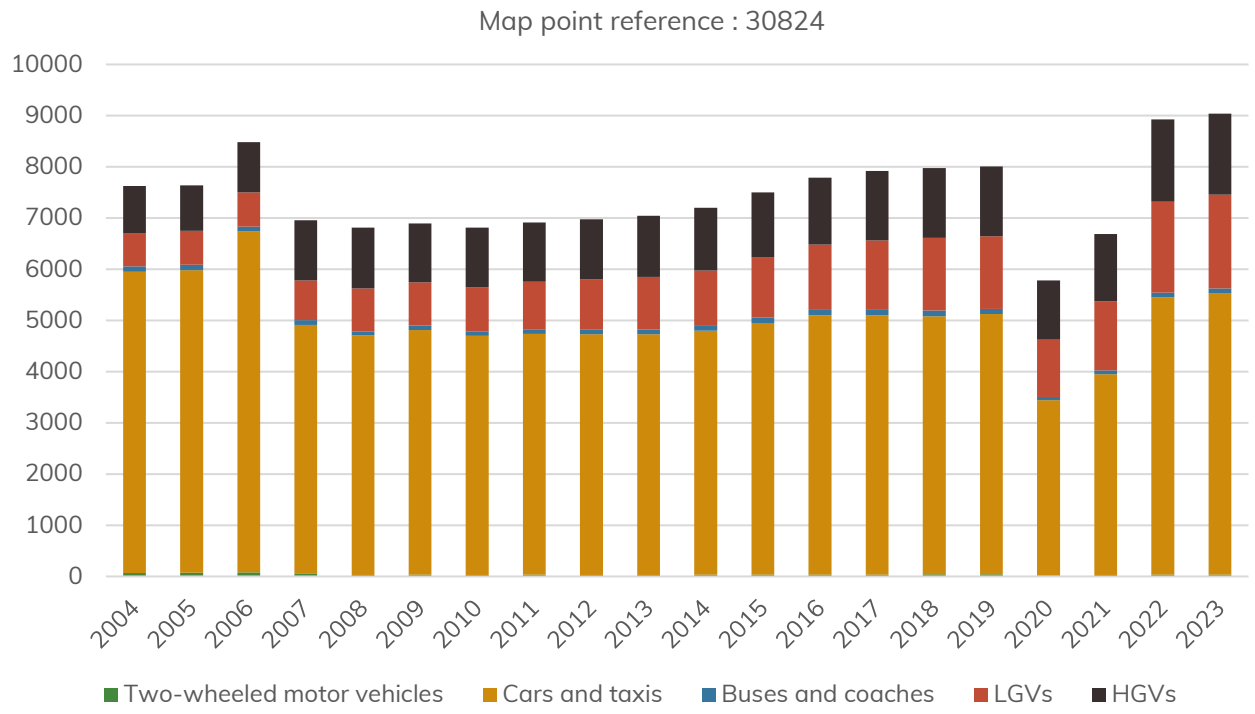


Figure 65 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 30824 on the A9 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

The data collected at point 50741 (Figure 66) relates to the portion of A9 between Newtonmore and Kingussie. There is a similar pattern in terms of two wheeled vehicles and cars and taxis remaining below the figures record in 2019 compared to 2023. There was also a reduction in the number of buses and coaches per day in 2019. Comparing the figures for light good vehicles and heavy goods vehicles from 2019 to 2023 both categories have increased with a more significant gain evident in the number of light goods vehicles.

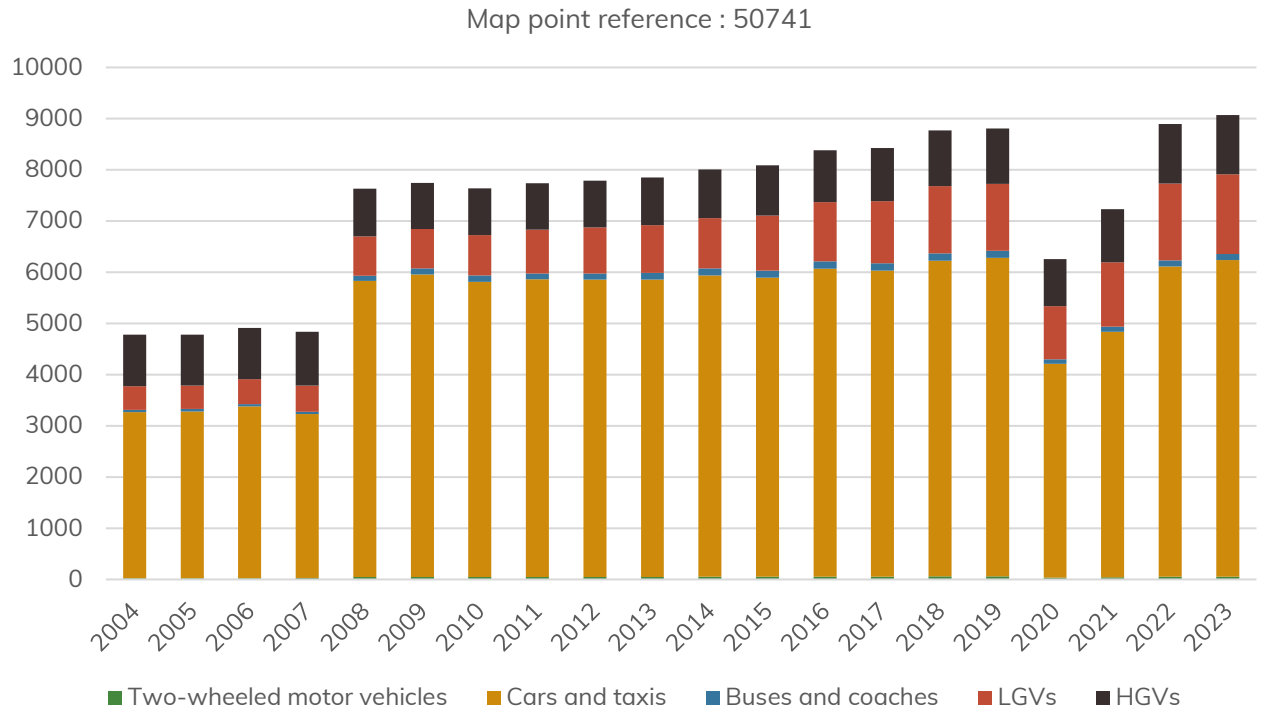


Figure 66 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 50741 on the A9 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 40821 is on the section of A9 between Kincraig and Aviemore reflects the trends seen at point 50741 however the total number of motorised vehicles reported at point 40821 was 8,800 per day (Figure 67) slightly lower than the 9,069 per day recorded at point 50741 in 2023 (Figure 66).

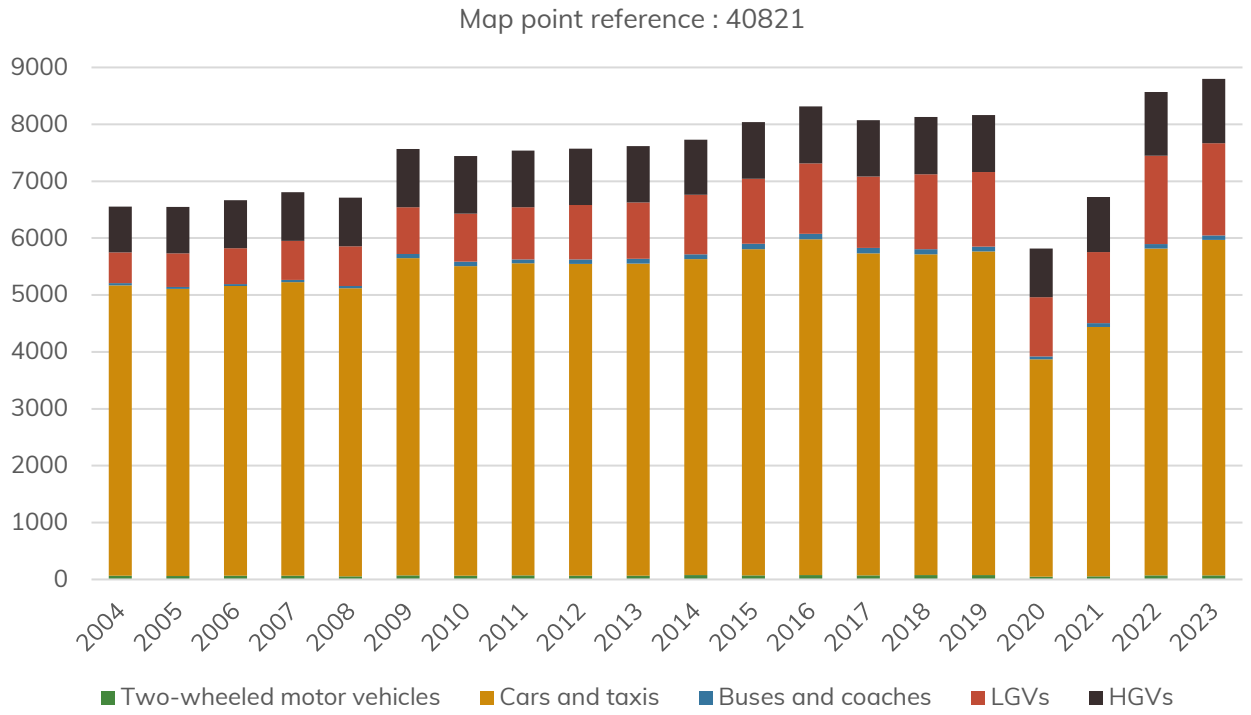


Figure 67 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 40821 on the A9 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 10808 is located on the stretch of road between Aviemore and the Slochd, which monitors traffic entering and leaving the Cairngorms National Park from the north (Figure 63). Between 2010 and 2019 the average annual daily traffic flow levels of two wheeled vehicles and buses and coaches remained relatively stable (Figure 68). What is interesting at this point is the number of cars and taxis from 2004 to 2023 was highest in 2013 when 5,824 per day were reported. This reduced to 5,574 per day in 2019 and in 2023 was recorded at 5,440 per day. Similar to other points along the A9 within the National Park the number of light good vehicles and heavy goods vehicles have been increasing, both reducing slightly in 2020, but have now surpassed the 2019 figures (17.0 % increase in light goods vehicles and 5.5% increase in heavy goods vehicles, 2019 – 2023).

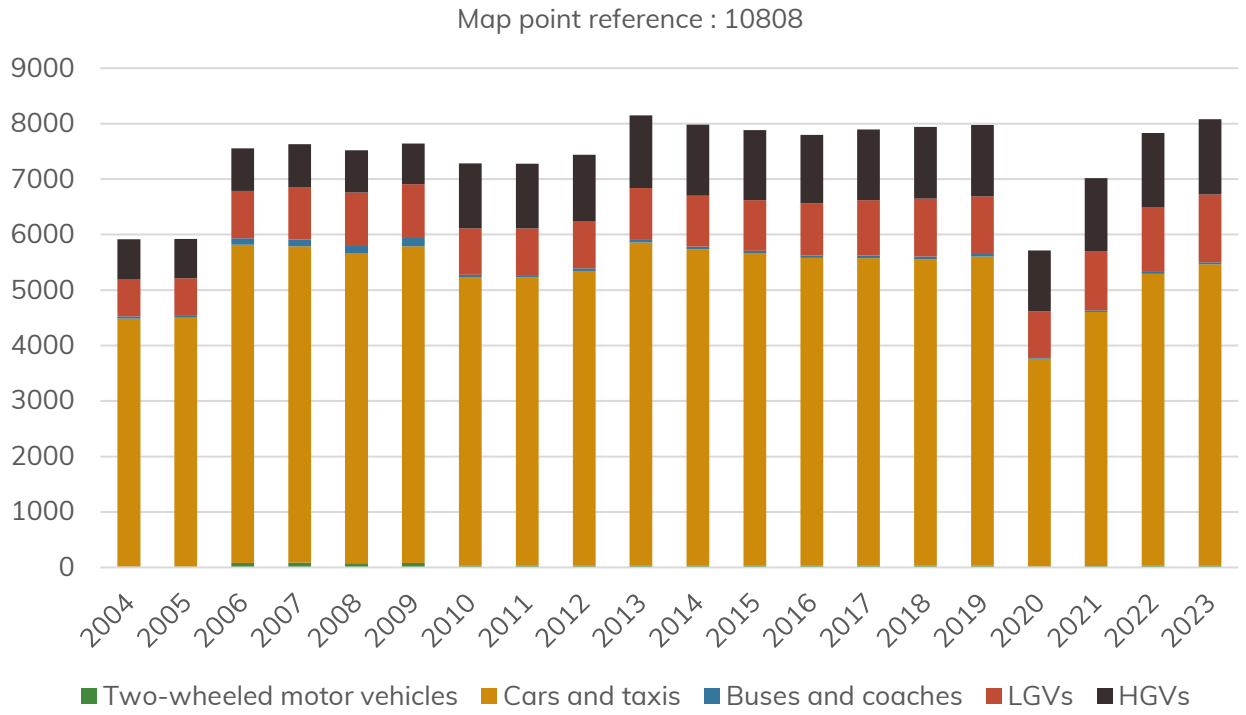


Figure 68 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 10808 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, (2024) data (CNPA913).

A9 Summary

The increase in overall traffic flow numbers on the A9 within the National Park can be, in part, attributed to increases in the number of light goods vehicles (approximately 21% increase, a mean value across all five points) and heavy goods vehicles (approximately 9% increase) using the route. Other modes of transport are generally still below the levels seen in 2019 but are growing and therefore it is uncertain yet if in terms of transport numbers, they will continue to grow and surpass the pre Covid 19 figures or are an early indication of a change proportionally to the way people move around.

Given the fact that the volume of traffic has been increasing since 2020 and now exceed figures for 2019 on all survey points on the A9, proposals for new development near junctions need to consider the potential and cumulative effects of the increasing traffic. The dualling program will introduce grade separated junctions, perhaps of most relevance is the timing of grade separated junctions along the A9 which may result in time constraining development in particular localities. The transport appraisal will need to take this into consideration.

A95 traffic flows

Four points along the A95 between Aviemore and Cromdale have been included in this report (Figure 63), and the data is presented here (Figure 69, Figure 70, Figure 71 and Figure 72). The A95 is a key route linking Aviemore, with the settlements of Boat of Garten, Nethybridge and Dunlain Bridge, as well as Carrbridge, and directly to Grantown-on-Spey and Cromdale exiting the Cairngorms National Park to the east out to Charlestown of Aberlour and connecting the National Park to Elgin and Keith in Moray.

Point 1056 – between Aviemore and Drumillie was the busiest in terms of average annual daily traffic flows (by a significant margin) compared to the other points along the A95. At point 1056 the total flow in 2023 was 6,785 per day (representing a 10% increase from the 2018 figure (6,127). Similar to the data presented for the A9 the data suggests that buses and coach numbers on this stretch of road were already declining prior to the Covid 19 pandemic. The figures for cars and taxis, light goods vehicles and heavy goods vehicles are all higher in 2023 than reported in 2019. The largest categorical increase, on this stretch of the A95, between 2018 and 2023 was in the number of light good vehicles which increased by 26% from 1,372 to 1,723 per day.

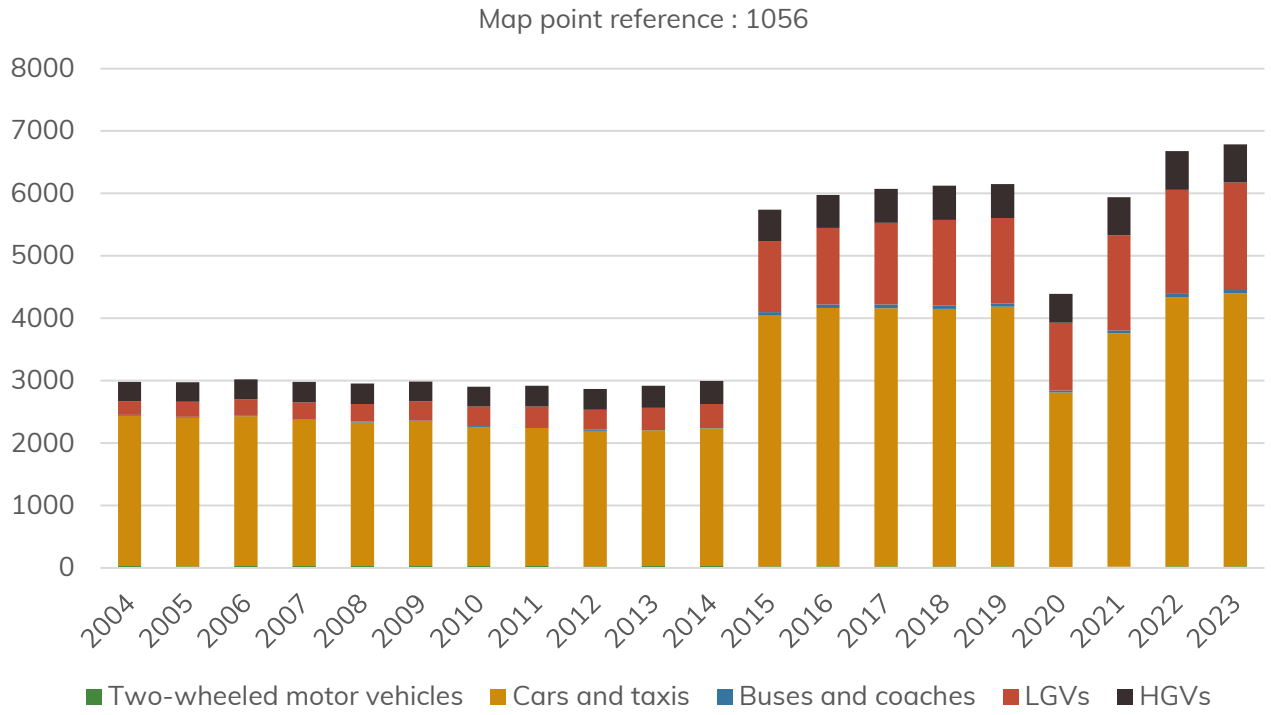


Figure 69 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 1056 on the A95 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 77101 between Broomhill and before the exit for Dunlain Bridge experiences significantly less traffic than the stretch of road from Aviemore to Drumillie (Figure 68 and Figure 69). The number of cars and taxis and heavy goods vehicles were all lower in 2023 compared to the figures for 2018. The data trend for light goods vehicles differs for the 2018 – 2023 period from other points in that the number of light goods vehicles reduced by 19% from 905 per day in 2018 to 734 per day in 2023. The number of buses and coaches reported was 34 per day in 2023, compared to 42 per day in 2019 when it had been steadily increasing since 2005.

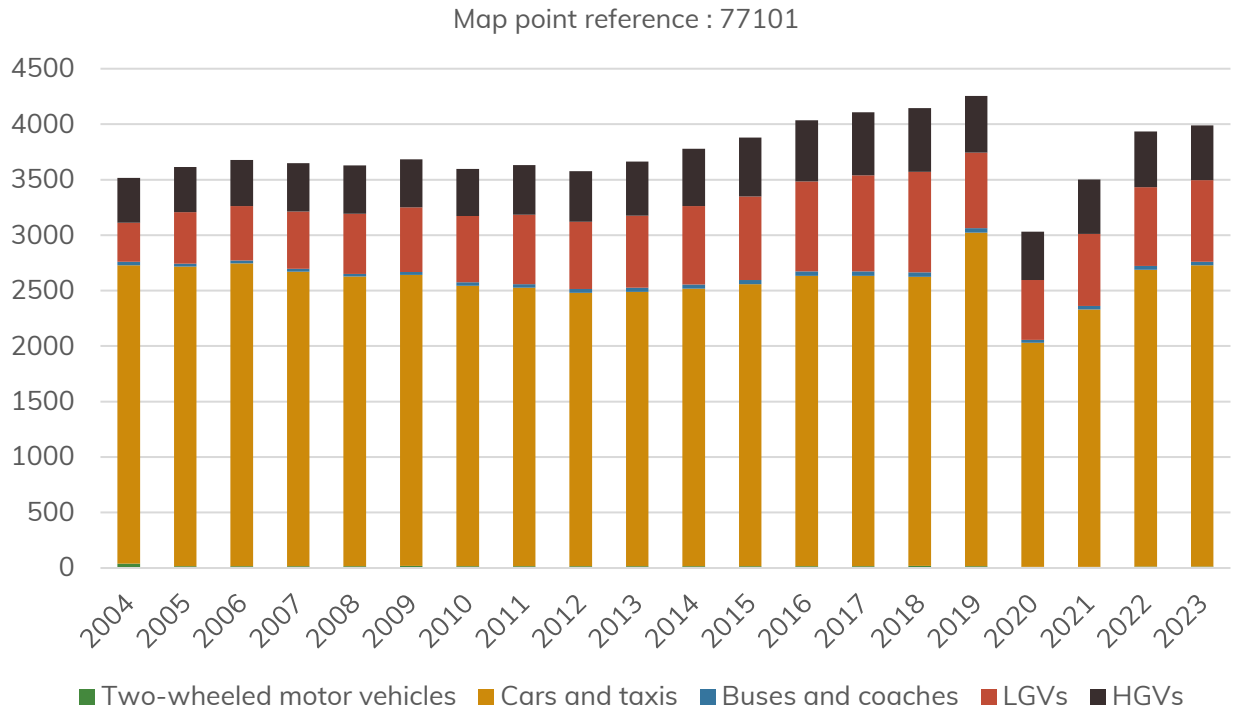


Figure 70 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 77101 on the A95 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 77103 lies between Dunlain Bridge and Grantown-on-Spey, the average annual daily traffic flow data is shown in Figure 71. The data on the number of two wheeled vehicles was reducing from 54 per day in 2016 to 31 per day in 2019 pre Covid 19 and was reported as 24 per day in 2023 (Figure 71). The number of buses and coaches also decreased from 2016 to 2019 (minus 49.0%) and although increasing from 2020 – 2023, are still lower than the figures for 2019. The number of cars and taxis, in 2023 (2,059) is lower than the number recorded pre Covid 19 in 2019 (2,212). It should be noted that the figures pre 2017 were estimated values and potentially corrected in 2017. Comparing the categories of motorised vehicle traffic flow numbers from 2023 to the pre Covid 19 figure of 2019, only the number of light good vehicles has increased.

Between 2018 and 2023 the number of light good vehicles increased 11% from 889 per day to 987 per day.

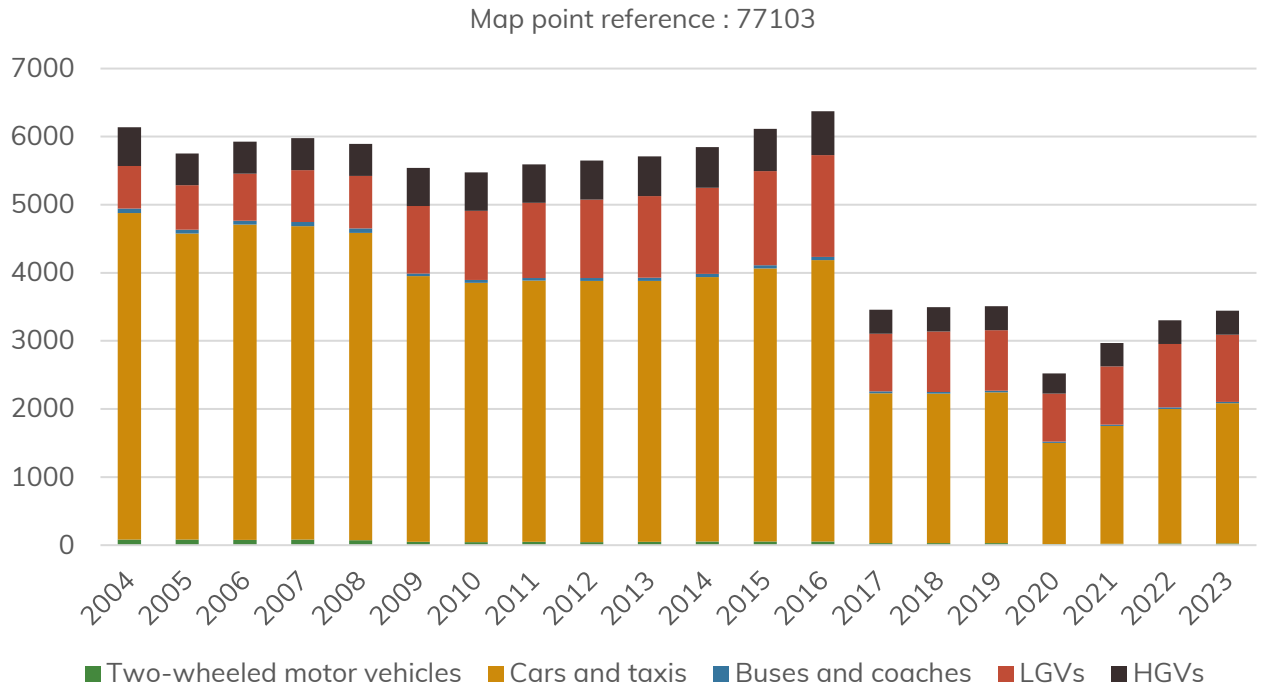


Figure 71 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 77103 on the A95 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

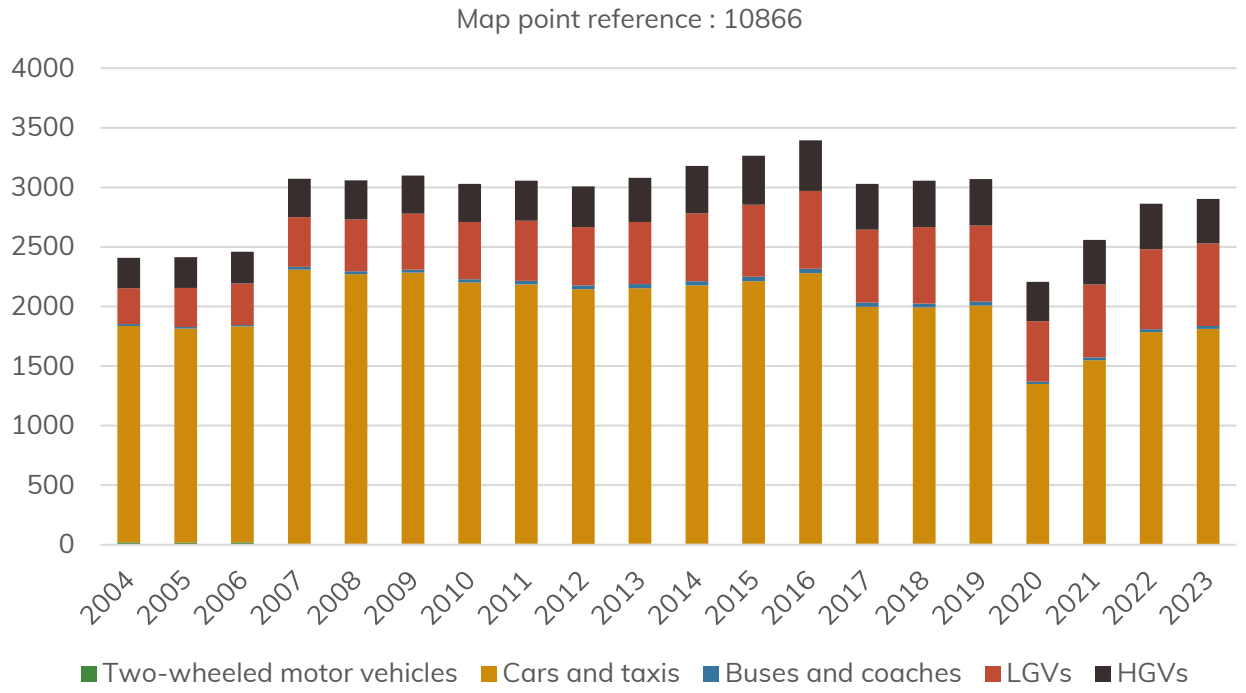


Figure 72 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 10866 on the A95 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

The data collected for point 10866 (Figure 72) between Grantown-on-Spey and Cromdale follows the same trends in terms of 2023 figures compared to pre Covid 19 figures. The total sum of all categories of motorised vehicular traffic flow numbers at point 10866 was 2,902 per day, 542 vehicles per day lower than at point 77103 (between Grantown and Aviemore).

Aviemore is the largest settlement in the National Park and the data on traffic flow numbers reflects that with the busiest count point closest to the town. The total average daily traffic flow numbers for 2023 decrease the further they are from point 1056, significantly at first (reducing by 2,796 per day from point 1056 to point 77101) then less pronounced manner (reducing approximately 500 less vehicles per day up to the first point outwith the National Park). The point closest to Aviemore shares the trend of increasing heavy good vehicles and light good vehicles seen along the A9.

A93 traffic flows

The A93 originates in Perth and enters the southern boundary of the Cairngorms National Park near Glenshee. It follows a northerly route to Braemar, then on to Ballater and exits the National Park near Dinnet. Six data points along this strategic route have been included in this report.

Point 10861 (see Figure 63) is the first point surveyed entering the National Park from the south before one reaches the settlement of Braemar. Figure 73 shows the Average Annual Daily Traffic numbers for all motorised vehicles in both directions from 2004 to 2023. Of all the count points surveyed on the A93 in the National Park, in 2023 the lowest combined vehicle traffic figure reported was at this point (814 per day in 2023). The figures for the number of two wheeled vehicles, buses and coaches and heavy goods vehicles were slightly lower in 2019 compared to 2023. Light goods vehicles were estimated have slightly increased, however cars and taxis were lower in 2023 compared to 2019. It should be noted that at this site no manual or automatic count has been performed since 2012. General trends at this point follow the wider traffic trends of increasing light goods vehicles and levels of most modes of transport still below the levels reported for 2019 before the Pandemic.

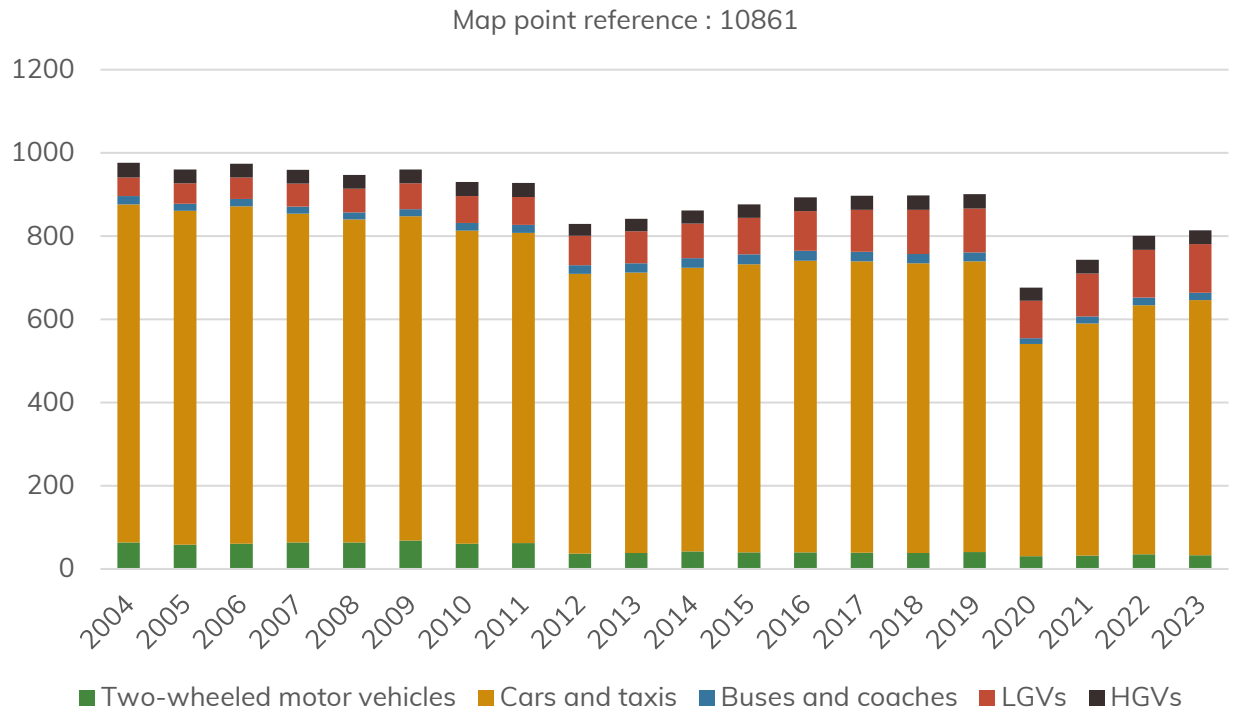


Figure 73 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 10861 on the A93 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 30862 (see Figure 63) on the A93 is located between Braemar and Balmoral. At this point over twice the number of average annual daily traffic was reported in 2023 compared to point 10861 (Figure 73 and Figure 74). From 2013 to 2019 overall traffic levels were increasing very slightly, with all modes reducing in 2020. In 2023 cars and taxis, and light goods vehicles numbers surpassed those reported for 2019. In 2019, 966 cars and taxis were reported using the road per day which increased to 1,312 per day in

2023. The number of two wheeled vehicles reported using the road has declined since 2014 from 134 per day to 77 per day in 2023. Similarly, the number of buses and coaches has also declined from 50 per day in 2015 to 16 per day in 2023.

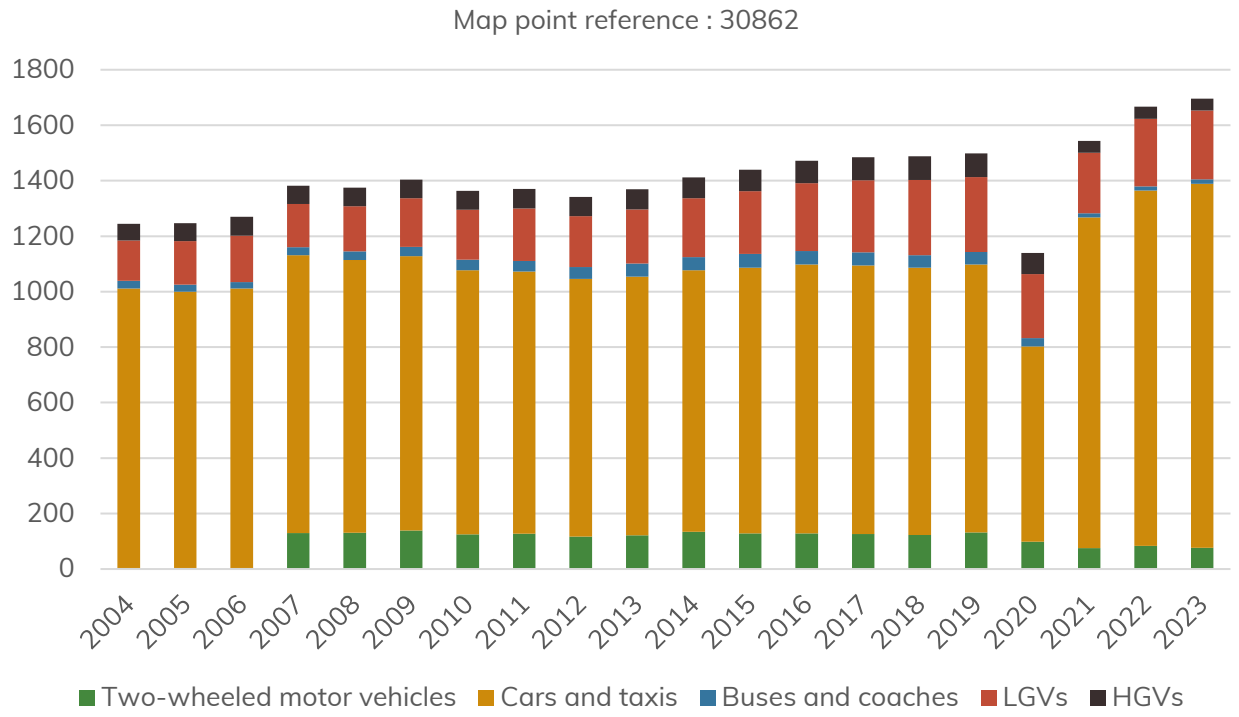


Figure 74 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 30862 on the A93 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 1050 (see Figure 63) All years on Figure 75 are for data estimated, with the exception of 2011 which accounts for the increase seen between 2010 and 2011. Using the estimated data all modes of were reported lower in 2023 compared to 2019 with the exception of light goods vehicles. The number of light goods vehicles per day had been increasing steadily since 2013 and in 2023 made up 17.9% of all traffic recorded, cars and taxis constituted 72.6% of all traffic per day recorded.

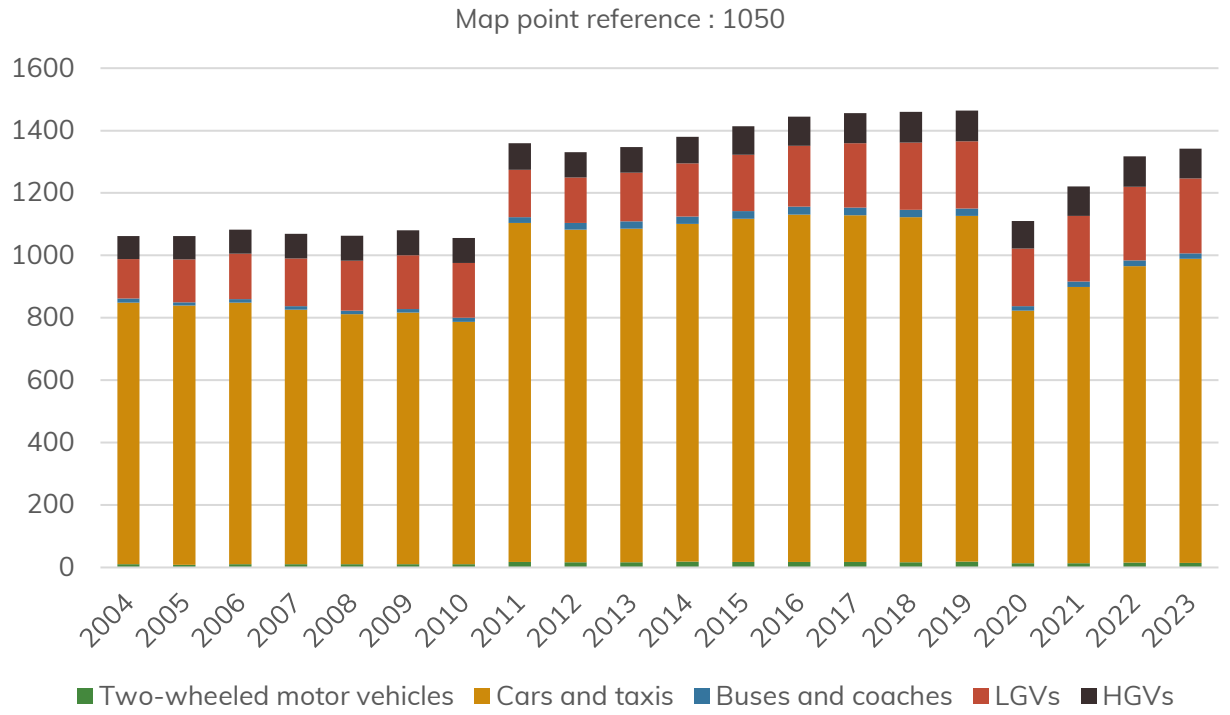


Figure 75 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 1050 on the A93 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Point 20861 and Point 40862 (see Figure 63) are located either side of Ballater and the data on the total number of vehicles passing through these points in 2023 was relatively similar with total average annual daily traffic flows of 2,866 per day at point 20861 and 2,909 per day at point 40862 (Figure 76 and Figure 77). The data set point 20861 was based on estimated data since 2009, whereas at point 40862 a manual count was performed in 2012. Significantly more two wheeled vehicles were recorded at point 20861 (18 per day) in 2023 compared to 7 per day at point 40862 suggesting more increased traffic by this mode between Ballater and Braemar potentially. There were also more buses and coaches recorded at point 20861, which may also indicate more public transport / movement between the two settlements. The number of cars and taxis was comparatively similar with 1979 per day at point 40862 and 2047 per day at point 20861 in 2023. Similar to other points along this route within the National Park, the number of high goods vehicles, two wheeled vehicles, buses and coaches and cars and taxis were lower in 2023 compared to 2019. Notably the number of light goods vehicles increased (despite reducing in 2020) between 2019 and 2023 at both points.

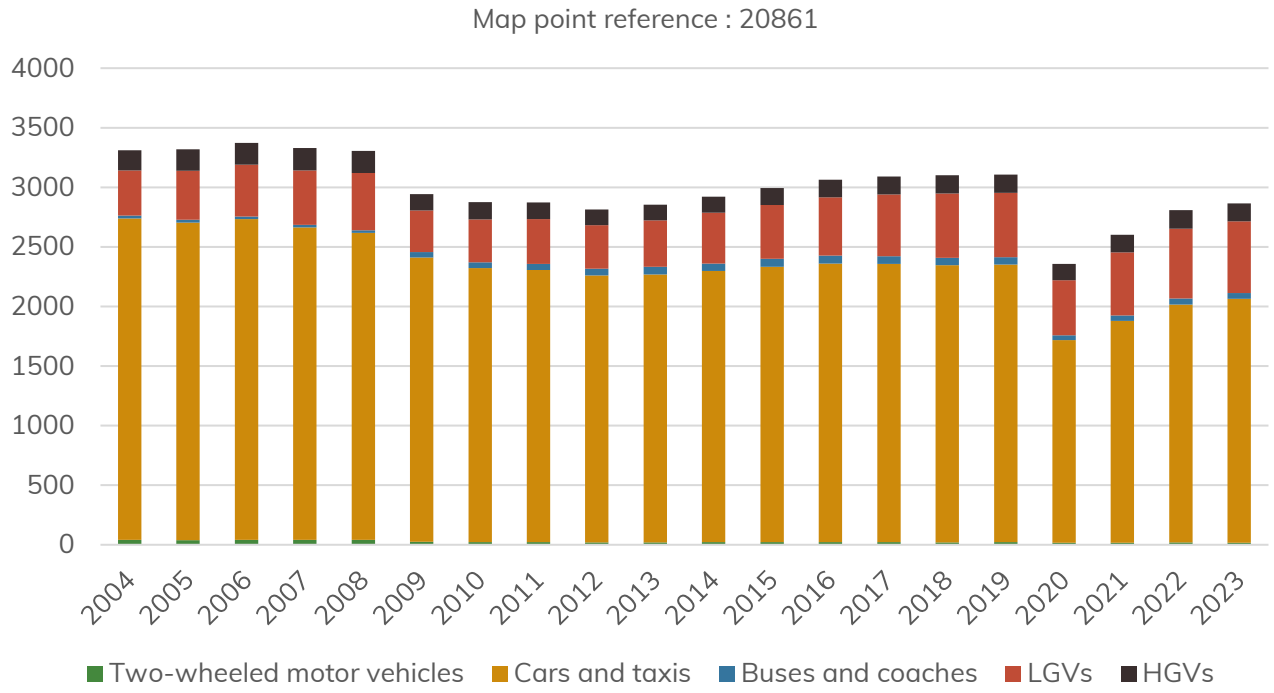


Figure 76 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 20861 on the A93 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

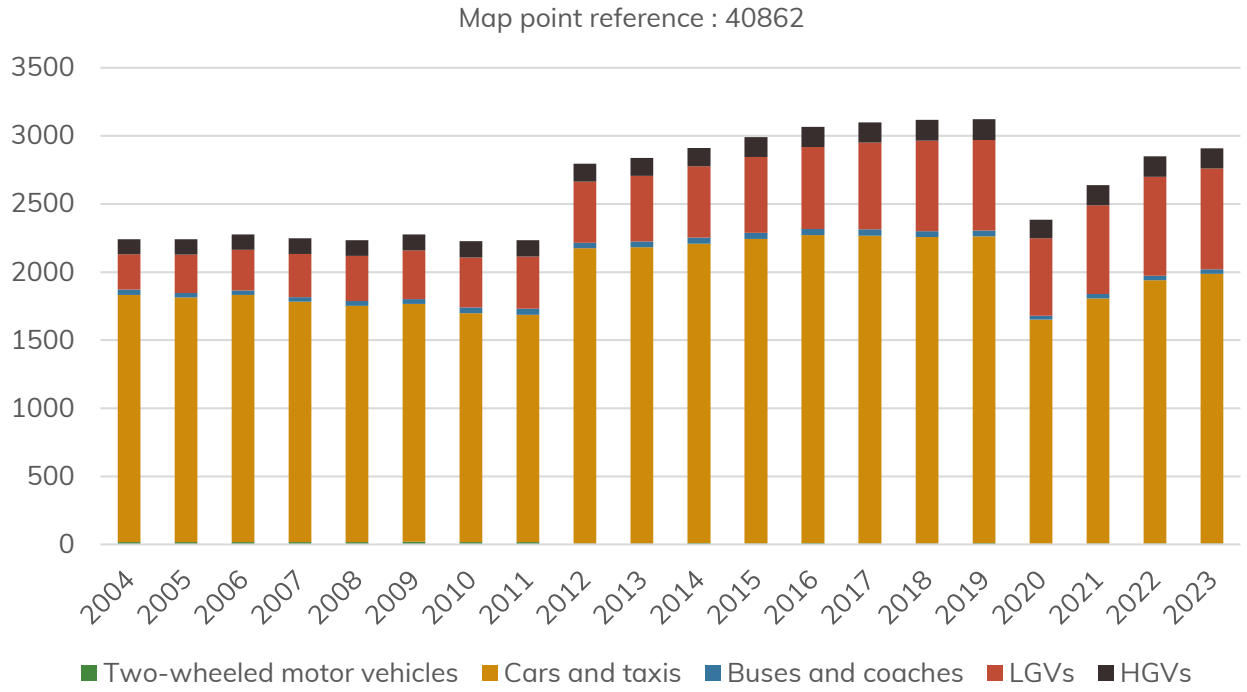


Figure 77 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 40862 on the A93 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Overall traffic at all points along the A93 were lower in 2023 compared to 2019 with the exception of point 30862 (Figure 63) between Braemar and Ballater. Looking at the figures from 2019 pre pandemic and 2023 across all roads, there appears to be a trend that supports an increase in goods vehicles on the A93 with the National Park. Over the longer term, there is a reduction in buses and coaches along this road. It is unclear yet whether the figures for 2023 represent a new normal i.e. a reduction in vehicle traffic overall or simply part of the journey to figures seen before the Covid 19 pandemic. Data for future years should give us a clearer picture of how the Covid 19 pandemic has affected overall traffic flow numbers, if at all.

A939 traffic flows

The A939 connects the A93 near Bridge of Gairn to the A95 in the north, near Grantown-on-Spey. It is the main route used to access the village of Tomintoul and The Lecht Ski resort as well as the settlements in Strathdon. Three points on this route have been included in this report to give an indication of the traffic flow conditions along this main route in the National Park.

Point 30988 is near the junction with the A944 between Tor-na-Haish and Gairnshiel Lodge. It should firstly be noted that Figure 78 shows a significant increase in reported figures between 2008 and 2009 as the data line has been corrected with a manual count in 2009. The number of two wheeled vehicles using the road has remained fairly stable from 2013 to 2019 (within the range of 57 – 62 per day), however post Covid 19 pandemic the level seems to be relatively stable at a lower level (47 – 52 per day). The number of cars and taxis is lower in 2023 (470 per day) compared to 2019 when it was reported as 535 per day). Buses and coaches post Covid 19 pandemic have reduced slightly, and heavy goods vehicles per day have remained fairly stable since 2009. The most significant change has been the increase in light goods vehicles reported which has increased 10.9% from 110 per day in 2019 to 122 per day in 2023.

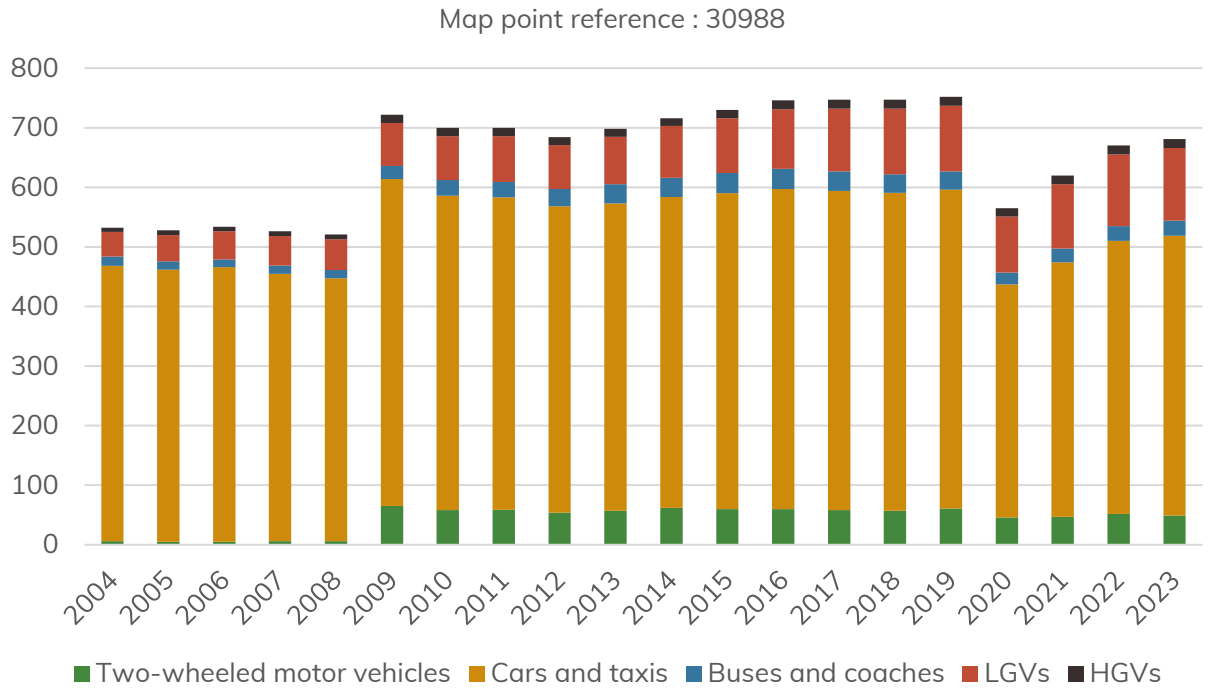


Figure 78 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 30988 on the A939 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

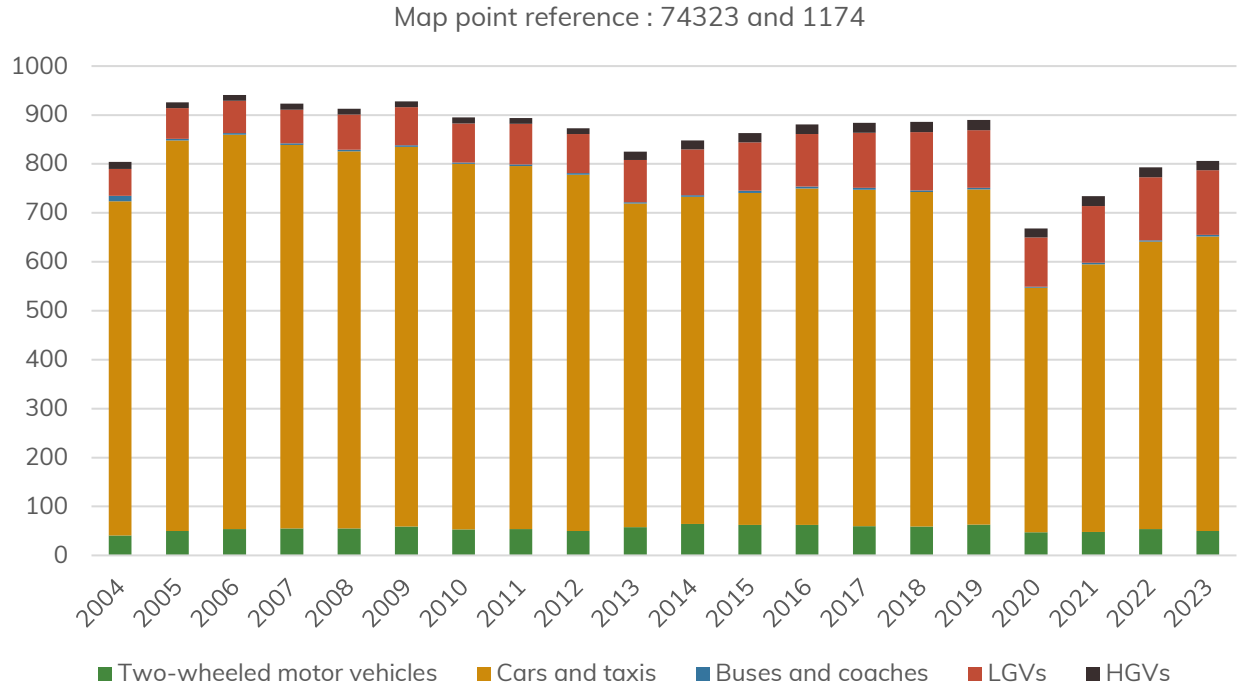


Figure 79 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 74323 and 1174 on the A939 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

There are two points on the A939 offered for statistical analysis, namely points 74323 and 1174 between Ballater and Grantown-on-Spey that serve, in part, as access routes to the Lecht Ski Centre. The two points are located either side of the Lecht Ski Centre, a popular tourist destination in the National Park. The data is identical for both points as they span the same stretch of road with no significant settlements of alternative destination between them. For the purpose of this report, they will be treated as one set of data. The two points are located either side of the Lecht Ski Centre, a popular tourist destination in the National Park. The data shows that the total number of average annual daily traffic numbers is lower in 2023 compared to 2019, when figures were steadily increasing before the Covid 19 pandemic. There are significantly less cars and taxis, fewer two wheeled vehicles and slightly less heavy goods vehicles when comparing the figures from 2019 to 2023. The number of Buses and Coaches has remained fairly level since 2005 and given the low numbers (2 – 4 buses per day) no significant conclusions can be drawn from the data on buses and coaches. Similar toother roads and point data there has been a reported increase in light goods vehicles throughout the period and from 2019 (118 per day) to 2023 (132 per day).

Point 50868 lies between Tomintoul and the A939 / B9136 junction which connects the A939 with Ballindalloch and the A95 leaving the National Park. In 2023 the combined (all modes of transport) average annual daily traffic flow was 719 per day (Figure 80), significantly lower than Point 20983 (851 per day). Point 20983 sits between the Bridge of Brown and Grantown-on-Spey on the A939. Both points follow a similar pattern in terms of less cars and taxis reported in 2023 compared to 2019 and an increase in light goods vehicles from 2019 to 2023. In terms of buses and coaches there has been little change reported in the last 5 years and given the low numbers / range little significance can be attributed to the small fluctuations.

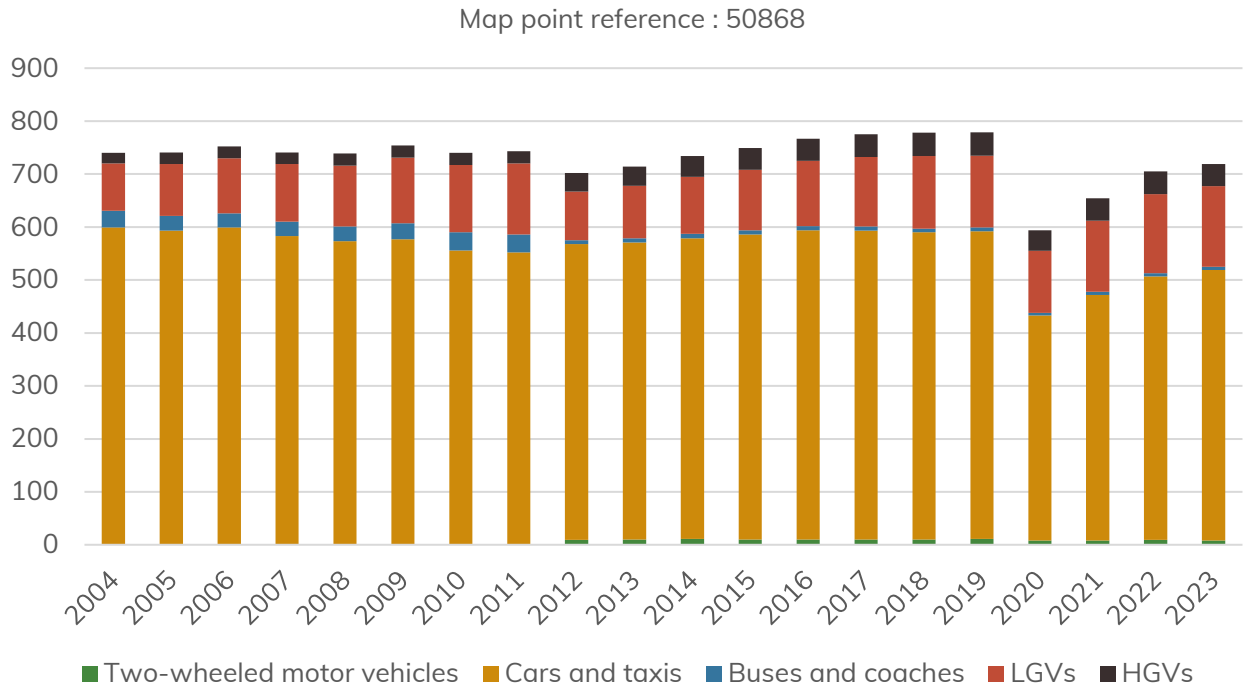


Figure 80 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 50868 on the A939 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

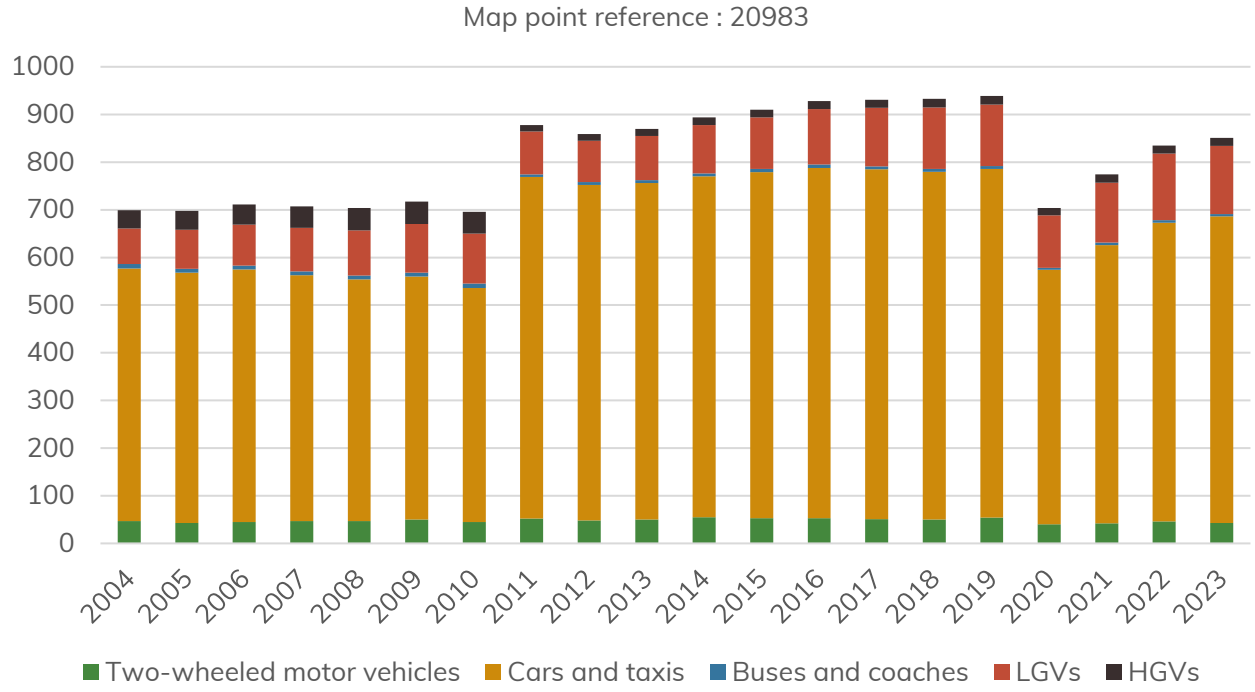


Figure 81 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 20983 on the A939 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Total traffic on the A939 has reduced since the Covid 19 pandemic, however it is unclear whether levels will remain lower or surpass the 2019 figures. In any case figures for cars and taxis and light goods vehicles are increasing post Covid 19 on the A939.

A97 traffic flows

The A97 runs from the A93 at Dinnet, exits the National Park briefly and goes north through Logie Coldstone before re-entering the National Park at Pronie Loch and connecting to the A944 between Strathdon and Glenbuchat Castle.

Figure 82 shows the average annual traffic flows for point 10869 (Figure 63). It should be noted that all years except 2009 are estimates for this monitoring point. Looking at 2009 onwards the data suggests little change in the number of cars and taxis or two wheeled vehicles using the road until 2020. From 2020 to 2023 there have been annual increases but the levels of cars and buses, and two wheeled vehicles are still below the levels in 2019. From 2019 to 2023 there has been little change in the number of heavy goods vehicles using this road and no change in the number of buses or coaches (which suggests there could be a single bus service using the road daily). The most notable change at this traffic monitoring point is the increase in light goods vehicles, which has been steadily increasing (based on estimated figures) since 2009.

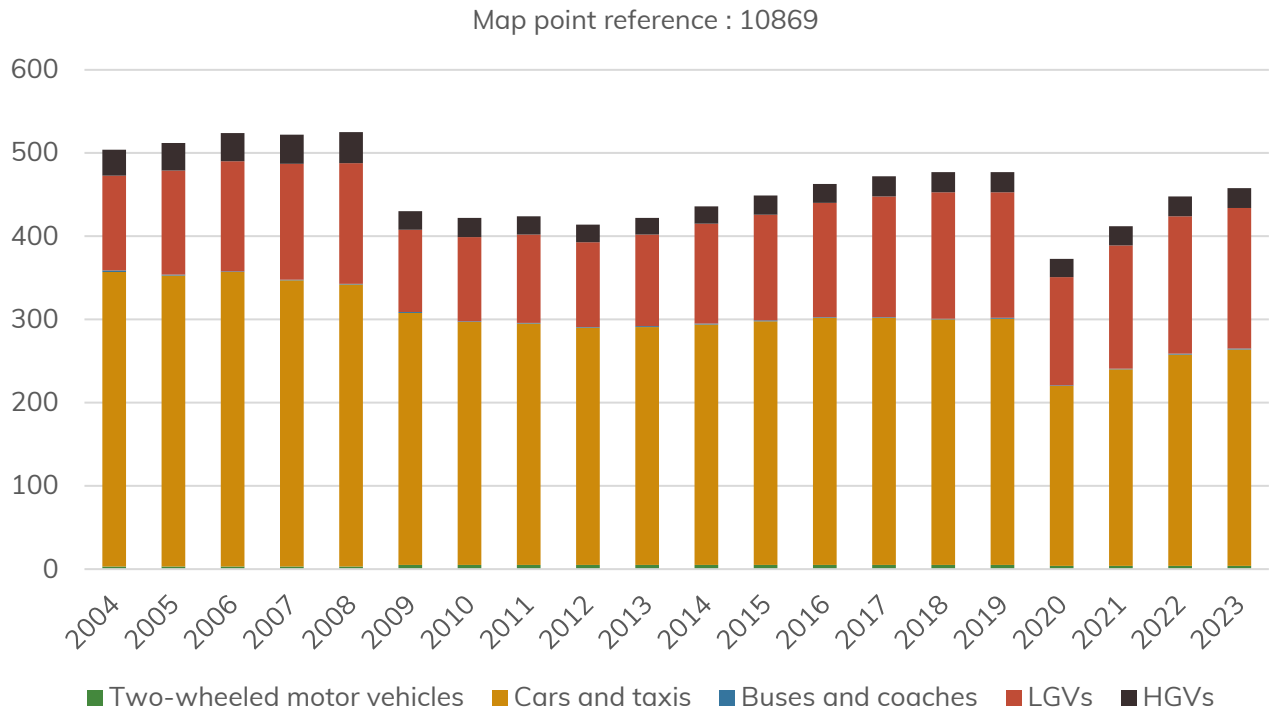


Figure 82 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 10869 on the A97 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

A944 traffic flows

The A944 runs from the A939 / A944 junction northwest to the A97. The traffic flow data in Figure 83 is based on estimates for all years except 2006 and 2019. The traffic flow data shown for this road is based on data collected at point 80025 (Figure 63).

The total estimated traffic flows for 2023 are lower than those recorded in 2019. Using the 2006 and 2019 years (manual / counted data) for comparison of longer term change there has been significant increases in two wheeled vehicles from six per day in 2006 to 21 per day in 2019, and a marked reduction in buses and coaches from seven per day in 2006 to 3 in 2019. Between 2019 and 2023 there has been a slight estimated increase in LGVs, while the number of heavy goods vehicles per day has remained relatively stable. The number of car and taxis using the road in 2023 (368 per day) is estimated to be lower than those recorded in 2019 which was 419.

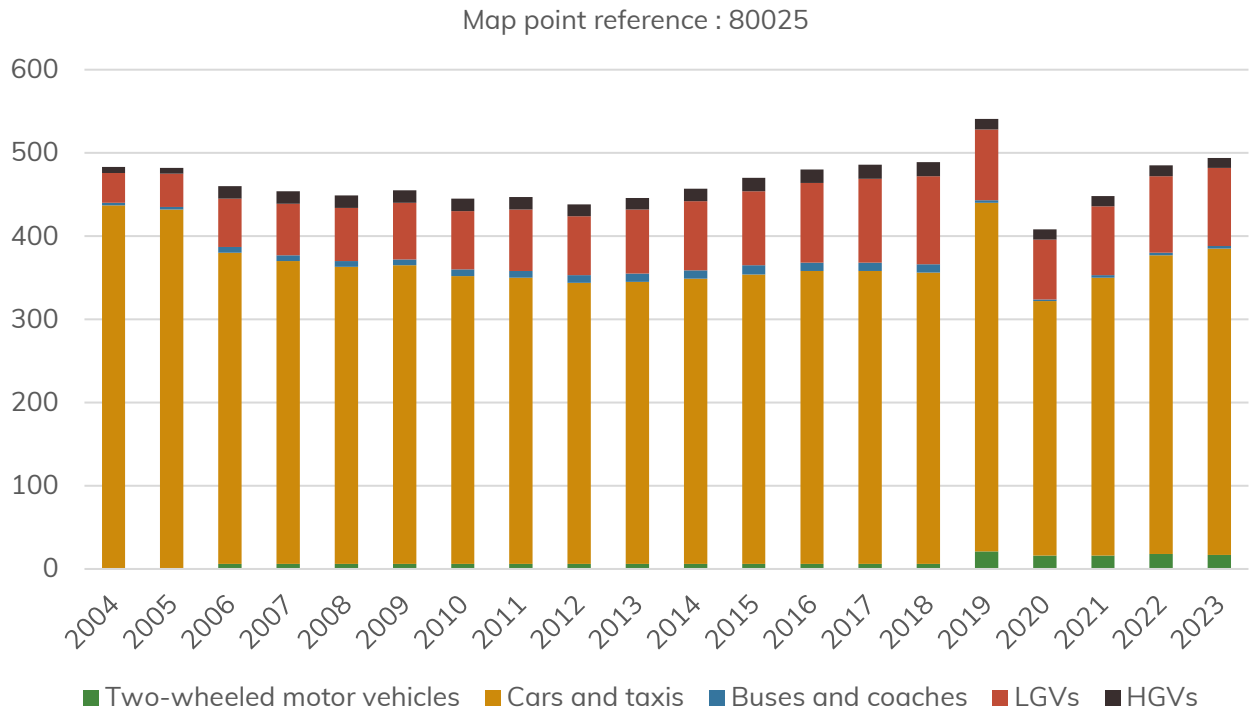


Figure 83 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 80025 on the A944 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

A96 traffic flows

The A86 starts at the A9 junction at Kingussie connecting to Spean Bridge southwest and outwith of the National Park where it connects to the A82. The count point (10847, see Figure 63) is located between Kingussie and Newtonmore. The years which actual physical counts were performed (as opposed to estimated data) was in 2015, 2021, 2020, and 2023.

Figure 84 shows that at point 10847 the numbers of two wheeled vehicles and buses and coaches have remained relatively stable between 2015 and 2023 (with the exception of a reduction in two wheeled vehicles in 2020). The largest gains in vehicle category accounting for an increase in traffic on this road are the modest increases in HGVs (26% increase between 2015 and 2023) and an increase in light goods vehicles (increasing by 52% from 2015 to 2023). The number of cars using the A86 has increased since 2015 when 622 per day were counted which in 2021 was recorded at 661 per day and has been steadily increasing to 2023 (682 per day).

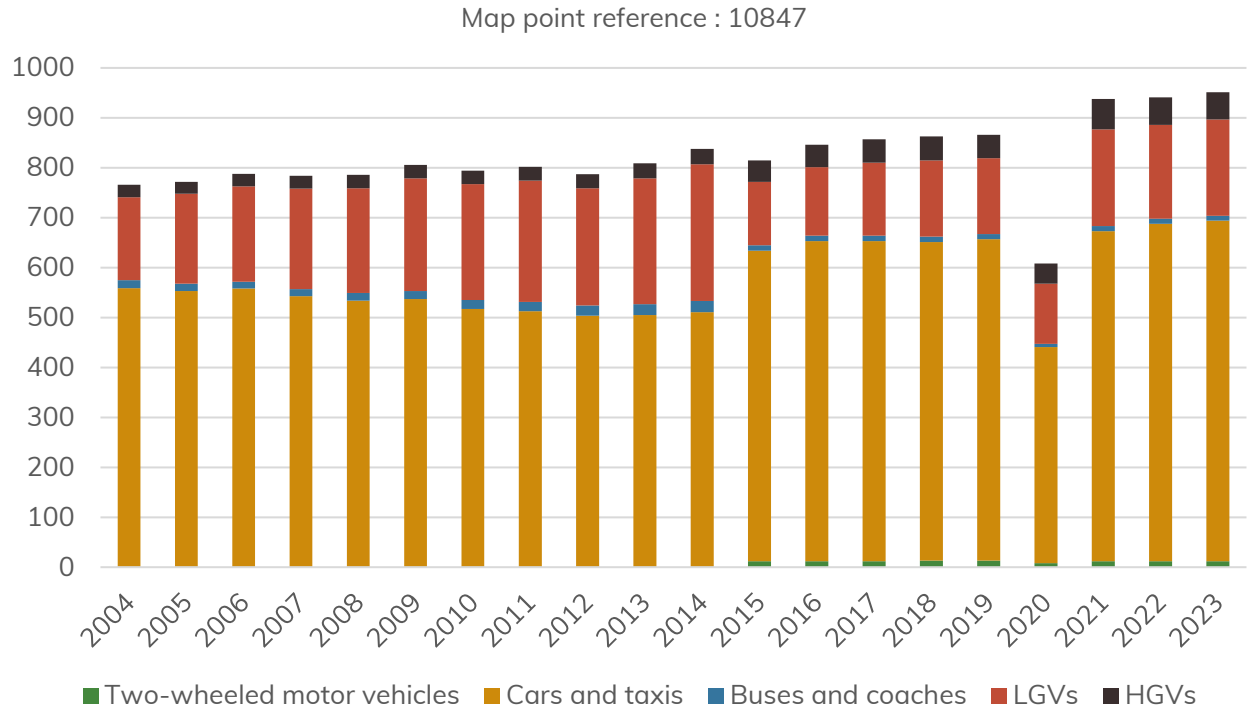


Figure 84 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 10847 on the A96 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

A889 traffic flows

The A889 exits the A9 just south of Dalwhinnie and joins the A86, between Laggan and Strathmashie. The data for point 20954 is based on estimated data until 2015 when a manual count was undertaken, further automatic counts were undertaken in 2022 and 2023 (Figure 85). For the purposes of analysis here, the report will comment on the data between 2015 to 2023. As has been the case with all the data shown for traffic flows, in 2020 during the Covid 19 pandemic there was a reduction in all modes of transport.

Between 2015 and 2023, there has been little change in the number of buses and coaches or two wheeled vehicles using the road. The number of car and taxis (+5.6%)

has been steadily increasing as have the number of heavy goods vehicles for the same period (+19.7%). The largest increase in vehicles between 2015 and 2023 using the road has been light goods vehicles which has increased 46.6% from 2015 to 2023 (from 73 per day to 107 per day).

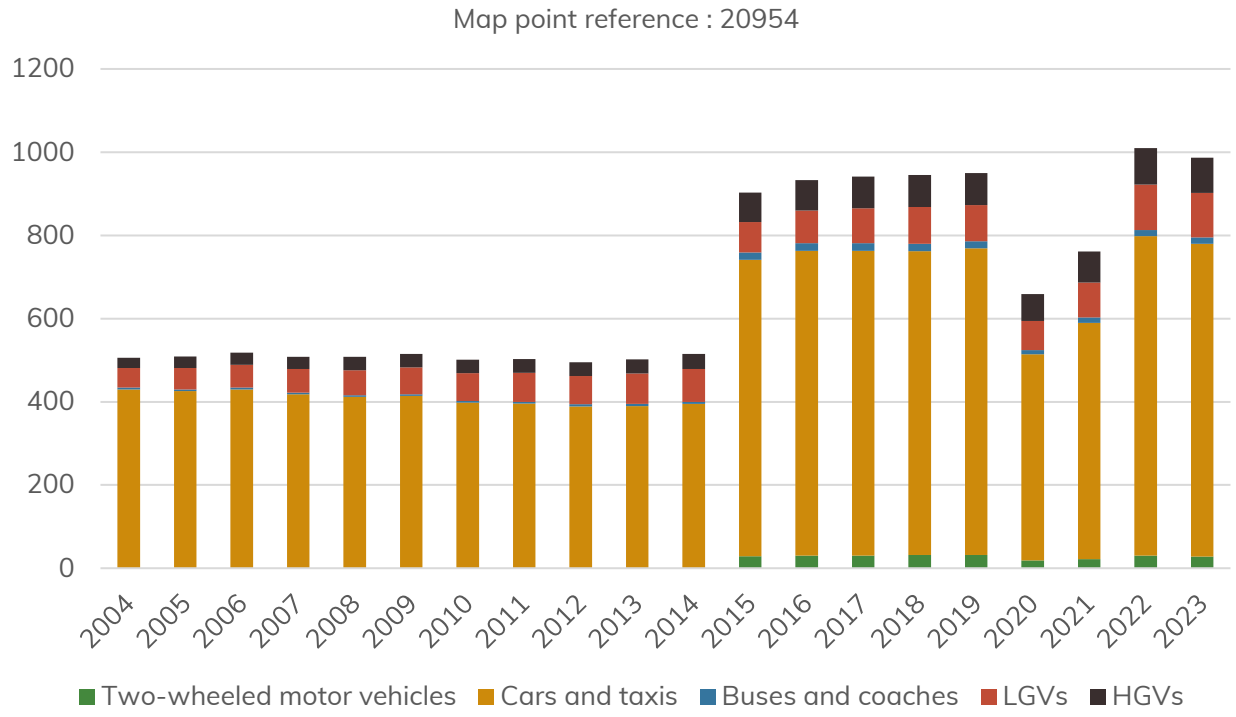


Figure 85 Average Annual Daily Traffic numbers for all motorised vehicles in both directions at point 20954 on the A889 in the Cairngorms National Park from 2004 to 2023. UK Department for Transport, (2024) data (CNPA913).

Implications

Increasing traffic in the Cairngorms National Park can potentially lead to implications for noise and air quality, constraints on existing roads (including junctions and related infrastructure) which can contribute to creating pinch points. The transport appraisal will help identify, through an infrastructure first approach to the site selection process, sites that support a reduction in traffic flows and private vehicle dependence. Development should be targeted at locations that enable support of the sustainable travel hierarchy, providing provision for connection to and use of the existing active travel and public transport travel infrastructure. Residential development should support the local living and 20 minute neighbourhood principles, reducing the need to travel by public transport or private vehicle.

Road safety

In terms of fatalities on roads serving the National Park and connecting it with other major settlements, the A9 between Perth and Inverness stands out as being particularly problematic in terms of the increasing number of fatal road accidents. In the years following the pandemic, the A9 between Perth and Inverness saw a troubling rise in fatal and serious collisions. In response, Transport Scotland established the A9 Partnership Safety Group, bringing together key partners including BEAR Scotland, WJ, and Clearview Intelligence to deliver targeted improvements on this vital route

The A9 Partnership Safety Group developed and implemented a range of measures aimed at reducing collisions caused by fatigue and unfamiliarity with the road until full dualling is completed by 2035:

- Over 126km of high performance Weatherline+ road markings
- 8,000 Clearview SolarLite road studs for enhanced visibility
- High friction surfacing and new signage installed to deter dangerous overtaking
- 310 two way traffic signs and directional arrow markings at one mile intervals to encourage driving in the correct lane
- Multilingual variable message signs displaying safety messages such as 'Drive on the left' and 'Don't drive tired'.

Road traffic collision data (CNPA931) has been obtained from Police Scotland for the purposes of this report as the data obtained from the Department of Transport did not contain specific location data which enabled it to be used in isolating the collision data pertaining to the geography of the Cairngorms National Park. During 2019, Police Scotland adopted the CRaSH (Collision Recording and Sharing) data recording and management solution. This is one of the first national Information Technology solutions implemented by Police Scotland, which is also used by over half of the police forces in England and Wales. In light of this the data presented here is for the period of 1 January 2020 to 3 March 2024. Further supporting information about the data used in the summary for road collision is available from Police Scotland (CNPA931).

Collision data within the National Park

Collision data within the National Park has been obtained from Police Scotland (CNPA931). Figure 86 shows the spatial distribution of road traffic collisions in the Cairngorms National Park from 1 January 2000 to 3 March 2024. Looking at the data for this period seven fatalities (50%) out of the total 14 fatalities occurred on the A9. Two fatalities were recorded on the A93, with one on each of the following roads: B970, A939, A938, A95 (and one on an unclassified road). 82.1% of all collisions occurred on A roads.

Of all the reported collisions covering this period on all roads in the National Park; 60 or 42.9% were located on the A9 (Figure 86). 17 collisions of varying severities were reported on the A939 representing 12.1% of all collisions in the National Park.

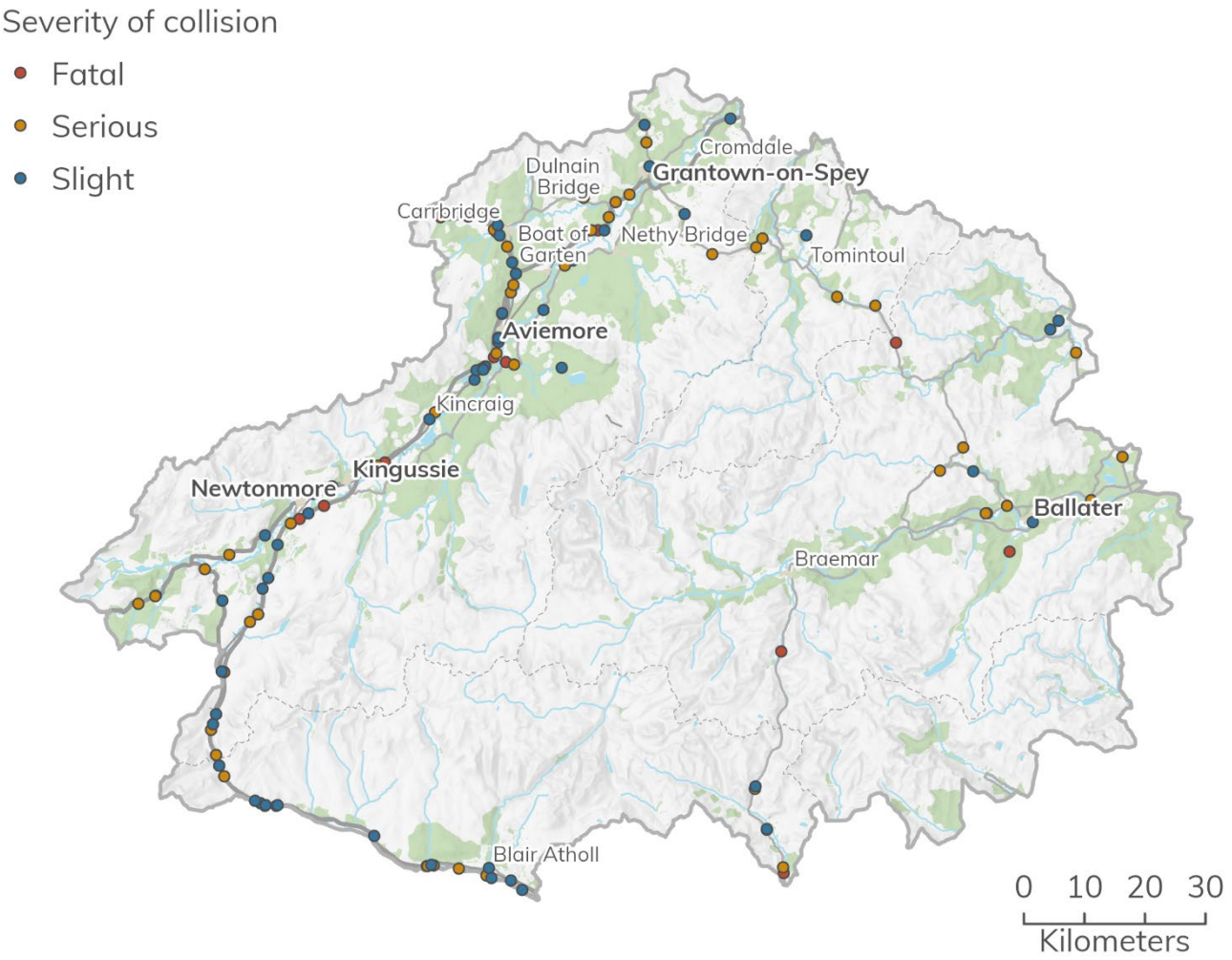


Figure 86 Reported Road traffic collisions, by severity and location, reported to Police Scotland from January 2020 to 3 March 2024. Contains data from Police Scotland 2024 (CNPA931). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Complete data is not yet available for 2024 so Figure 87 shows the year on year data for collisions reported to Police Scotland for 2020 to 2023 in the National Park. Overall, the number of collisions in the National Park has increased from 31 in 2020 to 40 in 2023. No discernible trends are evident in the number of fatal or slight injuries resulting in collisions in the National Park from 2020 to 2023, however the number of serious injuries caused by collisions is increasing.

The increasing traffic flows through and within the National Park will be contributing to the increase of serious accidents occurring in the National Park. The Proposed Plan should aim to support a reduction in vehicle miles, reducing traffic flows in turn supporting a reduction in the occurrences of road traffic accidents in the National Park. This can be achieved by supporting an increase in movement in the National Park by active travel or public transport. In the first instance, the Proposed Plan should support development in accordance with an infrastructure first approach at locations that are serviced by existing active travel and public transport infrastructure. Development should be sited in locations that enable and support local living and the 20 minute neighbourhood principles.

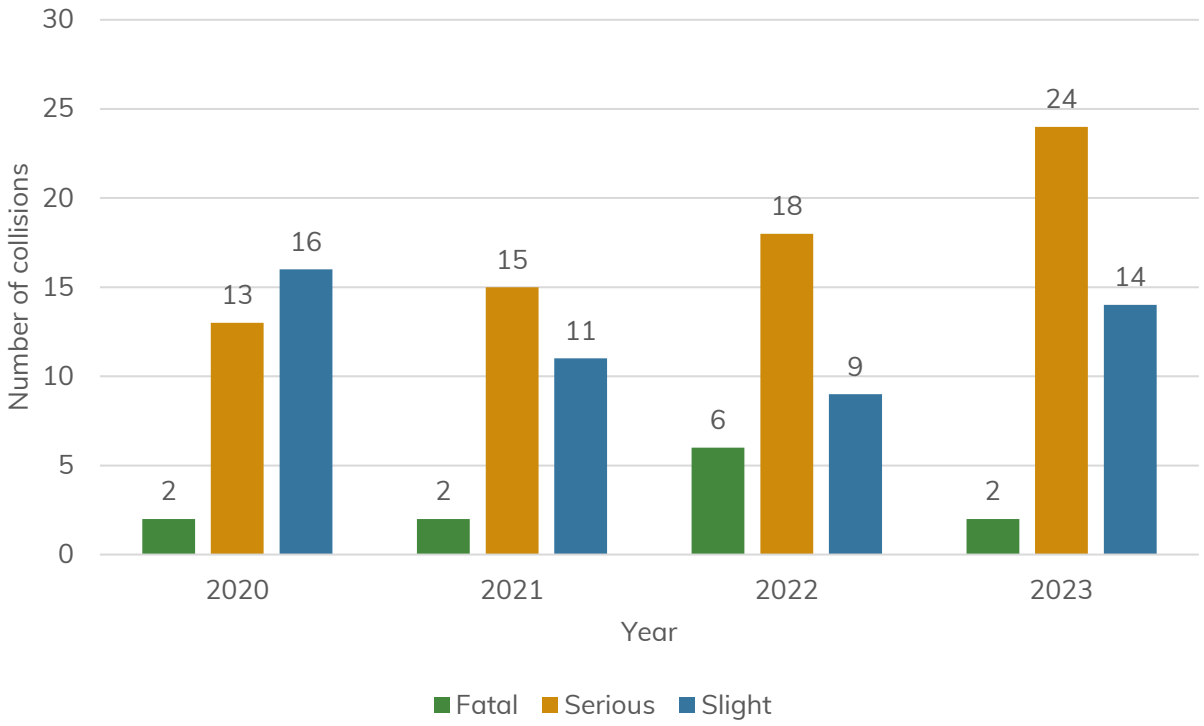


Figure 87 Reported road traffic collisions, by severity and location, reported to Police Scotland from January 2020 to 31 December 2023 (CNPA931).

The data provided by Police Scotland also shows there were six collisions reported to have involved cyclists between 1 January 2020 and 31 December 2023. More information on cycling safety is provided in the active travel section of this report

Collision data for the A9 between Perth and Inverness

This section looks at the collision data obtained by Police Scotland for the stretch of the A9 from Perth to Inverness from 2013 to 2023. The A9 is a major route and connecting road used by residents in the National Park travelling and commuting to locations and cities outside the National Park as well as visitors visiting the Park. Collisions on the A9

outwith the National Park affect users of the road accessing or leaving the National Park, affecting journey times and accessibility of the closest cites, namely Perth and Inverness. In relation to Inverness, this is particularly important as Inverness is the location of both the closest airport and main hospital for the NHS Highland Health Care area.

Data has been obtained from an Freedom of Information request (CNPA1173), on the public record regarding information relating to traffic volumes, road traffic accidents, for road number A9 Perth to Inverness from 2011 to 2022.

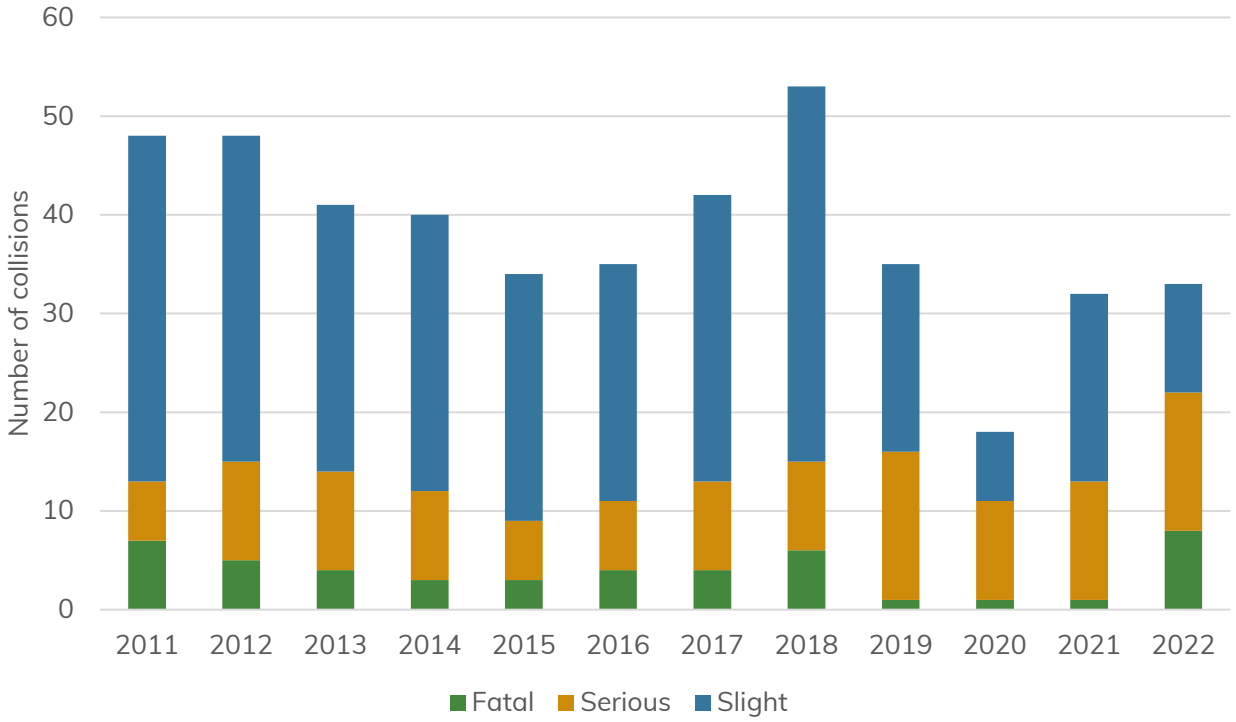


Figure 88 Stacked bar chart showing the number of collisions by severity; fatal, serious and slight on the A9 between Perth and Inverness from 2011 to 2022. Police Scotland, 2023 (CNPA1172).

Figure 88 shows that the number of reported collisions over the period of 2011 to 2022 (CNPA1172) has varied with no discernible trend evident. From 2013 to 2015 there appeared to be a decreasing trend, however the number of collisions recorded in 2018 was higher than any previous years. Less accidents were recorded in 2019, far fewer in 2020 due to the Covid 19 pandemic with a further increase in 2021 (after restrictions on travel had been lifted). In 2022, the overall number of collisions were only slightly higher than in 2022.

The data on the number of fatalities per year is presented separately in Figure 89. 2022 was particularly bad for collisions that resulted in fatalities with 8 deaths on the A9 between Perth and Inverness. It is hard to establish a meaningful trend from the last five

years with regard to road safety data pertaining to collisions due to the effect on road traffic numbers of the Covid 19 pandemic. Data in subsequent years will provide a more comprehensive picture of any emerging trends post pandemic.

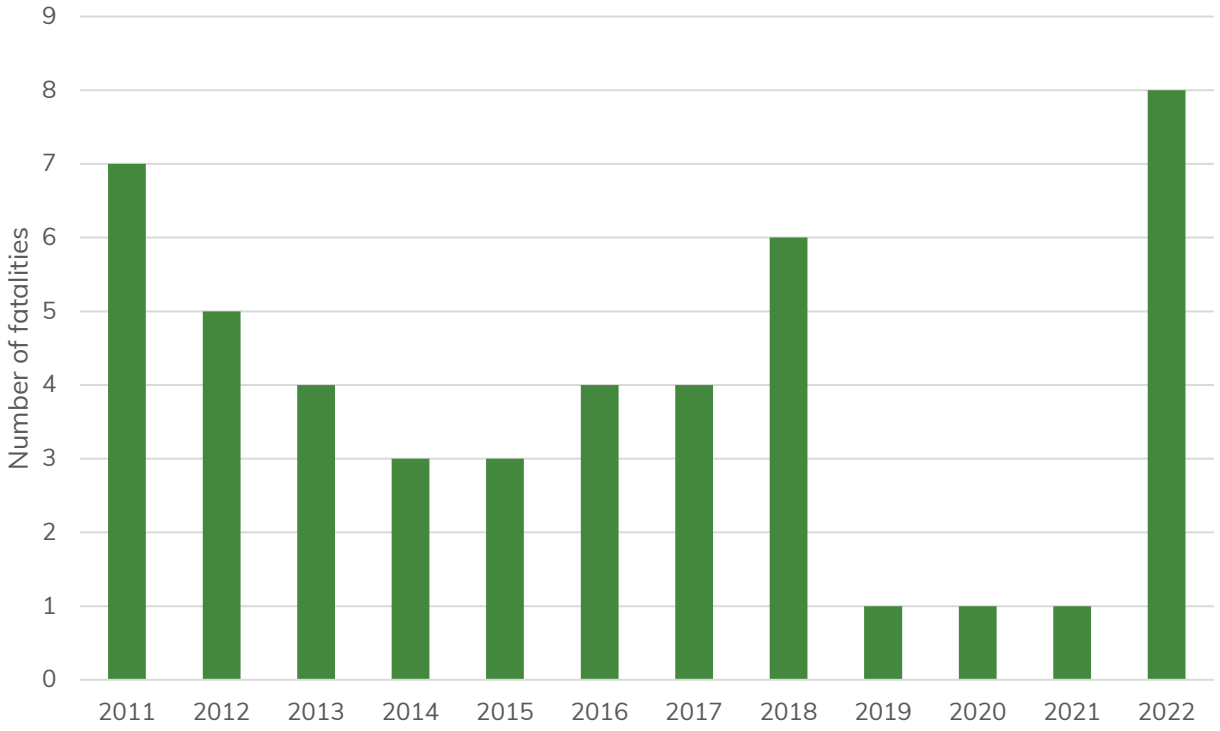


Figure 89 Number of fatalities on the A9 between Perth and Inverness from 2011 to 2022. Police Scotland 2023 (CNPA1172).

As previously mentioned, in 2019 Police Scotland introduced a new system for recording traffic collisions. Due to improved recording and categorisation processes, it is expected that there will be an increase in the number of casualties and accidents on Scottish roads that are classified as serious. The evidence from other police forces within the UK that introduced the same system is that this increase will be around 20%. This increase would not affect an actual change in the severity of accident occurring on Scottish roads but would instead reflect more accurate recording. Statisticians within the Department for Transport have devised a method for adjusting the road casualty figures to ensure that they can be compared over time on a consistent basis.

The transport appraisal which will be undertaken during the preparation for the Proposed Plan needs to take into account the cumulative effects of increasing traffic along the A9. As seen earlier in the traffic flow data, traffic flows are already increasing and new development should not increase the potential for road traffic accidents, both along the A9 and on other roads within the National Park.

Parking

Off street parking in the Cairngorms National Park is operated and maintained by a number of organisations including local councils, Forestry and Land Scotland, community groups and trusts and private estate and landowners. The Park Authority has contacted all of the local authorities during the preparation of this section of the schedule for input, as the Park Authority does not own or manage any parking in the National Park.

The effects of new development on the existing parking capacity will be reviewed as part of the transport appraisal informed by data from the responsible local authority.

Highland

Table 10 shows the off street car parks operated by Highland Council in the Badenoch and Strathspey area of the National Park. Parking on the forecourt of the train station in Aviemore is limited, however there is parking available to the rear and on the street.

Table 10 Off street car parks in the Badenoch and Strathspey area of the National Park managed by Highland Council.

Car park Reference	Location	Name	Primary Purpose	Car spaces	Coach spaces	Pay (Yes / No)
CP0001	Carrbridge	Ellan Wood Car Park	Walk	6	0	No
CP0002	Aviemore	Grampian Road Car Park	Shopping	50	0	Yes – Pay and display
CP0003	Carrbridge	Village Car Park	Visitor	30	0	No
CP0004	Grantown-on-Spey	High Street Car Park	Shopping	30	0	No
CP0005	Grantown-on-Spey	Spey Avenue Car Park	Visitor	20	0	No
CP0006	Grantown-on-Spey	Village Car Park	Visitor	30	0	No
CP0007	Kingussie	Ardvonie Car Park	Community	50	0	No
CP0008	Kingussie	Church Car Park	Community	50	0	No
CP0009	Kingussie	Spey Street Car Park	Visitor	35	0	No
CP0010	Newtonmore	Glen Road Car Park	Shopping	14	0	No
CP0011	Newtonmore	St Brides Parish Church Car Park	Community	10	0	No

The Park Authority has engaged with The Highland Council during the preparation of this schedule in relation to parking matters in the National Park (CNPA1174).

The Highland Council planning team has informed the Park Authority that with regards to car park occupancy rates, further data was not available for Council or privately operated car parks in the Highland region.

The Highland Council informed the Park Authority, through their evidence gathering, that Scotrail periodically undertake rail station car park snapshot occupancy surveys. In 2024 up to four surveys undertaken in different months of the year and times of day at 26 Highland stations found that in the National Park; Kingussie, Newtonmore and Carrbridge station car parks were over 70% capacity on at least one occasion.

As parking in many Highland rail stations is unrestricted and free, and given the nature of snapshot surveys, this may not represent the strongest of evidence for drawing meaningful analysis.

The Highland Council Parking Service confirmed (CNPA1386) that they are not aware of any parking audits or assessments and there is no planned maintenance or upgrade work either in the Council owned carparks in the National Park. They also reported they are unable to provide any information on usage or capacity.

Perth and Kinross

The Park Authority engaged with Perth and Kinross Council to ascertain the extend of parking in the Council's area of the National Park (CNPA1175). Perth and Kinross Council confirmed the following two sites in the National Park:

- Ford Road, Blair Atholl, free parking, capacity unknown.
- B8079 at the Museum, free parking, capacity unknown.

Further correspondence with the Council confirmed that they are not responsible for these sites and do not have any Council owned or maintained car parking in the National Park.

There is also Glen Tilt car park near the old bridge of Tilt, but no further information is available for this site.

Moray

The Park Authority engaged with Moray Council in relation to parking matters in relation to this schedule (CNPA1176). The Council confirmed that they are only responsible for the Main Street car park in Tomintoul. They confirmed there are no plans to alter the number of spaces at this time which are currently.

- 21 standard spaces
- 2 Disabled parking spaces
- 2 Electrical vehicle charge points
- 4 Bus Stands for tour coaches

The Council also confirmed they have undertaken general maintenance but have no plans for any expansion at this time and there have been no surveys of occupancy rates at this location.

The Council informed the Park Authority that where there is evidence of increased demand by certain groups of car park users, the Council will endeavour to make adjustments to the parking mix as resources allow. In this context, should there be more demand than availability in the future for disabled parking spaces, the Council would look to increase this at the next available opportunity.

Aberdeenshire

The Park Authority sought engagement with Aberdeenshire Council regarding parking in the area of the National Park covered by the Council (CNPA1178). Aberdeenshire Council operates and maintains the main car parks in Ballater and Braemar (Table 11). Aberdeenshire Council has confirmed that there is ongoing work to look at options to improve Church Square car park. The Council confirmed they have no other plans to expand, improve or modify any of the other car parks. They also stated that they have very limited budget and are currently working on essential spend only.

Table 11 Car parks managed by Aberdeenshire Council in the National Park (CNPA1177).

Location	Name	Car spaces	Lorry / bus / over sized vehicle spaces	Disabled spaces	Pay (Yes / No)
Ballater	Church Square Car Park	40 - 45[29]	7 (x2 oversized vehicle spaces)	2	No

[29] The North East Mobility Hubs Strategic Business Case reports the provision to be 45.

Location	Name	Car spaces	Lorry / bus / over sized vehicle spaces	Disabled spaces	Pay (Yes / No)
Ballater	Station Square (Front) Car Park	16	0	2	No
Ballater	Station Square (Rear) Car Park	28	0	0	No
Braemar	Balnellan Road Car Park	31	0	3	No
Braemar	The Mews Car Park[30]	18	2	3	No

Church Square car park, Ballater

The North East Mobility Hubs Strategic Business Case (CNPA916) produced by AECOM on behalf of NESTRANS sets out the existing provision and case for a mobility hub to be located at the Church Square Car Park. This site is currently being progressed, with the project being developed by NESTRANS, Aberdeenshire Council and Cairngorms National Park Authority – supported by consultants AECOM with ongoing collaboration with the Ballater and Crathie Community Council. More information is available in the section on mobility hubs (page 309).

The focus of consideration at this location is to provide a new high quality interchange based around the relocation of the village bus stop with additional community facilities and placemaking in keeping with the village character. The Proposed Plan should supports in principle development of a mobility hub in this location that aligns with the sustainable transport objectives set out in this schedule.

Dedicated tourism and outdoor access parking

There are a number of further car parks available in the National Park serving both visitors and locals accessing the outdoors.

Forestry and Land Scotland own and manage car parks at Glenmore, Feshiebridge and in Deeside. Parking charges vary, with one hour costing £2 at Loch Morlich and other car parks within Glenmore, £1 for one hour at Cambus o'May in Deeside and free parking at a number of car parks around Feshiebridge.

Tickets can be purchased on site by card or coins or through the RingGo app. Annual parking passes are also available. Overnight parking is not permitted, but Forestry and

[30] There are also 14 non covered cycle spaces.

Land Scotland run a 'Stay the Night' scheme, which offers parking spaces for one night to self contained motorhomes and campervans. The cost is £10 at the majority of participating car parks – payable through RingGo. Stay the Night car parks in the National Park are Feshiebridge and Cambus o'May.

There are many other formal and informal parking areas in the National Park, for example the parking in Grantown-on-Spey by the River Spey and next to Anagach Woods, these are managed by the respective landowners or Trusts responsible for the area.

Angus

Angus Council confirmed that they do not have any Council owned or managed car parking in the Angus area of the National Park.

Visitors

In the most recent visitor survey (CNPA819), visitors were asked to rate the importance of the provision of car parks in the National Park. 81% of visitors stated the provision of car parks was either very or quite important when deciding where to visit on a day out (Figure 90).

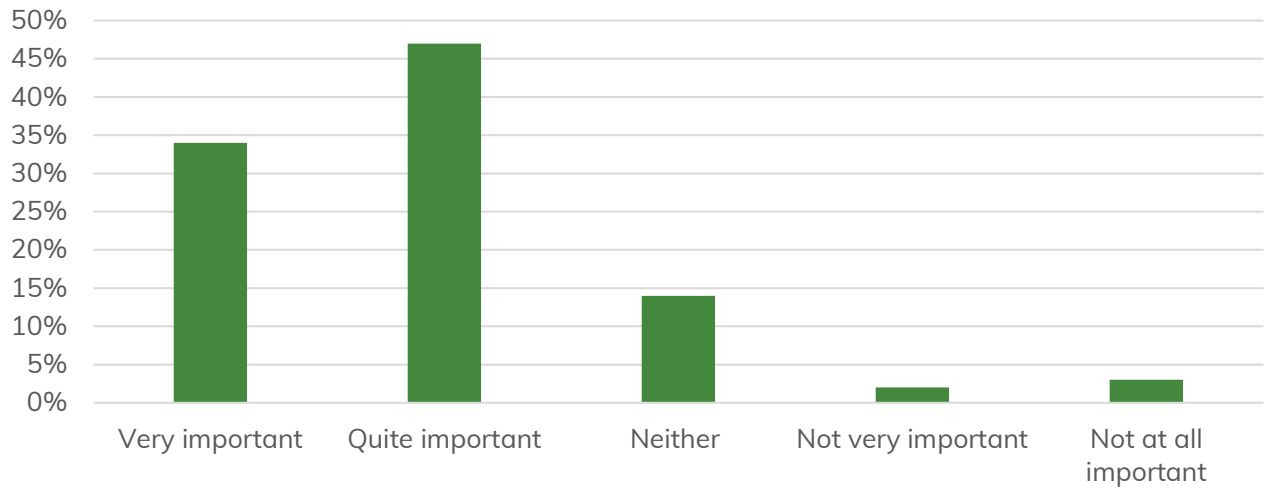


Figure 90 How important is the provision of car parks to visitors when deciding where to visit on a day out. Cairngorms National Park Visitor Survey 2024 – 2025 (CNPA819).

Visitors[31] also rated the provision of car parks. In 2024 – 2025 none of the visitors rated the provision of car parks poor or very poor, an improvement on the previous year's survey results (Figure 91). 97% of visitors reported that they were satisfied (good) or

[31] Statistics drawn from a sample base of 1,223 visitors.

very satisfied (very good) with the provision of car parks in the National Park in 2024 – 2025. The Proposed Plan needs to ensure there is sufficient parking capacity for both the existing residents and potential future growth of tourists to the National Park.

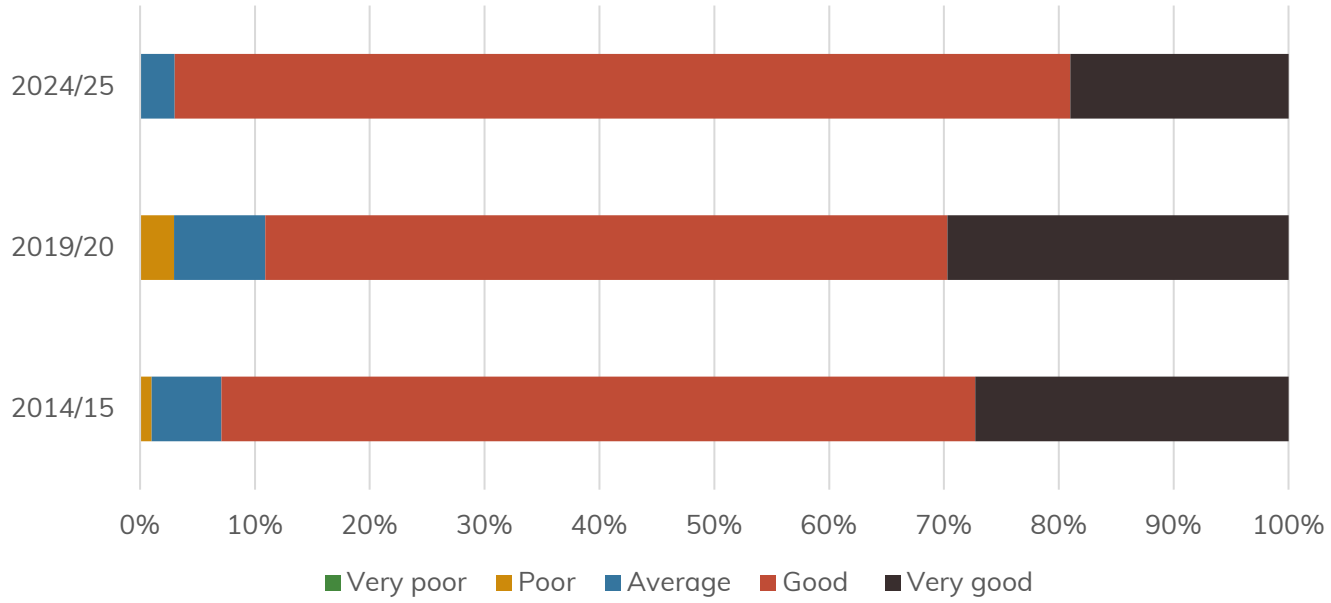


Figure 91 Visitor rating[32] of the provision of the car parking in the Cairngorms National Park in 2014 – 2015, 2019 – 2020[33] and 2024 – 2025. Cairngorms National Park Visitor Surveys (CNPA817, CNPA818 and CNPA819)

NESTRANS

The NESTRANS Regional Transport Strategy (CNPA866) identifies parking as a crucial tool for managing travel demand and shaping transport choices. Research by NESTRANS suggests that the most effective locally controllable measure to reduce car kilometres is the implementation of higher parking charges and stricter controls. If applied thoroughly and enforced consistently, this approach could reduce car travel by up to 5%.

Road capacity and resilience

Transport models can help identify road capacity and threats to resilience in the Cairngorms National Park.

[32] In the most recent 2024 – 2025 Survey the answers were changed to very satisfied (very good), satisfied (good), neither (average), dissatisfied (poor) and very dissatisfied (very poor) to allow for a degree of comparison the very poor to very good rating has been shown to represent these headings.
[33] It should be noted that this survey only ran for 11 months, finishing in March 2020, one month earlier than expected due to the Covid 19 pandemic.

This section looks at the transport models available through Transport Scotland's Land use And Transport Integration in Scotland framework (CNPA1179) for areas covered by the National Park area to help understand pinch points as well as routes and services which have reliance threats. Land use And Transport Integration in Scotland has a database of transport, land use and demographic data which is linked to a multimodal transport and land use modelling suite. This enables decision making across a range of policy areas. Its consistent approach delivers a robust evidence base from which to appraise schemes and policies. This also allows it to measure the key economic, social and environmental impacts of interventions. While the data is useful, it is not essential for the evidence gathering stage (CNPA837), however the Proposed Plan will take into account the transport models during the preparation of the Proposed Plan and transport appraisal.

Aberdeen Sub Area Model (ASAM)
NESTRANS regularly monitors travel patterns to understand long term trends across the region and their impacts on the Regional Transport Strategy (CNPA866).

NESTRANS manage and maintain the Aberdeen Sub Area Model which is a multi modal strategic model that is used to appraise and inform regional policies and projects. It was developed by NESTRANS in partnership with Aberdeen City and Aberdeenshire Councils, the Strategic Development Planning Authority and Transport Scotland. It also provides strategic forecast data for the North East region. The current version, ASAM19, has a base year of 2019 that was developed to reflect observed travel patterns following the opening of the Aberdeen Western Peripheral Route. Supporting documents include:

- The model development final report (CNPA933)
- The model audit report (CNPA934).

Tay Cities Regional Transport Model (TCRTM)
The Tay Cities Regional Transport Model (TCRTM) is a multi modal transport model and covers the main road and public transport network of Dundee City, Perth and Kinross, Angus and North Fife. It was developed jointly by TACTRAN (the regional transport partnership for Angus, Dundee, Perth and Kinross and Stirling) and Transport Scotland and has a base year of 2018.

Moray Firth Transport Model (MFTM)
The Moray Firth Transport Model (MFTM) is a multi modal transport model and covers the main road and public transport network of the Inner Moray Firth area around

Inverness. It was originally developed by Highland Council with a base year of 2009 but has subsequently been updated by Transport Scotland.

Road network capacity

Transport models commissioned by Transport Scotland identify locations on the road network which are near capacity. The transport models will inform the transport appraisal which in turn will inform the most appropriate locations for new development in line with the infrastructure first approach to site selection for the Proposed Plan.

Potential road improvements and resilience programmes

Potential road improvements outlined in the recommendations of the Strategic Transport Projects Review 2 (CNPA839) are listed below:

- Expansion of 20mph limits and zones in the towns and villages in the National Park typically where there are high levels of pedestrian activity.
- Zero emission vehicles and infrastructure transition to support and accelerate the shift to zero emission mobility. The Proposed Plan should support development in appropriate locations that support an increase in zero emission vehicle use in the National Park.
- Trunk road and motorway safety improvements to progress towards 'Vision Zero' – road safety improvements are progressed across the trunk road and motorway network with a primary, but not exclusive, focus on rural sections where accident rates and severities are typically higher. Measures are likely to include one or a combination of junction improvements, carriageway widening, route realignment and provision of overtaking opportunities. In the first instance, the Proposed Plan should only support development in locations that do not impact or worsen road safety concerns. The Proposed Plan should also support provision for improvements to road safety in particular where new development will increase the risk of accidents as identified through the transport appraisal.
- Trunk road and motorway climate change adaptation and resilience – building on existing evidence around vulnerable locations to develop a fuller picture of those areas on the trunk road and motorway network most at risk of disruption due to weather events. Areas of flooding and data on historic landslides in the National Park have been identified in the Strategic Flood Risk Assessment (CNPA097) and the land use, soil and resources section of the Evidence Report.
- Trunk road and motorway renewal for reliability, resilience and safety – continued and increased investment in the trunk road and motorway network over and above current maintenance levels to keep the network reliable and resilient for road users. Potential measures would include, but are not limited to, carriageway and structure schemes, strengthening of major bridges, removal of accessibility barriers. New

development may be subject to developer contributions to the relevant roads authority to improve road reliability, resilience and safety.
- Traffic Scotland System renewal and Intelligent Transport System renewal and replacement. The Proposed Plan should support development that supports deployment of new roadside equipment, systems and services to maximise network operations and resilience.
- Strategy for improving rest and welfare facilities for hauliers, the A9 travels through the National Park, and the Proposed Plan should support improvements and new provision as identified to support freight parking and rest areas.
- Improving active travel on trunk roads through communities. The Proposed Plan should support the delivery of measures to reduce the adverse effects of trunk road traffic on people walking, wheeling and cycling in those communities that have a trunk road passing through them – for example, by reducing traffic speed, improving the width and quality of paths, and upgrading road crossing facilities. Measures would be tailored to local circumstances and informed by the Transport Appraisal.
- Speed Management Plan – Scotland is committed to a national review to establish appropriate speed limits for different road types within Scotland, and the therefore the National Park.

The trunk road network in Scotland is overseen by Transport Scotland. They implement safety procedures and offer support during incidents. Transport Scotland's management of trunk roads also includes ongoing maintenance work, looking after bridges and other structures and putting landslide control measures in place.

Transport Scotland also seek to reduce the impact of landslides on trunk roads in several ways, including:
- Monitoring landslide prone slopes
- Liaising with weather forecasters
- Landslide patrols
- Providing travel warnings, information and advice
- Landslide risk reduction measures

Information on landslide risks to the road infrastructure identified in the Cairngorms National Park is available in Schedule 18: Health and safety.

Public Transport

Publicly accessible transport in the National Park is limited to bus, rail and community transport options (where available). When residents were asked[34] about the frequency of public transport use, 38.4% reported never using it as a means of transport and 41.1% reported using it less than once a month but more than once a year (see Figure 7). The Proposed Plan needs to support and encourage the use of public transport as an alternative travel mode, for both residents and visitors in the National Park and support cross boundary movement, supporting the sustainable travel hierarchy.

Rail network

The Highland Main Line railway runs between Inverness and Perth, through the Cairngorms National Park with stations at Carrbridge, Aviemore, Kingussie, Newtonmore, Dalwhinnie and Blair Atholl (Figure 92). The Highland Main Line is not currently electrified. Much of the line is single track, so trains coming in opposite directions are often timed to arrive at stations at the same time, where crossing loops permit them to pass. When trains are delayed and miss the scheduled crossing point, this can cause significant delays for other trains that cannot proceed until the line is clear.

[34] Cairngorms National Park resident and workers survey 2024 – 2025 (CNPA538).

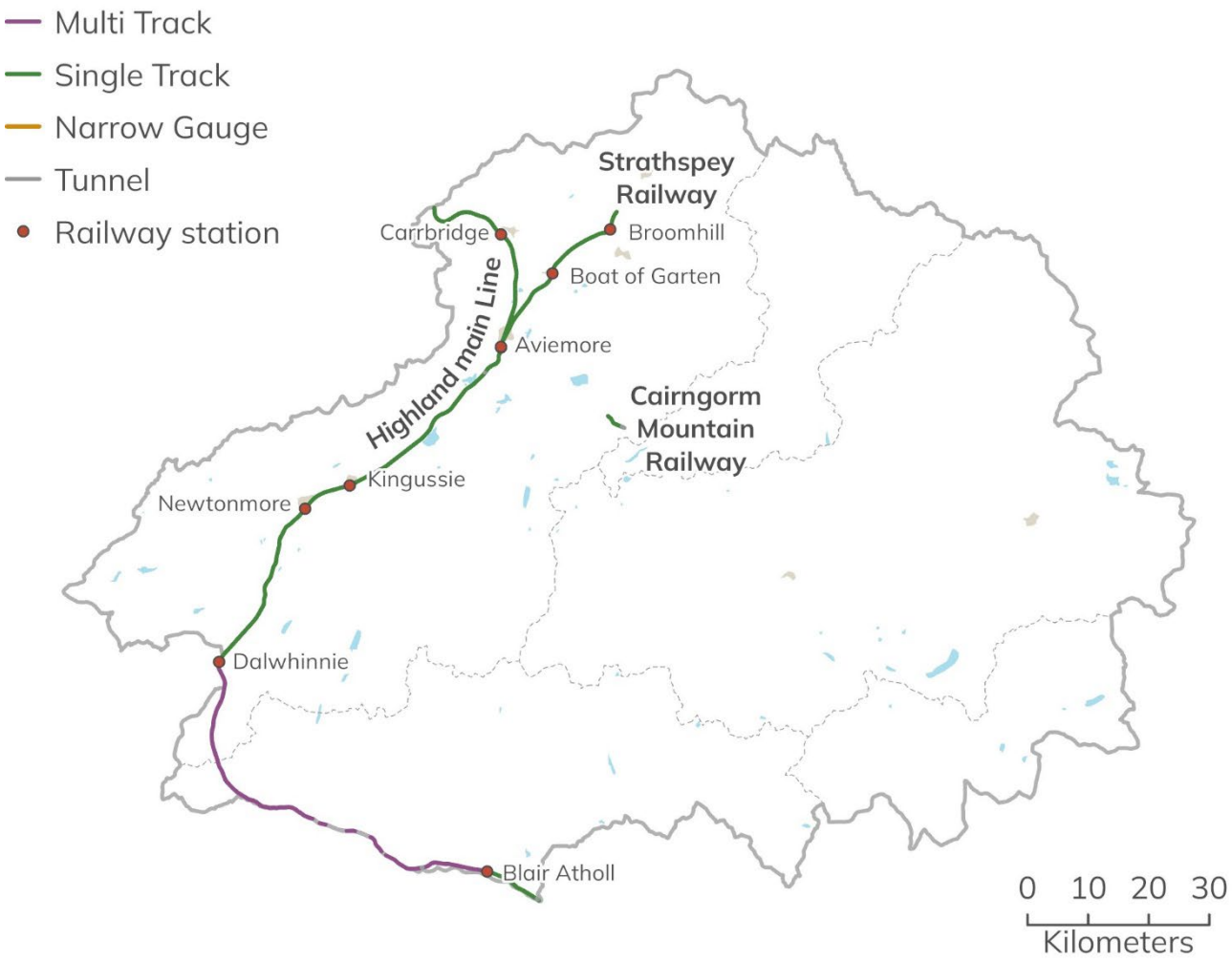


Figure 92 Map of rail lines in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

There are around 14 services per day between Perth and Inverness (Table 12), seven connect to Glasgow and five to Edinburgh, with one to London Kings Cross. The line is also used by the Caledonian Sleeper which connects Inverness and the stations in the National Park to London Euston via an overnight service.

Table 12 Rail services and frequency in the Cairngorms National Park in 2025 (CNPA1180).

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
National	Scotrail	Glasgow/ Perth to Inverness	Stops at all station in the National Park, Blair Atholl, Dalwhinnie, Newtonmore, Aviemore, Carrbridge	The ScotRail December 2025 weekday and Saturday timetable includes about five to six services a day from Glasgow to Inverness in each direction and five a day from Edinburgh to Inverness in each direction. On weekdays there is an additional Kingussie to Inverness service.	Glasgow or Perth to Inverness	ScotRail is the main provider on the line, operating regular daytime services that stop at all key stations, with some faster services excluding Blair Atholl, Dalwhinnie and Newtonmore.
National	LNER	London – Inverness	London with multiple stops to Pitlochry, Kingussie and Aviemore, then on to Inverness	London North East Railway trains run once a day in either direction and stop at Pitlochry, Kingussie and Aviemore.	London to Inverness	Not suitable for hop on, hop off travel as you cannot combine a ScotRail service with an LNER ticket.
National	Caledonian Sleeper	London – Inverness	London Euston, Kingussie, Aviemore, Carrbridge, Inverness. Dalwhinnie, Newtonmore and Blair Atholl are	Runs once a day six nights a week (excluding Saturdays)	London to Inverness	Caledonian Sleeper is an overnight sleeper train service.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
			designated as set down only or pick up only depending on whether the train is heading to Inverness or to London The service from London to Inverness also picks up (only) passengers at the following stations: • Birmingham International • Crewe • Preston This service stops to set down only at the following stations in the National Park: • Blair Atholl • Dalwhinnie • Newtonmore			

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
			The service from Inverness to London Euston picks up only at all the stations in the National Park[35]. Outwith the National Park, this service stops at Preston, Crewe and Birmingham International before terminating at London Euston.			

[35] Carrbridge, Aviemore, Kingussie, Newtonmore, Dalwhinnie and Blair Atholl stations.

Mode of transport to Station

The Sustainable Travel to Stations Strategy (CNPA903) reports that the likelihood is that most current passengers using Scotland's Railway access their local stations actively and sustainably. Data from Scotrail showed that 42.1% of people travelling to the station in Scotland did so by active travel means, walking (33.2%) and cycling (8.9%). The data shows that across Scotland the proportion of people accessing stations by car as the diver was 18.3% and a further 9.4% travelled as a car passenger. 13.9% travelled by bus or coach and a further 16.4% travelled in an undefined manner.

This data represents travel across the whole of Scotland and is not necessarily representative of journeys made to the stations in the National Park. A key factor in determining the mode of transport to stations in the National Park will be the distance from stations and availability of public transport. It should be noted that the National Park has limited stations for the dispersed rural population.

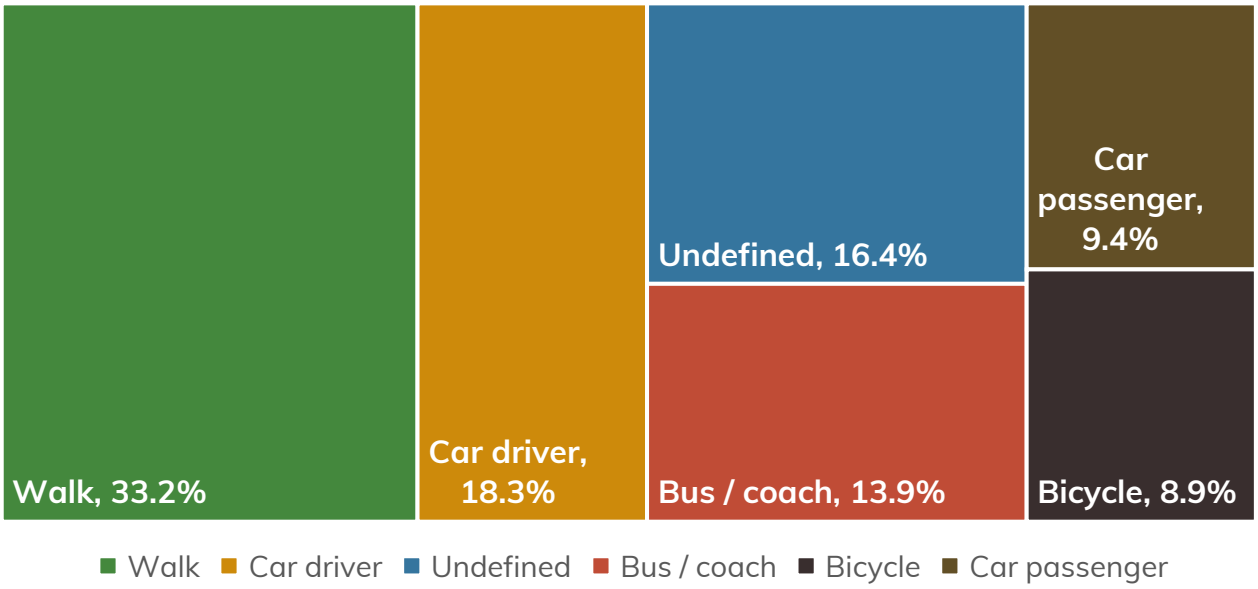


Figure 93 Survey by Scotrail in 2022 showing passenger's main method of transport from home to the station[36]. Data published in the Sustainable Travel to Stations Strategy, 2023 (CNPA903)

The only station in Cairngorms National Park where the survey is conducted is Aviemore. Aviemore results are shown in Figure 94 along with Inverness and Perth, which are the next closest surveyed stations along the rail network. For Figure 94 ,

[36] From September to November 2022, passengers accessing Station Wi-Fi, were asked a mandatory log on question: "What was the main method of transport you used to get from home to the station today". As of 4 October, there were c77,000 single interactions, 44,000 individuals answered the question at least once, and the question was asked at all 66 stations using the WITTOS system.

Aviemore results are based on 1,898 responses, Perth on 6,076 responses and Inverness on 13,222 responses. Figure 94 shows that less people travel to the station by bus in Aviemore , compared to Inverness or Perth, which may reflect the rurality of the settlement and limited bus services connecting the town with the surrounding areas.

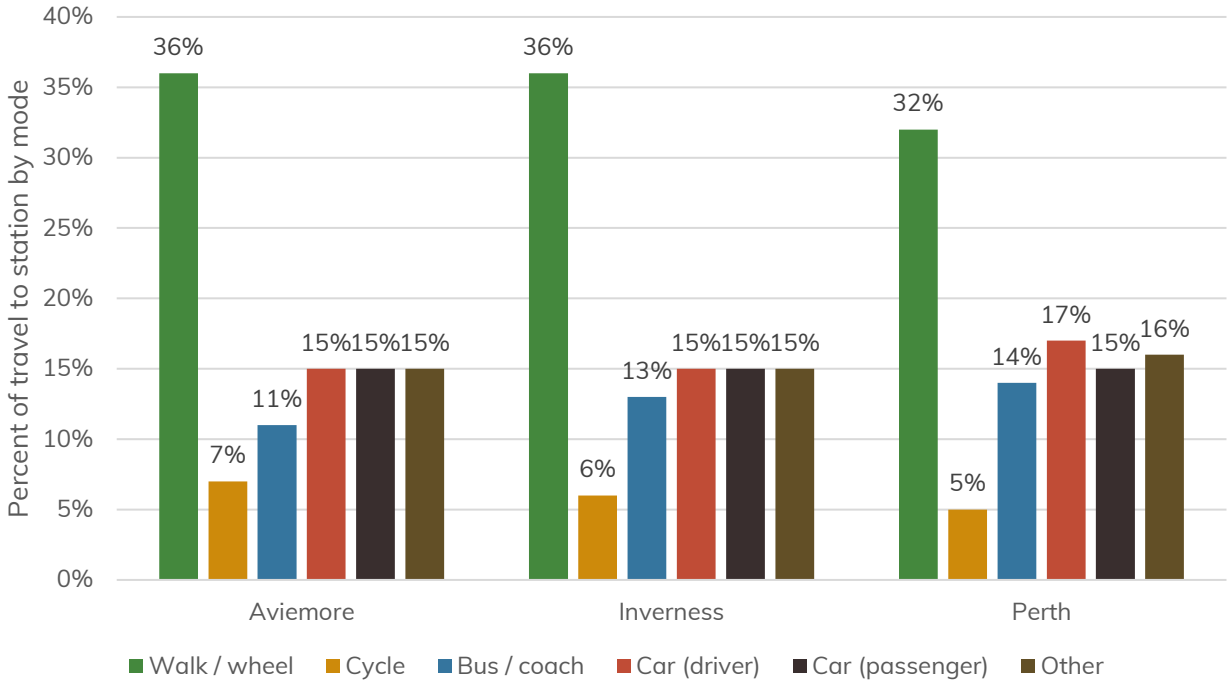


Figure 94 Mode of transport to station data for Aviemore, Inverness and Perth. Data from Scotrail Travel to Station Survey (sum of Autumn 2024, Winter 2025 and Spring 2025) conducted via station Wi-Fi. Chart recreated using percentage values from original figure provided by Network Rail (CNPA1340)

Rail station accessibility

As part of the local living and 20 minute neighbourhood work, the Park Authority has mapped the drive, walk and cycle times required to access the rail services in the National Park[37]. The Proposed Plan should support and encourage the use of rail services to reduce private motorised vehicle where possible. In the first instance, the Proposed Plan should support development in accordance with an infrastructure first approach, at locations that are serviced by rail infrastructure. Development should support the Sustainable Travel to Stations Strategy (CNPA903) ensuring safe and accessible active travel infrastructure supporting active travel to stations.

Drive times to access rail services

[37] See Schedule 12: Living locally and 20 minute neighbourhoods.

There are approximately 10,500 residential properties in the Cairngorms National Park. Over half the residential properties (approximately 53.2%%) are within a 10 minute drive time from a rail station (Figure 95 and Table 13).

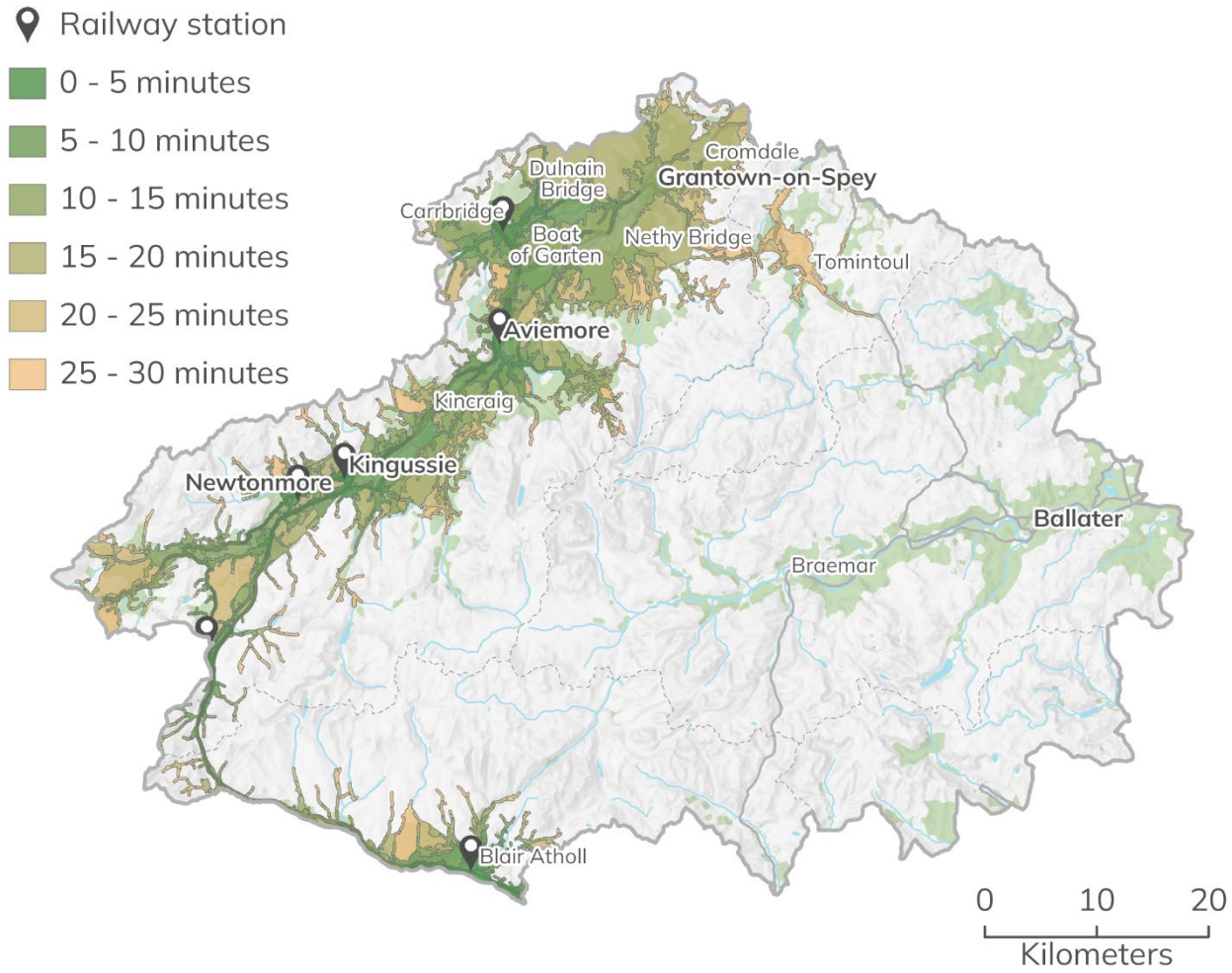


Figure 95 Drive times required to access a rail station in the Cairngorms National Park. Area within a 10 minute cycle distance from Aviemore train station. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Table 13 Proportion of residential properties within a given drive time to a rail station in the Cairngorms National Park.

Drive time to a rail station	Proportion of all properties in the National Park
0 – 5 minutes	42%
5 – 10 minutes	11.2%
10 – 15 minutes	20.2%
15 – 20 minutes	1.7%
20 – 25 minutes	1.7%
25 – 30 minutes	1.4%

Drive time to a rail station	Proportion of all properties in the National Park
Over 30 minutes	21.8%

Active travel to stations

Aviemore station

Aviemore station is accessible to all the residents of Aviemore and Inverdruie within a 10 minute cycle (Figure 96). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 97 shows the area of Aviemore which is within a 10 minute walk to the station. Development within this area should ensure that there are safe and accessible walking routes for people to use to access the station. To support a reduction in private vehicle use by residents accessing the station, the Proposed Plan should ensure new development in Aviemore outside 10 minutes walking distance (Figure 97) is (delivered by an infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

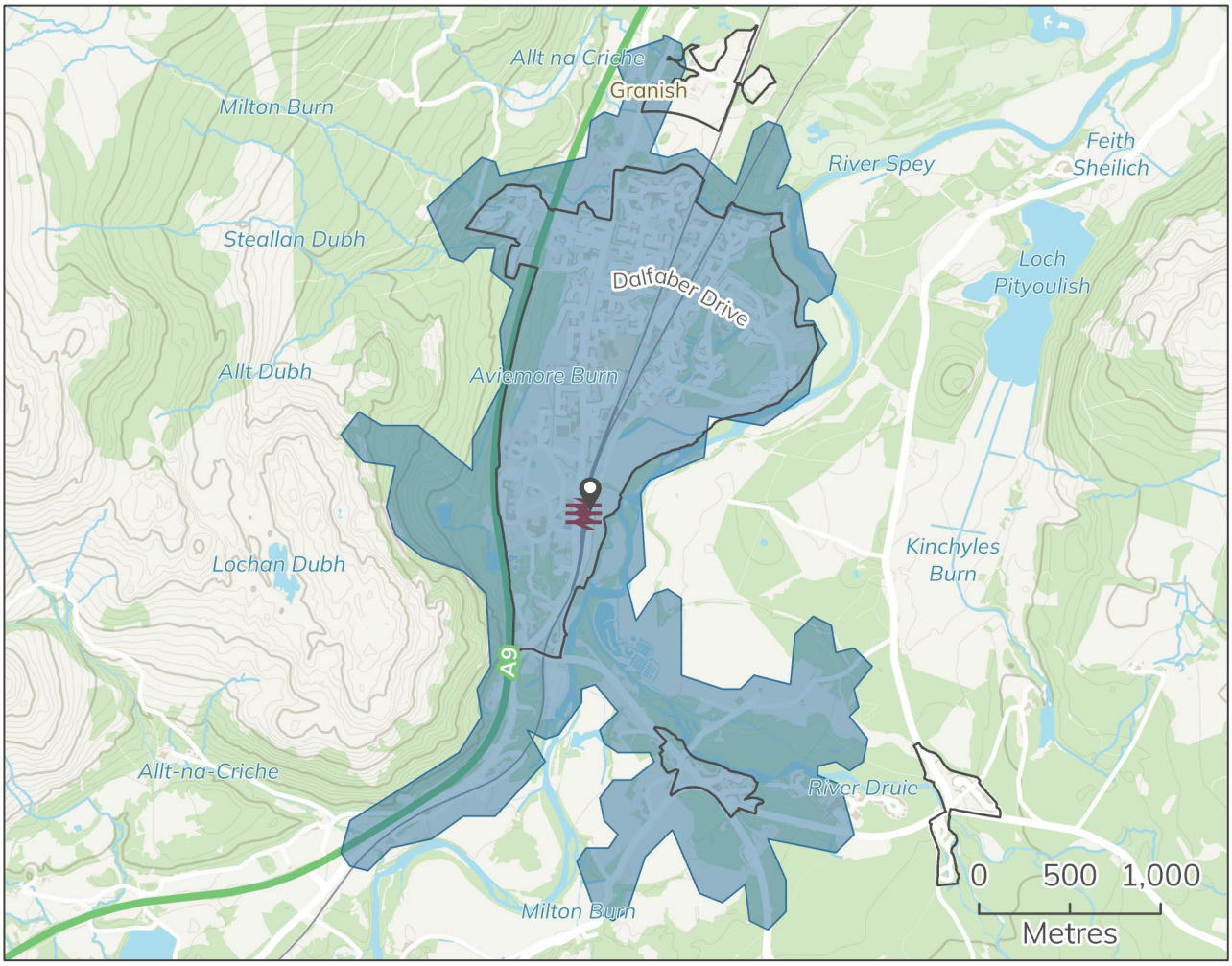


Figure 96 Area within a 10 minute cycle distance from Aviemore train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

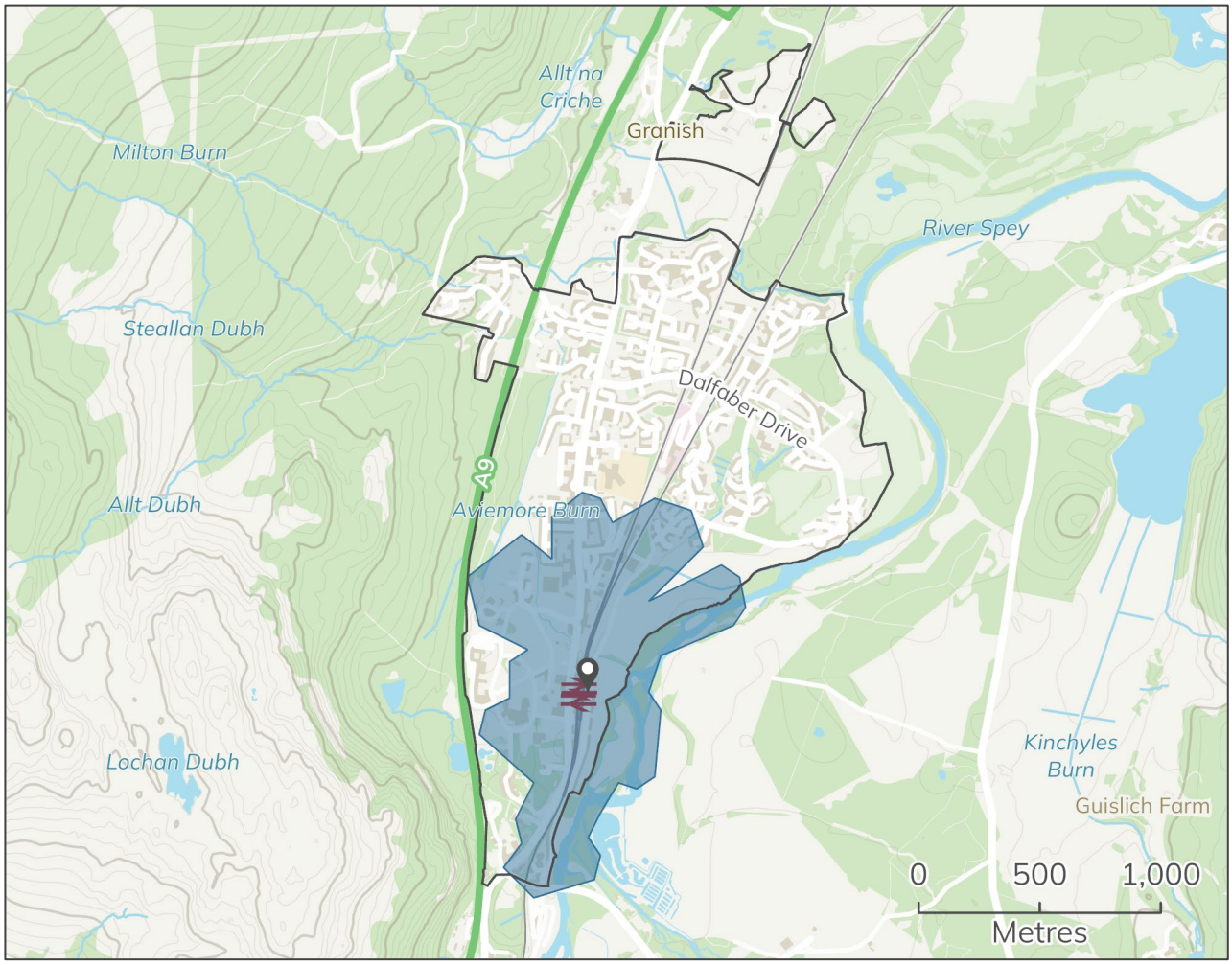


Figure 97 Area within 10 minute walk from Aviemore train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Blair Atholl station

Blair Atholl station is accessible to all the residents of Blair Atholl within a 10 minute cycle (Figure 98). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 99 shows the area of Blair Atholl which is within a 10 minute walk to the station[38]. Development within this area should ensure that there are safe and accessible walking routes for people to use to access the station. To support a reduction in private vehicle use by residents accessing the station, the Proposed Plan should ensure new development in Blair Atholl outside 10 minutes

[38] Crucially this excludes the large area of existing residential development on the eastern side of the settlement.

walking distance (Figure 99) is (delivered by an infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

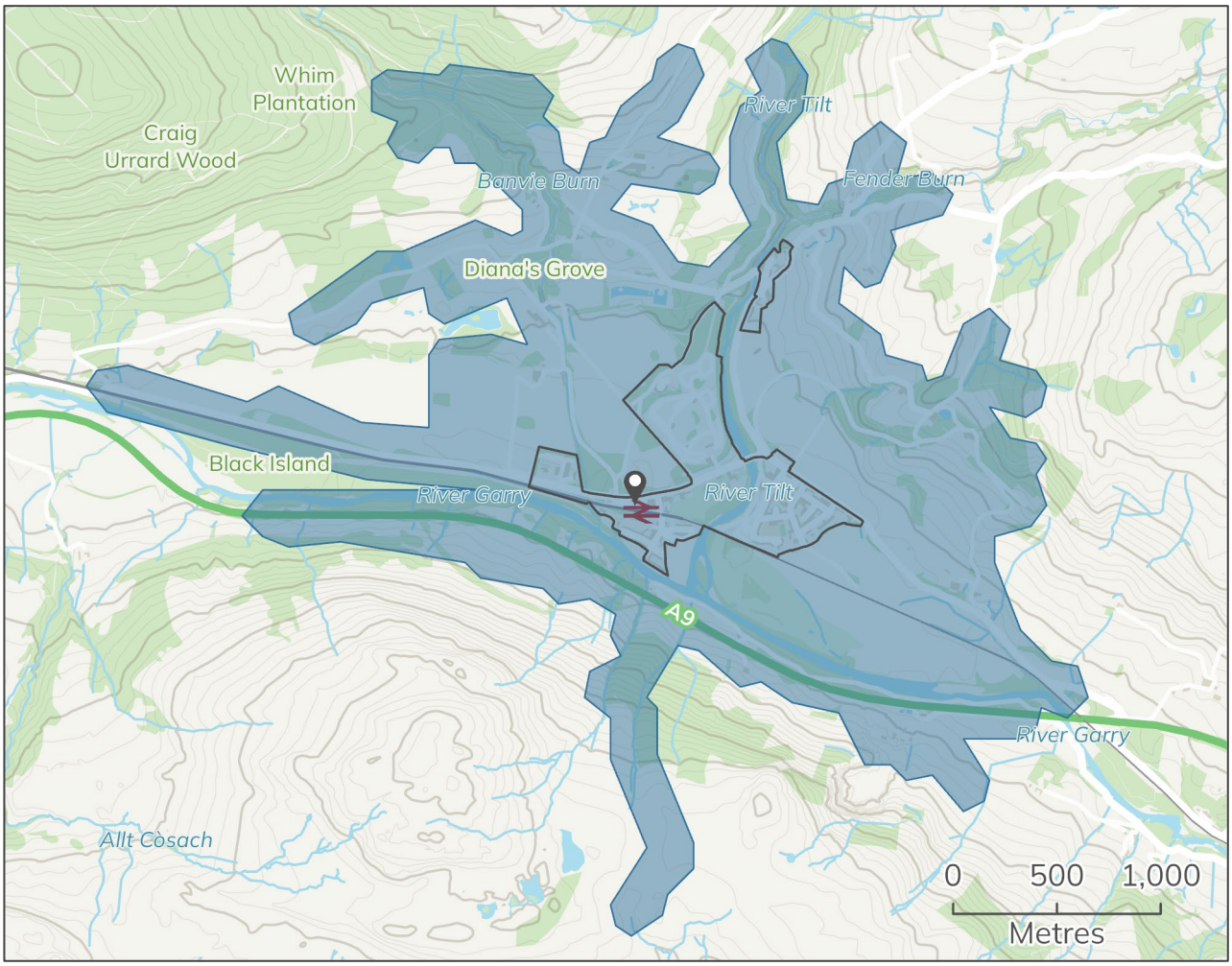


Figure 98 Area within a 10 minute cycle distance from Blair Atholl train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

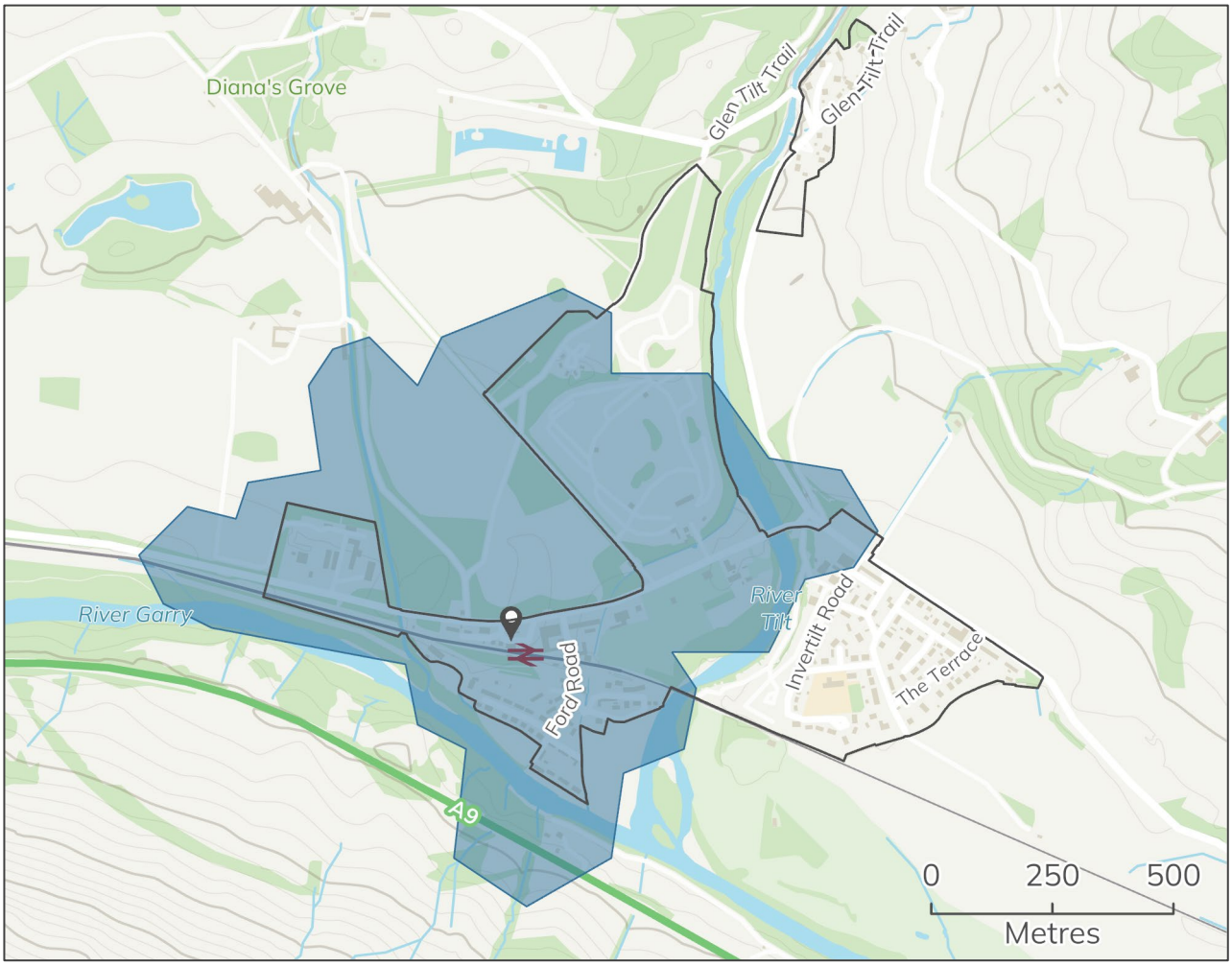


Figure 99 Area within 10 minute walk from Blair Atholl train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Carrbridge station

Carrbridge station is accessible to all the residents of Carrbridge within a 10 minute cycle (Figure 100). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 101 shows the area of Carrbridge which is within a 10 minute walk to the station[39]. Development within this area should ensure there are safe and accessible walking routes for people to use to access the station. It should be noted that a substantial portion of Carrbridge is outwith the 10 minute walking distance to the station. To support a reduction in private motorised vehicle use by residents accessing the station, the Proposed Plan should ensure new development in Carrbridge outside the walking distance (Figure 101) is (delivered by an

[39]Crucially this excludes the large area of existing residential development on the eastern side of the settlement.

infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

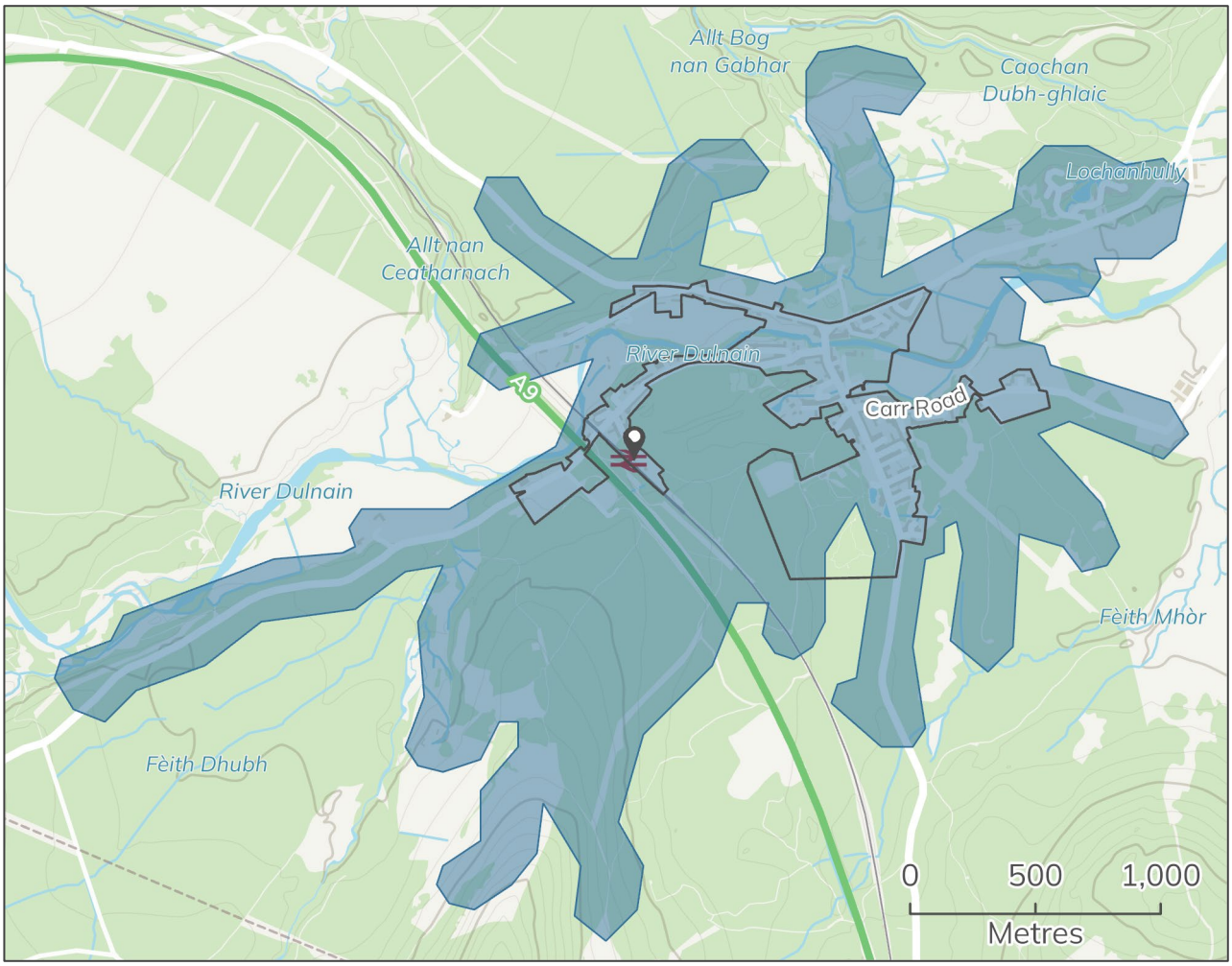


Figure 100 Area within a 10 minute cycle distance from Carrbridge train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

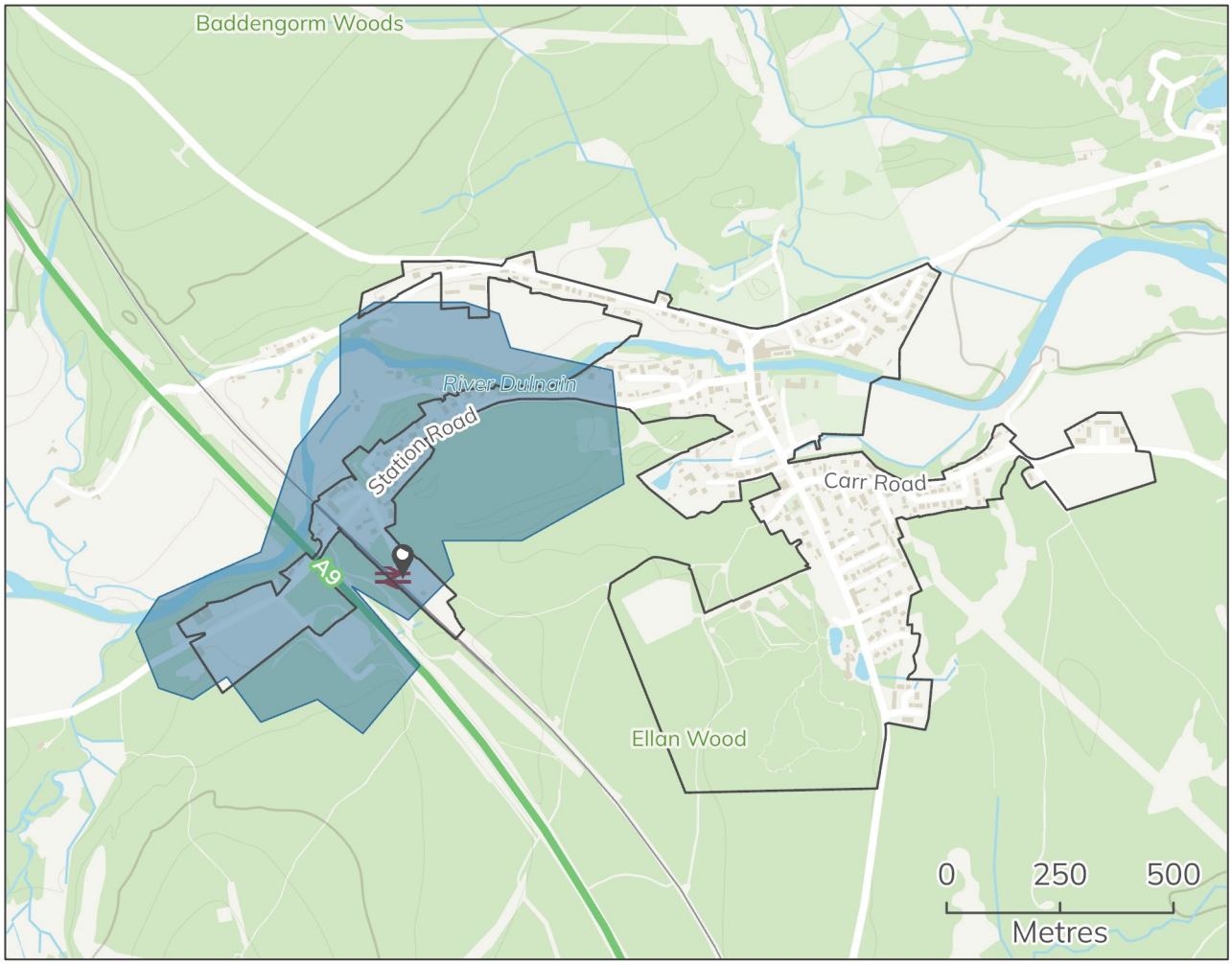


Figure 101 Area within 10 minute walk from Carrbridge train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Dalwhinnie station

Dalwhinnie station is accessible to all the residents of Dalwhinnie within a 10 minute cycle (Figure 102). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 103 shows the area of Dalwhinnie which is within a 10 minute walk to the station. This covers the majority of the settlement. Development within this area should ensure there are safe and accessible walking routes for people to use to access the station. To support a reduction in private motorised vehicle use by residents accessing the station, the Proposed Plan should ensure new development outside the walking distance in Dalwhinnie (Figure 103) is (delivered by an infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

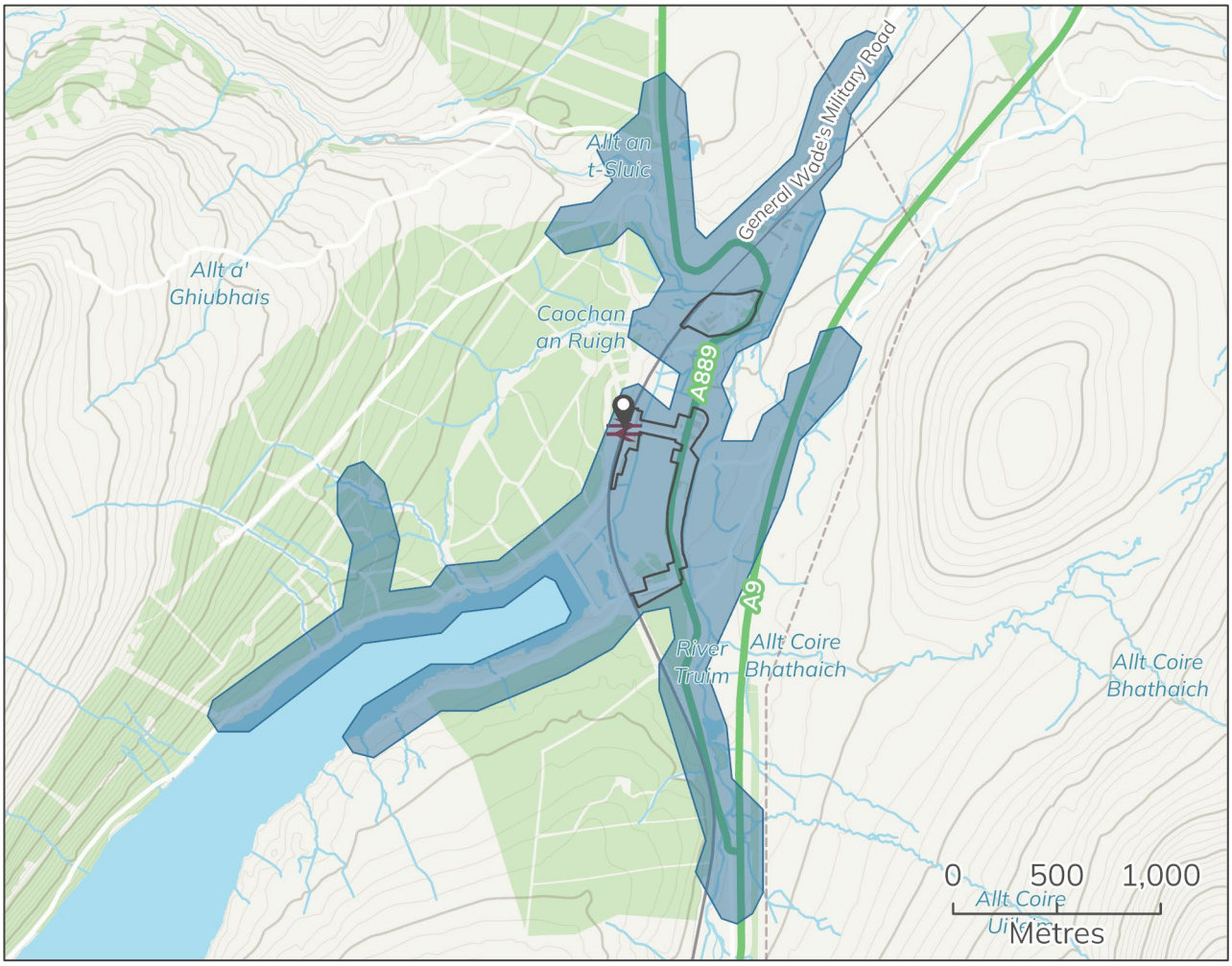


Figure 102 Area within a 10 minute cycle distance from Dalwhinnie train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

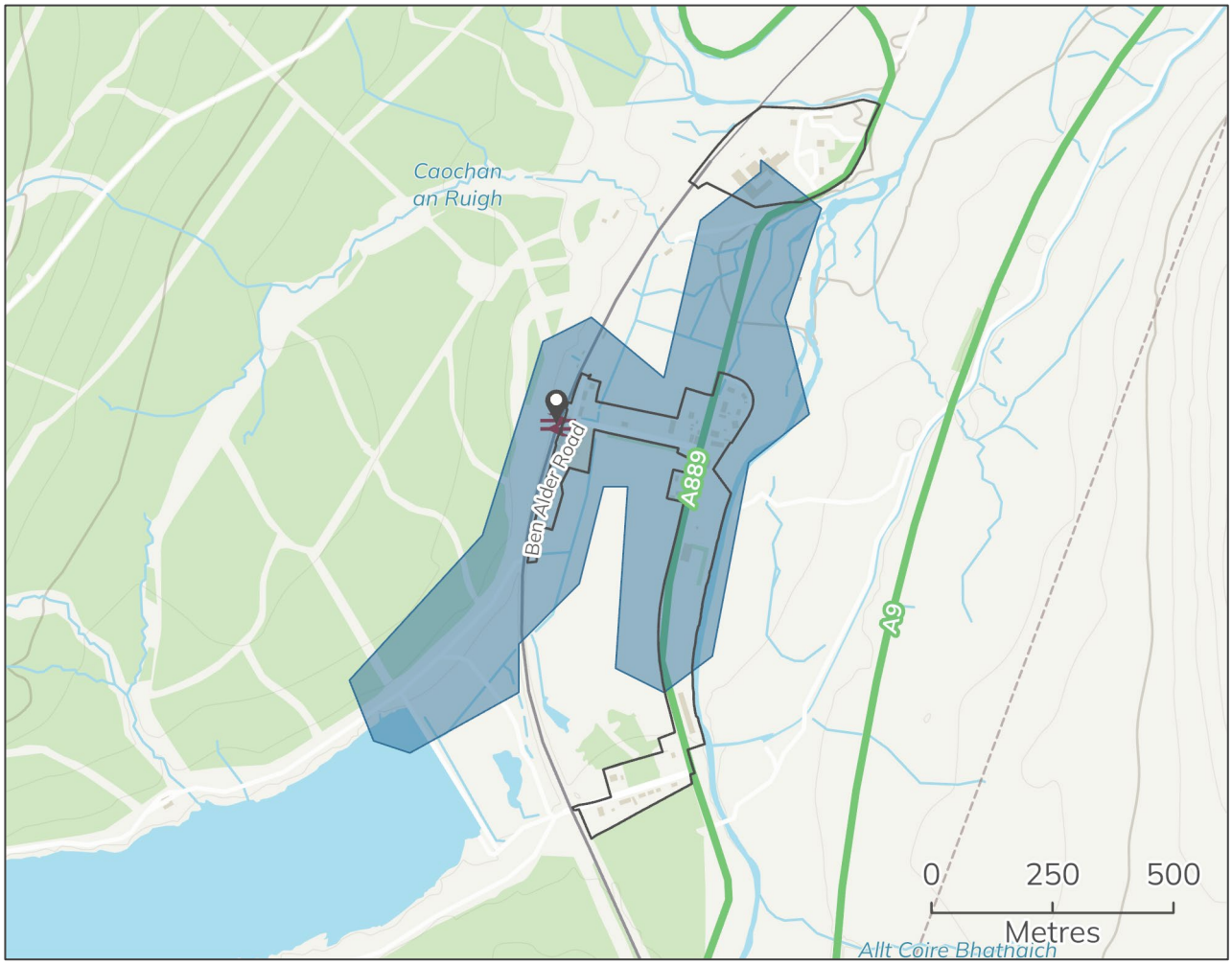


Figure 103 Area within 10 minute walk from Dalwhinnie train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Kingussie station

Kingussie station is accessible to all the residents of Kingussie within a 10 minute cycle (Figure 104). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 105 shows the area of Kingussie which is within a 10 minute walk to the station. There is a significant proportion of the settlement which cannot access the station within a 10 minute walk. Development within this area should ensure there are safe and accessible walking routes for people to use to access the station. To support a reduction in private motorised vehicle use by residents accessing the station, the Proposed Plan should ensure new development outside the walking distance in Kingussie (Figure 105) is (delivered by an infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

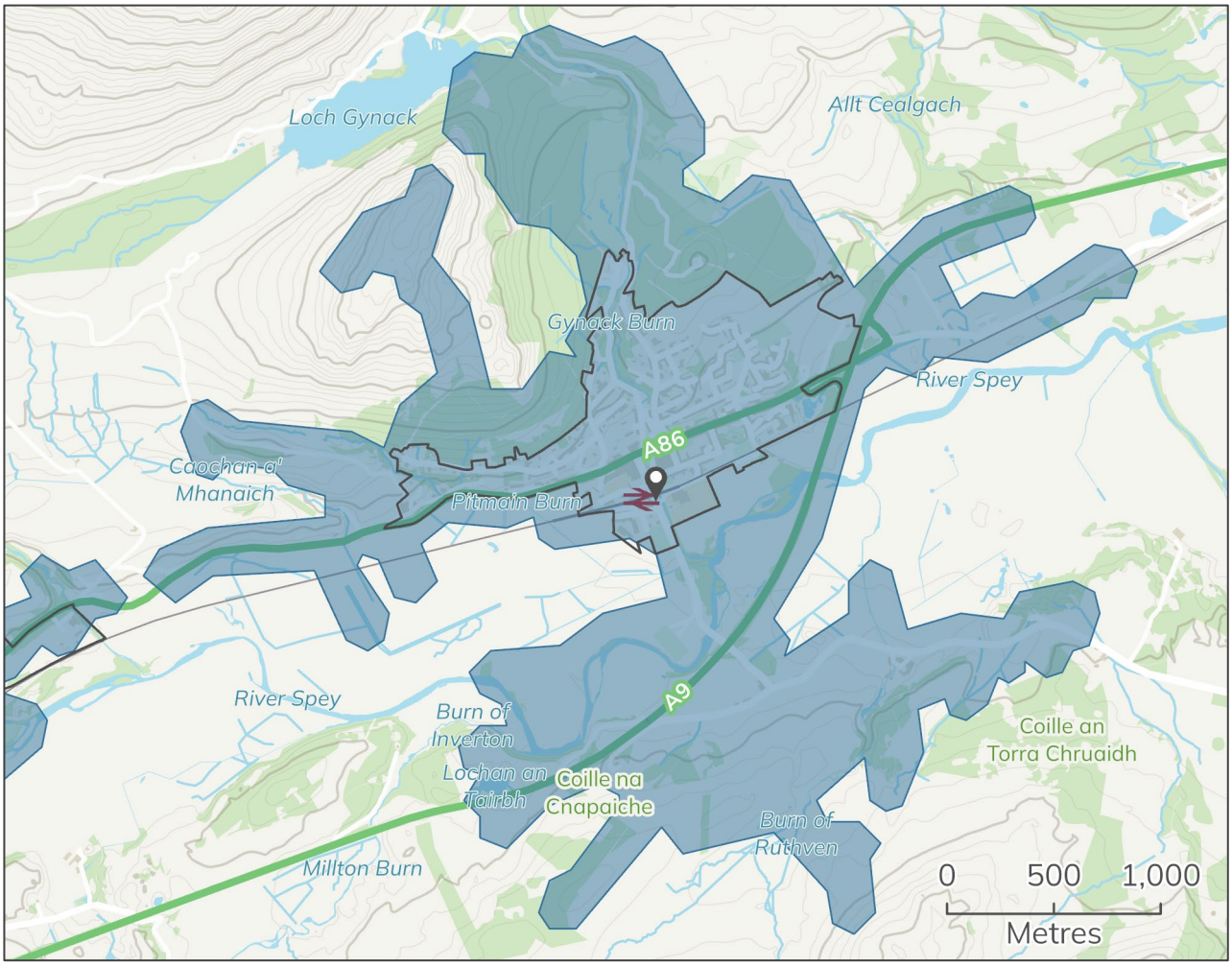


Figure 104 Area within a 10 minute cycle distance from Kingussie train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

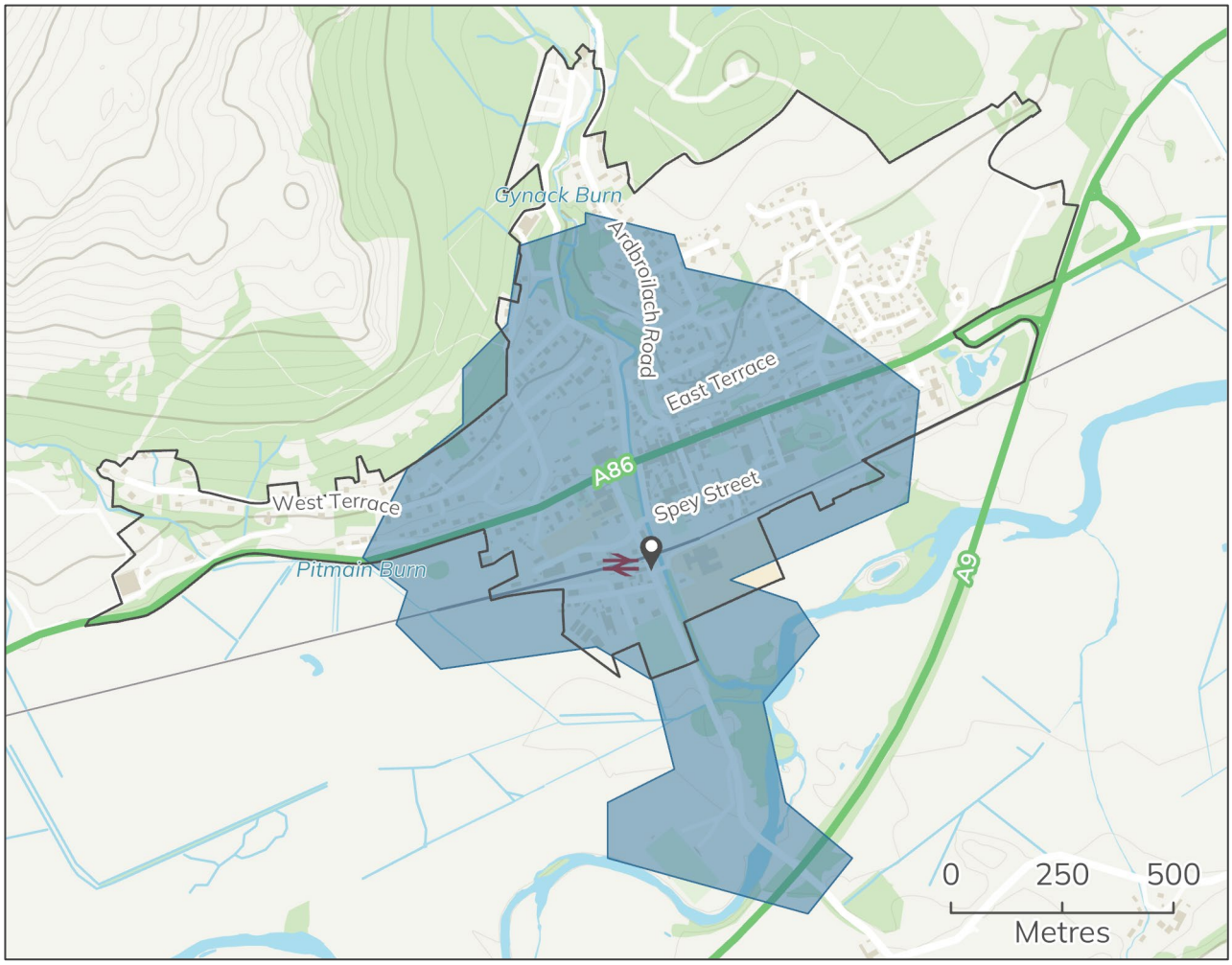


Figure 105 Area within 10 minute walk from Kingussie train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Newtonmore Station

Newtonmore station is accessible to all the residents of Newtonmore within a 10 minute cycle (Figure 106). There are areas within and outwith the settlement which, if proposed as allocated sites for development, should require connection to existing cycling routes to provide cycle accessibility to the station. Figure 107 shows the area of Newtonmore which is within a 10 minute walk to the station. There is a significant proportion of the settlement which cannot access the station within a 10 minute walk. Development within this area should ensure there are safe and accessible walking routes for people to use to access the station. To support a reduction in private motorised vehicle use by residents accessing the station, the Proposed Plan should ensure new development outside the walking distance in Newtonmore (Figure 107) is (delivered by an infrastructure first approach) sited at locations that can provide connection to existing bus routes serving rail station access.

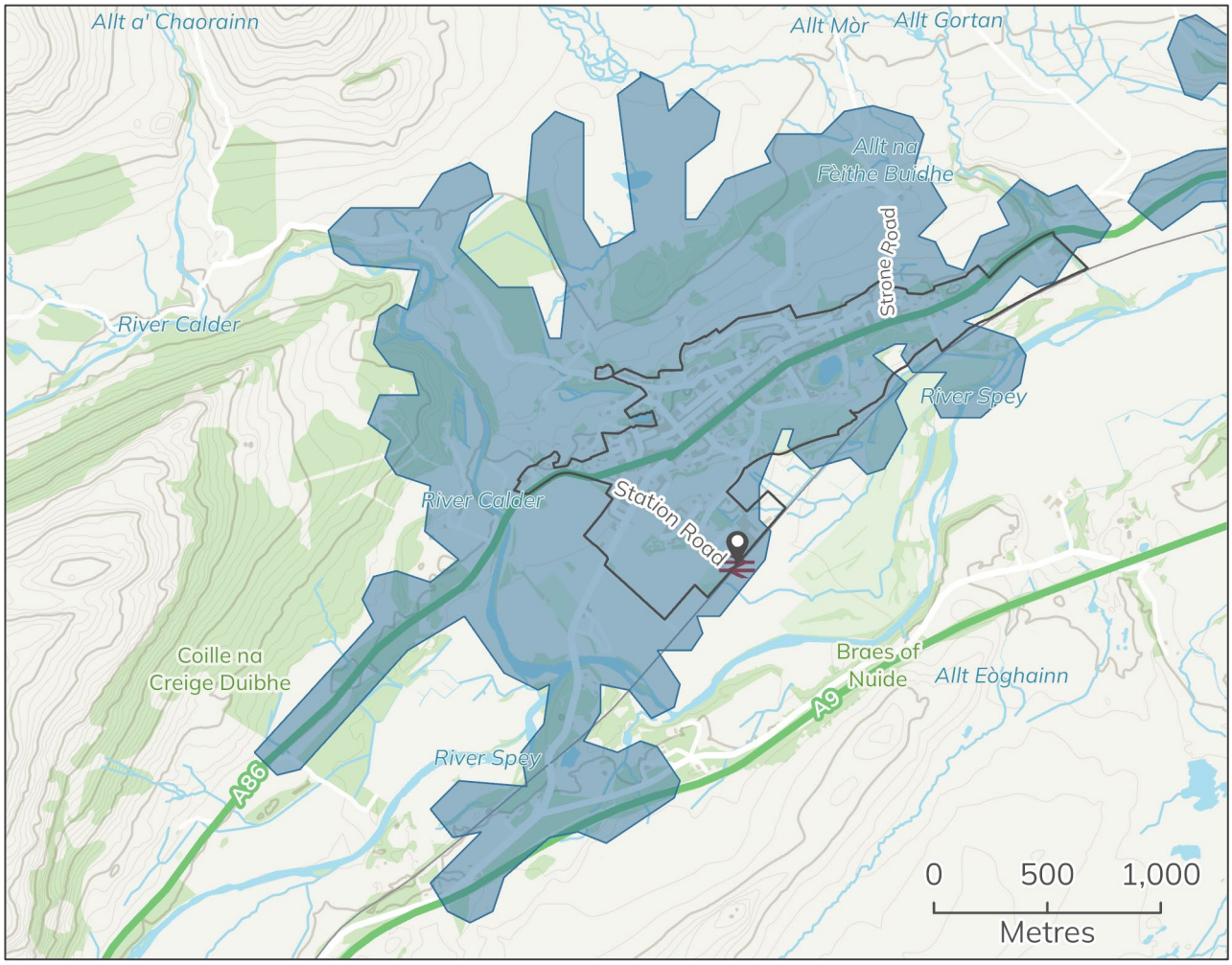


Figure 106 Area within a 10 minute cycle distance from Newtonmore train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

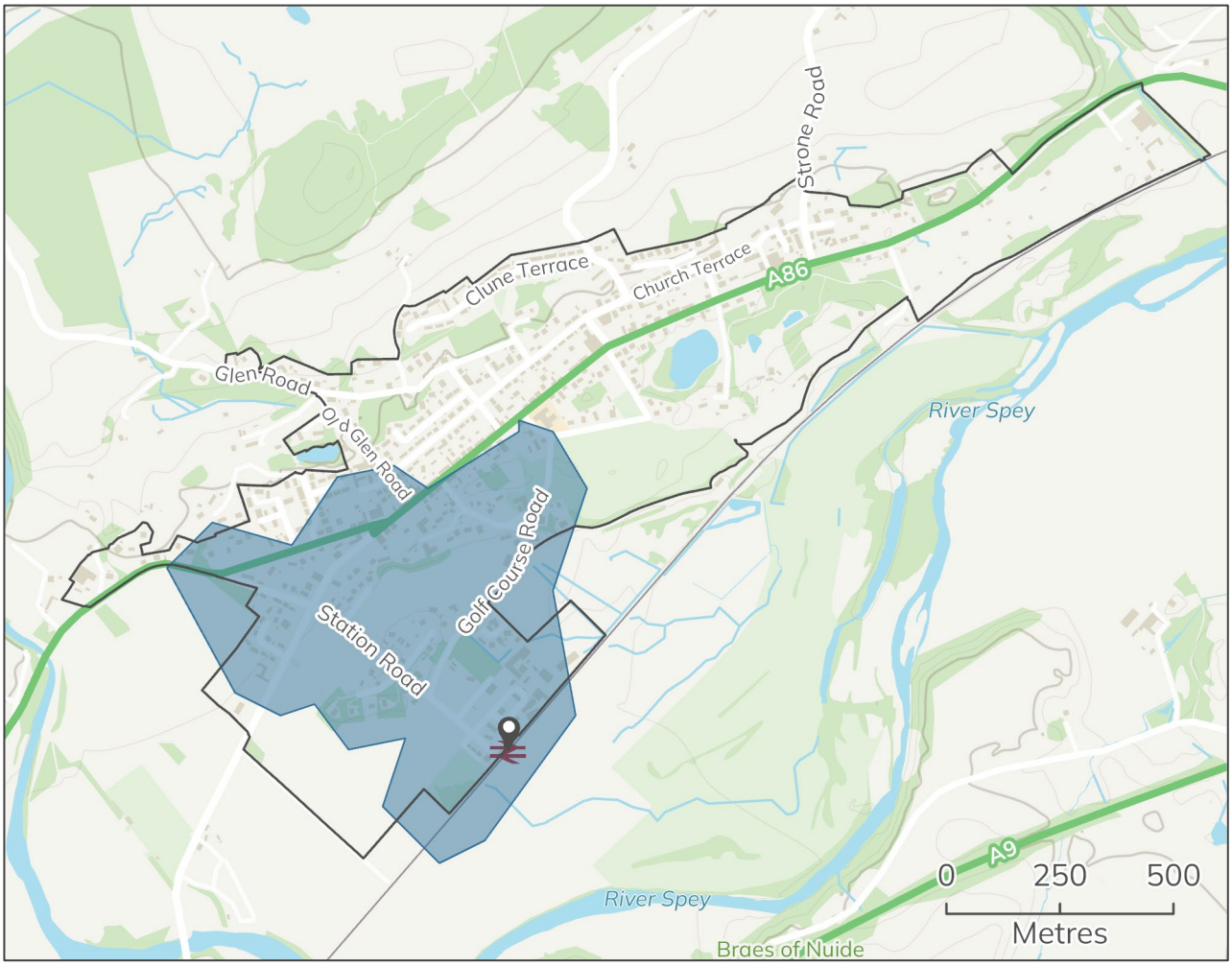


Figure 107 Area within 10 minute walk from Newtonmore train station in the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

It is acknowledged that in reality many people will walk more than 10 minutes to access rail stations, and therefore the Proposed Plan should ensure safe and accessible routes to rail stations beyond a 10 minute distance are also protected and delivered alongside new development.

Network Rail has informed the Park Authority that given that journey purpose survey results for station destinations in the Cairngorms National Park indicate that people are largely travelling for leisure purposes (CNPA1383), station accessibility is important not just in terms of supporting a reduction in private vehicle use but also supporting the local economy.

Station Accessibility in Cairngorms National Park and Highland Mainline Community Rail Partnership Report May 2025

Scotland's Railway produced this report (CNPA1381) which focuses on stations in the Highland Mainline Community Rail Partnership and Cairngorms National Park area to assist in planning how to better integrate public transport. Scotland's Railway's aim is to increase the numbers of people taking active and sustainable transport to stations and thereby reduce short trip car use other than for Blue Badge holders, in line with the Sustainable Travel to Stations Strategy (CNPA903). In addition, Scotland's Railway want to improve stations to meet the aspirations set out in the Railway for Everyone Strategy (CNPA1334) of which the Sustainable Travel to Stations Strategy is a subset.

The report shares context of the stations in the area, including their accessibility, in terms of both getting to the station and moving around within it, their passenger numbers, and demographic information of the communities each station serves.

The report highlights that within the area of the study no single station exists as an accessibility exemplar with all require varying degrees of improvement to help them meet our aspirations as set out in the Railway for Everyone Strategy (CNPA1334).

The report draws on the Stations in Context data[40] (CNPA1382) which has been included in the links to evidence in this Schedule and will inform the preparation of the Proposed Plan.

From the data gathered from the National Rail Accessibility Audit (CNPA1429), run by the Department for Transport from 2021 – 2023, the report provides data on the most reliable and detailed overview available of how accessible the stations in the National Park are for passengers moving around the station, getting to their platforms, and boarding the train. This covers pillars 2 to 4 of the Railway for Everyone accessibility Strategy. Table 14 sets out this information for the stations within the National Park. Overall, it highlights that some stations have much room for improvement on all pillars.

[40] The Stations in Context database gathers information about railway stations and the community they serve. Network Rail are currently in the process of collating Station in Context data and the mapping of the 500m, 1,600m and 5,000m buffers in terms of access to stations.

Table 14 : General level of accessibility for the stations within the Cairngorms National Park. (CNPA1381).

Station	Pillar 1 Overview (Reaching the station)	Pillar 2 Overview (Moving around the station)	Pillar 3 Overview (Getting to your platform)	Pillar 4 Overview (Boarding and finding your space)
Aviemore	Needs audit	Green	Amber	Amber
Blair Atholl	Needs audit	Red	Amber	Green
Carrbridge	Needs audit	Amber	Red	Green
Dalwhinnie	Needs audit	Amber	Red	Amber
Kingussie	Needs audit	Green	Amber	Red
Newtonmore	Needs audit	Amber	Green	Green

Pillar 1: Getting to the station

For access to the stations (Pillar 1), the report highlights that a full audit of each station needs to be undertaken to determine how well they align to the aims of the Sustainable Travel to Stations Strategy (CNPA903), which is now incorporated into the Railway for Everyone Strategy (CNPA1334).

Pillar 2: Moving around the station

All stations apart from Aviemore and Kingussie stations score Amber or Red for this pillar, meaning there is lots of room for improvement for passengers' experiences at the station.

Pillar 3: Getting to your platform

Newtonmore is the only station with full step free access to all platforms, however it only has one platform, while all other stations within the Cairngorms National Park have two. Carrbridge and Dalwhinnie stations score Red because they have at least one platform that cannot currently be reached via step free access. All platforms at Aviemore, Blair Atholl and Kingussie stations can be reached via step free access, but there is no convenient step free access route between platforms, with only a route between platforms that goes outside the station or via a level crossing. At some stations, this can require a lengthy walk, wheel, or taxi ride from one side of the station to the other.

Pillar 4: Boarding and finding your space

Aviemore and Dalwhinnie stations have at least one platform that may not be of suitable height to enable level boarding in the future. Blair Atholl, Carrbridge and Newtonmore stations have platforms that appear to be of suitable height to enable level boarding in the future. They are thus scored Green; however future work will be required

to confirm whether anything would need to be done at these stations to facilitate level boarding in the future. All eight stations have tactile warning paving at platform edges, which is essential for passenger safety.

Some accessibility improvements are needed at all eight stations, including alignment with the Sustainable Travel to Stations Strategy and improved signage for access routes to the station. The Proposed Plan should support the delivery of improvements to the Stations in the National Park to improve accessibility supporting the delivery of the Sustainable Travel to Stations Strategy.

Accessibility planned improvements
Network Rail are working with local authority and regional transport partnership colleagues, to improve accessibility at rail stations across Scotland. They report that none of the stations in the Cairngorms National Park have been proposed for feasibility / design funding in 2024 – 2025 through the Department for Transport's Access for All programme (CNPA1183).

Although no accessibility related station improvements are currently proposed by Network Rail for stations in the National Park, the Park Authority are aware of accessibility issues at a number of stations (CNPA1381), for example none of the stations have step free access between platforms, where they have more than one. The Cairngorms National Park Authority are currently exploring a closer working relationship with the Highland Mainline Community Rail Partnership and Scotland's Railway to collaborate on improvements at and near railway stations, funded through the Cairngorms 2030 programme. The Proposed Plan will support development at or adjacent to rail stations that support improvements to accessibility at rail stations.

Station usage

The Office of Rail and Road provide figures for total annual passenger usage (the sum of entrances and exits) by fare type at stations within the Cairngorms National Park (CNPA896). Using annual passenger usage at stations based on sales of tickets provides an indicator of the overall use of the rail infrastructure serving the National Park (Figure 108, Table 15 and Table 16).

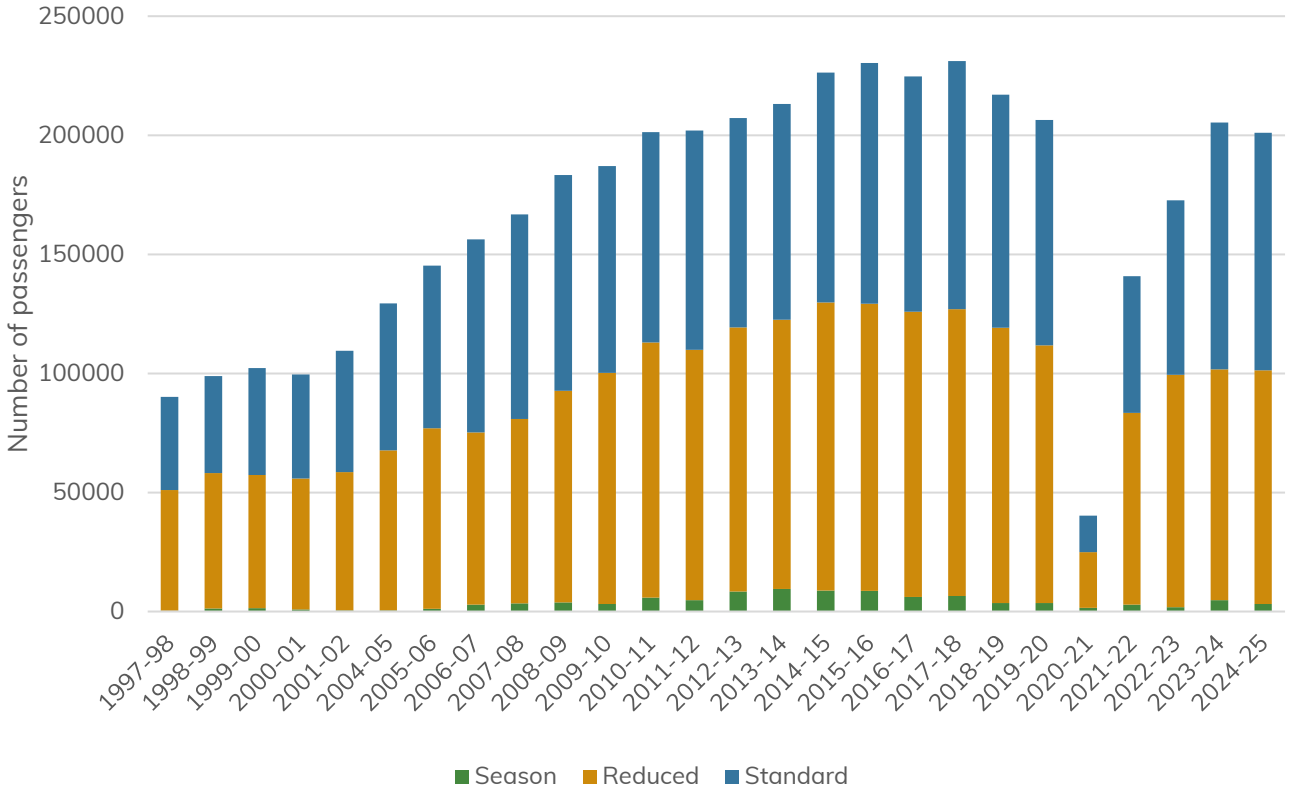


Figure 108 Office of Rail and Road figures (CNPA896) for total annual estimated passenger usage (the sum of entrances and exits) by fare type at stations within the Cairngorms National Park from 1997 – 1998 to 2024 – 2025. Note no data available for years 2002 – 2003 and 2003 – 2004.

Figure 108 shows that the overall number of tickets sold has slightly decreased from 205,310 in 2023 – 2024 to 200,988 in 2024 – 2025. This may represent a plateauing of the growth seen since the Covid 19 pandemic in 2020 – 2021. Estimated passenger numbers are also lower than those recorded pre Covid 19 in 2019 – 2020. Passenger numbers were decreasing from 2017 – 2018 to 2019 – 2020, and it is unclear yet whether passenger numbers will continue to fall further. The recent decline in passenger numbers on rail services reinforce the need to support travel by rail in the National Park by supporting and encouraging access to rail services through active travel routes and public transport. As previously mentioned, this can be done by ensuring new development provides provision for new or connections to existing active travel routes and / or bus services connecting to rail services.

Although overall estimated passenger numbers have fallen, the figures show that some stations such as Carrbridge, Newtonmore and Kingussie now have more passengers than pre pandemic (2018 – 2019) (Table 15 and Table 16).

Table 15 Pandemic recovery: Percentage of passengers in 2024 – 2025 compared to 2018 – 2019 for the rail stations in the Cairngorms National Park based on the Office of Rail and Road figures (CNPA896) for total annual estimated passenger usage.

	Carrbridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl
Pandemic recovery: Percentage of passengers in 2024 – 2025 compared to 2018 – 2019	125.7%	89.3%	103.2%	107.7%	99.6%	78.3%

Table 16 Annual passenger usage at stations (the sum of entrances and exits) within the Cairngorms National Park 1999 – 2000 to 2024 – 2025 based on the Office of Road and Rail figures (CNPA896).

	Number of passengers using the station						
Year	Carrbridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl	Total
1999 – 2000	2,432	61,795	21,196	4,013	1,937	10,893	102,266
2000 – 2001	2,441	62,338	19,207	4,146	2,027	9,341	99,500
2001 – 2002	1,930	70,230	22,585	4,062	2,062	8,573	109,442
2003 – 2004	1,531	70,272	23,815	4,184	2,066	8,613	110,481
2004 – 2005	1,910	80,977	27,725	5,396	1,619	11,708	129,335
2005 – 2006	2,987	91,456	30,045	6,815	2,013	11,896	145,212
2006 – 2007	3,954	101,294	32,135	6,585	1,774	10,491	156,233

	Number of passengers using the station						
Year	Carrbridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl	Total
2007 – 2008	5,508	108,353	33,416	7,060	1,975	10,443	166,755
2008 – 2009	3,796	121,090	38,054	7,446	2,296	10,580	183,262
2009 – 2010	4,500	124,972	35,838	7,972	2,208	11,572	187,062
2010 – 2011	5,118	132,336	38,544	9,484	1,894	13,948	201,324
2011 – 2012	5,636	132,052	40,298	9,406	1,984	12,608	201,984
2012 – 2013	4,454	136,456	40,954	8,958	2,172	14,280	207,274
2013 – 2014	5,540	141,311	41,400	8,326	2,472	14,084	213,133
2014 – 2015	6,256	150,724	42,522	8,636	2,460	16,062	226,660
2015 – 2016	6,898	152,082	42,850	9,432	2,392	16,652	230,306
2016 – 2017	5,808	145,200	44,200	8,770	3,188	17,598	224,764
2017 – 2018	6,064	147,964	44,736	9,194	3,372	19,802	231,132
2018 – 2019	5,584	138,490	40,758	7,848	3,368	21,008	211,184
2019 – 2020	5,474	132,618	39,254	7,456	3,226	18,388	214,436
2020 – 2021	1,622	25,492	7,352	1,498	614	3,688	40,266
2021 – 2022	3,714	92,240	25,682	5,400	1,960	11,870	140,866
2022 – 2023	4,840	112,090	32,978	6,470	2,832	13,402	172,612
2023 – 2024	6,544	130,090	41,726	8,484	3,340	15,126	205,310

	Number of passengers using the station						
Year	Carrbridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl	Total
2024 – 2025	7,020	123,654	42,058	8,454	3,356	16,446	200,988

A marked reduction in rail use during the 2020 – 2021 year can be attributed to the impacts of the Covid 19 global pandemic which led to national lockdowns in Scotland. Since the Covid 19 pandemic there has been a change in working arrangements as part of the legacy of the Covid 19 pandemic. The Office of National Statistics report (CNPA717) that many companies have moved to a hybrid way of working requiring less in people to travel into the office every day, if at all. This may affect future potential increase in the use of rail services, which in the next few years will determine whether growth will or has plateaued close to pre pandemic levels.

Scotrail provides data on the facilities at rail stations in the National Park (CNPA918). A key consideration of rail users are the railway station facilities, such as the accessibility within the station and transport connections to and from the station. Table 17 summarises some of these considerations.

Table 17 Rail station facilities, accessibility and connection options in the Cairngorms National Park, Scotrail, 2024 (CNPA918).

Railway station facilities	Carrbridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl
Cycle Storage (spaces)	10	16	10	6	6	10
Sheltered Cycle Storage	No	Yes	No	No	No	No
Car park spaces	6	10	20	10	2	6
Taxi rank	No	No	No	No	No	Yes
Bus services	No	Yes	No	No	No	Yes
Cycle hire	No	No	No	No	No	Yes
Step free access to both platforms	No	Yes	No	Yes	No	Yes
National Key Toilets	No	No	No	No	No	No
Station accessibility category	B	B	B	A	B	B
Station accessibility notes	Level to platform 2, connecting footbridge with stairs to platform 1	Level to platform 1 – connecting footbridge with stairs to platform 2 or step free route via level crossing using the Strathspey Railway entrance at south end of platform	Level to platform 1 and connecting footbridge with stairs to platform 2 (low platform) Blue Badge parking bays: 1	This station has step free access to single platform	Level to platform 1, connecting footbridge with stairs to platform 2	Level to platform 1 – connecting footbridge with stairs to platform 2 or step free route via level crossing and separate ramped entrance to platform 2 at south end of platform

All stations offer cycle parking, but many have limited provision for onward travel via public transport. Only Aviemore and Blair Atholl provide connecting bus connection services, directly outside the station, meaning that Carrbridge, Dalwhinnie, Newtonmore and Kingussie rail users are more likely to be reliant on private vehicle use to access the rail services. In line with an infrastructure first approach, the Proposed Plan should support development of mobility hubs at rail stations to support onward travel by sustainable transport or active travel.

Accessibility is also an issue at stations in the Cairngorms National Park with limited accessibility to platforms at Carrbridge, Kingussie and Dalwhinnie. As also previously mentioned none of the stations in the National Park currently offer electric vehicle charging facilities. The Proposed Plan should support development at or near rail stations that provides electric vehicle infrastructure to support low carbon / emission vehicle use.

Rail destination data

Destination data showing where people travelled to from a given station is available from the Railway data centre (CNPA1182) for the six stations in the Cairngorms National Park[41]. This section provides a summary of the top ten destinations people travel to from those stations, proportion travelling to and outside of Scotland, as well as information about people who travel between the stations in the National Park.

Aviemore

The top destination for journeys by rail from Aviemore in 2023 / 2024 was Inverness (17,550) followed by Edinburgh (11,207) and Glasgow Queen Street (5,772) (Table 18).

Table 18 Top ten rail destinations of people travelling from Aviemore rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Inverness	Scotland	17,550
Edinburgh	Scotland	11,207
Glasgow Queen Street	Scotland	5,772
Kingussie	Scotland	4,101
Perth	Scotland	2,405
Haymarket	Scotland	2,074
London Kings Cross	London	2,023

[41] Aviemore, Blair Atholl, Carrbridge, Dalwhinnie, Kingussie and Newtonmore

Destination	Region	2023 / 2024 number of journeys to destination
London Euston	London	1,621
Pitlochry	Scotland	1,573
Stirling	Scotland	1,085

5,757 journeys were made in 2023 / 2024 from Aviemore to another destination within the National Park (Table 19) accounting for 8.85% of all journeys departing from the station. Travel within the National Park between stations from Aviemore was most prevalent between Aviemore and Kingussie (4,101 journeys). From Aviemore and Carrbridge there were 603 journeys made and 568 journeys between Aviemore and Newtonmore. From Aviemore to Blair Atholl 289 journeys were made and to Dalwhinnie just 196.

Table 19 Destinations of people travelling from Aviemore rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of tickets to destination	Proportion off all journeys (65,045)	Proportion of all journeys to destinations within the National Park (5,757)
Kingussie	4,101	6.30%	71.24%
Carrbridge	603	0.93%	10.47%
Newtonmore	568	0.87%	9.87%
Blair Atholl	289	0.44%	5.02%
Dalwhinnie	196	0.30%	3.40%

Overall, 87.7% of people travelling from Aviemore station were going to another destination in Scotland, and only 12.3% were travelling outside of Scotland to England or Wales (Table 20).

Table 20 Regional destinations of people travelling from Aviemore rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys
Scotland	57,060	87.72%
England (total)	7,920	12.18%
England (London only)	3,669	5.64%
Wales	65	0.10%

Blair Atholl

The top destination for people travelling by rail from Blair Atholl in 2023 / 2024 was Pitlochry (1,708) followed by Edinburgh (1,358) and Perth (1,205) (Table 21).

Table 21 Top ten rail destinations of people travelling from Blair Atholl rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Pitlochry	Scotland	1,708
Edinburgh	Scotland	1,358
Perth	Scotland	1,205
Inverness	Scotland	374
Glasgow Central	Scotland	360
Glasgow Queens Street	Scotland	308
Haymarket	Scotland	292
Aviemore	Scotland	289
Dundee	Scotland	276
Dunkeld and Birnam	Scotland	173

447 journeys were made in 2023 / 2024 from Blair Atholl to another destination within the National Park (Table 22) accounting for 5.91% of all rail journeys from the station. Travel within the National Park between stations from Blair Atholl was most prevalent (64.5%) between Blair Atholl and Aviemore (289 journeys). From Blair Atholl to Kingussie there were 93 journeys made and a further 31 to Dalwhinnie. From Blair Atholl to Newtonmore 27 journeys were made and only 8 from Blair Atholl to Carrbridge.

Table 22 Destinations of people travelling from Blair Atholl rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys made in 2023 / 2024 (7,563)	Proportion of all journeys to destinations within the National Park in 2023 / 2024 (447)
Aviemore	289	3.82%	64.51%
Kingussie	93	1.23%	20.76%
Dalwhinnie	31	0.41%	6.92%
Newtonmore	27	0.36%	6.03%
Carrbridge	8	0.11%	1.79%

Overall, 96.6% of people travelling from Blair Atholl station were going to another destination in Scotland, and only 3.4% were travelling outside of Scotland to England or Wales (Table 23).

Table 23 Regional destinations of people travelling from Blair Atholl rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys
Scotland	7,303	96.56%
England (total)	260	3.44%
England (London only)	114	1.51%
Wales	0	0%

Carrbridge

The top destination for people travelling by rail from Carrbridge in 2023 / 2024 was Inverness (1,418 journeys) followed by Aviemore (603) and Edinburgh (278) (Table 24).

Table 24 Top ten rail destinations of people travelling from Carrbridge rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Inverness	Scotland	1,418
Aviemore	Scotland	603
Edinburgh	Scotland	278
Glasgow Central	Scotland	119
Glasgow Queen Street	Scotland	82
Perth	Scotland	72
Pitlochry	Scotland	58
Kingussie	Scotland	50
Aberdeen	Scotland	45
Haymarket	Scotland	44

3,272 journeys were made in 2023 / 2024 from Carrbridge to another destination within the National Park (Table 25) representing 21.0% of all rail journeys from the station. Travel within the National Park between stations from Carrbridge was most prevalent (87.8%) between Carrbridge and Aviemore (603 journeys). From Carrbridge to Kingussie there were 50 journeys made and a further 20 to Newtonmore. From Carrbridge to Blair Atholl only 8 journeys were made and only 6 from Carrbridge to Dalwhinnie.

Table 25 Destinations of people travelling from Carrbridge rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of tickets to destination	Proportion off all journeys made in 2023 / 2024 (3,272)	Proportion of all journeys to destinations within the National Park in 2023 / 2024 (687)
Aviemore	603	18.43%	87.77%
Kingussie	50	1.53%	7.28%
Newtonmore	20	0.61%	2.91%
Blair Atholl	8	0.24%	1.16%
Dalwhinnie	6	0.18%	0.87%

Overall, 97.2% of people travelling from Carrbridge station were going to another destination in Scotland, and only 2.8% were travelling outside of Scotland to England or Wales (Table 26).

Table 26 Regional destinations of people travelling from Carrbridge rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number journeys to destination	Proportion off all journeys
Scotland	3,180	97.19%
England (total)	92	2.81%
England (London only)	32	0.98%
Wales	0	0%

Dalwhinnie

The top destination for people travelling by rail from Dalwhinnie in 2023 / 2024 was Edinburgh (317 journeys) followed by Inverness (273) and Inverness (196) (Table 27).

Table 27 Top ten rail destinations of people travelling from Dalwhinnie rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Edinburgh	Scotland	317
Inverness	Scotland	273
Aviemore	Scotland	196
Pitlochry	Scotland	122
Perth	Scotland	110
Glasgow Central	Scotland	74
Glasgow Queen Street	Scotland	69

Destination	Region	2023 / 2024 number of journeys to destination
Kingussie	Scotland	62
Dunkeld and Birnam	Scotland	60
Haymarket	Scotland	60

329 journeys were made in 2023 / 2024 for travel by people from Dalwhinnie to another destination within the National Park (Table 31) representing 19.7% of all rail journeys made from the station. Travel within the National Park between stations from Dalwhinnie was most prevalent (59.6%) between Dalwhinnie and Aviemore (196 journeys). From Dalwhinnie to Kingussie there were journeys made and a further 34 to Newtonmore. From Dalwhinnie to Blair Atholl 31 journeys and only 6 from Dalwhinnie to Carrbridge.

Table 28 Destinations of people travelling from Dalwhinnie rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys made in 2023 / 2024 (1,670)	Proportion of all journeys to destinations within the National Park in 2023 / 2024 (329)
Aviemore	196	11.74%	59.57%
Kingussie	62	3.71%	8.84%
Newtonmore	34	2.04%	10.33%
Blair Atholl	31	1.86%	9.42%
Carrbridge	6	0.36%	1.82%

Overall, 95.15% of people travelling from Dalwhinnie station were going to another destination in Scotland, and only 4.85% were travelling outside of Scotland to England or Wales (Table 29).

Table 29 Regional destinations of people travelling from Dalwhinnie rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys
Scotland	1,589	95.15%
England (total)	81	4.85%
England (London only)	50	2.99%
Wales	0	0%

Kingussie

The top destination for people travelling by rail from Kingussie in 2023 / 2024 was also Inverness (5,833 journeys) followed by Aviemore (4,101) and Edinburgh (3,043) (Table 30).

Table 30 Top ten rail destinations of people travelling from Kingussie rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Inverness	Scotland	5,833
Aviemore	Scotland	4,101
Edinburgh	Scotland	3,043
Glasgow Central	Scotland	882
Perth	Scotland	687
London Kings Cross	London	672
Glasgow Queens Street	Scotland	650
Haymarket	Scotland	605
Pitlochry	Scotland	507
Dunkeld and Birnam	Scotland	347

4,513 journeys were made in 2023 / 2024 from Kingussie to another destination within the National Park (Table 31) representing 21.6% of all rail journeys from the station. Travel within the Cairngorms National Park between stations from Kingussie was most prevalent (91%) between Kingussie and Aviemore (4,101 journeys). From Kingussie to Newtonmore there were 207 journeys made and a further 93 to Blair Atholl. From Kingussie to Dalwhinnie 62 journeys and only 50 from Kingussie to Carrbridge.

Table 31 Destinations of people travelling from Kingussie rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys made in 2023 / 2024 (20,864)	Proportion of all journeys to destinations within the National Park in 2023 / 2024 (4,513)
Aviemore	4,101	19.66%	90.87%
Newtonmore	207	0.99%	4.59%
Blair Atholl	93	0.45%	2.06%
Dalwhinnie	62	0.30%	1.37%
Carrbridge	50	0.24%	1.11%

Overall, 90.9% of people travelling from Kingussie station were going to another destination in Scotland, and only 9.1% were travelling outside of Scotland to England or Wales (Table 32).

Table 32 Regional destinations of people travelling from Kingussie rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys
Scotland	18,969	90.92%
England (total)	1,891	9.06%
England (London only)	836	4.01%
Wales	4	0.02%

Newtonmore

The top destination for people travelling by rail from Newtonmore in 2023 / 2024 was also Inverness (1,211 journeys) followed by Edinburgh (572) and Aviemore (568) (Table 33).

Table 33 Top ten rail destinations of people travelling from Newtonmore rail station in the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	Region	2023 / 2024 number of journeys to destination
Inverness	Scotland	1,211
Edinburgh	Scotland	572
Aviemore	Scotland	568
Kingussie	Scotland	207
Glasgow Central	Scotland	197
Glasgow Queen Street	Scotland	157
Perth	Scotland	154
London Euston	London	135
Pitlochry	Scotland	112
Haymarket	Scotland	88

4,242 journeys were made in 2023 / 2024 from Newtonmore to another destination within the National Park (Table 34) representing 20.2% of all rail journeys from the station. Travel within the National Park between stations from Newtonmore was most prevalent (66.4%) between Newtonmore and Aviemore (568 journeys). From Newtonmore to Kingussie there were 207 journeys made and a further 34 to Dalwhinnie. From Newtonmore to Blair Atholl 27 journeys made and only 20 from Newtonmore to Carrbridge.

Table 34 Destinations of people travelling from Newtonmore rail station to another station within the Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys made in 2023 / 2024 (4,242)	Proportion of all journeys to destinations within the National Park in 2023 / 2024 (856)
Aviemore	568	13.39%	66.36%
Kingussie	207	4.88%	24.18%
Dalwhinnie	34	0.80%	3.97%
Blair Atholl	27	0.64%	3.15%
Carrbridge	20	0.47%	2.34%

Overall, 91.5% of people travelling from Newtonmore station were going to another destination in Scotland, and only 8.5% were travelling outside of Scotland to England or Wales (Table 35).

Table 35 Regional destinations of people travelling from Newtonmore rail station in Cairngorms National Park in 2023 / 2024 (CNPA1182).

Destination	2023 / 2024 number of journeys to destination	Proportion off all journeys
Scotland	3,882	91.51%
England (total)	356	8.39%
England (London only)	202	4.76%
Wales	4	0.09%

Rail Destination Summary

Across all the stations in the National Park, 12.3% of all rail travel were for journeys terminating at another station in the National Park. There was a significant difference in this statistic when looking at individual stations suggesting that stations are used for different purposes depending on final destination. In Aviemore for example only 8.9% of journeys were to destinations in the National Park compared to Carrbridge, Kingussie, Dalwhinnie and Newtonmore where the figure was roughly 20%.

Station facilities may also be a factor in people choosing their departing station for example, Aviemore has the largest car park and is close to other amenities with good onward public transport connections. Also, all services stop at Aviemore, but not all services stop at all of the smaller stations (for example, Dalwhinnie and Newtonmore). The large proportion of journeys from smaller stations to Aviemore and Kingussie and

between these two stations, may be partially accounted for due to school age children using the trains to access school in Kingussie and activities in Aviemore.

Blair Atholl had the lowest proportion of journeys to destinations in the National Park (5.9%) with Pitlochry as the top destination for people using the station. This represents the nearest 'large' settlement to the village and therefore suggests a number of key amenities are accessed by residents of Blair Atholl in Pitlochry.

Overall, the data shows that the rail stations in the National Park are an important means of transport between settlements and development to improve, enhance or encourage their use should be supported by the Proposed Plan through applying an infrastructure first approach to site selection. This may include improving accessibility, onward travel provisions – through mobility hubs or shared transport hubs and connecting new and existing development to the stations by sustainable transport infrastructure (for example, bus connections) or / and providing safe accessible active travel routes.

Sustaining and promoting an increase in the use of the rail network in the National Park will support a reduction in car miles travelled, reduction in harmful emissions and reduce constraints on road networks during busy periods. The Proposed Plan should direct new development toward locations that support rail use as a sustainable alternative to the reliance on private vehicle use. New development should support active travel to stations while also support living well locally and the 20 minute neighbourhood principles to reduce the need to travel further to access key services, employment and education.

Strathspey Railway

The Strathspey Railway runs a ten mile heritage railway from Aviemore Station to Broomhill Station, passing through and stopping at Boat of Garten station. The line forms part of the former Inverness and Perth Junction Railway (later part of the Highland Railway) which linked Aviemore with Forres.

The organisation responsible has previously expressed an interest in restoring the line to Grantown-on-Spey, but as of yet no formal development application has been proposed or submitted to the Planning Authority.

The current Local Development Plan includes the site C2 in Grantown-on-Spey for the future terminus of the proposed Strathspey Railway restoration. A meeting with representatives of the Strathspey Railway Association in 2024 confirmed that the

project to restore the railway to Grantown-on-Spey requires the grant of a Transport and Works (Scotland) Order, the application for which is dependent on funding (not currently available) from Transport Scotland and the Scottish Government.

The Proposed Plan should support the restoration and extension of the Strathspey railway to Grantown-on-Spey.

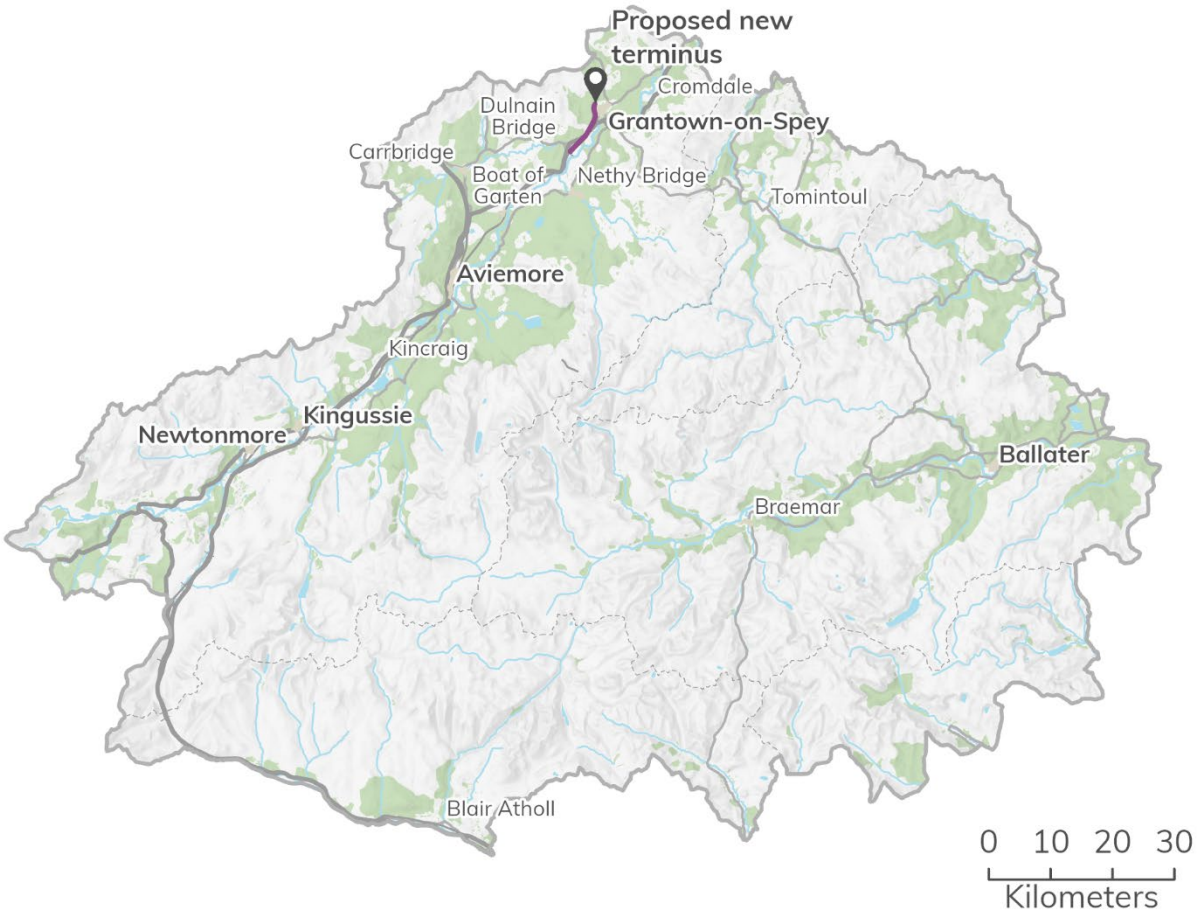


Figure 109 Indicative route of Strathspey Railway extension and proposed new terminus. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Rail Infrastructure improvements

The Strategic Transport Projects Review 2 (CNPA839) sets out a number of recommendations focused on rail improvements in the Cairngorms National Park and wider area including:

- Highland Main Line rail corridor enhancements.
- Infrastructure to provide access for all at railway stations.
- Decarbonising the rail network.

The proposed improvements to the Highland Main Line between Perth and Inverness aim to boost connectivity and shift freight from road to rail by reducing journey times for both passengers and freight. Prior to the pandemic, passenger growth on this corridor was among the highest in Scotland, and leisure travel has rebounded strongly post pandemic, reinforcing the line's role in serving key tourist destinations. Although commuting patterns may change, there is growing openness to longer distance travel. Enhancing journey times, reliability, resilience, and freight capacity will deliver significant economic, social, and environmental benefits, aligning with the goals of the Strategic Transport Projects Review 2. The line is currently at operational capacity, and without infrastructure upgrades such as improved gauge and longer passing loops—freight growth would require reductions in passenger services. These enhancements are key to unlocking the full potential of Scotland's Rail Freight Strategy.

The Proposed Plan should support the recommendations set out in the Strategic Transport Projects Review 2.

Highland Main Line – Perth to Inverness
The Highland Main Line runs from Perth to Inverness and enables passengers heading north to explore the scenic Scottish Highlands. Transport Scotland are committed to investment in improvements to the route (CNPA935).

The Highland Mainline enhancements programme aims to cut journey times between Inverness and the Central Belt to as fast as 2 hours 45 minutes, while increasing daily passenger and freight services. In line with recommendations from the Strategic Transport Project Review 2 (CNPA839), Network Rail has provided Transport Scotland with a number of packages of options that could be delivered to improve the timetable and performance on the line. This is not being actively pursued at the moment. Shifting freight from road to rail is key to reducing carbon emissions, especially given the high volume of heavy goods vehicle traffic in northern Scotland. Completed infrastructure upgrades and coordinated timetables have already created extra freight capacity, and discussions with major freight operators are underway to make use of it.

Aberdeen to Inverness
The Aberdeen to Inverness line is approximately 108 miles long and is primarily single track with some passing loops. This makes it impossible to run a clock face (a service run at consistent time intervals) timetable. Stations on the Aberdeen to Inverness line are outside of the National Park boundary but have frequent services. This may be accessed by commuters with origins in the National Park and for commuters with

destinations in the National Park. Access to and from the area via rail with convenient interchange will have an impact on the network within the National Park's boundary.

The first Strategic Transport Projects Review (CNPA721) set outputs to improve service provision, including hourly Aberdeen to Inverness passenger services that completed the journey within two hours. The first phase of this project to improve the Aberdeen to Inverness route was completed in December 2019 (CNPA936).

Inverness Airport Station

The Cairngorms National Park is an internationally recognised tourist destination in Scotland and as such visitors come to the National Park via the airport at Inverness. The new station at Inverness Airport opened in February 2023. It comprises of a two platform station with an accessible footbridge with lifts and a 64 space car park.

Disused Rail Infrastructure

The Planning (Scotland) Act 2019 (CNPA005) states that in preparing local development plans, planning authorities 'are to have regard to the desirability of preserving disused rail infrastructure for the purpose of ensuring its availability for possible future public transport requirements'. There are a number of old railway routes that have now been repurposed as paths (including parts of the Deeside Way, Dava Way and Speyside Way – see page 334) and old stations on the Highland Main Line which have been converted to private dwellings. None of the routes are planned to be brought back into use for public transport purposes.

Bus network

The Rural Scotland Data Dashboard (CNPA937) provides data on the public perceptions of rural living. Satisfaction with public transport is lower in rural areas. Adults living in remote rural (44%) and accessible rural (53%) areas are much less satisfied with the quality of public transport than those in large urban areas (78%). A survey of 5 – 21 year olds' travel behaviour and attitudes to transport, found that respondents living in rural areas (and on islands) were more likely to reference timetables, frequency of buses, limited route options, and a lack of bus stops nearby as barriers to bus use.

Generally, all settlements in the Cairngorms National Park are connected with bus routes, however the number of services varies considerably. Most notable is Tomintoul which only has two buses every Wednesday. There is good bus provision supporting the local high schools, lessening the need for private vehicle use transporting children to and from school. There are still large rural areas of the National Park not connected by bus, meaning private vehicle use is the only method of transport to these remote locations.

The National Park overlaps five local authorities, meaning the provision of publicly funded and private bus services is further complicated by the number of providers operating in the National Park. Details on bus routes serving the residents of the National Park is available in the next section on public transport capacity.

The Proposed Plan should, following the infrastructure first approach to development, ensure preferred development sites connect to the existing bus network directly or via accessible active travel routes. To satisfy accessibility criteria, bus stops should be located within 400m from the point of user origin (i.e. home or workplace).

North East Bus Alliance

The North East Bus Alliance was established in 2018 and is a voluntary Quality Partnership Agreement between NESTRANS, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen, Stagecoach Bluebird and Bains Coaches.

The overarching objectives of this agreement are to:

- Arrest decline in bus patronage in the North East of Scotland by 2022; and
- Achieve year on year growth in bus patronage to 2025.

Together, Bus Alliance partners want to deliver improvements for bus passengers across the region through the development and delivery of a regionwide Bus Action Plan (CNPA1184). Actions within the plan will be progressed through the Bus Alliance Executive. Action 10 of the plan focuses on local town centre bus journey time and reliability improvements which identifies issues at Golf Road in Ballater. Work is ongoing in relocating the bus stop from Golf Road and this is being explored through introducing a Mobility Hub at Church Square. AECOM has been commissioned for detailed design and Outline Business Case work.

Table 36 Bus and coach services serving the Cairngorms National Park in 2025.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Highland	Stagecoach	Route 30	Aviemore Coylumbridge Glenmore	Running hourly services Monday – Friday with limited services at weekends.	Aviemore to Cairngorm Mountain	
Highland	Stagecoach	Route 36A	Aviemore, Drumuillie, Grantown-on-Spey, Cromdale, Aberlour, Craigllachie, Dufftown, Rothes, Elgin	Service operates three times per day with different times during school operating weeks (with differing times on Fridays) and during school holidays. There are no services on Saturdays or Sundays.	Aviemore to Elgin	Changes on Fridays during school operating times due to early school closing on Fridays.
Highland	Stagecoach	Route 37	Inverness, Tomatin Carrbridge, Dulnain Bridge, Grantown-on-Spey, Nethy Bridge, Boat of Garten, Aviemore	Service runs roughly every hour between Grantown-on-Spey and Aviemore with different times during school operating weeks (with differing times on Fridays) and during school holidays. There is a reduced service on Sunday with only four services a day.	Inverness to Aviemore	Changes on Fridays during school operating times due to early school closing on Fridays.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Highland	Stagecoach	Route X37	Inverness, Tomatin Carrbridge, Dulnain Bridge, Grantown-on-Spey, Nethy Bridge, Boat of Garten, Aviemore	During school days – Monday to Friday service operated three times per day – early morning, early afternoon and evening. There is no midday service outwith school operating times, and just one morning service on Saturdays, no Sunday service.	Inverness to Aviemore	
Highland	Stagecoach	Route 37A	Grantown-on-Spey, Cromdale, Advie	The service runs eight services per day from Grantown-on-Spey to Cromdale. On Fridays there are six services per day each way. On Saturday there are only four services each way between Grantown-on-Spey and Cromdale.	Grantown-on-Spey to Advie	Changes on Fridays during school operating times due to early school closing on Fridays.
Highland	Stagecoach	Route 39	Dalwhinnie, Laggan, Newtonmore, Kingussie, Kincraig, Aviemore, Carrbridge	The timetable for the 39 service is not consistent throughout the day. There is only one bus connecting Dalwhinnie with Carrbridge and only one which connects Dalwhinnie with Aviemore Monday to Friday. A similar situation exists for Laggan Bridge with two connecting services Monday to Friday. On Saturday and Sundays there are no bus services	Dalwhinnie to Inverness	There are further differences depending on whether it is in the school holidays or not, and / or a Friday or not.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
				from or to either Dalwhinnie or Laggan. Kingussie, Aviemore and Newtonmore are reasonably well serviced during the week, however there are only two services each way connecting Newtonmore and Kingussie on Sundays.		
Highland	Stagecoach	Route M39	Dalwhinnie, Laggan, Newtonmore, Kingussie, Kincraig, Aviemore, Tomatin, Inverness	There are five M39 services a day, however, Newtonmore is only connected to Inverness three times per day Monday to Friday and Laggan twice via this route. There is only one service (06.35am) connecting Dalwhinnie to Inverness with no return options on Monday to Friday. On Saturday and Sunday only Aviemore connects to Inverness on this route.	Dalwhinnie to Inverness	Follows a similar route to Route 39 with onward travel to Inverness.
Highland	Stagecoach	Route 133	Grantown-on-Spey, Cromdale, Advie	There is one service in the morning and three in the afternoon. There are no services on this route on Saturday or Sunday. Runs a circular route from Grantown-on-Spey to Cromdale, Advie, Lettoch, the Braes of Castle Grant, Ballieward then returning to Grantown-on-Spey.	Grantown-on-Spey to Advie	The service is provided to serve the School in Grantown-on-Spey.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Highland	Stagecoach	Route 136	Aviemore, Dulnain Bridge, Grantown-on-Spey	There are only two services per day Monday to Friday between Dulnain Bridge and Grantown-on-Spey and one from Aviemore in the morning. There are no services on Saturdays or Sundays.	Aviemore to Grantown-on-Spey	This service is provided to support the local schools.
Highland	Stagecoach	Route 137	Aviemore, Coylumbridge, Glenmore, Aviemore, Feshiebridge, Kingussie	There is one morning bus from Aviemore to Kingussie, and two afternoon buses from Kingussie to Aviemore. There are no services on this route on Saturday or Sunday	Aviemore to Kingussie	This service is provided to support the local schools.
Highland	Stagecoach	Route 138	Aviemore, Kincraig, Kingussie	The service runs three early morning services serving the Kingussie Schools with later services only between Aviemore and Kingussie. There is a lunch time service back from Kingussie, with a later service coinciding with the school closing times. There are no services on this route on Saturday or Sunday.	Aviemore to Kingussie	
Highland	Stagecoach	Route 139	Aviemore, Kingussie, Kincraig, Newtonmore, Dalwhinnie	The service operated twice daily to accommodate school children. There are no services on this route on Saturday or Sunday.	Aviemore to Dalwhinnie.	

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Highland	Stagecoach	Route 140	Aviemore, Kincraig, Kingussie, Newtonmore, Laggan, Strathmashie	The service operated twice daily to accommodate school children. There are no services on this route on Saturday or Sunday.	Aviemore to Strathmashie	
Highland	Stagecoach	Route 337	Aviemore, Drumuillie, Grantown-on-Spey	The service runs six buses per day on school days and one on non school days. The first and last buses aimed at coinciding with the school closing times. There are no services on this route on Saturday or Sunday.	Aviemore to Grantown-on-Spey	
National	Megabus / Scottish Citylink	M10/ M90/ M91	Perth, Pitlochry, Dalwhinnie, Aviemore, Inverness	There are eleven services per day between Aviemore and Inverness. There is one service connecting Kingussie and Newtonmore to Inverness on both Saturdays and Sundays (M91).	Inverness to Perth	Onward travel available to Glasgow or Edinburgh via connecting service at Perth.
Perth and Kinross	Stagecoach East Scotland	Route 83	Blair Atholl, Killiecrankie, Pitlochry, Aberfeldy	There are three services each way with a late morning, lunchtime and afternoon service.		This bus would not be suitable for those commuting to work for a 9am – 5pm

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
						employment schedule.
Perth and Kinross	Elizabeth Yule Transport	Route 87	Pitlochry, Faskally, Killiecrankie, Blair Atholl, Calvine	There are five buses in each direction daily (Monday to Saturday) with an early morning and early evening service. There are an additional three buses per day serving the school commute from Blair Atholl to Pitlochry. There are no Sunday services.	Pitlochry to Calvine	
Moray	Moray Council's m.connect service	Service 364	Tomintoul, Grantown-on-Spey	Two return journeys on Wednesdays	Tomintoul to Grantown-on-Spey	The service also serves Bridge of Brown and Lynemore.
Moray	Moray Council's m.connect service	Service 367	Glenlivet (Auchbreck) – Aberlour, offering connections to/from Elgin at Craigellachie.	Three return journeys on Mondays to Fridays.	Glenlivet (Auchbreck) to Aberlour	This service also serves Glenlivet Hall, Craggan, Ballindalloch, Knockando, Carron, Archiestown and Macallan Distillery.

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Moray	Moray Council 's m.connect service	Service 368	Tomintoul – Keith, offering connections to / from Elgin at Dufftown	Five return Tomintoul – Dufftown Mondays to Fridays; two of the five journeys extend from Dufftown to Keith/three from Keith to Dufftown, also all Mondays to Fridays	Tomintoul to Dufftown to Keith	This service also serves Tomnavoulin, Auchbreck, Dufftown, Drummuir, Towiemore, Fife Keith, Keith Railway Station
Moray	Moray Council's m.connect service	Demand Responsive Transport	Speyside zones demand responsive service.	Moray Council's on demand m.connect service operates throughout Speyside from 0630 – 2015 Monday to Friday. On a Saturday, the service operates throughout Speyside from 1000 to 2200, and also accepts bookings into Elgin after 1800 from anywhere in Speyside. For further details, see Your guide to travelling with m.connect in Speyside – Moray Council available at : http://www.moray.gov.uk/moray_standard/page_148121.html (CNPA1327)	All areas of Speyside, offering connections at Dufftown and / or Aberlour to / from Elgin	All areas of Speyside including Tomintoul, Tomnavoulin, Auchnarrow, Auchbreck, Glenlivet, Starathavon, Ballindalloch, Marypark, Knockando, Archiestown, Aberlour, Craigellachie, Rothes

Area	Operator	Service	Settlements served	Frequency	Start / Finish	Notes
Aberdeenshire	Stagecoach	Route 201/ 202/ 206	Aberdeen, Banchory, Aboyne, Dinnet, Ballater, Crathie, Braemar	There are services running regularly throughout the day with limited services between Ballater and Braemar on Saturdays and Sundays.	Aberdeen to Braemar.	
Aberdeenshire	Stagecoach Bluebird	Route 203	Ballater, Braemar	Runs a Sunday only service with regular but limited services from around 8am to 8pm between the two settlements.	Ballater to Braemar	The 203 service (Braemar) has 12 stops departing from Golf Road, Ballater and ending at Auchendryne Square, Braemar

Bus stop accessibility

Scottish Government publishes Transport Scotland data on bus accessibility in Scotland (CNPA1189) using the Scottish Access to Bus Indicator. The indicator gives a score for the accessibility of bus services in each data zone and provides an objective measure of accessibility to public transport by bus in Scotland. The indicator provides separate scores for weekday and weekend services. The output areas are aggregated to data zones using a population weighted average. The data zones are then ordered by quintile and decile, from least to most accessible.

The analysis was based on Traveline data (CNPA1188), which was used to find all bus stops within a 400m walking distance, by path or road, of each 2011 Census Output Area Centroid in Scotland. For each centroid, the total frequency of buses per hour for each bus stop within 400 metres was summed. This resulted in a total average number of buses per hour accessible within 400m of each output area centroid, on both weekdays and at the weekend. Transport Scotland chose the 400m distance to walk to a bus stop, in line with Department for Transport work and wider public transport planning guidance.

Figure 110 and Figure 111 show that in the Cairngorms National Park many areas have limited bus accessibility. This is predominately due to the rural nature of the National Park and the limited services serving the area (Table 36).

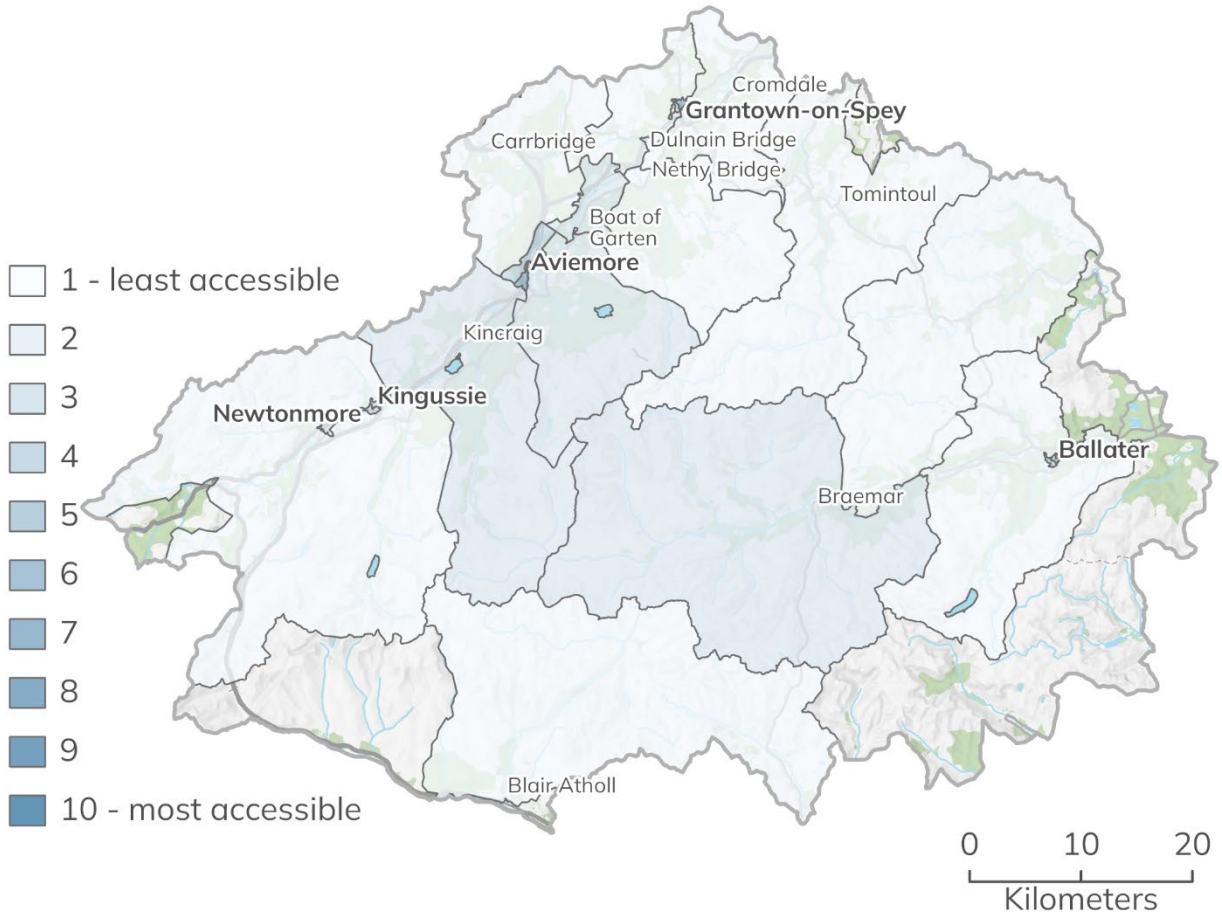


Figure 110 Transport Scotland bus accessibility for data zones in the Cairngorms National Park for weekdays. Transport Scotland, 2019 (CNPA1189). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

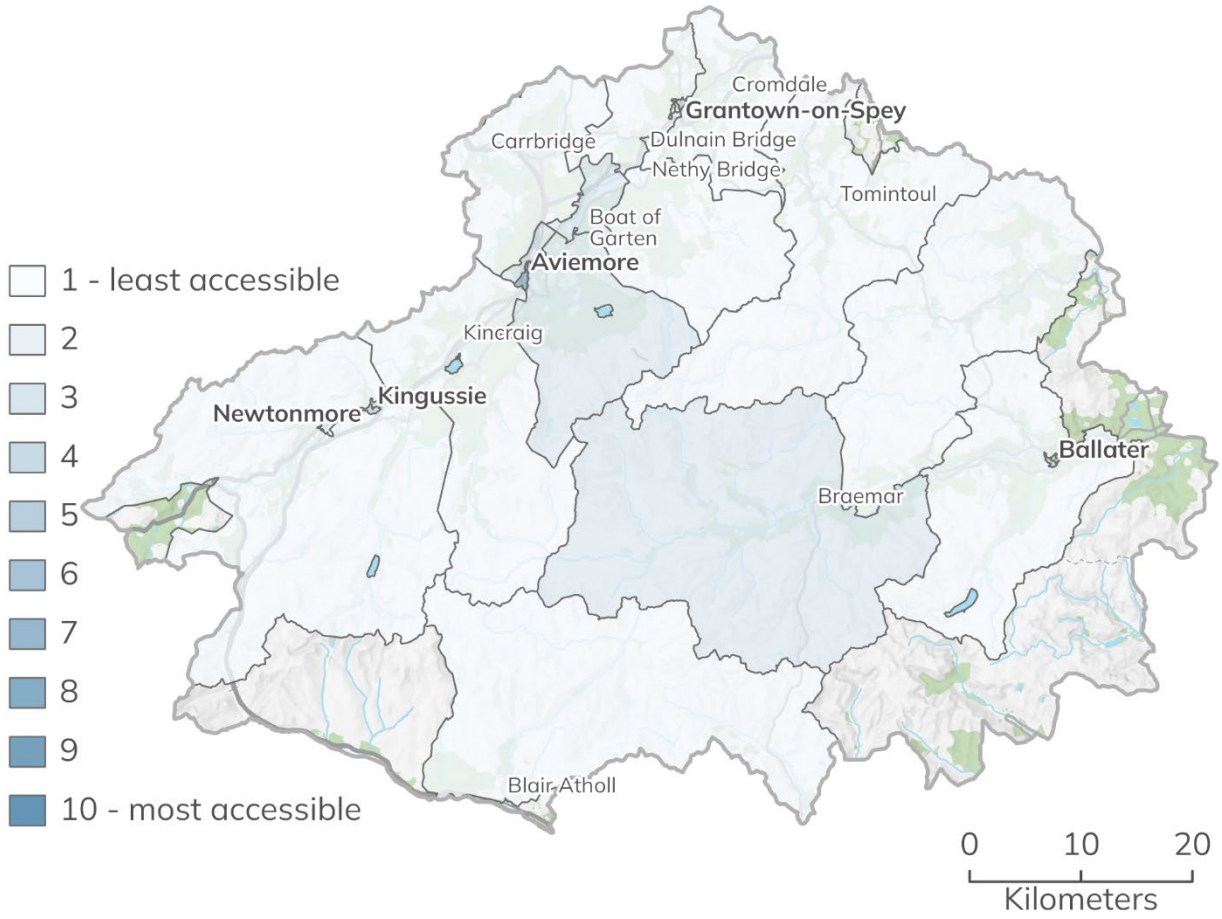


Figure 111 Transport Scotland bus accessibility for data zones in the Cairngorms National Park for weekends. Transport Scotland, 2019 (CNPA1189). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

However, many of these data zones have few being living in them. As part of the living locally and 20 minute neighbourhood study work (Schedule 12: Living locally and 20 minute neighbourhoods) all the bus stops were mapped in the Cairngorms National Park and a walking distance analysis was carried out. 83% of all residential properties in the National Park are within 800m (which is considered to roughly equate to a 10 minute walk for an average adult) of a bus stop (Figure 112).

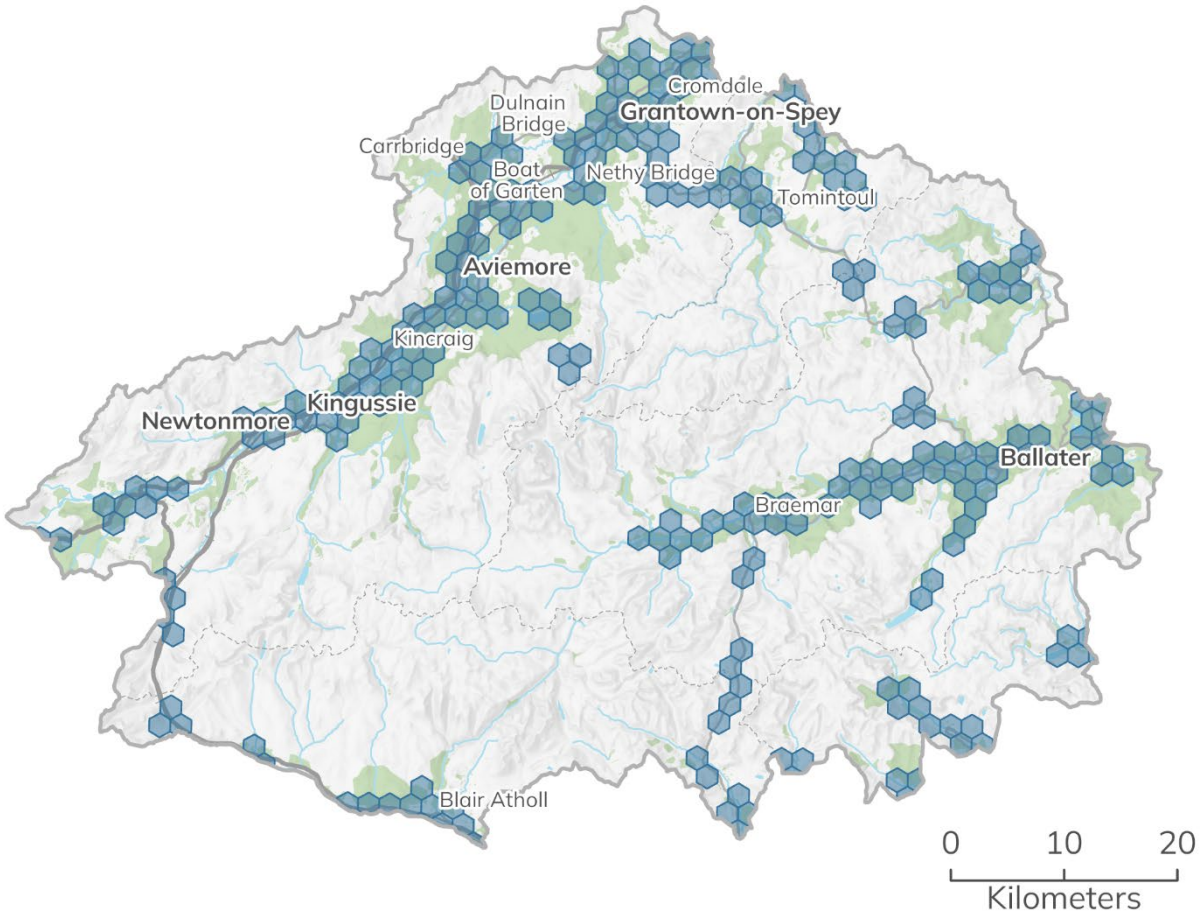


Figure 112 Areas of the Cairngorms National Park where residents can access a bus stop within 800m of their property. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Considering the best practice for accessible walking distances to a bus stop the Park Authority has also mapped residential properties within 400m of a bus stop, which is considered to roughly equate to a 5 minute walk for an average adult. This study found that approximately 68% of all residential properties (approximately 7,158 properties) are within a five minute walk of a bus stop. Note however, as highlighted by Table 36, access to a bus stop does not mean that there is access to a regular bus service.

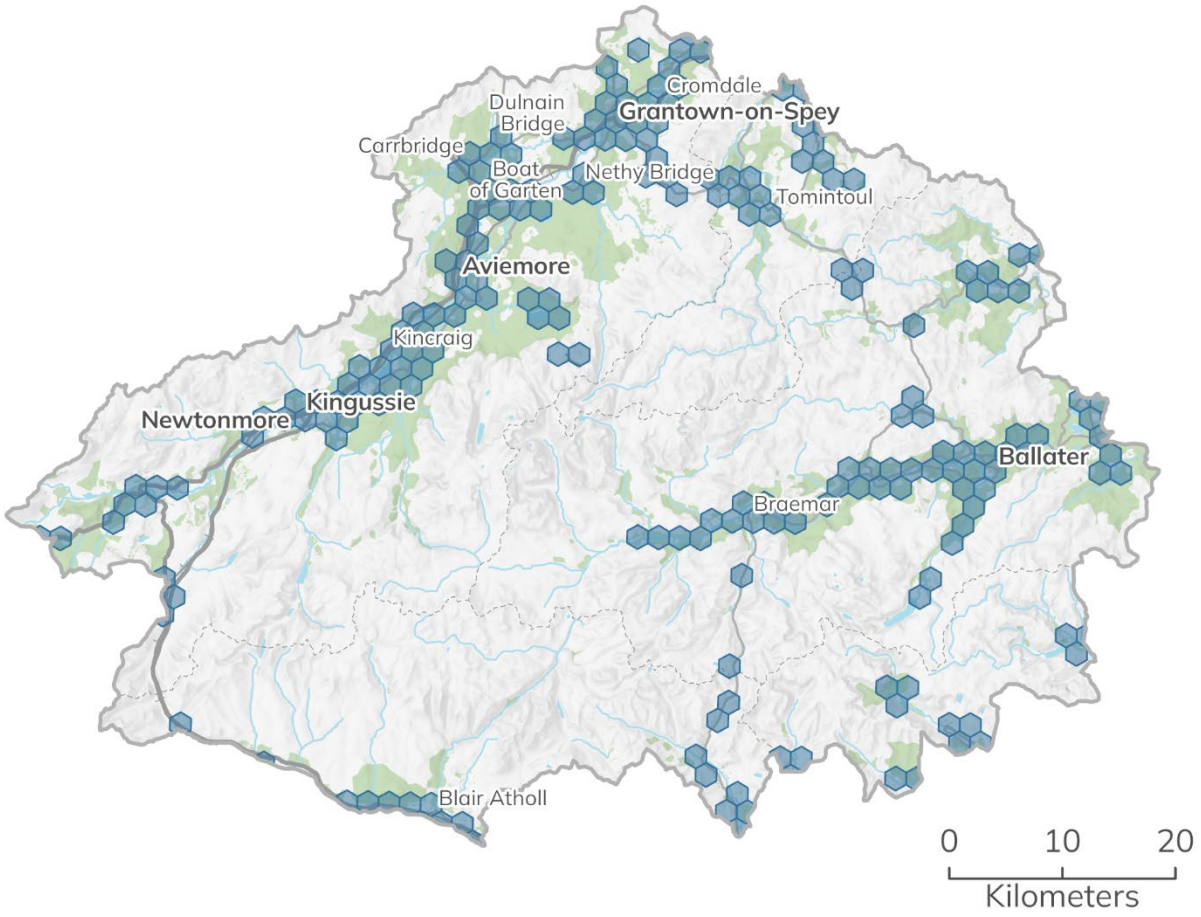


Figure 113 Areas of the Cairngorms National Park where residents can access a bus stop within 400m of their property. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

As part of the Cairngorms 2030 work undertaken by the Park Authority, more detailed bus proximity mapping has been undertaken for the settlements of Aviemore, Grantown-on-Spey, Kingussie and Newtonmore. The maps show bus stop proximity at distances of less than 400m, 400m – 600m and 600m – 800m. Less than 400m is the preferable distance to a bus stop from the perspective of being a fully inclusive and accessible transport option (best practice).

In Aviemore, due to the linear distribution of the bus stops, several residential areas are more than 400m away from their nearest bus stop, as shown by the proximity map. This is particularly noticeable for the area west of the A9, accessible via Old Meall Road and the Dalnabay area east of the railway, accessible via Dalfaber Drive.

Figure 114, Figure 115, Figure 116 and Figure 117 show that although there is good coverage in these settlements of properties within 400m of a bus stop, there remain

areas that are outside this level of accessibility, and additionally areas on the periphery and outwith the settlements that are over 800m (which is considered to roughly equate to a 10 minute walk for an average adult) from a bus stop.

The Proposed Plan should ensure new development provides, where possible, accessible bus stops within 400m of new development to align with best practice for fully inclusive and accessible sustainable transport access. Following the infrastructure first approach to site selection, sites should be located where there is existing bus network infrastructure within 400m or close proximity (400m) to services. Development should provide safe and accessible active travel routes to connect development with existing services.

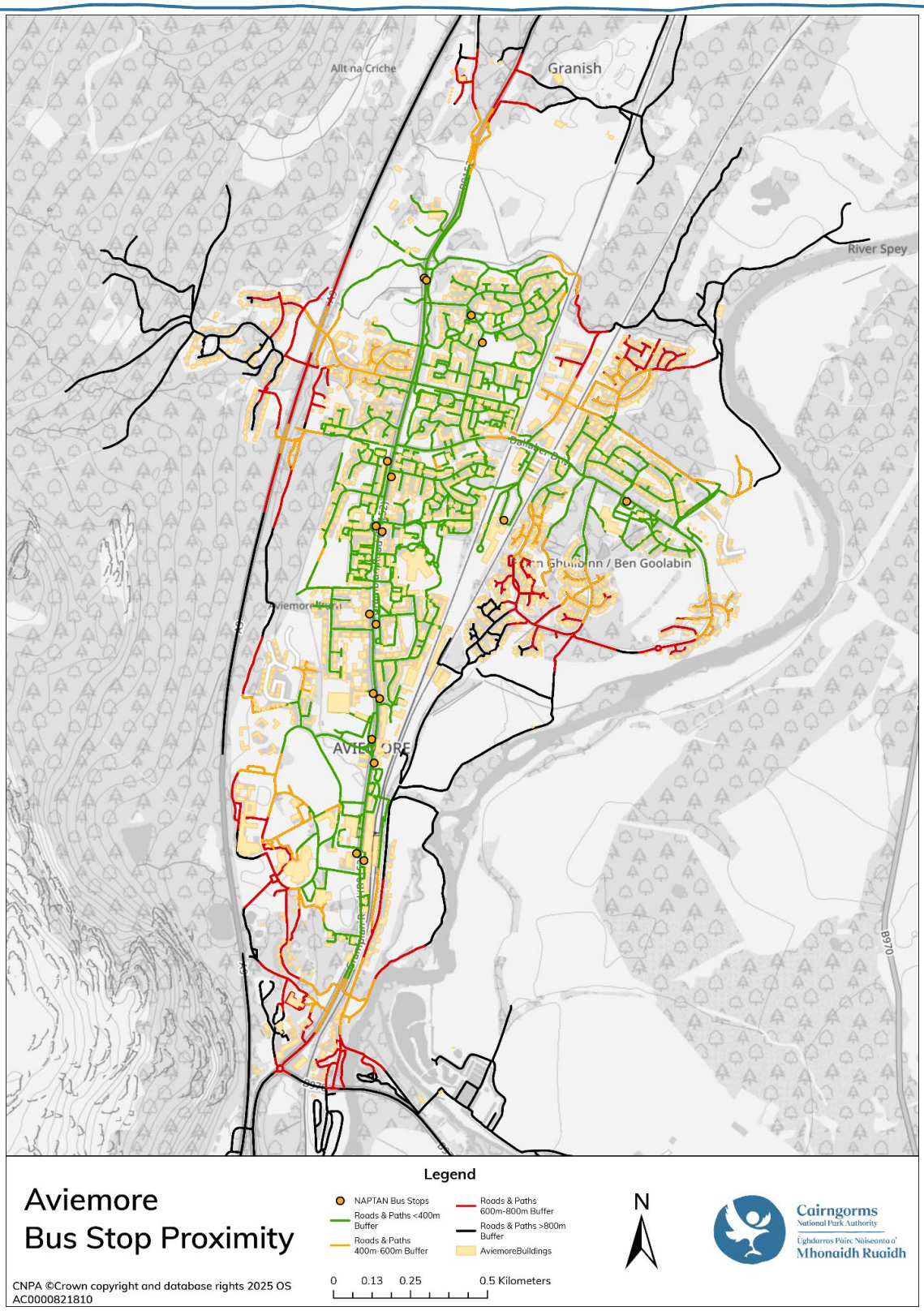


Figure 114 Aviemore bus stop proximity mapping. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810. Contains © NaPTAN data 2026.

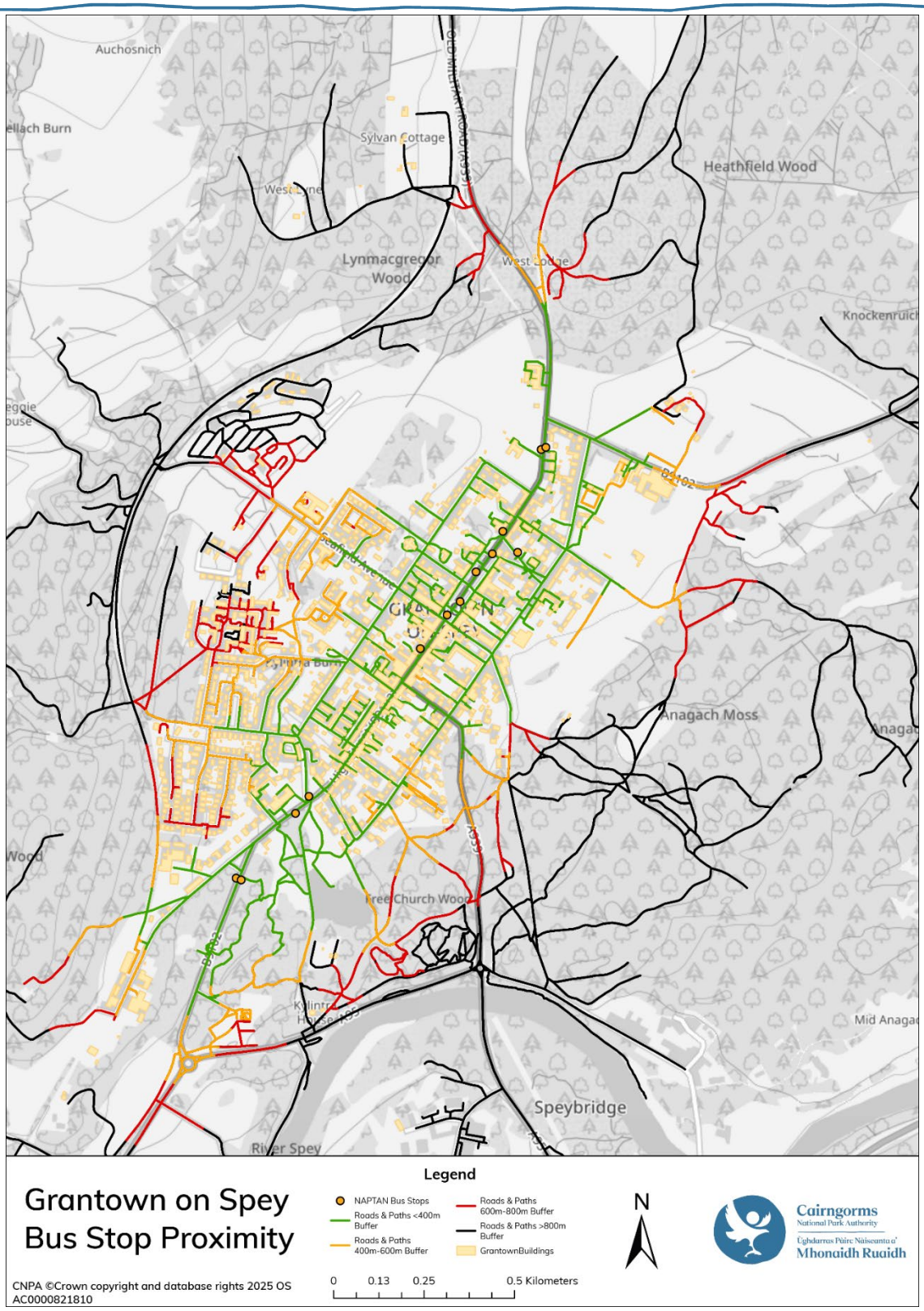


Figure 115 Grantown-on-Spey bus stop proximity mapping. Cairngorms National Park Authority 2025. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810. Contains © NaPTAN data 2026.

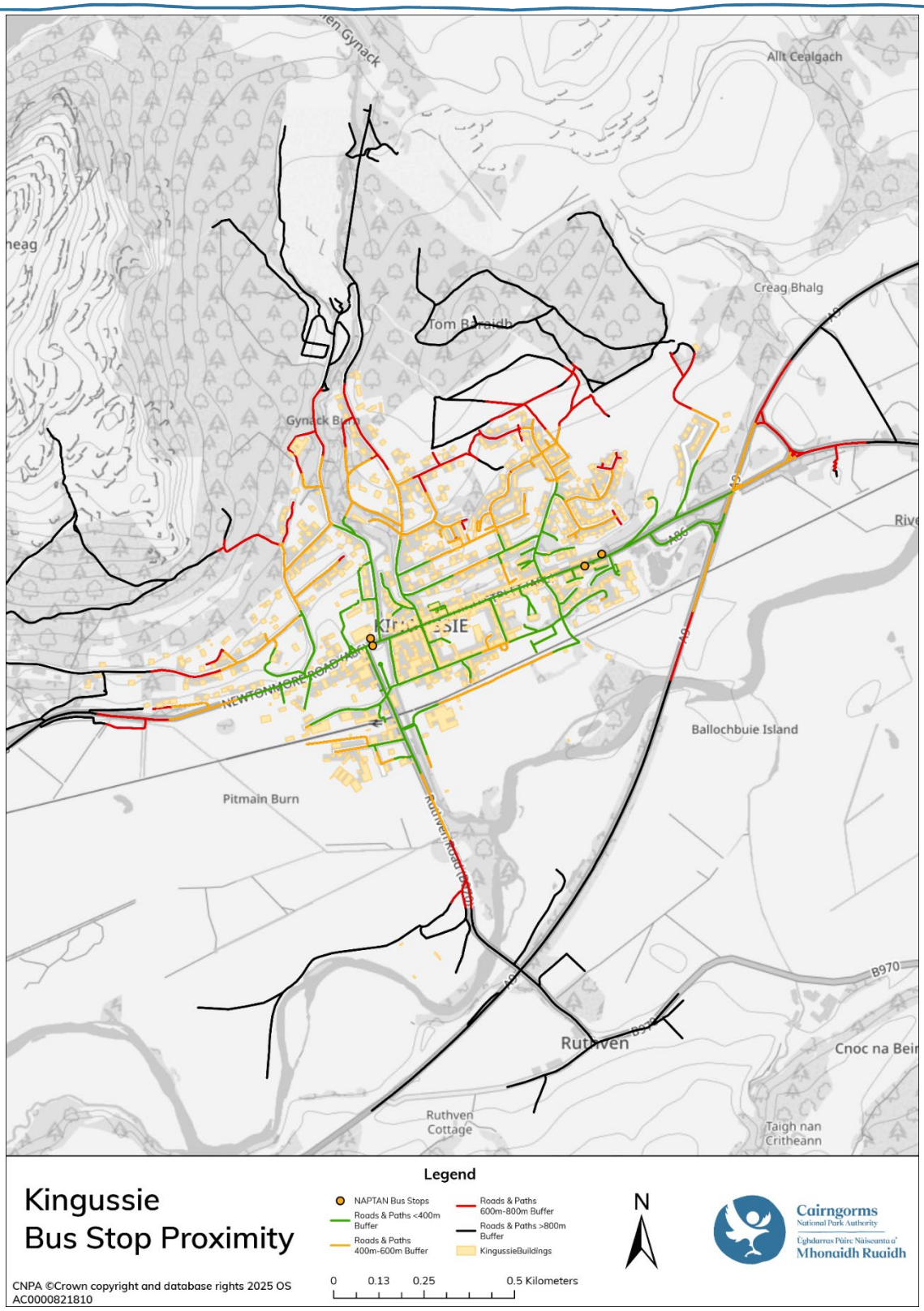


Figure 116 Kingussie bus stop proximity mapping. Cairngorms National Park Authority 2025. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810. Contains © NaPTAN data 2026.

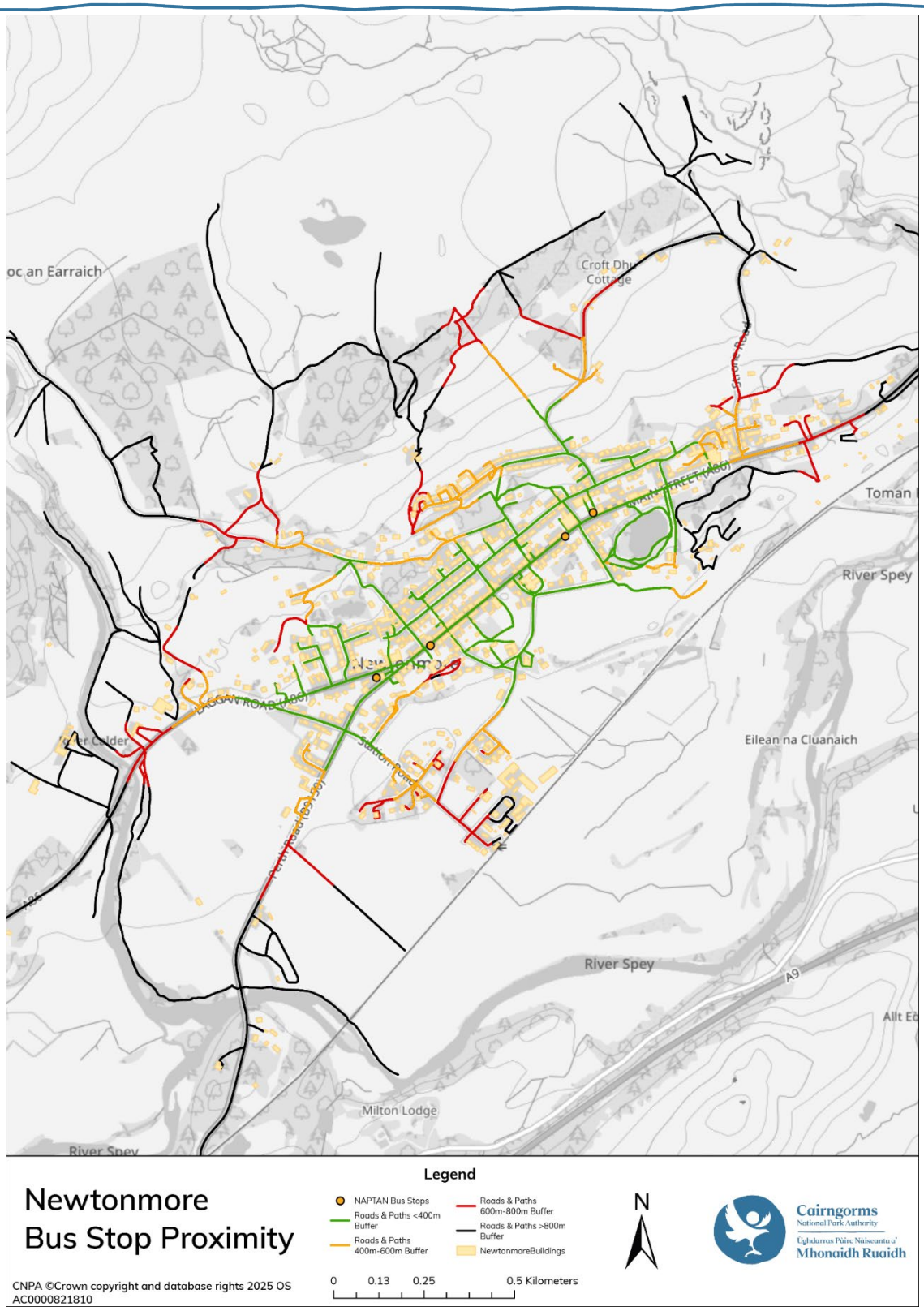


Figure 117 Newtonmore bus stop proximity mapping. Cairngorms National Park Authority 2025. Cairngorms National Park Authority © Crown copyright and database rights 2025 Ordnance Survey AC0000821810. Contains © NaPTAN data 2025.

Barriers to using public transport

The Cairngorms National Park residents and workers survey 2024 – 2025 (CNPA538) found that the most common reason given by both residents and those living outside the National Park (who work in the National Park) for not using public transport is the length or timing of journeys (Figure 118). 42.5% of residents and 46.7% of people that work in the National Park responded that the available public transport does not go to their required destination. Another key reason given was that the services are unreliable (42.4% of residents and 47.8% of workers).

The Proposed Plan has the opportunity to ensure that the location of new development, in line with the infrastructure first site selection approach, is supported at locations that encourage and facilitate the use of public transport. In the survey a key reason given was that there were no public transport stops near their home (21.9% for residents). The Proposed Plan, applying an infrastructure first approach to development, should ensure new development is sited at locations that facilitate connections to existing public transport networks, particular that areas of employment and housing are easily accessible by public transport.

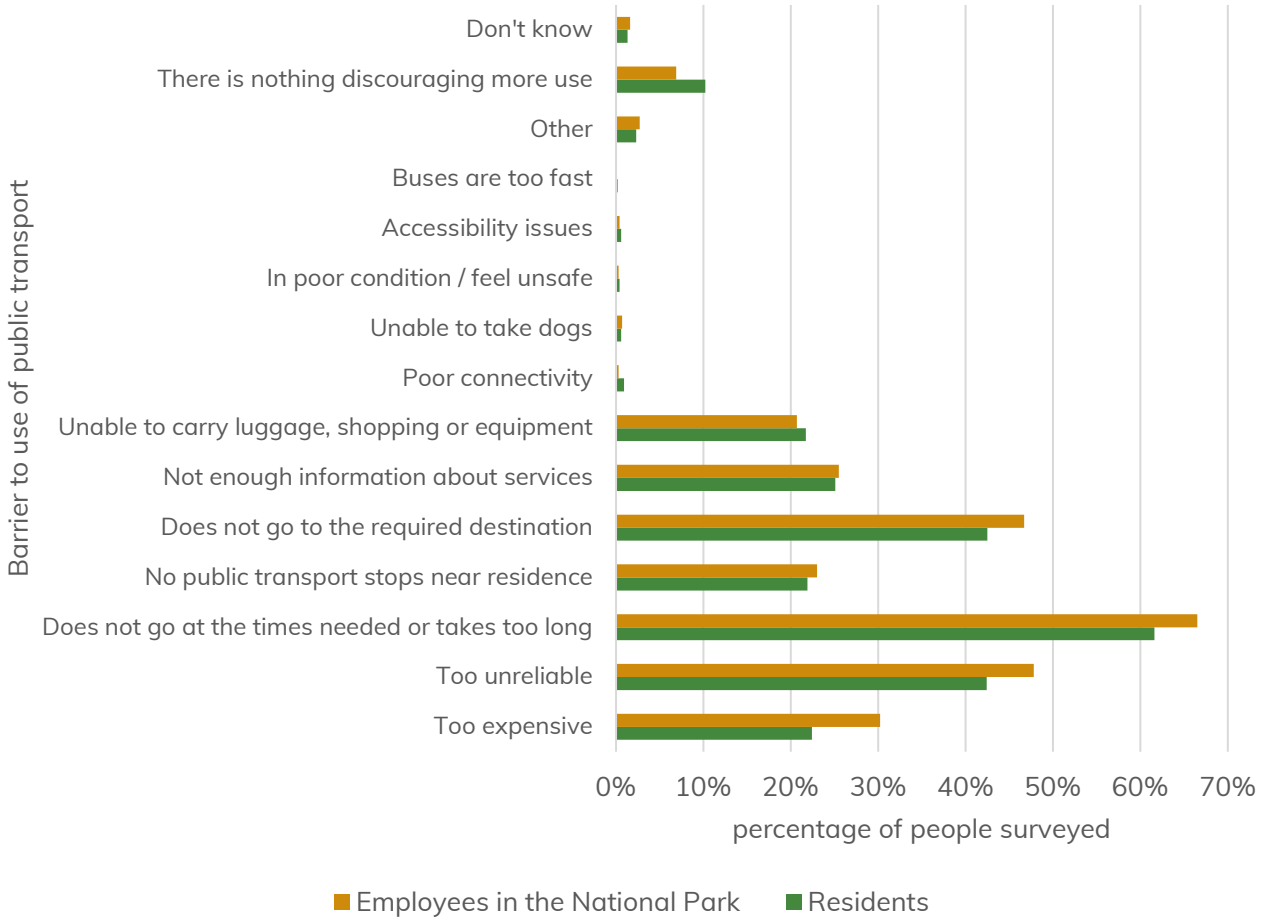


Figure 118 Barriers to using public transport for residents and people working in the Cairngorms National Park. Cairngorms National Park residents and workers survey 2024 – 2025.

Mobility hubs

As more mobility hub initiatives are trialled and developed, the concept continues to evolve without a universally agreed definition. Despite varied interpretations across studies and projects, common themes consistently emerge namely: mobility, connectivity, sustainability, and multimodal transport.

Mobility hubs are designed to be inclusive, serving diverse local travel needs. According to Collaborative Mobility UK (CoMoUK)[42] (CNPA938) they are identifiable locations offering a mix of connected transport options such as shared vehicles, public transit, and active travel enhanced by user friendly facilities and information. These hubs aim to improve the public realm and make sustainable travel more accessible and appealing to everyone.

[42] Collaborative Mobility UK is the national charity for shared transport.

The key benefits of mobility hubs include:

- Spatial sustainability: reduces reliance on private cars and reclaims space for greener transport options.
- Convenience: supports first / last mile travel with shared modes and fills gaps in public transport coverage.
- Awareness: boosts visibility of sustainable travel like walking, cycling, and shared mobility through branding.
- Modal diversity: introduces new transport options such as ebikes, cargo bikes, and electric vehicles.
- Improved public realm: enhances urban spaces with greenery, seating, and better design; reduces clutter by managing shared modes.

NESTRANS commissioned the North East Mobility Hubs Strategic Business Case (CNPA916) and Feasibility Assessment to trial mobility hubs in up to five locations across North East Scotland, one of which is within the Cairngorms National Park:

- Ballater (Church Square Car Park, Station Square Car Park or a new hub developed around alternative bus stop provision in the village centre).

The concept for the project builds on NESTRANS' earlier work to develop innovative 'Live Lab' trials in North East Scotland to deliver small scale, real world interventions designed to test and refine new concepts. This study uses the Live Labs approach to explore how mobility hubs can function across varied urban and rural settings, each with unique travel needs and challenges. By comparing pilot sites with control locations, the focus is on generating insights and evidence to support future investment, prioritising learning over simply identifying site specific issues.

The Proposed Plan should support the development of the Ballater mobility hub and others that may be proposed in the future at key strategic interchanges and settlements in the National Park to encourage and support a modal shift to active travel and sustainable transport. Following an infrastructure first approach, these locations should be at strategic transport locations, where rail and other public transport services converge and there are provisions for or existing connections to active travel infrastructure.

Ballater Mobility Hub

Nestrans, in partnership with Aberdeenshire Council and the Cairngorms National Park Authority, have been exploring options to relocate the bus stop on Ballater's Golf Road

with the potential of combining it with a mobility hub for the community (CNPA1385). This work is being funded through the Aberdeen City Region Deal.

A feasibility study commissioned by NESTRANS (CNPA916) identifies three potential locations for a mobility hub in Ballater. A Mobility Hub would help overcome the high levels of town centre traffic and parking.

Ballater presents an opportunity for improvement as it is a popular tourist location, has existing bike repair and hire facilities, is the destination point of National Cycle Network Route 95 (Deeside Way) and offers the opportunity for public realm improvements. Ballater has a high proportion of people travelling to work without a car, however, does not perform particularly well against the other demand criteria[43]. However, Ballater has been chosen due to its tourism market, which is not captured by these factors.

The proposal description for the Ballater mobility hub is to deliver a 'high quality interchange around the relocated bus stop, integrating, through wayfinding and promotion, with the wider offering in the village including existing electric vehicle charging points, bike hire suppliers and the National Cycle Network route 195, and providing additional community facilities and placemaking in keeping with the character of the village centre.'

The preferred option being taken forward by Aberdeenshire Council is for a new mobility hub located at Church Square in Ballater (CNPA1385).

NESTRANS, Aberdeenshire Council, and the Cairngorms National Park Authority recognise the significant value of the coach industry to Ballater, the surrounding area and the wider region. Supporting this sector is essential to sustaining and growing the village's tourism economy. The work completed to date – including the identification of two preferred sites and the development of initial concept designs – provides a strong foundation for the next phase of work.

The objectives of the project are twofold:

[43] Potential demand for a mobility includes:

- Population density – higher population density increases potential demand.
- Employment density – higher employment density increases potential demand.
- Percentage of households without a car – lower levels of car ownership increase potential demand.
- Percentage of people travelling to work without a car – lower levels of car usage increase potential demand.

- To develop a mobility hub in Ballater village centre (to the RIBA Stage 3 Design stage) including relocation of the bus stop on Golf Road, with the proposal being presented in an Outline Business Case (OBC).
- To scope and prepare a concept design (to the RIBA Stage 2 Design stage) for a dedicated coach parking facility outwith the village centre.

Community transport options

Badenoch and Strathspey Community ConnXions (CNPA906) is a registered charity working to improve the lives and wellbeing of people in their community enabling them to remain independent for longer. Based in Aviemore, they provide accessible transport and social inclusion services to all those with a need in the Badenoch and Strathspey area. They offer a car scheme and community bus service. The social impact from Badenoch and Strathspey Community ConnXions is reportedly over £320k (within Badenoch and Strathspey alone) and they support over 200 service users with transport.

The car scheme is available for residents who do not have a car of their own and are unable to access public transport. Journeys can be anything from visiting a friend, attending the doctor or simply going for a coffee. The trained volunteer drivers use their own cars.

The accessible bus service operates five days a week, throughout the Cairngorms National Park. Offering door to door transport, their drivers can assist people in wheelchairs or those with mobility or access problems. The bus routes pass many of its most popular tourist attractions such as the Highland Wildlife Park and Strathspey Steam Railway. Travel is free with a Scotland wide concession card.

The Proposed Plan should support development that supports and enables community transport options in the National Park. Following an infrastructure first approach, these locations should be at strategic transport locations, where rail and other public transport services converge and there are provisions for or existing connections to active travel infrastructure.

Visitors

During the most recent National Park visitor survey (2024 – 2025) (CNPA819) visitors[44] were asked how important the provision of public transport was when deciding where

[44] Sample base of 1,348 visitors.

to visit on a day out in 2024 – 2025. Only 28% responded that public transport was either very (10%) or quite important (18%). 41% of those surveyed stated that public transport was not at all important (Figure 119).

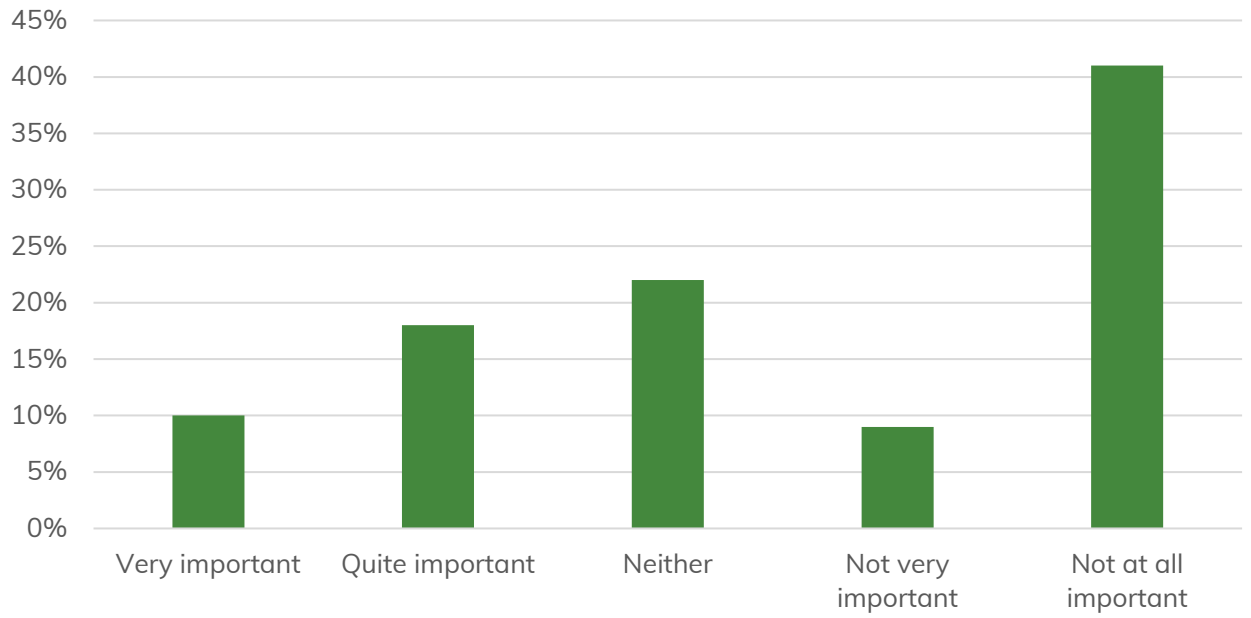


Figure 119 How important public transport is to visitors when deciding where to visit on a day out in 2024 – 2025. Cairngorms National Park Visitor Survey 2024 – 2025 (CNPA819).

The visitors were also asked to rate the public transport provision in the Cairngorms National Park. In 2024 – 2025, only 3% of the visitors rated the public transport as poor or very poor, a significant improvement on the previous (2019 – 2020) survey results of 31% (Figure 120). 52% of visitors reported that they were satisfied (good) or very satisfied (very good) with the public transport in the National Park in 2024 – 2025. This is a slight improvement from the 47% in 2019 – 2020, but still below the 66% in 2014 – 2015.

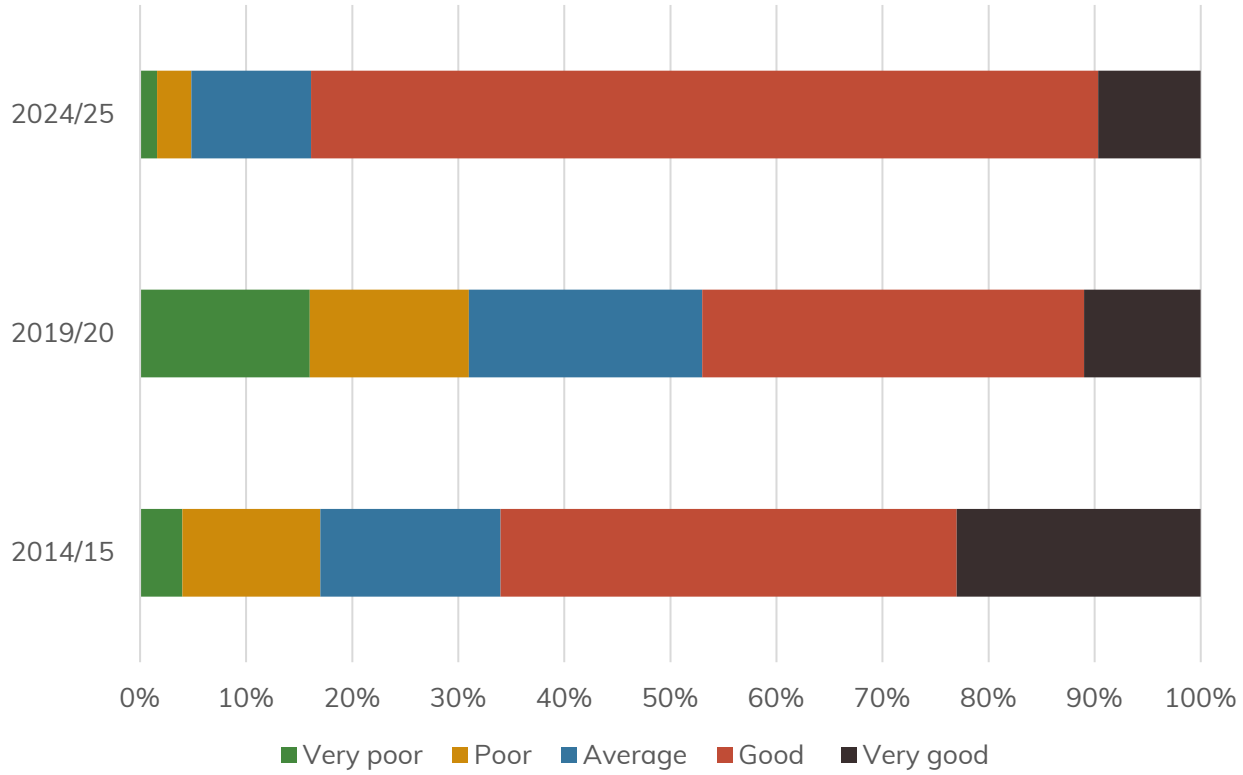


Figure 120 Visitor rating[45] of the public transport in the Cairngorms National Park in 2014 – 2015, 2019 – 2020[46] and 2024 – 2025. Cairngorms National Park Visitor Surveys (CNPA817, CNPA818 and CNPA819).

Local Authority Transport Infrastructure

The Park Authority is not the transport authority for the area of the Cairngorms National Park. This falls to the respective local authorities whose administrative areas overlap the National Park boundary, namely Highland, Moray, Aberdeenshire, Angus and Perth and Kinross. The local authorities have been contacted to provide information on potential transport improvements and resilience programmes, in particular council programmes for roads, bridges and structures. The Park Authority has requested information on matters both within the National Park and transport affecting cross boundary movement. At the time of writing no information had been provided to the Park Authority, however if information is provided this will be taken into consideration during the preparation of the Proposed Plan.

[45] In the most recent 2024 – 2025 Survey the answers were changed to very satisfied (very good), satisfied (good), neither (average), dissatisfied (poor) and very dissatisfied (very poor) to allow for a degree of comparison the very poor to very good rating has been shown to represent these headings.
[46] It should be noted that this survey only ran for 11 months, finishing in March 2020, one month earlier than expected due to the Covid 19 pandemic.

Transport related greenhouse gas emissions

The United Kingdom Government provides data (CNPA921) on the total greenhouse gas emission estimates for the period 2005 to 2022 (kt CO_2e). Figure 121 presents the data for the Cairngorms National Park. This total is the sum of emissions from industry, commercial, public sector, domestic, transport, agriculture and land use, land use change and forestry net emissions. According to this data the National Park achieved net zero in 2019. The lower value for 2020 takes into account reduced transport related emissions experienced during the Covid 19 pandemic, when travel was restricted.

Transport related emissions are presented in Figure 122. They reduced significantly from 156.7 kt CO_2e in 2019 to 124.9 kt CO_2e in 2020. Although the data suggests that transport emissions could have been reducing prior to the pandemic (as they fell from a peak of 160.4 kt CO_2e in 2017 to 156.7 kt CO_2e in 2019), they have increased since 2020 and it is uncertain how much further the transport sector emissions will increase post pandemic. Overall, between 2005 and 2022 there has been an increase of 14.8% in transport related emissions in the National Park (Figure 122). Transport is a key area that the Proposed Plan can seek to influence by supporting local living and the 20 minute neighbourhood approach, reducing reliance on private vehicle use and promoting sustainable travel behaviour by supporting the sustainable travel hierarchy.

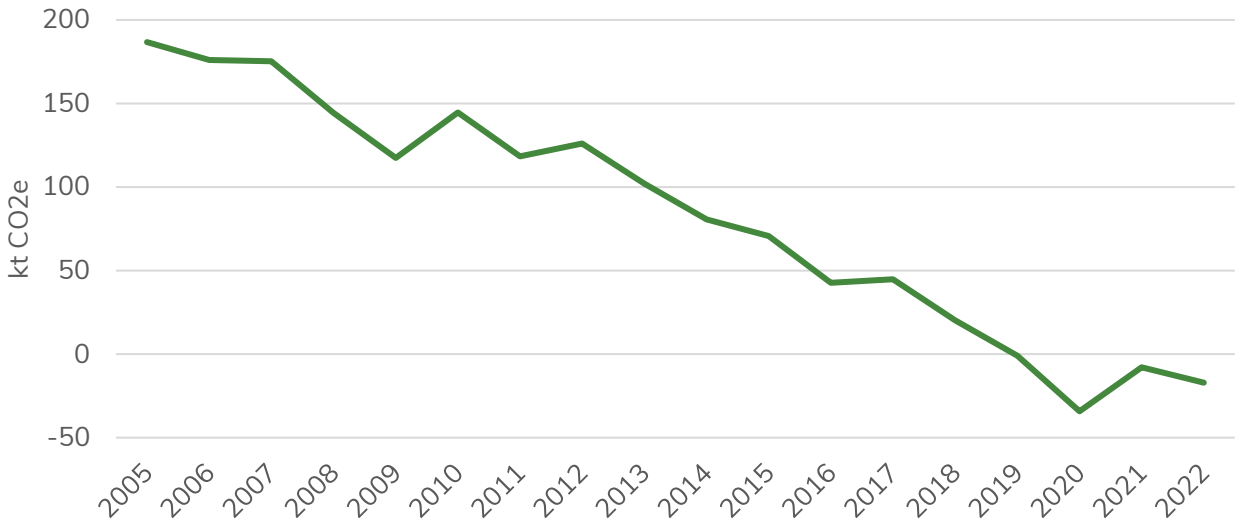


Figure 121 Total greenhouse gas emissions estimates 2005 – 2022 (kt CO_2e) in the Cairngorms National Park. UK Government, 2025 (CNPA921).

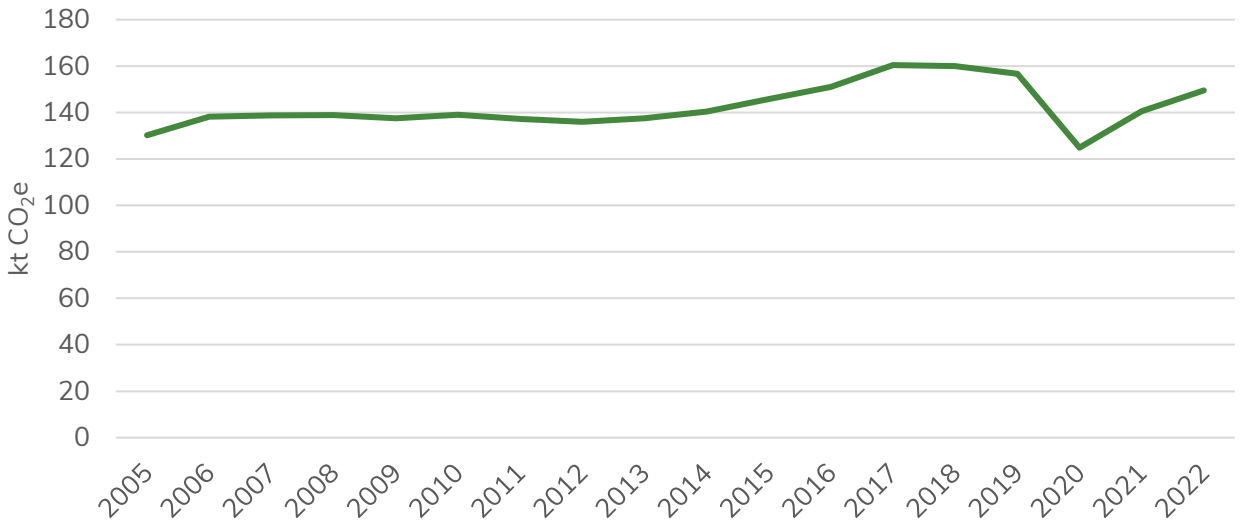


Figure 122 Transport greenhouse gas emissions estimates 2005 – 2022 (kt CO_2e) in the Cairngorms National Park. UK Government, 2025 (CNPA921).

More information and matters relating to greenhouse gas emissions and climate change is provided in Schedule 4: Climate change.

Given the significant impact transport has in the Cairngorms National Park to the overall greenhouse gas emissions, it is important that the Proposed Plan supports both a reduction in car kilometres driven and average trip lengths of road users in the National Park. Development should be located where possible in settlements that support locally living and the 20 minute neighbourhood principles, applying the infrastructure first approach to site selection.

Transport related noise and air pollution

Air quality

Air pollution results from the introduction of a range of substances into the atmosphere from a wide variety of sources, including industry, transport and power generation. Air quality and carbon emissions are not the same. Air quality will be more greatly influenced by the number of trips and carbon emissions by total vehicle kilometres.

Air quality does not currently require the designation of any Air Quality Management Areas to achieve air quality standards or objectives. Data on the declared Air Quality Management areas is provided by Scottish Government (CNPA940).

All air quality objectives are currently being met within the Cairngorms National Park and therefore no Air Quality Management Areas exist within its boundary (the nearest

are located in Aberdeen and Inverness). It is therefore unlikely that the Local Development Plan will cause air quality objectives to be exceeded.

More general information on air quality, Air Quality Management Area requirements and risk to health can be found in Schedule 18: Health and safety.

Air pollution in the Cairngorms National Park

The air quality objectives for Scotland are set out in the Air Quality (Scotland) Regulations 2000 (CNPA1190). The main pollutants of concern are:

- nitrogen oxides (NO_x)
- particulate matter (PM_{10} and $PM_{2.5}$)
- sulphur dioxide (SO_2)
- non methane volatile organic compounds (NMVOCs)
- ground level ozone (O_3) and
- ammonia (NH_3).

The ongoing dualling of the A9 and correspondingly higher traffic levels and visitor numbers in the Cairngorms National Park means that air quality could be a future concern. The Park Authority has contacted the constituent local authorities to provide further information on any locations which may be at risk of becoming (candidate) Air Quality Management Areas (none has been received at time of publishing) and any future information submitted to the Park Authority will be taken into consideration in the preparation of the Proposed Plan. In particular, the potential for increasing pollutants associated with traffic emissions such as PM_{10}, $PM_{2.5}$ and nitrogen dioxide (NO_2) needs to be given consideration. Spatial data on the emission of PM_{10}, $PM_{2.5}$ and NO_2 is available from the United Kingdom National Atmospheric Emissions Inventory for 2021. The highest emissions are located along the A9 and within the main settlements of Aviemore, Grantown-on-Spey and Ballater, where traffic volumes are greatest (Figure 123 , Figure 124 and Figure 125).

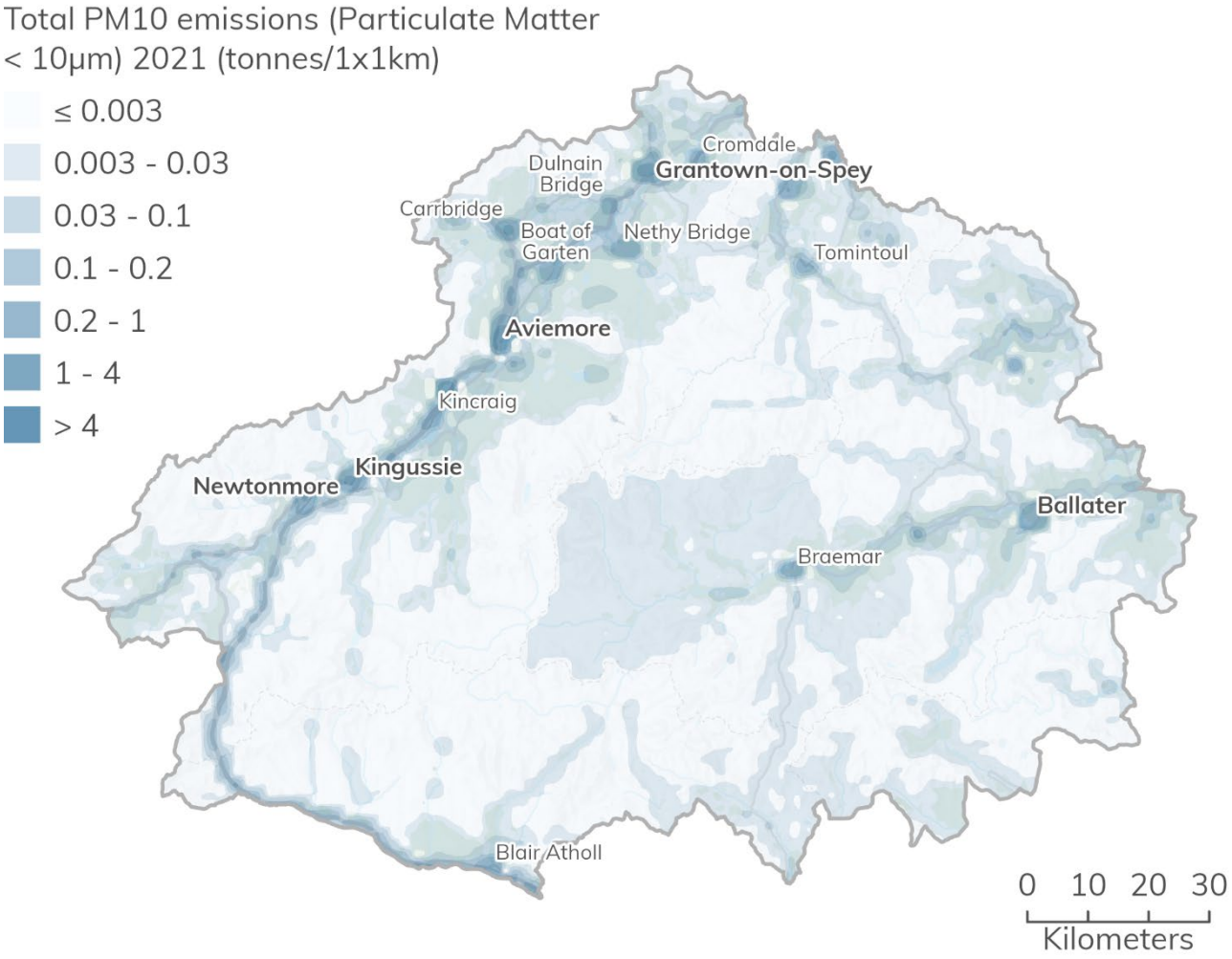


Figure 123 Emissions of PM_{10} in tonnes in the Cairngorms National Park in 2021. National Atmospheric Emissions Inventory data, 2024 (CNPA375). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

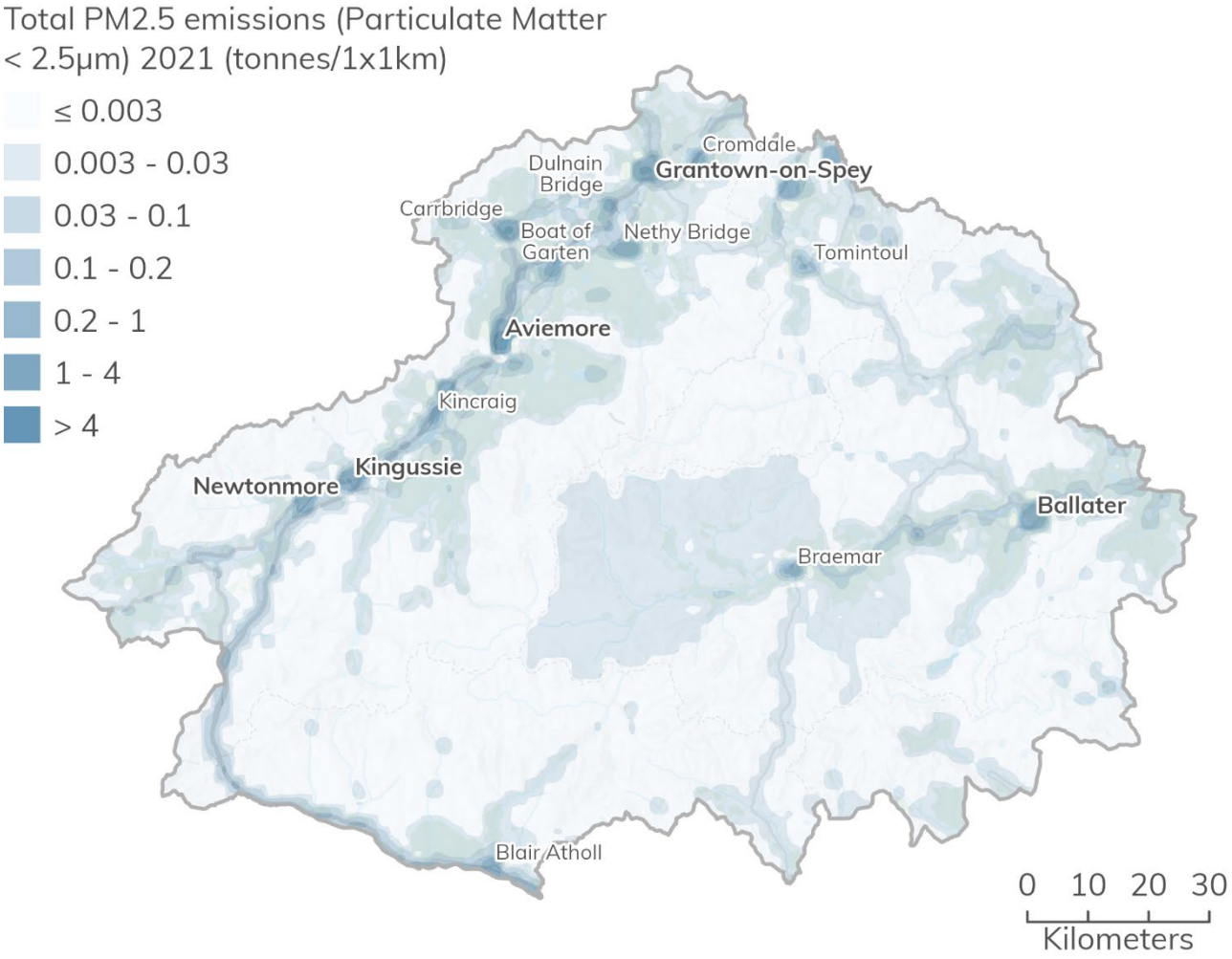


Figure 124 Emissions of $PM_{2.5}$ in tonnes in the Cairngorms National Park in 2021 National Atmospheric Emissions Inventory data, 2024 (CNPA375). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

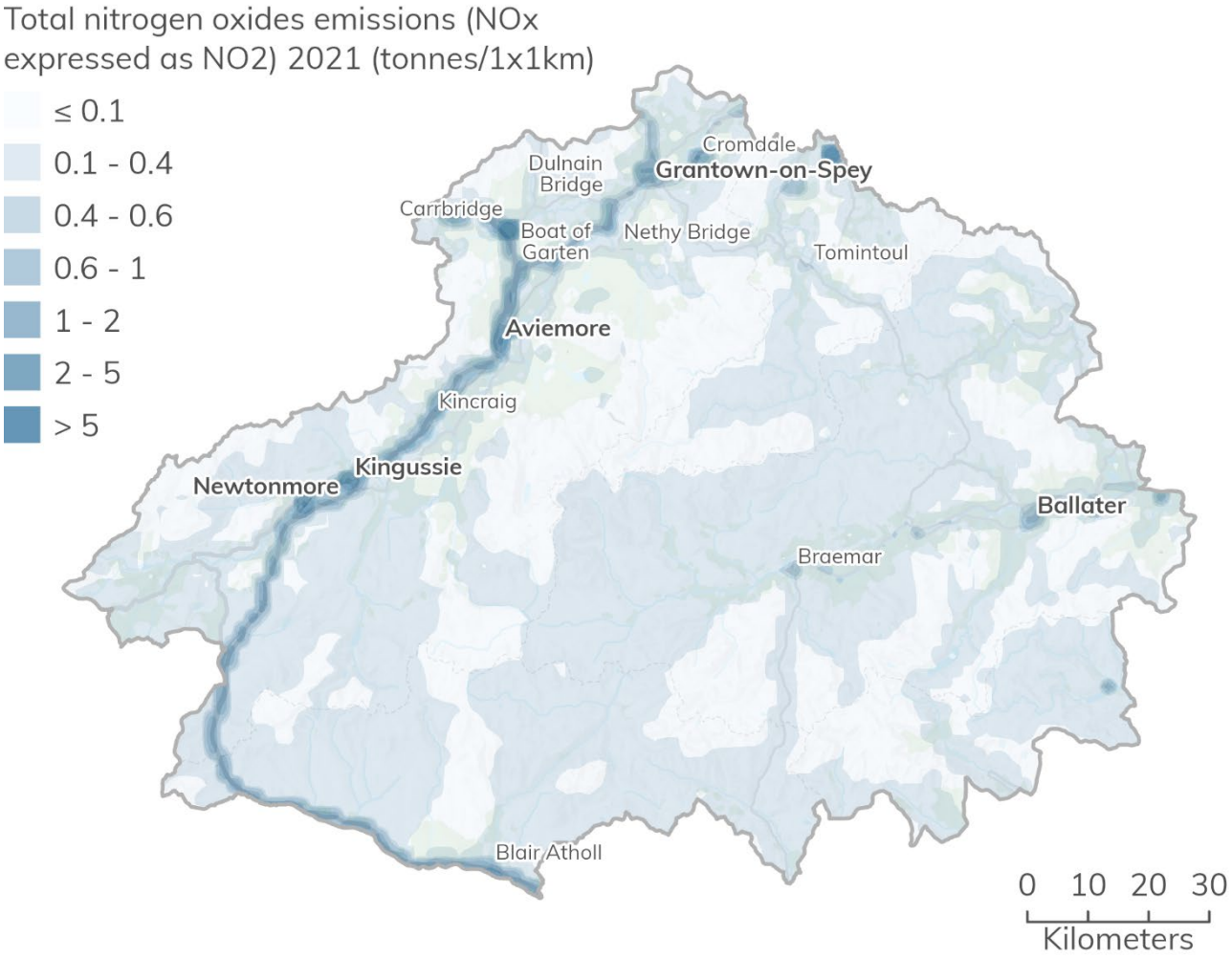


Figure 125 Emissions of NO_2 in tonnes in the Cairngorms National Park in 2021 National Atmospheric Emissions Inventory data, 2024 (CNPA375). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

There is higher reliance on driving as a means of transport in rural areas, and journey times are longer. Private motorised vehicle use is the main mode of transport in the Cairngorms National Park for employment purposes, with public transport use being particularly low. Due to population growth and increasing visitor numbers, is likely that travel by private vehicle will increase in the National Park unless there is a modal shift to alternative means of travel.

The main issue affecting the Cairngorms National Park is its dispersed settlements spread over a wide area meaning more people are likely to own and use a car compared to urban centres. This is supported by evidence from the Rural Scotland Key Facts (2021) (CNPA941). The higher reliance on driving as a means of transport in rural areas, means drive times to key services including General Practice (GP) surgeries, primary and secondary schools, and shops are often longer than in urban areas. In remote rural

areas, 63% people live within a 15 minute drive time to a secondary school, compared to 91% of people in accessible rural areas and 100% of people in the rest of Scotland.

Scottish Government are committed to delivering a reduction in car kilometres (CNPA500). This will be particularly challenging in rural areas such as the Cairngorms National Park, as the trend is currently that car kilometres per person are increasing in rural areas. Improving public transport and developing dedicated safe active travel routes will be key to reducing car use in the National Park, however a holistic approach to support people to travel less is also required.

The most affected settlements in terms of poor air quality are those located in close proximity to the A9 and the other strategic and intermediate settlements in the National Park. National plans and strategies aimed at reducing private fossil fuel vehicle use and the shift to electric vehicles will have benefits in terms of both reduced vehicle related car pollution and carbon emissions.

As part of the evidence gathering for this report the five local authorities have been requested to provide an up to date position on the air quality in their respective areas of the National Park, now and in the future (potential concerns).

Moray Council has informed the Park Authority that it undertakes an annual review and assessment of air quality and no significant issue are arising in terms of air quality standards (CNPA1192).

Angus Council confirmed there are no identified exceedances of any air quality objective nor are there likely to be in the foreseeable future for the Angus Council area of the National Park (CNPA1193).

No information has been received from the other three local authorities. Should further information be made available to the Park Authority regarding air quality it will be taken into consideration during the preparation of the Proposed Plan.

The Proposed Plan should support the reduction of air pollution in the National Park, through support for increasing the uptake sustainable travel options, active travel, and low emission vehicle use. This can be achieved through the careful citing of development (applying the infrastructure first approach to site development) that supports a living local and 20 minute neighbourhood approach reducing the reliance on private motorised vehicles to access services.

Noise pollution arising from transport

Transportation noise is the biggest source of environmental noise in Scotland. The Scottish Noise Action Plans are a requirement of European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC (CNPA1194). The Transportation Noise Action Plan (2019 – 2023) (CNPA759), produced by Transport Scotland, is one of a series of eight Scottish Noise Action Plans implemented across Scotland. The noise mapping process identified sections across a number of transport corridors that fall within the Round Three Transportation Action Planning Process, which included sections of the A9 within the National Park.

Transport Scotland has informed the Park Authority that they are in the process of preparing the next Transportation Noise Action Plan for 2024 to 2028. The Proposed Plan will take into account any emerging noise management plans that cover any part of the National Park. More information and noise pollution mapping can be found in Schedule 18: Health and safety.

The noise mapping research has identified no at risk locations in the Cairngorms National Park. The settlements in close proximity to the A9 are at most risk of being affected by increasing traffic leading to an increase in noise pollution arising from transport.

The Park Authority has asked the constituent local authorities to comment on any locations which may be at risk of becoming Candidate Noise Management Areas.

Angus Council confirmed to the Park Authority that at present no areas of Angus within the National Park are identified as Candidate Noise Management Areas or areas deemed to be at future risk (CNPA1193).

Moray Council has confirmed they are not aware of any Candidate Noise Management Areas within the Moray area of the National Park, either in terms of road traffic or industrial development (CNPA1192).

No information has been received from the other three local authorities. Should further information be made available to the Park Authority from the local authorities regarding air quality it will be taken into consideration during the preparation of the Proposed Plan.

The Proposed Plan needs to consider noise pollution at sites that may be affected by noise form traffic, for example adjacent to the A9. In the first instance, development

should not be located at sites that may be affected by noise pollution. Where development is considered at these locations the Proposed Plan will need to ensure site requirements include appropriate mitigation.

Active Travel

In 2023 the Scottish Health Survey (CNPA771) reported that only 63% of adults met the recommended levels of activity, slightly lower than the 63% for 2022. 72% of all children aged five to 15 (including school based activities) met the physical activity recommendation in 2023. Excluding school based activities this dropped to 62% (CNPA771). Increasing outdoor physical activity can lead to improvements in many health conditions, from heart disease to mental health issues. The Cairngorms National Park has the access infrastructure, destination appeal and partnerships required to promote increased physical activity for both residents and visitors.

Data from Strava (CNPA1195), a widely used social networking platform tailored to enthusiasts who enjoy activities such as cycling and running, provides data on popular routes and destinations for active travel activities. Figure 126 is an extract of the Strava data for all activities in the Cairngorms National Park in 2018. The map gives an overview of the locations in the National Park most frequented by people using the Strava app. As expected, the map shows high levels of activities in and around settlements but also areas of high intensity outwith settlements at the Glenshee, Lecht and Cairngorms Mountain ski resorts, as well as the bike tracks at Glenlivet and Laggan (Figure 126).

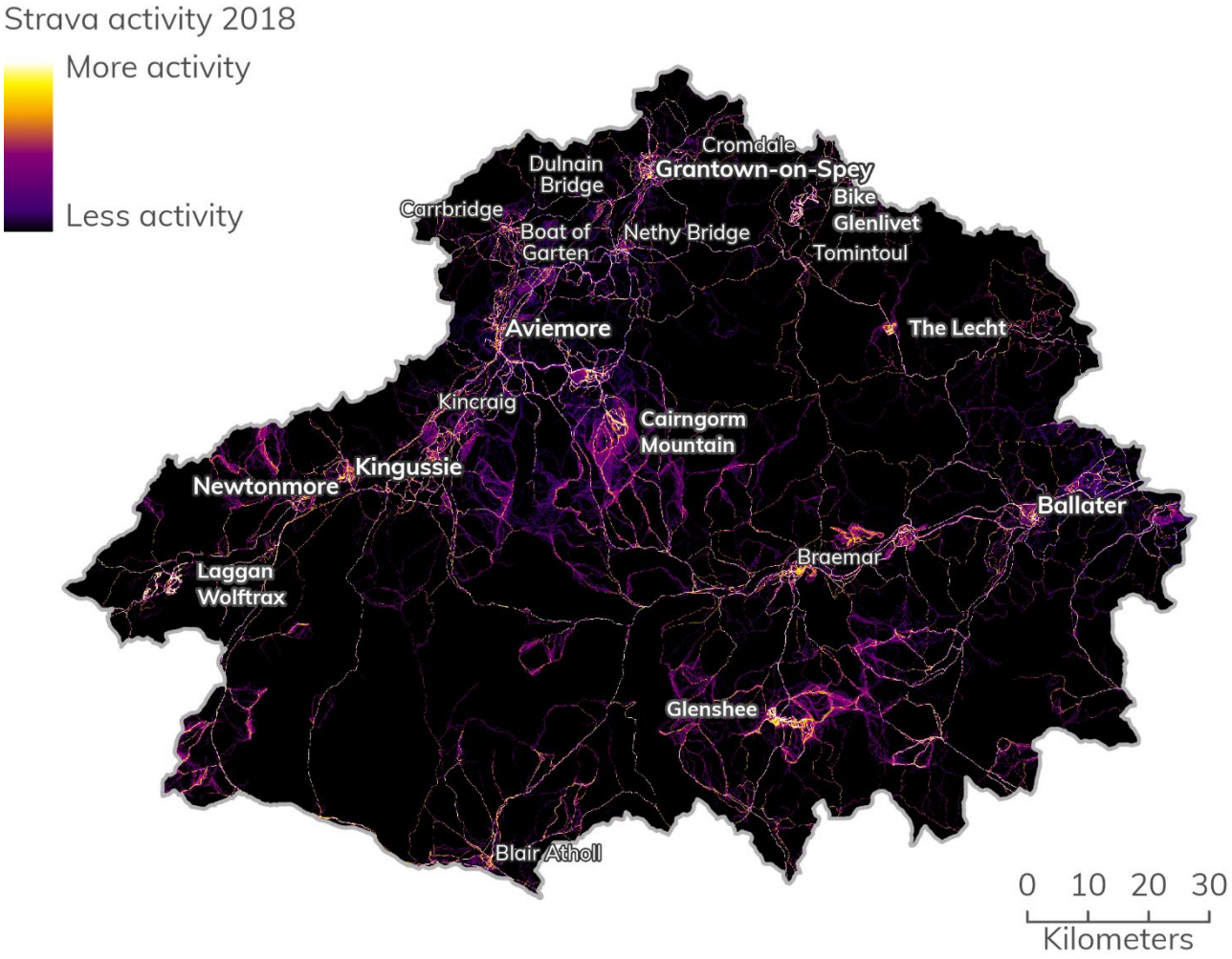


Figure 126 Stava data for the Cairngorms National Park for 2018 for all activity types. (CNPA1195). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Comprehensive data on cycling and walking is not available for the geography of the Cairngorms National Park but is provided for the five local authorities, namely The Highland Council, Moray Council, Aberdeenshire Council, Angus Cuoncil and Perth and Kinross Council whose areas overlap the National Park area. Data is provided by Transport Scotland's Transport and Travel in Scotland 2023 report (CNPA912) (Figure 127 and Figure 128). The percentage of journeys under two miles undertaken in Scotland by walking is 50.6% and by bicycle is 1.8% (Table 37). These figures differ somewhat from the figures for the local authorities. In Aberdeenshire, for example, only 41% of journeys under two miles are made by walking and in Highland 5% of journeys under two miles are made by cycling. Also, in Aberdeenshire and Moray 0% of journeys under two miles were made by cycling in 2022. The Proposed Plan should support an increase in the number of journeys made by active travel by both residents and visitors to the National Park.

Table 37 Percentage of journeys under two miles by road network distance by walking and bicycle. Transport Scotland 2023 (CNPA912).

Geography	Walking	Bicycle
Scotland	50.6%	1.8%
Aberdeenshire	41%	0%
Angus	49%	1%
Highland	43%	5%
Moray	48%	0%
Perth and Kinross	43%	4%

Walking

Data on the frequency of walking is not available for the geography of the Cairngorms National Park but is provided for the five local authorities, namely The Highland Council, Moray Council, Aberdeenshire Council, Angus Council and Perth and Kinross Council whose areas overlap the National Park area. Data is provided by Transport Scotland's Transport and Travel in Scotland 2023 report (CNPA912).

66% of people in Scotland used walking as a means of transport for one or more days during the seven days prior to the survey and 69.8% went walking for pleasure during the seven days prior to the survey in 2023 (Figure 127 and Figure 128). Only those surveyed in the Perth and Kinross Council area exceeded the national figure for walking for transport (69%) in the seven days prior to the survey. Only 50% of those living in Moray reported using walking for transport in the seven days prior to the survey. In terms of walking for pleasure, only residents in Aberdeenshire reported walking more than the natural average, with 76% reported walking for pleasure on more than one day in the seven days prior to the survey.

The Proposed Plan should support walking both as a means of transport and for pleasure, supporting active travel development to facilitate walking and ensure active travel and opportunities for walking are integrated into new developments. Consideration about existing active travel infrastructure needs to be considered at the outset. Following an infrastructure first approach to site methodology will ensure sites are supported that enable development to connect to existing active travel infrastructure. Alongside this, supporting development that aligns with the local living principles may encourage more residents to walk to amenities and services.

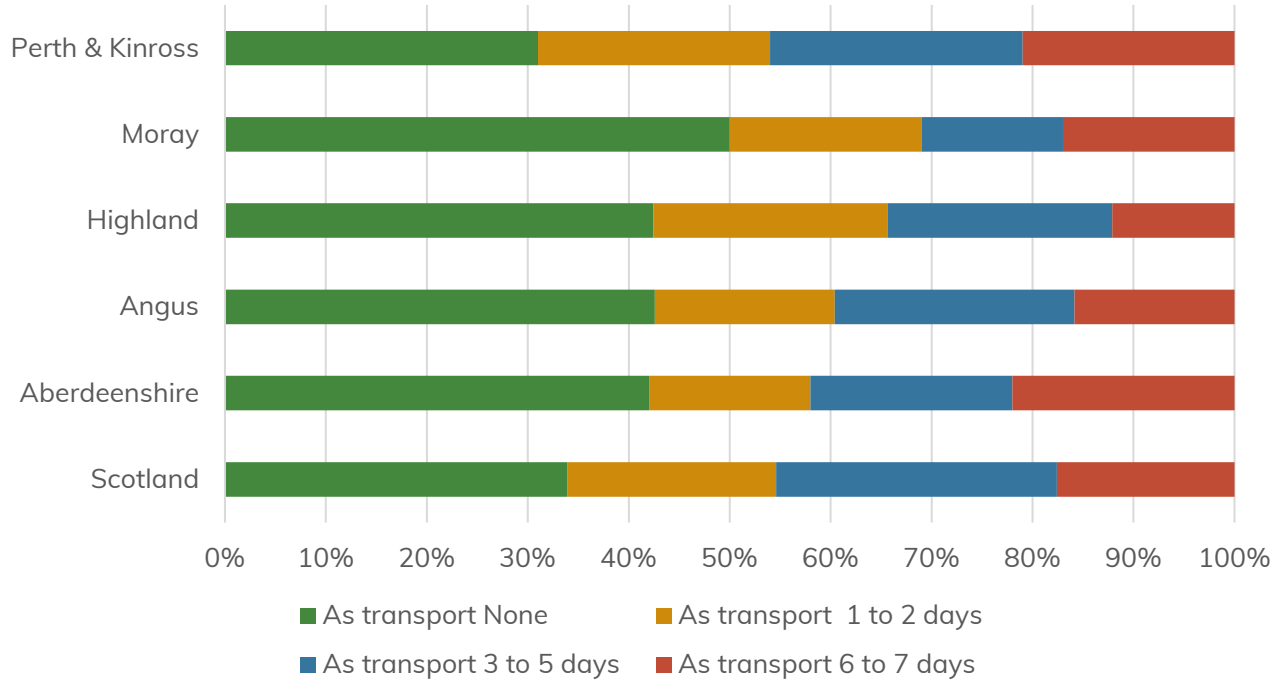


Figure 127 Frequency of walking in the previous seven days (percentage) as a means of transport in Scotland and the five local authorities that overlap the Cairngorms National Park boundary in 2023. Transport Scotland 2023 (CNPA912): Scottish Household Survey 2023 (CNPA919).

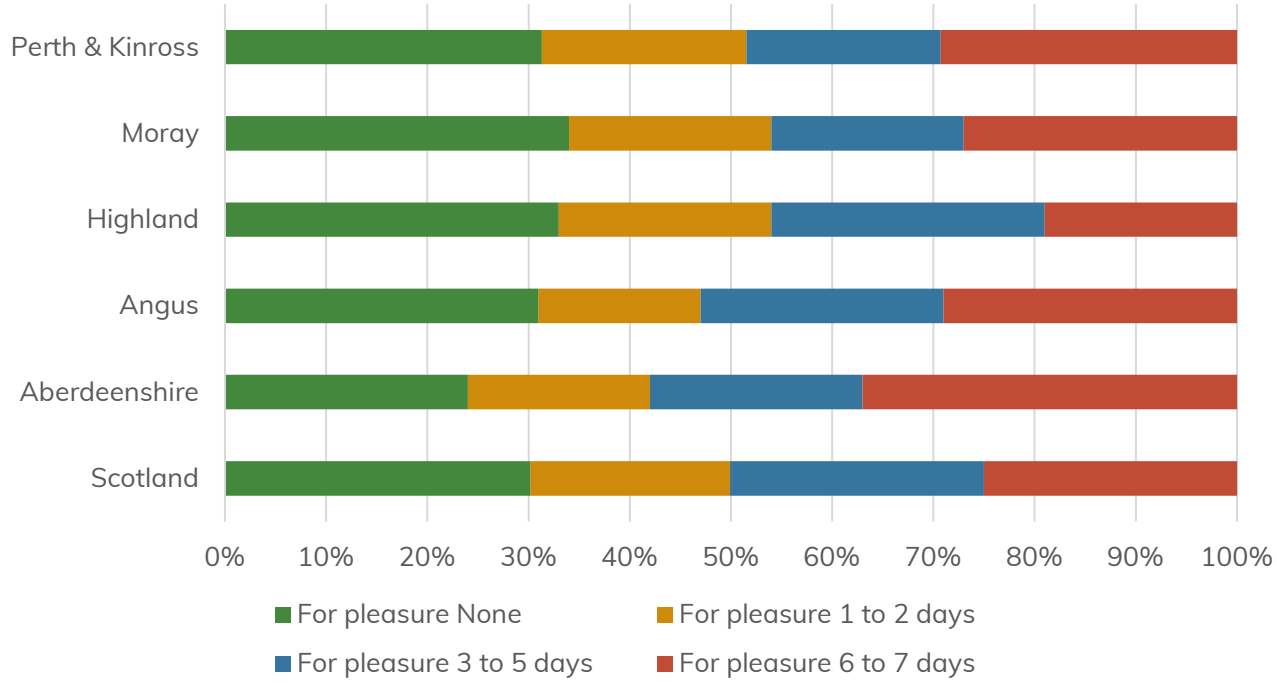


Figure 128 Frequency of walking in the previous seven days (percentage) for pleasure in Scotland and the five local authorities that overlap the Cairngorms National Park boundary in 2023. Transport Scotland 2023 (CNPA912): Scottish Household Survey 2023 (CNPA919).

Prevalence of walking by residents

The Cairngorms National Park residents and workers survey 2024 – 2025 (CNPA538) asked resident respondents about participation in outdoor activity in the last 12 months. The survey found that almost nine in ten (89%) residents have done a low level walk of some length, and 53% have done a hill walk of any length. 92% have done either a hill or low level walk.

Data from ten pedestrian counters in the National Park recorded a total of approximately 134,575 instances of walking across the National Park (CNPA1430). Unlike the data from cycling counters (Figure 131), the data for walking shows that walking in the National Park is not a defined seasonal activity as number fluctuate throughout the year.

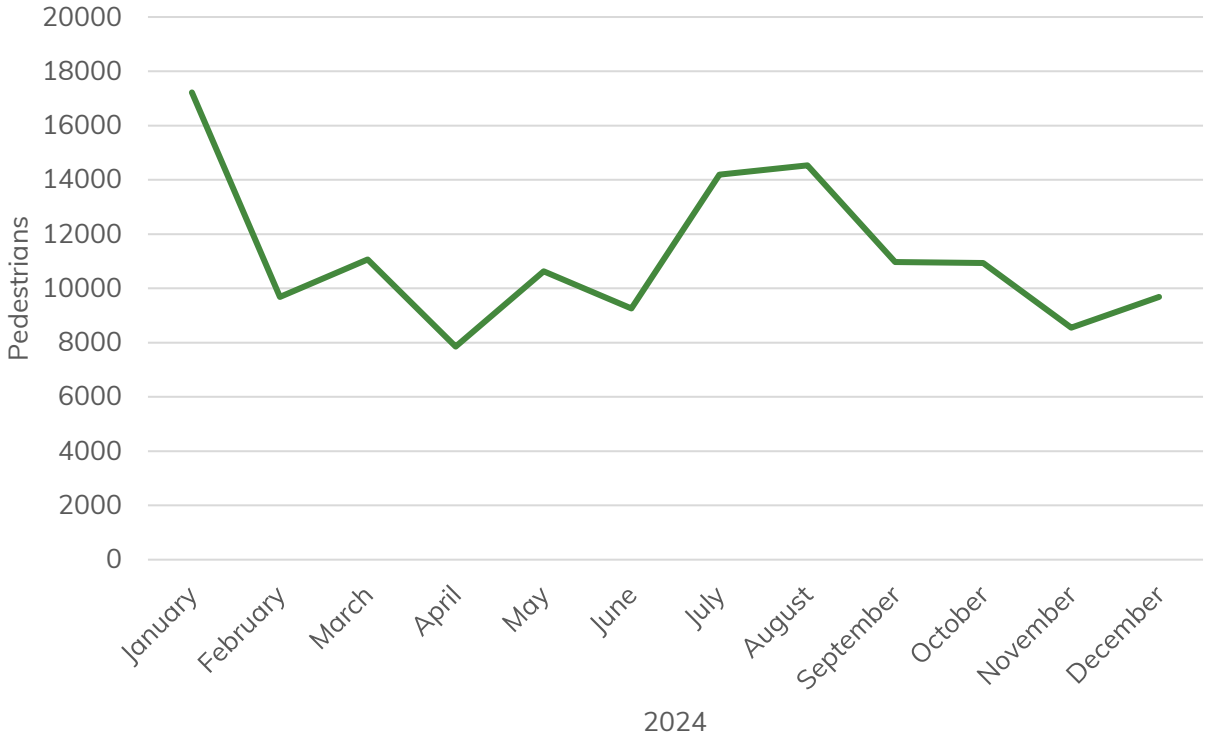


Figure 129 Number of times a pedestrian passed an open data pedestrian counter (based on 10[47] pedestrian counters) in the Cairngorms National Park in 2024 (CNPA1430).

Walking Scotland: Scottish Walking and Wheeling Survey 2025

Walking Scotland's (previously Paths for All) Scottish Walking and Wheeling Survey (CNPA1196) reveals how and why people walk and wheel in Scotland. 56 Degree

[47] Located at: Dalfaber Drive in Aviemore, Grampian Road Roundabout in Aviemore, Santa Claus Drive in Aviemore, the B9152 ION Aviemore, B970 in Aviemore, B970 roundabout, Deeside Way in Ballater, Cairngorm Road in Coylumbridge, Cairngorm Road in Glenmore and National Cycle Network route 7 in Kingussie.

Insight was commissioned to undertake a national survey of the Scottish population in summer 2025. The research aimed to answer questions around the following three central themes:

- Does everyone walk, and what do they think about walking?
- Do people walk every day?
- Where do people walk?

The survey reported that more people than ever are walking and wheeling in their daily lives. 57% of adults now walk or wheel every day (up from 52% in 2023) and 86% walk several times a week, but almost 1 in 10 walk less than once a week or never (9%). Around two in three walked for either leisure or exercise (66%), while over half walked to reach a public transport link (58%), or to go to local shops and services (57%).

But the survey identified a gap – one in 20 (5%) say they never walk, despite over half saying they would like to walk more for leisure (68%) and routine reasons (63%). Across Scotland, people report poor pavement quality[48], safety concerns[49], and poor access to local amenities as the top barriers preventing them from walking more.

The Proposed Plan, supporting an infrastructure first approach to new development, should support development in locations that enable, promote and encourage walking. Furthermore, the Proposed Plan should support local living and the 20 minute neighbourhood approach to development citing that enables and promotes walking for short journeys to access public transport and local amenities and services.

Cycling

The number of bicycles available in households also affects the potential use and uptake of cycling. Having no bicycles available can also contribute to transport poverty. The Cycling Scotland 2024 Annual Cycling Monitoring Report (CNPA855) reported that in 2022, 62.5% of households in Scotland do not have access to a bike.

The Annual Cycling Monitoring Report (2024) reported that across Scotland 1.7% of people cycled as a main mode of travel in 2022. It found that nationally 8.6% of people said they have cycled for leisure in the previous seven days and 6.9% for transport. In terms of cycling to work 5% of people reported cycling to work regularly in 2021 (in Highland this was 10.5% for 2021 and 2022). The report states that in 2023, seven people were killed and 158 seriously injured whilst riding a bike across Scotland.

[48] 69% had recently noticed pavement and path faults in their local area.
[49] 87% rated the importance of feeling safe if you are walking / wheeling alone during the day.

Transport and Travel in Scotland 2023 (CNPA912) provided local authority data on the number of bicycles available for private use by households (Figure 130). In Highland only 48% of households did not have access to a bicycle for private use and the highest was in Angus where 56% of households did not have access to bicycles for private use. Using the local authorities as a proxy for the National Park is problematic due to the large areas that they cover outwith the National Park, however using these figures as representative of some of the residents in the National Park indicates that bike ownership is potentially higher in the National Park than the average across Scotland. The Proposed Plan should support active travel development and ensure active travel and opportunities for cycling inform an infrastructure first approach to site selection.

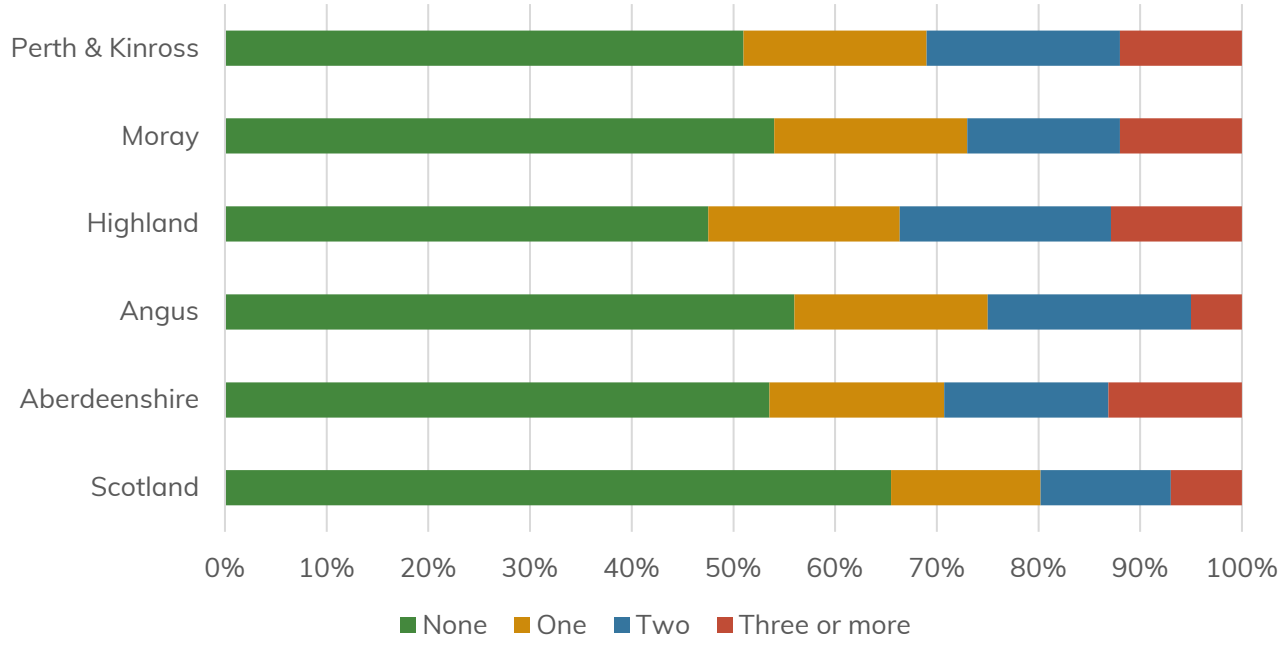


Figure 130 Number of bicycles available for private use by households (percentage) in Scotland and the five local authorities that overlap the Cairngorms National Park boundary in 2023. Transport Scotland: Scottish Household Survey 2023.

Monthly cycling data from open data cycle counters (CNPA1430) in the Cairngorms National Park show that cycling uptake is seasonal, reflecting the impact of tourism in the National Park. In 2024 approximately 172,096 instances of cycling were recorded across all the open data cycling counters in the National Park. It should be noted that one cyclist may trigger numerous sensors on their journey so this data cannot be used to estimate the total number of people cycling in the National Park in 2024.

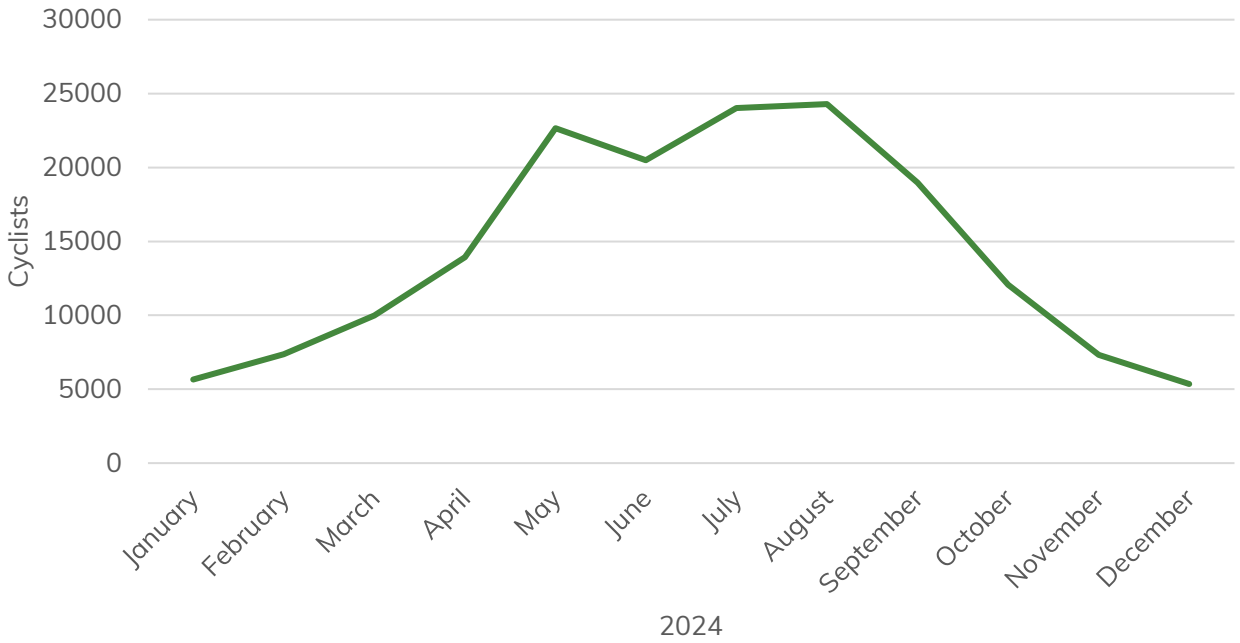


Figure 131 Number of times a cyclist passed an open data cycle counter (based on 13[50] cycle counters) in the Cairngorms National Park in 2024.

Cycling safety in the National Park

The Department for Transport's THINK Map (CNPA925) provides data on cycling accidents and data from this has been extracted for the geography of the Cairngorms National Park (Figure 132). Between 2013 and 2023 there were 20 reported accidents involving cyclists in the National Park. There were two fatal[51] accidents, one in 2019 on the B9152 near Alvie and the other in 2023, near Birkhall, near Ballater on a minor road. There were a further nine severe[52] accidents and nine slight[53] accidents.

Overall, the majority (65%) of accidents involving cyclists in the National Park involve a car. Over one third (35%), representing the largest single age bracket of accidents, affected cyclists aged 55 – 64 years. Only three of the accidents occurred at night, meaning the majority cannot be attributed to poor lighting conditions.

[50] Located at: Dalfaber Drive in Aviemore, Grampian Road in Aviemore, Grampian Road Roundabout in Aviemore, National Cycle Network route 7 in Aviemore, Santa Claus Drive in Aviemore, the B9152 in Aviemore, B970 in Aviemore, B970 roundabout, Deeside Way in Ballater, Cairngorm Road in Coylumbridge, Cairngorm Road in Glenmore, A889 in Dalwhinnie and the A9 near Dalwhinnie.
[51] Fatal accidents relate to accidents which result in one or more fatality.
[52] Severe accidents relate to accidents which resulted in one or more people being seriously injured.
[53] Slight accidents relate to accidents which resulted in one or more people being slightly injured.

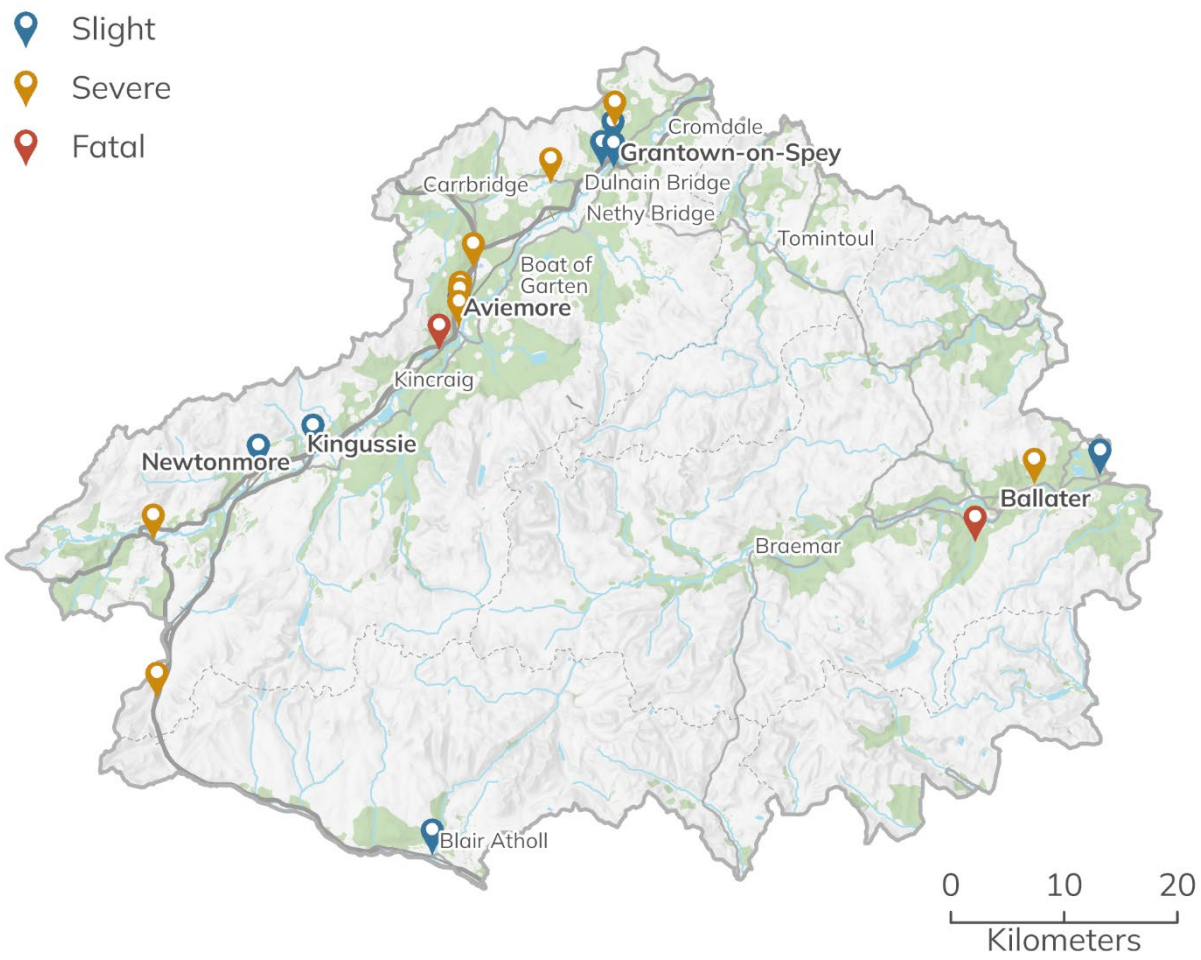


Figure 132 Map of accidents in the Cairngorms National Park involving cyclists from 2013 to 2023. Department for Transport 2025 (CNPA925). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Ebikes

The development of an ebike network in the National Park aligns with national objectives (National Transport Strategy (CNPA838) and National Planning Framework 4 (CNPA008)) to reduce greenhouse gas emissions and reduce inequalities through supporting access to active and sustainable transport options.

At a local level, the development of the network work aligns with the Cairngorms National Park Authority's objective of supporting a modal shift towards sustainable and active travel options as a part of broader sustainability goals, in addition to increasing activity levels among park users and responding to the aspirations of local communities to increase access to ebike.

As stated earlier in this report, approximately one fifth of people aged 16 and over in the National Park reported travelling less than 5km to work which could potentially be undertaken by active travel or on ebikes. There are also a significant number of visitors and residents who could potentially be making shorter journeys around the National Park by ebike.

In August 2022, Ansons Consulting (Ansons) was commissioned by Cairngorms National Park Authority to prepare the evidence based eBike Network Plan (CNPA927) to support the Cairngorms 2030 programme (CNPA893). The Plan was informed by research and an assessment of ebike networks and the existing provision and requirements of hire / ebike fleets across the Cairngorms National Park. The ebike network project aims to facilitate the uptake of ebikes through supporting public ebike charging infrastructure and improvements to secure public bike parking.

The E-bike Network Plan (CNPA927) reported that a significant proportion of path users on the Old Logging Way in the National Park used it for cycling and the other data from the main paths indicate high levels of seasonal cycling. The document sets out recommendations for ebike infrastructure (parking and charging facilities) to support its use which the Proposed Plan should take into account. It also sets out recommendations for ebike parking in business settings, residential / mixed use sites and public and visitor sites. The plan recommends that in rural areas, a well distributed network of ebike charging points should offer basic coverage at strategic locations about 10 – 15 miles apart, such as key cycling junctions, towns, and transport hubs. This initial setup will reassure users of easy access, with the network expected to expand as demand grows and businesses see its marketing potential.

Consideration of cycling time from key settlements provides an indication of the potential to use ebikes to access the National Park's key visitor attractions – which are clustered in the north west (Sthrathspey) and east (Deeside) areas of the National Park. Seven settlements were selected in the report and the number of attractions that could be reached within time frames of between 15 minutes and one hour was estimated. The five strategic settlements in the National Park – Aviemore, Grantown-on-Spey, Kingussie, Ballater, and Newtonmore – were chosen, in addition to Boat of Garten and Dalwhinnie.

<u>Aviemore</u>
In Aviemore eight attractions are reachable within one hour and another, Cairngorm Mountain, is found just outside this range. Other key settlements, such as Nethy Bridge

and Boat of Garten are also within range and selected tourist attractions can also be reached from these locations.

Ballater
Six key attractions can be reached via ebike from Ballater within the space of an hour.

Grantown-on-Spey
Grantown-on-Spey has six attractions inside a one hour radius. Other settlements, such as Nethy Bridge, Speybridge and Dulnain Bridge are also within range and selected tourist attractions can also be reached from these locations.

Kingussie
Kingussie has six attractions located within an hour's cycle. Other settlements, such as Newtonmore, are also within range and selected tourist attractions can also be reached from this location.

Newtonmore
There are six attractions within a one hour journey from Newtonmore. Other key settlements, such as Kingussie and Laggan, are also within range and selected tourist attractions can also be reached from these locations.

Boat of Garten
From Boat of Garten, eight attractions are reachable in one hour. There is considerable overlap with Aviemore, with several of the same attractions an hour or less away from each settlement. Other key settlements, such as Aviemore, Speybridge and Dulnain Bridge are also within range and selected tourist attractions can also be reached from these locations.

Dalwhinnie
Dalwhinnie has the smallest number of attractions within a one hour range, at only five. Other key settlements, such as Kingussie and Laggan are also within range and selected tourist attractions can also be reached from these locations.

The Plan sets out a series of delivery pathways that include:

- Community cycle hubs: based in communities providing wrap around support including try outs, an ebike loan, and supporting activities.
- Resident spot hire: to offer residents who do not own an ebike the chance to occasionally access an ebike, offered by the community cycle hubs as an additional service.

- On street for visitors: potential to trial the provision of on street hire bikes on the Aviemore to Glenmore corridor.
- All ability offer: to enable disabled residents and visitors to access adaptive bikes and other mobility equipment, including the provision of taster sessions and the loan of equipment.

Residents of Cairngorms National Park will be encouraged to take up ebikes through the provision of community cycle hubs in key communities. The Proposed Plan should support development that contributes to the delivery of community cycle hubs in the National Park. These should be strategically places following an infrastructure first approach, ensuring they support other modes of public transport and active travel infrastructure. The primary communities to be served will be as follows:

- Aviemore (including Aviemore, Boat of Garten, and Coylumbridge).
- Kingussie (including Kingussie, Newtonmore, Kincraig, Laggan and Dalwhinnie).
- Grantown-on-Spey (including Grantown-on-Spey, Carrbridge, Dulnain Bridge and Nethy Bridge).
- Ballater / Aboyne (including Braemar and Don Valley as far as Cockbridge).
- Pitlochry (including Killiecrankie, Blair Atholl).

The on site model would see ebikes made available for short term hire from docking stations located in Aviemore and Glenmore. The scheme would primarily be aimed at visitors. The Proposed Plan should support development in appropriate locations that support this scheme.

Cycling and walking Infrastructure

The National Cycling Network is a UK wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors. The Walk Wheel Cycle Trust (previously Sustrans) (CNPA898) state that their vision is to create a UK wide network of safe and accessible traffic free paths for everyone. The National Cycling Networks should:

- Be traffic free or a quiet way
- Be wide enough for all users
- Be cared for and well maintained
- Have a smooth surface
- Be clearly and consistently signed
- Be fully accessible to everyone
- Enable all users to crossroads safely and step free
- Be attractive and interesting
- Feel safe.

In the National Park there are two National Cycling Network routes (Figure 133). In many parts of the National Park, the trunk road network provides the only connection between settlements for all or part of the route, and therefore any cycle journeys must be on or alongside the road. This can mean that in the absence of segregated cycling infrastructure means, cycling does not feel like a safe option for everyday journeys for local residents or visitors, even where the distance involved would make this possible.

The Proposed Plan will support appropriate cycling and walking infrastructure development that supports and expands existing routes providing safe active travel routes to encourage and support cycling as a preferred mode of travel over private motorised vehicle use. The Proposed Plan will support development on the infrastructure first approach to site selection at locations that enable and promote movement by active travel means, supporting the sustainable travel hierarchy.

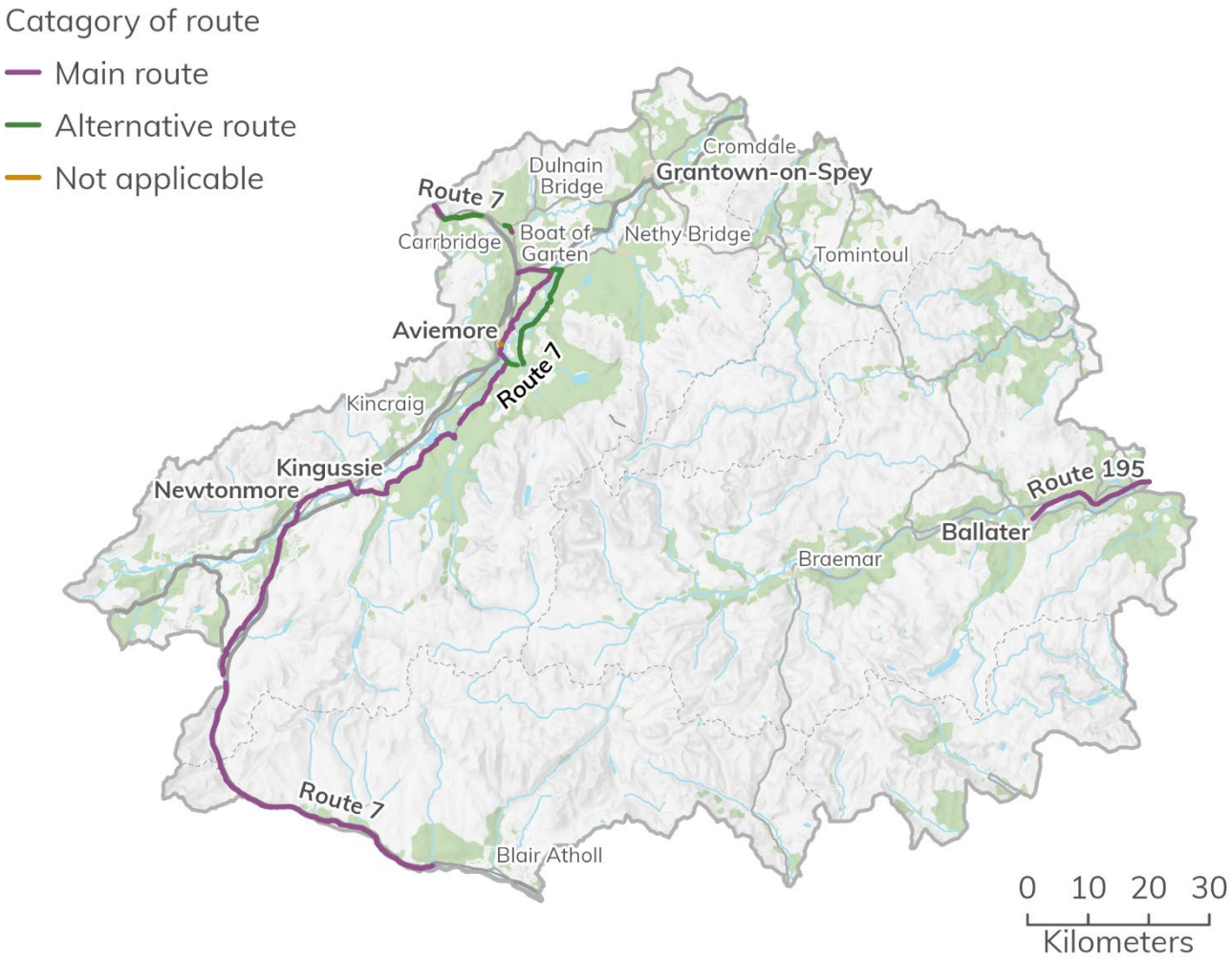


Figure 133 Map showing the National Cycling Network routes that are within the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Route 195

Also known as the Deeside Way, National Cycle Network route 195 follows traffic free paths and some short quiet road sections along the former Deeside Railway line between Aberdeen and Ballater. It runs for 41 miles between Duthie Park, south of Aberdeen city centre, and the heart of the Victorian village of Ballater.

Route 7

Route 7 runs along the western side of the Cairngorms National Park to link Calvine, Dalwhinnie, Aviemore and Boat of Garten. The section of the route within the National Park, starts in the south at House of Braur running north adjacent to the A9 linking the settlements of Calvine, Newtonmore, Kingussie, Kincraig, Aviemore and Boat of Garten.

There are breaks in the route around Kincraig, and between Boat of Garten and Carrbridge. Also, between House of Braur and Pitlochry there is no dedicated cycle path linking the southern part of route 7 with the section starting in the National Park.

Community paths, upland paths and trails in the National Park also provide opportunities for both walking, wheeling and cycling. Main trails (Figure 134) include:

- The Speyside Way
- The Dava Way
- The Deeside Way
- The Cateran Trail.

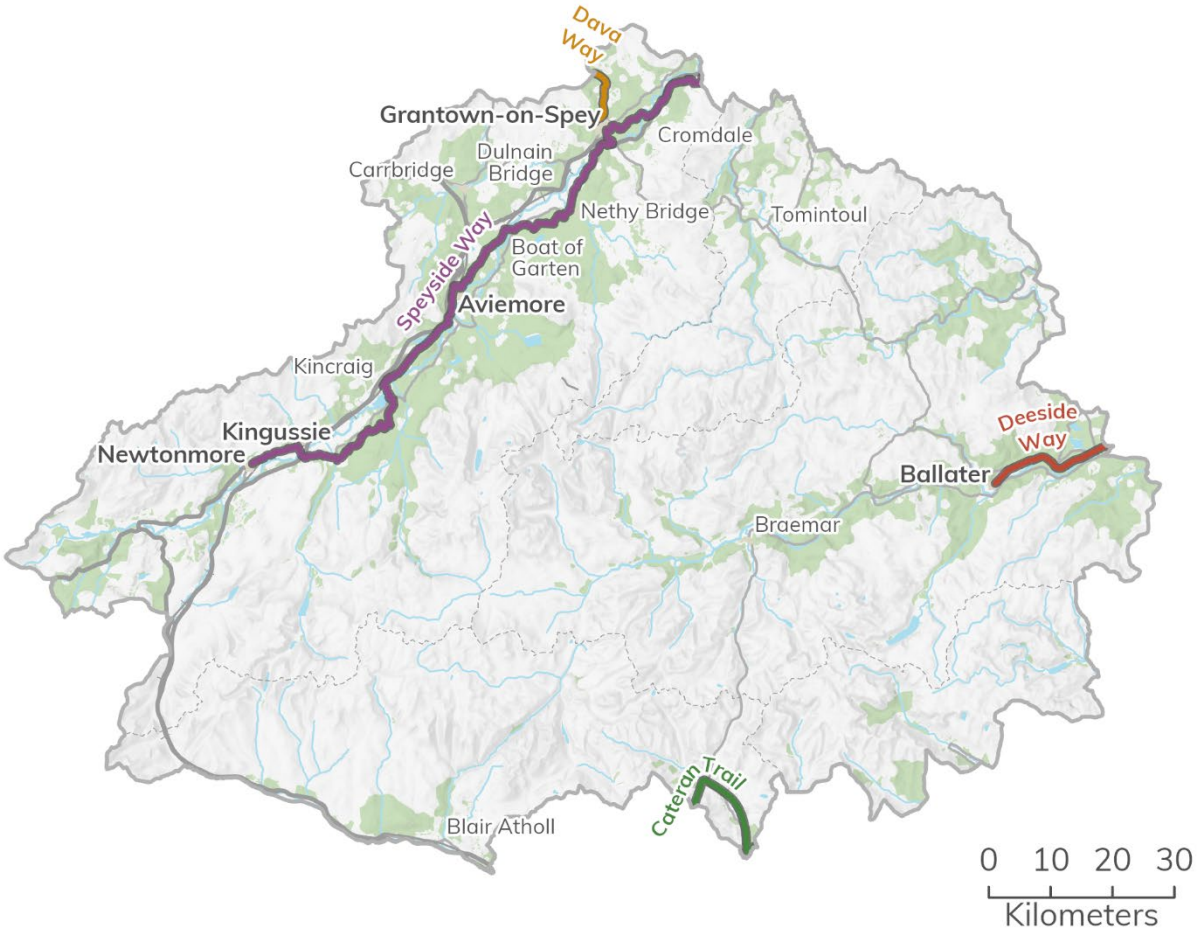


Figure 134 Long distance trails within the Cairngorms National Park. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Speyside Way

The Speyside Way is one of four official long distance routes in Scotland. The route links the Moray coast with the edge of the Grampian Mountains, following the valley of the river Spey, spanning a distance of approximately 85 miles / 137 km. It is one of four

national long distance routes formally designated under the Countryside (Scotland) Act 1967 and as such the local access authorities (Moray Council and the Cairngorms National Park Authority) have a statutory duty to manage the route. To fulfil this obligation the Park Authority have developed a plan for the future management and maintenance of the route which includes priorities for investment over the next five years. A copy of this plan is included in the Cairngorms Strategic Tourism Infrastructure Development Plan 2023.

Dava Way

The Dava Way, one of Scotland's Great Trails, linking Forres in Moray with Grantown-on-Spey, a distance of 24 miles / 38 km. It follows the old Highland railway line and winds its way up to the Dava summit at 320m before descending into Strathspey. A small section of approximately 4 miles / 6km at the southern end of the route lies within the Cairngorms National Park. This allows walkers to connect to the Speyside Way through Grantown-on-Spey. The route is managed and maintained by the Dava Way Association; a Scottish Charitable Incorporated Organisation run by a board of Trustees.

A range of improvements to the Dava Way and the Speyside Way in parts of Moray are included as part of Moray Council's Strategic Tourism Infrastructure Development Plan which focusses on enhancing all six long distance active travel / leisure routes in rural Moray.

Deeside Way

The Deeside Way runs from near the centre of Aberdeen to Ballater. It largely follows the line of the Old Royal Deeside Railway through woodlands and farmlands, for a total distance of 41 miles / 66 km. Approximately 7 miles / 11km of the route falls within the Cairngorms National Park running westwards from the National Park boundary to the current terminus in Ballater. Within the National Park the route is currently managed and maintained by Aberdeenshire Council with support from the Cairngorms National Park Authority. The Cairngorms National Park Partnership Plan 2022 includes a commitment to extend the route from Ballater to Braemar.

Cateran Trail

The Cateran Trail, another of Scotland's Great Trails, is a 64 mile / 102 km long route through Perthshire and the Angus Glens. This is a circular route divided into five stages, following old drove roads and ancient tracks across farmland, forests, and moors. A small section of approximately 6 miles / 10km at the north end of the route passes through the National Park near Spittal of Glenshee. The route is managed and

maintained by Perth and Kinross Countryside Trust who are engaged in a programme to install multi user gates along the route to allow better access for all visitors as well as for landowners.

Community paths

There are over a hundred community paths and trails across the National Park. As well as providing an important resource for local residents, these paths are an essential part of the infrastructure used by visitors to the National Park and are therefore well promoted through a series of community path leaflets. Responsibility for the management and maintenance of most of these paths rests with the landowner or land manager but in certain circumstances support is provided by the Cairngorms National Park Authority. In a small number of cases the Park Authority is responsible for maintenance through management agreements (details can be found in Appendix 4 of the Cairngorms National Park Strategic Tourism Infrastructure Development Plan 2023 – 2028 (CNPA181)).

The need for two new community paths has also been identified following other recent visitor infrastructure investments – one to connect the town of Aboyne to Glen Tanar and another connecting the village of Dinnet with the new Clarack car park and Muir of Dinnet. The Proposed Plan should support appropriate new community paths that support and increase the walkability of the National Park.

Upland paths

There are also many upland paths across the National Park and while in broad terms these are less heavily used than the community paths some are still subject to heavy use, most notably on some of the more popular hills. As their use is predominantly by more experienced walkers these are not as actively promoted by the Cairngorms National Park Authority, however many are commonly promoted through hillwalking guidebooks and websites. As with low ground paths, responsibility for their management and maintenance rests with the landowner or land manager but in certain circumstances support can be provided by the Park Authority.

Core Paths

One important means of access is via the National Park's public footpath network, of which the Core Paths network plays a significant role (see Figure 135). The Cairngorms National Park Authority has a duty under the Land Reform (Scotland) Act 2003 (CNPA664) to prepare a Core Paths Plan. Section 17 (1) Act states that the core paths network should be: '... sufficient for the purpose of giving the public reasonable access throughout the area'.

The Cairngorms National Park Authority published its Core Paths Plan in 2015 (CNPA187), which was developed in Partnership with the Local Outdoor Access Forum and Inclusive Cairngorms. The National Park Authority is currently reviewing and updating the current Core Path Plan (update expected to be published in 2026) alongside the delivery of the next Local Development Plan. The aim of the Plan is to help people enjoy and understand the special qualities of the National Park through the identification of outdoor access opportunities. The path network should satisfy the needs of visitors and local people to get around, and link to the wider path network and beyond.

The network is made up of a mixture of existing and new paths, which together provide a cohesive system. The National Park now has a network that totals 1,073km of core paths, 88km of which is on water (River Spey). Furthermore, over 300km of the network has been signed and promoted with a further 100 or so kilometres to be developed and improved.

The National Park Authority is the Access Authority for the Cairngorms National Park, whereas the Local Authority (Access Authority) areas that overlap are responsible for the core paths outwith the National Park boundary. In some instances, the core paths in the National Park connect to paths outside the boundary, which are therefore in another Access Authority (Figure 135). Where this happens the section of path outwith the National Park is maintained and managed by that Access Authority (Local Authority). The Local Authority Core Path Plans for Angus (CNPA878), Aberdeenshire (CNPA620), Moray (CNPA874), Highland (CNPA621) and Perth and Kinross (CNPA883) have therefore been included in the links to evidence section of this report.

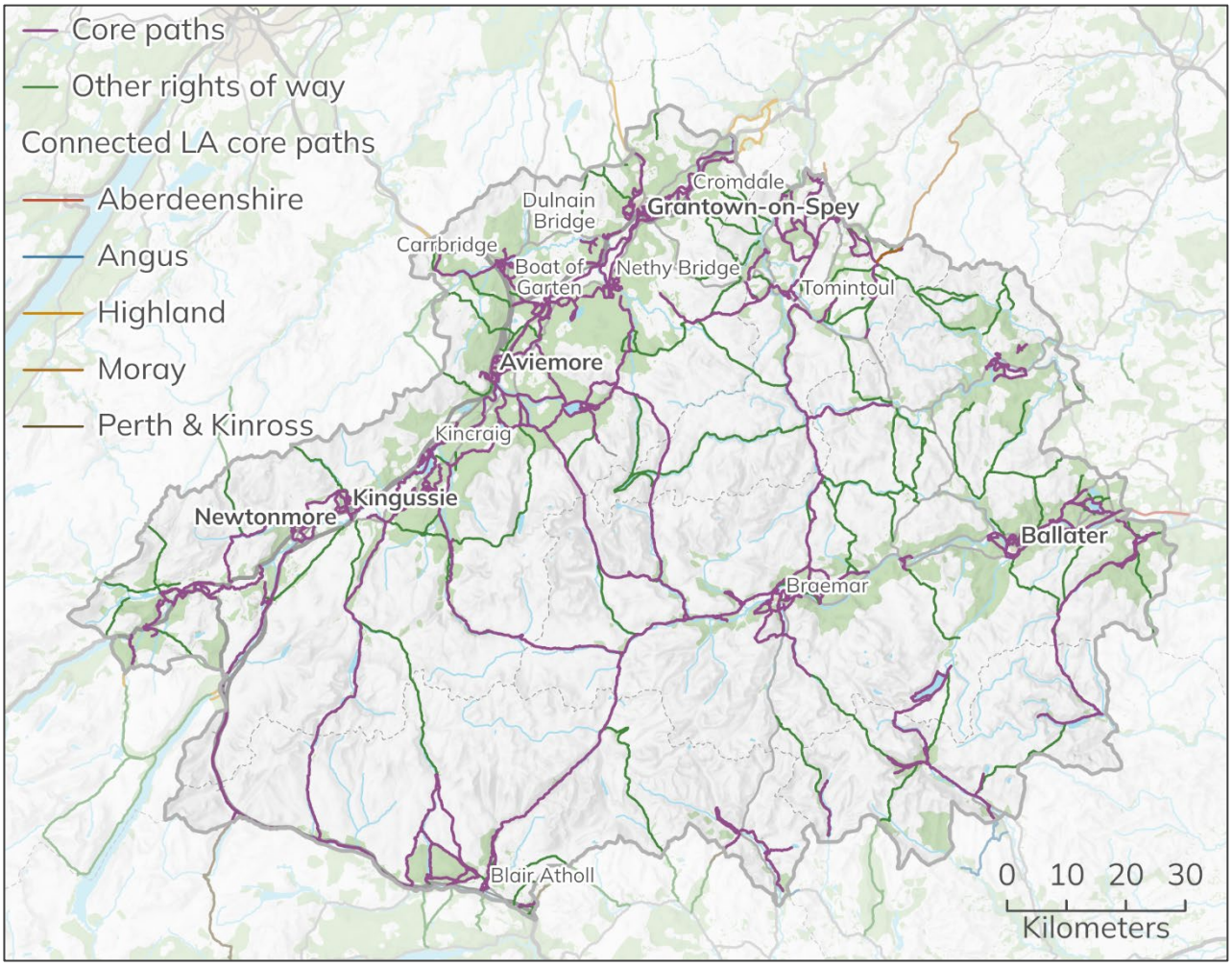


Figure 135 Map showing the public footpath network in the Cairngorms National Park (CNPA187, CNPA878, CNPA620, CNPA874, CNPA621 and CNPA833). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

Further detail on rights of way and hill tracks in the National Park is available from The Scottish Rights of Way and Access Society (ScotWays) national Catalogue of Rights of Way in Scotland (CNPA202) and Scottish Hill Tracks publication (CNPA911).

Plans to improve the National Cycle network

Three years on from the Walk Wheel Cycle Trust (formally Sustrans) Paths for Everyone report (CNPA907) the Trust has published the report: Paths for everyone: three years on (CNPA908) which provides updates to the work completed by the Trust to improve access, safety and public appeal of the Network.

In the National Park the Trust has completed the following projects:

- 2020: Work was completed to remove the A9 BEAR Scotland Bollards and associated works affecting 4.76 miles of the National Cycle Route 7. This also

delivered accessibility improvements and surface improvements to this stretch of the route.

- 2020: Work was completed to deliver National Cycle Network route 7 surface improvements and path widening.
- 2020: Work was completed on the Deeside Way between Ballater and Cambus O'May (3.61 miles on Route 195) to deliver path widening and surface improvements.
- 2021: Work was completed on the Deeside Way (Route 195) between Cambus O'May and Boghead (3.28 miles) which involved resurfacing, path improvements and path widening.
- 2024: Work to improve the Old Logging Way adjacent to B970: Inverdruie – Coylumbridge (0.6 miles) was completed creating a traffic free off-road section with improvements to the path alignment and signage improvements.
- 2024: Work was completed to deliver surface improvements to the National Cycle Network route 7 at Dalnspidal heading north (BEAR).

The Walk Wheel Cycle Trust Strategy (2025 – 2030) (CNPA857) sets out the aim to improve the whole of the National Cycling Network over the next few years and their ambition is outlined in their network development plans (CNPA1197) which have been mapped (Figure 136) to show recent completed work, high detailed solution planning, detailed planning and highly aspirational routes. There are a number of improvements to routes and aspirational routes located in the Cairngorms National Park (Table 38).

Table 38 Walk Wheel Cycle Trust Development Plan projects (CNPA1197) in the Cairngorms National Park.

Project reference	Project name	Stage	Length	Route	Highway authority	Project characteristics
SCO1618GIS	Aviemore – Carrbridge non motorised route – Transport Scotland. Kinveachy – Aviemore	Stage 3 Detailed planning	3.34 miles	7	The Highland Council	Primary: Realignment project – traffic free.
SCO1619GIS	Aviemore to Carrbridge non motorised route – Transport Scotland. Carrbridge – Kinveachy	Stage 3 Detailed planning	2.36 miles	7	The Highland Council	Primary: New route section – traffic free.
SCO2580GIS	National Cycle Network route 7 Aviemore: Heritage Horizons [CNP-PFE-3856]	Stage 3 Detailed planning	1.07 miles	7	The Highland Council	Primary: Realignment project – undefined.
SCO1226GIS	Tomatin (south) – Slochd (north)	Stage 2 High level planning solution	1.53 miles	7	The Highland Council	Secondary: Accessibility improvements and surface improvements.
SCO1227GIS	Slochd - (nr) Baddengorm	Stage 2 High level planning solution	2.66 miles	7	The Highland Council	Primary: On road to quiet way. Secondary: surface road improvements.
SCO1757GIS	A938 Northwest of Carrbridge - A938 Inverness Road at Dalrachney Road	Stage 2 High level planning solution	1.44 miles	7	The Highland Council	Primary: New route section – undefined.
SCO1236GIS	Carrbridge	Stage 2 High level planning solution	0.72 miles	7	The Highland Council	Primary: On road to quiet way. Secondary: Surface improvements.
SCO1237GIS	Kinveachy - Boat of Garten	Stage 2 High level planning solution	1.48 miles	7	The Highland Council	Secondary: Alternative route.

Project reference	Project name	Stage	Length	Route	Highway authority	Project characteristics
SCO1238GIS	Boat of Garten (Deshar Road)	Stage 2 High level planning solution	0.45 miles	7	The Highland Council	Secondary: Alternative route.
SCO1511GIS	Old Logging Way at B970 at Coylumbridge – Deshar Road, West of recycling point	Stage 2 High level planning solution	7.04 miles	7	The Highland Council	Secondary: Alternative route.
SCO2827GIS	Coylumbridge – Glenmore	Stage 2 High level planning solution	5.25 miles	TBC	The Highland Council	Primary: New route section – traffic free.
SCO1507GIS	Old Logging Way at Dalfaber Road – Old Logging Way at B970, E of Inverdruie	Stage 2 High level planning solution	0.97 miles	7 to 192	The Highland Council	Secondary: Accessibility improvements, signage improvements and surface improvements.
SCO1508GIS	Old Logging Way at Dalfaber Road – Dalfaber Road, at Speybank BnB, North of Aviemore railway station	Stage 2 High level planning solution	0.42 miles	7 to 192	The Highland Council	Primary: On road to traffic free. Secondary: Surface improvements and traffic safety improvements.
SCO1744GIS	Dalfaber Road, at Speybank BnB, North of Aviemore railway station – Dalnabay	Stage 2 High level planning solution	0.47 miles	7 to 192	The Highland Council	Primary: On road to traffic free. Secondary: Accessibility. improvements, signage improvements, surface improvements and traffic safety improvements.
SCO1745GIS	Dalnabay – Dalfaber Drive, Aviemore	Stage 2 High level planning solution	0.46 miles	7 to 192	The Highland Council	Secondary: Traffic safety improvements.
SCO081GIS	Speybank	Stage 2 High level planning solution	0.35 miles	7 to 192	The Highland Council	Primary: On road to quiet way.

Project reference	Project name	Stage	Length	Route	Highway authority	Project characteristics
SCO2897GIS	Dalfaber Drive, Aviemore	Stage 2 High level planning solution	0.37 miles	192	The Highland Council	Primary: New route section – traffic free.
SCO2784GIS	Aviemore realignment	Stage 2 High level planning solution	0.79 miles	7	The Highland Council	Primary: Realignment project – undefined.
SCO2782GIS	Kingussie – Aviemore realignment	Stage 2 High level planning solution	10.9 miles	7	The Highland Council	Primary: Realignment project – traffic free.
SCO2783GIS	Kingussie realignment	Stage 2 High level planning solution	0.57 miles	7	The Highland Council	Primary: Realignment project – undefined.
SCO159GIS	Kinrara	Stage 2 High level planning solution	6.34 miles	7	The Highland Council	Secondary: Alternative route.
SCO1505GIS	A86, Kingussie Road at West end of Kingussie – Loch Insh Outdoor Centre	Stage 2 High level planning solution	7.99 miles	7	The Highland Council	Secondary: Alternative route
SCO1504GIS	A86, Kingussie Road at Highland Folk Museum - A86, Kingussie Road at West end of Kingussie	Stage 2 High level planning solution	1.63 miles	7	The Highland Council	Secondary: Accessibility improvements
SCO1503GIS	Raliabeag Road, SW of Ralia Cafe - A86, Kingussie Road at Highland Folk Museum	Stage 2 High level planning solution	3.02 miles	7	The Highland Council	Primary: On road traffic free. Secondary: Surface improvements and traffic safety improvements.
SCO1502GIS	General Wade's Military Road at A9, South of Etteridge – Raliabeag Road, SW of Ralia Cafe	Stage 2 High level planning solution	2.77 miles	7	The Highland Council	Secondary: Accessibility improvements and signage improvements.

Project reference	Project name	Stage	Length	Route	Highway authority	Project characteristics
SCO1501GIS	A889 at A9, South of Dalwhinnie – General Wade's Military Road at A9, S of Etteridge	Stage 2 High level planning solution	6.98 miles	7	The Highland Council	Primary: On road to traffic free. Secondary: Traffic safety improvements.
SCO1498GIS	Access road between laybys 72 and 73 on A9 – The Old Schoolhouse, Dalnaspidal	Stage 2 High level planning solution	1.76 miles	7	Perth and Kinross Council	Secondary: Accessibility improvements, signage improvements and surface improvements.
SCO1497GIS	Dalnacardoch Lodge – River Garry Intake access road	Stage 2 High level planning solution	1.42 miles	7	Perth and Kinross Council	Secondary: Accessibility improvements, signage improvements and surface improvements.
SCO1496GIS	Unnamed road at Dalnamein Lodge – Dalnacardoch Lodge	Stage 2 High level planning solution	1.94 miles	7	Perth and Kinross Council	Primary: On road to traffic free. Secondary: Surface improvements and traffic safety improvements.
SCO1494GIS	B847 Pitagowan – unnamed road at Allt Anndeir	Stage 2 High level planning solution	5.13 miles	7	Perth and Kinross Council	Primary: On road to traffic free. Secondary: Signage improvements, surface improvements and traffic safety improvements.
SCO1759GIS	Pitagowan – Pitlochry	Stage 2 High level planning solution	10.81 miles	7	Perth and Kinross Council	Primary: New route section – undefined.
SCO210GIS	Ballater – Braemar (Ballater – Braemar section)	Stage 2 High level planning solution	18.36 miles	195	Aberdeenshire Council	Primary: New route section – traffic free. Secondary: Signage improvements,

Project reference	Project name	Stage	Length	Route	Highway authority	Project characteristics
						surface improvements and traffic safety improvements.
SCO1528GIS	National Cycle Network route 195 path east of Dinnet at Old Deeside Road - National Cycle Network route 195 path at A93, Ballater Road, Aboyne	Stage 2 High level planning solution	3.95 miles	195	Aberdeenshire Council	Secondary: Accessibility improvements and surface improvements.
SCO1509GIS	Spey Avenue, E of Dalfaber Park – path at Southwest end Kinchurdy Road, Boat of Garden	Highly aspirational route	3.62 miles	7 to 192	The Highland Council	Secondary: Accessibility improvements surface improvements
SCO1510GIS	Path at SW end Kinchurdy Road, Boat of Garden – Kinchurdy Road at Deshar Road	Highly aspirational route	0.78 miles	7 to 192	The Highland Council	Secondary: Traffic safety improvements
SCO629GIS	Boat of Garten – Elgin (Boat of Garten – Nethy Bridge section)	Highly aspirational route	4.89 miles	192	The Highland Council	Primary: New route section – undefined
SCO2120GIS	Boat of Garten – Elgin (Nethy Bridge section)	Highly aspirational route	0.94 miles	192	The Highland Council	Primary: New route section – undefined
SCO2116GIS	Boat of Garten – Elgin (Nethy Bridge - Grantown-on-Spey section)	Highly aspirational route	5.15 miles	192	The Highland Council	Primary: New route section – undefined
SCO2119GIS	Boat of Garten - Elgin (Grantown-on-Spey section)	Highly aspirational route	0.98 miles	192	The Highland Council	Primary: New route section – undefined
SCO2115GIS	Boat of Garten - Elgin (Grantown-on-Spey - Aberlour section)	Highly aspirational route	19.8 miles	192	The Highland Council	Primary: New Route Section – undefined

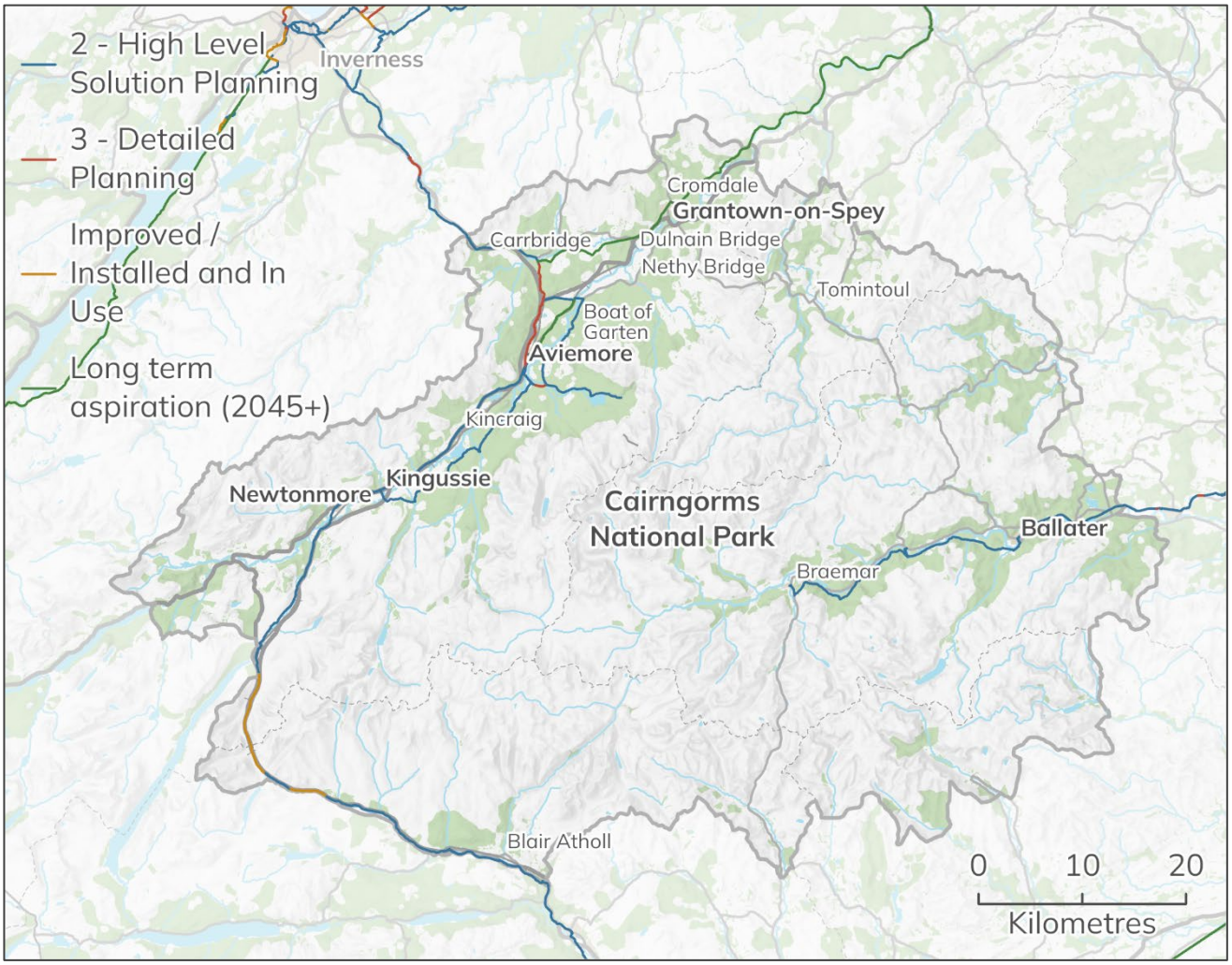


Figure 136 Map showing completed projects and planned improvements. © Walk Wheel Cycle Trust contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack, contains ©OpenStreetMap and © Sustrans 2026 data.

The Walk Wheel Cycle Trust engaged with the Park Authority during the preparation of this schedule informing the Park Authority that 'National Cycle Network route 7 is largely likely to be realigned to the non motorised user routes being provided by the A9 dualling programme between Kingussie and Aviemore. This would stop users having to mix with vehicles on the B970, and could provide better connectivity to Kincraig, the Wildlife Park, and Dalraddy Holiday Park'.

The Walk Wheel Cycle Trust are engaging with Transport Scotland and their appointed contractors for the rest of the A9 dualling programme to try and ensure active travel routes feature in the rest of their projects, specifically where they will be reclaiming the former A9 (current National Cycle Network), for the dualling, and where the National Cycle Network has been reclassified due to high traffic speeds and volumes, e.g. between Pitlochry and House of Bruar, and between Carrbridge and Sloch'd.

The reclassified section of National Cycle Network route 7 along the B9153 will be realigned via the Aviemore – Carrbridge non motorised user route being proposed by Transport Scotland (CNPA909), and the Trust has informed the Park Authority that they are likely to remove the braided section of the route along the B970 between Coylumbridge and Boat of Garten once this is complete.

The Trust informed the Park Authority that they have an aspiration for an National Cycle Network route between Moray and the National Park, and this is largely drawn along the Speyside Way alignment (or quiet roads nearby), though they are aware of the project looking at a cycle path between Grantown-on-Spey and Dulnain Bridge, and the potential to connect towards Carrbridge as an alternative or a further link. The Trust also informed the Park Authority that they are keen to improve the crossings of the A93 on the Deeside Way (National Cycle Network 195) and to see this route extended to Braemar.

The Proposed Plan should support the Walk Wheel Cycle Trust's development plan and planned projects to improve the network in the National Park. The Park Authority are committed to ongoing engagement with the Walk Wheel Cycle Trust through the preparation of the Proposed Plan.

Visitors

In the most recent National Park visitor survey (2024 – 2025) (CNPA819) 13% of visitors[54] stated they used active travel means (walking: 10% and cycling: 3%) to move around in the Cairngorms National Park.

79% of the visitors surveyed (CNPA819) stated they would be undertaking walking in the National Park (Figure 137). The most popular activity was walking under 3 miles / 5 km. Visitors were asked in 2024 – 2025 to rate the condition of paths and tracks in the Cairngorms National Park. 95% of the visitors stated they were either satisfied (77%) or very satisfied (18%) with the condition of the paths and hill tracks in the National Park. Only 1% stated that they were dissatisfied. Considering accessibility, 8% stated more accessible hiking trails would have enabled them to travel by their proffered method of transport while in the National Park.

[54] Sample base of 1,348 visitors.

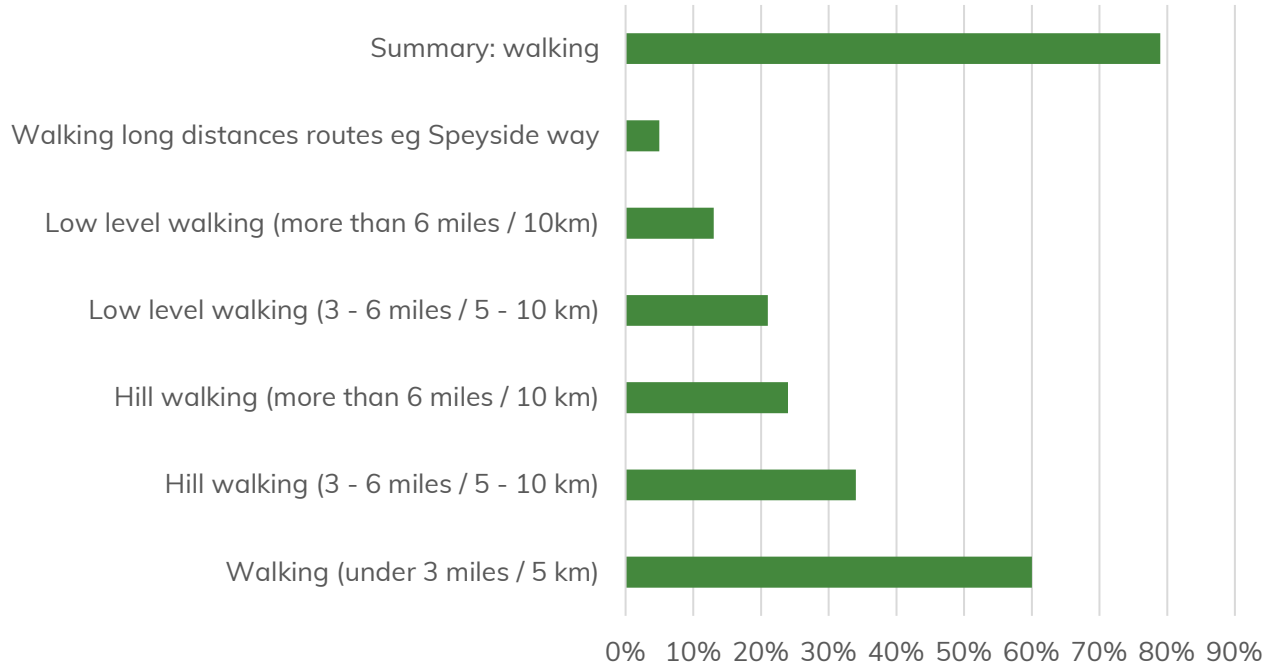


Figure 137 Walking activities undertaken by visitors to the Cairngorms National Park in 2024 – 2025. Cairngorms National Park Visitor Survey 2024 – 2025.

Of all the people surveyed (1,348) by the visitor survey in 2024 – 2025, 8% reported coming to the National Park to partake in road cycling and 13% in off road cycling55. A sample (219 people) of visitors where asked 'When cycling in the National Park, did you use your own bike or borrow or hire one?'. 84% reported using their own bike, and 16% reported hiring a bike.

The Proposed Plan should support and encourage active travel by visitors ensuring that development for or supporting visitor accommodation and tourism attractions is appropriately sited to support active travel activity. Furthermore, through the Proposed Plan support can be given to increasing active travel routes and infrastructure to support visitor and resident use.

Barriers to active travel

There are a number of reasons people choose not to cycle or walk more often. The National Travel Attitudes Study (CNPA894) is a companion piece to the National Travel Survey (CNPA1198) which exists to provide factual or behavioural information on personal travel and to monitor and establish trends. The National Travel Attitudes Study

[55] Including using gravel bikes and mountain biking.

serves to provide public attitudes to travel. The National Travel Attitudes Study: Wave 5 focussed on attitudes towards cycling.

The study (CNPA894) asked 'we know there are many reasons preventing people from cycling or cycling more, which of the following, if any, would encourage you to cycle more?' the main reasons given by participants were as follows:

- Off road and segregated cycle paths (55%)
- Safer roads (53%)
- Well maintained road surfaces for cycling (49%)
- More direct cycle routes (43%)
- Raising awareness of local cycle routes (36%)
- Visible signposting of low traffic cycle routes (34%)
- Secure storage or parking at work or home (28%)
- Cheaper bicycles available to buy (27%)
- Cheaper bicycles available to hire (18%)
- Better bicycles hire facilities (17%).

This study also noted that a majority of respondents (64%) 'strongly' or 'somewhat' supported 'the creation of dedicated cycle lanes in your local area, if this means less road space for cars'. It also found a disparity between genders; 74% of all male respondents reported to feel 'fairly' or 'very confident' when riding a bicycle, but only 43% of females felt the same way. The Proposed Plan should support improvements to active travel infrastructure, in particular improvements to safety of active travel routes to increase their use.

The National Travel Attitudes Survey: Wave 5 also asked questions surrounding barriers to walking, the top five barriers were found to be:

- Well maintained pavements (74%)
- Safer roads (45%)
- More safer crossing points (44%)
- More direct walking routes (43%)
- Better provision for health needs (for example, benches, toilets, ramps) (40%).

The residents and worker survey 2024 – 2025 (CNPA538) asked residents of the Cairngorms National Park what if anything discourages them from walking, cycling, or using a wheelchair, mobility aid, pram or buggy, more than they do in the National Park (Figure 138). 30.3% of residents responded that they do not feel safe on a bike and 25.3% reported that paths are unsuitable.

The Proposed Plan should aim to ensure new development is located at sites that not only connect to wider active travel networks, but also that networks and connections are suitable for use and cycle routes are safe to use. This may include provision for dedicated cycle route connections to existing established cycle paths.

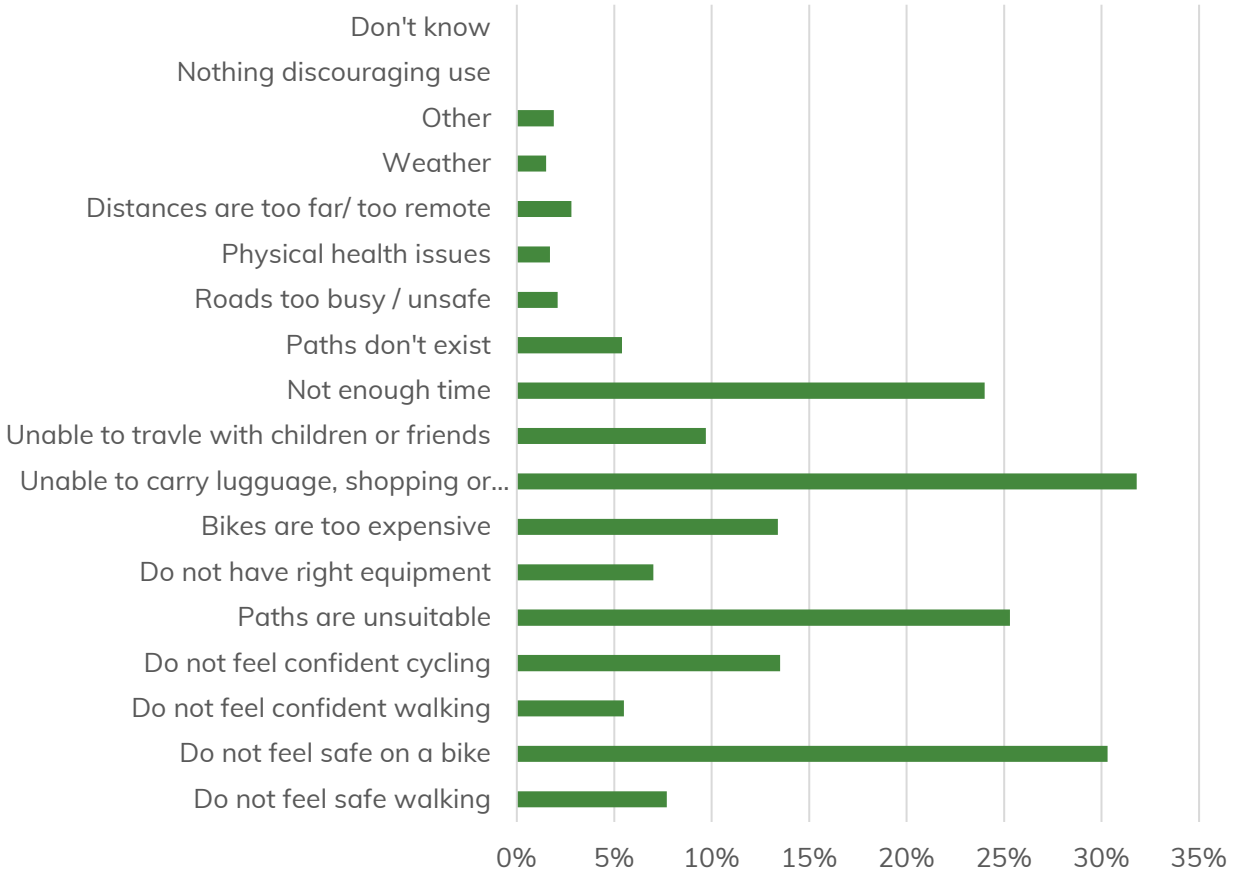


Figure 138 Reasons given by residents in the Cairngorms National Park for discouraging walking, cycling, or using a wheelchair, mobility aid, pram or buggy, more than they do. Cairngorms National Park Residents and workers survey 2024 – 2025 (CNPA538).

19% of visitors to the Cairngorms National Park stated in 2024 – 2025 (CNPA538) that more cycling routes through the National Park would have enabled them to travel by their proffered method of transport while in the National Park. Other reasons given for not cycling include: more opportunities for off road cycling (11%) and more facilities to hire bikes in the park (16%). The Proposed Plan should therefore aim to support improvements to active travel infrastructure, in particular cycling infrastructure to encourage and support an increase in movement around the National Park by visitors by cycling.

ScotWays has informed the Park Authority (see statements of agreement section page 371) that the re-opening of the level crossing at Dalwhinnie for active travel use by the

public is an important individual outcome that would contribute to the local development plan's objective of improving active travel accessibility to and from railway stations / infrastructure.

The Cairngorms National Park local living map

The Cairngorms National Park Authority has created an interactive map (CNPA503) to help practitioners, decision makers and the public understand what local living and 20 minute neighbourhoods are. It also provides a consistent baseline for local living analysis. The map uses ArcGIS and is publicly available (CNPA503).

The map assesses access to a diverse range of facilities in an integrated way. Accessibility is based on an 800m walk distance, which is considered to roughly equate to a 10 minute walk for an average adult. A 10 minute walk to a facility or service means a 20 minute trip, there and back, hence a 20 minute, walkable network analysis. It is recognised that not everyone can walk 800m in 10 minutes and that this is particularly true of the youngest and oldest in our communities. The map is simply a baseline to give an understanding of the location of facilities, how they are clustered and how these clusters relate to where people live. The outcome is mapping that shows the areas of the National Park with walkable access to a range of facilities.

More information on the local living map and implications for the Proposed Plan is contained in Schedule 12: Living locally and 20 minute neighbourhoods.

NESTRANS regional active travel network

The vision for the North East Scotland Regional Active Travel Network (CNPA1201) is that it will support more people to walk, wheel or cycle more often, irrespective of the purpose of the journey.

The network is intended to:

- Provide good quality links for the journeys that many people want to make.
- Help make communities nicer places to live, work in and visit.
- Work with other parts of the transport network, to help people make connections to / from bus, train and other modes of transport.
- Complement other plans and proposals that the Local Authorities and their partners have to improve transport in the region.
- Enable the region's roads to still do all the other things they need to do: provide access for buses, lorries, vans and cars, and ensure people can access their homes and businesses.

The network sets out highly ambitious changes for the region. By developing the network now, NESTRANS, Aberdeen City Council and Aberdeenshire Council will:

- Set out the future policy direction for active travel in the region.
- Set out priorities and programmes for delivery of projects.
- Guide potential applications for funding.

The areas in the Cairngorms National Park covered by the North East Scotland Regional Active Travel Network are designated as long term priorities. The Proposed Plan should support delivery of the network in the Aberdeenshire area of the National Park.

Walkable neighbourhoods

The Walk Wheel Cycle Trust (formally Sustrans) paper on walkable neighbourhoods (CNPA929) explores the extent to which the proximity of services is used as selection criteria by English local planning authorities when allocating sites for development. It highlights the lack of consistency in approach across England and makes recommendations for both the United Kingdom Government and local government, with a view to ensuring that new development does not lock in car dependency. Although primarily aimed at English councils, the recommendations set out in the paper can be equally applied to the Cairngorms National Park to support the overarching aim of reducing car travel. Reducing car dependency will be a core objective of the Proposed Plan consideration, delivered through an infrastructure first approach to site selection, supporting sites that enable and promote local living and the 20 minute neighbourhood principles. See Schedule 12 for further information.

Recommendations set out in the paper which can be considered in the preparation of the Proposed Plan include:

- The need for guidance that sets accessibility standards based on 800m walking and wheeling distances to key services, and 400m to bus stops.
- The need to measure proximity to services for sites in the site allocations process, whether or not they are within a settlement boundary.
- The need to include proximity to services as a criterion within the Transport Appraisal to discount unsuitable sites.

Local Authority accessibility audits

The five local authorities whose administrative areas overlap the area of the Cairngorms National Park have been contacted to provide information on accessibility audits conducted by the councils to help ascertain / report on the accessible pedestrian

network to destinations (local services / employment / transport interchange etc). Accessibility audits are currently being carried out by the Park Authority to inform the Cairngorms 2030 projects (CNPA893) and the outputs will be taken into consideration when available to inform the preparation of the Proposed Plan.

Highland Council

Highland Council has confirmed (CNPA1204) that they have not conducted any accessibility audits in the Highland area of the National Park.

Angus Council

Angus Council engaged with the Park Authority on this matter (CNPA1207). The Council has gathered evidence on active travel for the Angus local development plan evidence report (which is not yet published) and did not come across anything relating to the Angus glens. The nearest studies in Angus were for Kirriemuir and for Inchbare (south of Edzell) outwith the National Park boundary. Angus Council did inform the Park Authority about the Angus Cycle Hub working with the Glen Clova hotel on a hire fleet of ebikes. Angus Alive rangers will also have a small fleet of ebikes that they plan on using in place of their vehicles when carrying out various tasks. Angus Council will also be looking at expanding its Walking and Cycling Friendly roads, including some roads connecting to the Angus Glens.

Moray Council

The Park Authority contacted Moray Council to request the information (CNPA1205). The public transport team at the Council confirmed (CNPA1206) that they are unaware of pedestrian audits or accessible networks in the Moray area of the National Park. A further request has been sent to ascertain if another team would be able to provide any further information. If further information is received this will be taken into account during the preparation of the Proposed Plan.

Nonresponses

Aberdeenshire and Perth and Kinross Councils have not provided any information to date, however, should further information become available to the Park Authority, this will be taken into consideration in the preparation of the Proposed Plan.

Current approach to developer contributions

Development can often have implications for the transport network. To mitigate any impacts financial contributions and / or the direct provision of transport infrastructure and services may be required to support the delivery of development. Transport

interventions that are expected to be provided as part of a new development should be reflected in associated planning applications. The developer will be expected to deliver the infrastructure and measures at their cost and for cumulative impact through a proportionate contribution towards transportation interventions.

The currently adopted Cairngorms National Park Authority Local Development Plan Developer Obligations Supplementary Guidance (CNPA445) states that all types of development may be required to make a contribution towards transport and related infrastructure where an issue with capacity or connectivity as a result of the proposed development would arise.

The Cairngorms National Park Authority is not a roads authority. Therefore, the supplementary guidance states that:
'Contributions towards transport and related infrastructure will be determined in consultation with the relevant Local Authority or other appropriate body.'

This section therefore provides a summary the current approach taken to developer obligations by the local authorities covering the National Park area. The final approach to developer contributions will be determined during the preparation of the Proposed Plan.

Aberdeenshire Council

The Aberdeenshire Local Development Plan Developer Obligations and Affordable Housing Supplementary Guidance 2024 (CNPA458) states that the guidance only applies to the Aberdeenshire Local Development Plan (CNPA457) area. The guidance states that development falling within the Cairngorms National Park Authority proposals will be considered against the Cairngorms National Park Authority Local Development Plan and its associated supplementary guidance on developer contributions. However, as previously stated, contributions towards transport and related infrastructure in the National Park is determined in consultation with the relevant local authority or other appropriate body. As such, information pertaining to developer obligations within the Aberdeenshire Council's Supplementary Guidance is of relevance to decisions within the National Park.

The Council's guidance requires that all developments are assessed in terms of their impact on the transport network and may be required to mitigate these impacts. All developments, where impacts requiring mitigation have been clearly identified, but not undertaken by the developer, are required to make an appropriate contribution towards local transport infrastructure and / or services related to that development. This is to

ensure that the required facilities / infrastructure provision is in place to mitigate the agreed impacts of the development. A mitigation measure to the transport network that can be carried out by the developer will generally be secured via planning condition, and where this is not possible a financial contribution may be sought through a legal agreement. Transport infrastructure requirements and costs will vary from site to site.

Angus Council

Contributions towards transportation infrastructure are supported by Policy DS2 Accessible Development in the Angus Local Development Plan 2016 (CNPA460), which sets out a requirement for intervention where proposals are likely to involve significant travel generation. Details of the council's current approach are set out in the Developer Contributions and Affordable Housing Supplementary Guidance (CNPA877).

Mechanisms for mitigation first and foremost are likely to be through the provision of the required infrastructure by the developer. However, where this is not possible, such as a requirement for offsite works, contributions may be required. The full impact of the development on the local transport network will be considered when establishing mitigation levels. The consideration of the mitigation will be carried out by the council's roads service, in conjunction with relevant partners, who will establish the particular requirements for the development.

As each development site is likely to have differing requirements, measures are assessed on a site by site basis, based directly on the mitigation required as a result of the proposed development.

The sustainability of development proposals is also a key consideration and therefore contributions may be required towards safer routes to school, strategic active travel routes and towards the amendment, extension, or creation of additional public bus services for up to a five year period. The detail of the contribution required is specific to the proposed service provision and therefore is assessed on a case by case basis in discussion with the Council's transport team and local operators

The Highland Council

The Highland Council Local Development Plan Developer Contributions Supplementary Guidance (2018) (CNPA892) sets out the council's approach to mitigating the impacts of development on services and infrastructure by seeking fair and realistic developer contributions to the delivery of such facilities. The guidance forms part of the council's development plan which is used in the determination of planning applications. The

guidance relates to the area covered by the Highland wide Local Development Plan (CNPA451) and the associated area local development plans. As the guidance is also used to inform decision making within the Highland area of the Cairngorms National Park it is detailed here.

All development in the Highland area is assessed in terms of its impact on the transport network. For the following types of transport infrastructure and services developer contributions and / or direct provision may be required to mitigate the impacts of a proposed development. Standard Transport Requirements – including walking / cycling provision and paths:

- Safer routes to schools and road safety measures; public realm and wayfinding;
- Public transport services and facilities; road improvements (including access and service requirements for single house developments); and parking, electronic vehicle charging, signals, lighting and road traffic orders.
- Cumulative transport contributions.

Standard transport requirements

All developments are assessed in terms of their impact on the transport network. For larger developments the requirements are informed primarily on the findings of an agreed transport assessment. For smaller developments, proposals are assessed against the Council's and / or Transport Scotland's prevailing standards.

Transport infrastructure requirements and costs vary from site to site. Developers are expected to meet in full the cost of all on and off site works required to facilitate development as identified through the planning application determination process. Depending on circumstances, contributions may be required towards improvements being constructed by the Council or others.

Cumulative transport contributions

In certain locations across Highland, a number of different development sites contribute to the need for a strategic transport project or intervention that helps to mitigate the cumulative impact of development.

The methodology for apportioning contributions in each area requires engagement with affected parties, and Transport Scotland for Trunk Road related projects, and investigation of the following:

- Existing and forecast traffic flows from development.
- Relationship / proximity to transport network interventions.
- Estimated costs for interventions and likely sources of funding.

- Catchment(s) for which proportionate contributions may be sought (potentially based on a gravity model with development closer to congestion hot spots having a greater impact and need for mitigation).
- Scale of development and range of land uses to be included.
- Implications for development viability.

Whether a development falls within a cumulative transport area or not, development proposals still require transport assessments to identify the need for site specific transport mitigation measures and quantify the impacts, including trip rates, on the wider strategic transport network. The Council use this information to assess proposals on a case by case basis to determine if development impacts require to be mitigated through contributions towards strategic transport interventions which are set out in The Highland Council's Local Development Plan, Development Briefs and Local Development Plan Delivery Programmes. Contributions would however be considered towards such strategic schemes which have been designed to accommodate past and future development to mitigate cumulative impacts.

Moray Council

The Moray Council Local Development Plan Developer Obligations Supplementary Guidance (CNPA873) forms part of the adopted Moray Local Development Plan 2020 (CNPA1208). The guidance states that within the National Park proposals will first be considered against the Cairngorms National Park Local Development Plan Developer Obligations Supplementary Guidance. Where there is a lack of detail in this the National Park guidance the Moray Council Supplementary Guidance on Developer Obligations will be used.

The guidance provides certainty and sets out a transparent and consistent approach to the likely infrastructure and facility requirements that will be sought for different types of new development. The level of developer obligations sought will depend on the location and scale of development.

A mitigation measure to the transport network that can be carried out by the developer will generally be secured via planning condition and where this is not possible a financial contribution will be sought through a legal agreement.

Developer obligations will be sought from developments within rural and urban areas, where no public transport connection is available and will contribute to public transport provided by Moray Council to serve the additional residents generated by the new

developments. For the Moray Council provided bus service the cost per 'standard sized residential unit' is £302.60.

For developments of 50 or more dwellings the final need for transportation developer obligations is determined by a transport assessment, which should be carried out by the developer. Development of 50 or more dwellings are unlikely to occur in the Moray area of the National Park due to the rural character of the area. The adopted Cairngorms National Park Local Development Plan only identifies two housing allocations in this area, both with an indicative capacity of 8 units.

For developments of 49 dwellings or below, a transport statement is required to identify the existing transport infrastructure, travel characteristics associated with the site and the proposed measures to improve the infrastructure and services to encourage sustainable travel to the site. Detailed accessibility analysis and assessment of the traffic impacts would not normally be required.

For settlements outwith Elgin and in rural areas, each planning application is assessed on its own merits. Developers are expected to meet in full the cost of all external works identified in the transport assessment and / or through the planning process and undertake these works. The developer may also be required to make an appropriate contribution towards mitigation measures on the wider transportation network, in particular active travel provision and public transport.

Perth and Kinross Council

The Perth and Kinross Local Development Plan Developer Contributions and Affordable Housing Supplementary Guidance 2023 (CNPA463) states that the statutory development plans within the Cairngorms National Park comprise of its own Local Development Plan and associated supplementary guidance. The Guidance states that the Cairngorms National Park Local Development Plan Developer Obligations Supplementary guidance will inform the items towards which the developer contribution will be sought within the Perth and Kinross area of the National Park. However. as previously stated, contributions towards transport and related infrastructure in the National Park is determined in consultation with the relevant local authority or other appropriate body. As such, information pertaining to developer obligations within the Perth and Kinross Council's Supplementary Guidance is of relevance to decisions within the National Park.

The Council's guidance sets out the basis on which contributions are sought from developments in and around Perth towards the cost of delivering the transport

infrastructure improvements that are required for the release of all development sites and to support the growth of Perth and Kinross.

Outwith the defined boundaries set out in the guidance no contributions are required, except for development for which a transport assessment is necessary and then identified as having a significant direct impact on any element of the infrastructure package (for example 12% or above). In such cases a higher contribution may be applied.

Transport appraisal

To ensure that the Proposed Plan is prepared in accordance with the principles of infrastructure first, the Park Authority is committed to undertaking a transport appraisal, to be prepared in line with the Transport Scotland's Development Planning Transport Appraisal Guidance (CNPA120). The transport appraisal will inform the spatial strategy and siting of development in line with infrastructure first principles. The Park Authority has allocated a budget to proceed with the commissioning of the transport appraisal following the submission of the Evidence Report. The transport appraisal will be prepared following the submission of the Evidence Report for its gatecheck review and in time to inform the preparation of the Proposed Plan.

The Park Authority are currently engaging with Transport Scotland on the scope of the Transport Appraisal. The Park Authority is committed to continue working with Transport Scotland, the regional transport partnerships, and the local authority transport teams in the preparation of the transport appraisal brief and its delivery.

Evidence gaps

Road capacity and condition

The Park Authority recognises that there is an evidence gap surrounding road capacity for the roads in the National Park and those affecting cross boundary movement. Data on road capacity (and condition) is available from Transport Scotland, however it is not available at the geography of the National Park. This evidence gap will be addressed by the transport appraisal. The methodology for the transport appraisal is scheduled to be fully discussed with Transport Scotland; however it will be proportionate in relation to the National Park transport network and will follow Transport Scotland's recently published Development Plan Transport Appraisal Guidance (CNPA120). The information that will be collated and analysed for the appraisal is not known at this time as it is premature in the process. Required appropriate data and information will be discussed

in further detail with Transport Scotland. This will enable a full understanding of any network constraints and enable the appraisal to identify appropriate and deliverable mitigation in line with the sustainable travel and investment hierarchies.

Engagement with public transport providers

Another evidence gap identified is engagement with the public transport providers, namely the bus operators and Scotrail. The schedule has been sent to the transport providers to get their input on matters relating to their areas of concern. Although Network rail (CNPA1383) and Moray Council (CNPA1328) Elizabeth Yule Transport (CNPA1339) have contributed to the production of this schedule – none of the other transport providers[56] have responded to engagement requests by the Park Authority. The Park Authority is committed to continuing to pursue engagement with all the Transport providers during the preparation of the Proposed Plan.

Time spent travelling to work

Data on time spent travelling to work is not available for the National Park geography. It is not possible to fill this data gap at this stage. The collection of this data will be considered during the preparation of the transport appraisal brief, which will be informed by further engagement with Transport Scotland and the Regional Transport Partnership

Travel to school / place of study

Data on travel to school provided by Walk Wheel Cycle Trust is limited and is often drawn from a proportionally very low number of students. For example, there is a lack of data on travel to school by private motor vehicle for Grantown Grammar, one of two of the main secondary education providers in the National Park.

Additional data on travel to school will be sought through the transport appraisal, if possible, to better understand the opportunities and constraints associated with a modal shift in travel to schools in the National Park.

At the time of writing, Census 2022 data on the method of travel to place of study by age has not yet been published, so data from the 2011 Census has been included (page 163). It may be taken into account in the preparation of the Proposed Plan once published. If it is not then the collection of this data (or equivalent) will be considered

[56] Stagecoach, Megabus, Citylink and Scotrail.

during the preparation of the Transport Appraisal brief, which will be informed by further engagement with Transport Scotland and the Regional Transport Partnerships.

Scottish Household Survey data

The 2023 Transport and Travel in Scotland report (CNPA912), which includes Scottish Household Survey (CNPA919) transport data, provides distance travelled data (percentages) for the local authorities in 2023. This data, as well as other Scottish Household Survey data, is not available for the National Park's geography.

Local authority data

The local authorities covering the National Park have been contacted to provide information regarding potential transport improvements and resilience programmes, in particular council programmes for roads, bridges and structures. To date, no information has been supplied to the Park Authority. The Park Authority will continue to attempt to engage with the Local Authority transport teams, including through the Transport Appraisal.

As part of the evidence gathering for this report the five local authorities have been contacted to request an up to date position on the air quality in their respective areas of the National Park, now and in the future (potential concerns). Moray and Angus Council engaged with the Park Authority, however, no information as received from the other three local authorities. Should further information be made available to the Park Authority regarding air quality it will be taken into consideration during the preparation of the Proposed Plan.

The local authorities have also been contacted to comment on any locations which also may be at risk of becoming Candidate Noise Management Areas. Moray and Angus Council engaged with the Park Authority; however, no information has been received from the other three local authorities. Should further information be made available to the Park Authority from the local authorities regarding air quality it will be taken into consideration during the preparation of the Proposed Plan.

The five local authorities whose administrative areas overlap the area of the Cairngorms National Park have been contacted to provide information on accessibility audits conducted by the councils to help ascertain / report on the accessible pedestrian network to destinations (local services / employment / transport interchange etc). Aberdeenshire and Perth and Kinross Councils have not provided any information to

date, however, should further information become available to the Park Authority, this will be taken into consideration in the preparation of the Proposed Plan.

Summary of Stakeholder Engagement

Early online map based engagement revealed that improved mobility was an important issue for those responding. Public transport provision was a recuring issue in number of locations, including Aviemore, Glenmore, Ballater, Braemar and Dalwhinnie (including poor rail options provision), and was also mentioned in relation to access to the Angus Glens and the village of Tomintoul.

Parking was also identified through the responses as being a main issue. In Aviemore, parking to access public transport was deemed an issue, whereas in Braemar parking issues exacerbated by visitors was identified as a potential barrier to active travel in the town. In relation to access to Cairngorm Mountain and traffic in the Glenmore area, there were a number of suggestions for a 'park and ride' system as a means of alleviating traffic during peak visitor periods.

There were also comments and support for improvements in active travel networks serving the settlements in the National Park, which will also be taken on board during the preparation of the Proposed Plan (CNPA026).

Engagement with children and young people highlighted the importance of sustainable and inclusive transport across the National Park. Participants noted that active travel routes and the core path network were generally well received, though cycling on roads was seen as unsafe due to poor conditions. There was strong support for improving public transport links and electric bus provision to enhance connectivity between rural areas. Participants particularly favoured electric powered buses to reduce noise pollution and environmental impact, reinforcing the need for accessible, low carbon transport solutions for all users (CNPA058, CNPA681, CNPA682, CNPA683, CNPA833, CNPA834 and CNPA835).

Engagement with Gypsy and Traveller revealed that they would like to see an increase in electronic charging facilities for campervans as well as vehicles so that they reduce their reliance on conventional generators (CNPA028).

Engagement with Aviemore and Cairngorms 2030 Planning Power groups highlighted sustainable transport and access as a key priority. Participants called for improved public transport links, active travel routes, and better connectivity between villages and

local services to reduce car dependency. Reliable, affordable, and accessible transport was viewed as essential for inclusion, employment access, and climate goals. There was also support for integrated transport planning that connects housing, jobs, and leisure, alongside investment in safe walking and cycling infrastructure. Participants stated that sustainable transport should reflect rural realities while promoting low carbon, community focused solutions across the National Park (CNPA1105 and CNPA1104).

The Park Authority has attempted to engage with the local authorities on a number of elements contained in this schedule including:

- Air quality (successful engagement with Moray Council and Angus Council)
- Parking matters (successful engagement with Perth and Kinross Council, The Highland Council, Moray Council, Aberdeenshire Council and Angus Council).
- Accessibility audits (successful engagement with Highland, Moray and Angus Councils).
- Noise Pollution (successful engagement with Moray Council and Angus Council).

Transport Scotland engaged with the Park Authority from an early stage of the preparation of schedule and are happy to endorse it in its final draft (CNPA1209).

The regional transport partnerships covering the National Park, namely HITRANS, NESTRANS, and TACTRAN have been engaged on the drafting of the schedule and changes in line with their comments on early drafts have been implemented. Following the changes being implemented all three have confirmed that they are happy with the final version of the schedule (CNPA1210, CNPA1213, CNPA1211).

The Walk Wheel Cycle Trust (formerly SUSTRANS) engaged with the Park Authority during the preparation of this schedule, providing additional information and data on the National Cycling Network. The Park Authority are committed to ongoing engagement with the Trust during the preparation of the Proposed Plan. The Walk Wheel Cycle Trust informed the park Authority they are happy to endorse the Schedule (CNPA1212).

Moray Council also engaged with the Park Authority on the creation of this schedule (CNPA1328). As well as being responsible for the local authority area within the National Park, they are also the public transport provider and operator in this area. They informed the Park Authority that the Council is seeking to update some its policies and plans, including the Active Travel Plan during 2026, and will share updates with the Park Authority during the preparation of the Proposed Plan. During the engagement the Council also provided updates to information on public transport in the National Park which have been included in this schedule.

Network rail (CNPA1383) have engaged with the Park Authority during the preparation of this schedule and their comments and inputs have informed the data presented. Elizabeth Yule Transport, who are a local transport provider serving the Perth and Kinross area of the National Park have also engaged with the Park Authority (page 375) (CNPA1339)

Public engagement on this schedule (see CNPA1351 for engagement version) was carried out from 18 November 2024 – 6 January 2025. Sixteen completed responses were received (CNPA1340).

Summary of implications for the Proposed Plan

Based on the available evidence and engagement with key agencies and other interested parties, the Park Authority consider this schedule to provide a sufficient evidence base on which to prepare the Proposed Plan.

The Proposed Plan needs to be prepared in accordance with:

- The four aims of the National Park as set out in The National Parks (Scotland) Act 2000 (CNPA004), in particular the third aim 'to promote public understanding and enjoyment of the area's natural and cultural heritage' and the fourth aim 'to promote sustainable economic, social and cultural development of the area's communities.'
- Section 9(6) of the 2000 Act, which states that while the aims are to be pursued collectively, if there is conflict between the first aim and any of the others, greater weight is given to the first aim.
- The spatial strategy and principles of National Planning Framework 4, and the national, regional and local authority transport strategies.
- A transport appraisal carried out to determine the impacts of proposed development and inform the spatial strategy and site selection.

In accordance with the infrastructure first principles, development will be directed toward areas with existing sustainable travel infrastructure (reflecting the sustainable travel hierarchy and investment hierarchy) and in areas that can support local living. The site selection assessment (See Schedule 3: Site assessment methodology) will have consideration of:

- Public transport availability
- Active travel infrastructure
- Electric vehicle charging infrastructure
- Road safety – reported injury accidents

- Other relevant infrastructure conditions
- Any capacity constraints on the trunk road and public road networks
- Other relevant infrastructure conditions e.g. bridges providing access to / from sites.

The Cairngorms National Park local development plan's spatial strategy and policy should align with relevant national, regional, and local strategies, objectives, policies, infrastructure plans, and hierarchies including:

- National Planning Framework 4 (CNPA008) supporting an infrastructure first approach to site selection and the local living and 20 minute neighbourhood principles. In addition to reflecting the regional spatial strategy by addressing the need to expand to make walking, wheeling, and cycling an attractive, convenient, safe, and sustainable choice for everyday travel. The transport strategy and polices should have regard for all National Planning Framework 4 policies, which a particular reflection of Policy 13: Sustainable Transport, Policy 15: Local living and 20 minute neighbourhoods and Policy 18: Infrastructure First.
- National Transport Strategy 2 (CNPA838) reducing the need to travel and promoting active travel and public transport over private vehicle use supporting the sustainable travel hierarchy and sustainable investment hierarchy. Development should be located in areas that reduce the need to travel unsustainably in the first instance. The Proposed Plan should support removing barriers to public transport connectivity and accessibility, and ensuring access by sustainable travel to employment, education, and training locations.
- Strategic Transport Projects review 2 (CNPA839) through considering how the Proposed Plan can improve active travel infrastructure and positively influence travel choices and behaviour. In particular the Proposed Plan should seek to ensure new development supports active travel movement in and between settlements and supports active travel to school. In relation to public transport, the Proposed Plan should be informed by the recommendations relating to 'Enhancing access to affordable public transport', 'Decarbonising transport' and 'Strengthening strategic connections'
- Supporting Transport Scotland's renewed policy on achieving car use reduction (CNPA500) through promotion of active travel in developing sites that support local living and the 20 minute neighbourhood principles. The Proposed Plan should support the sustainable travel hierarchy also promoting and encouraging public transport use over private car use by ensuring an infrastructure first approach to site selection that takes advantage of the existing public transport network and services in the National Park.
- Be informed by the infrastructure investment hierarchy and infrastructure investment plan (CNPA107) for Scotland, including investment in active travel infrastructure, and

reallocating road space in favour of walking, wheeling, and cycling, encouraging active travel for everyday journeys. The Proposed Plan should also be informed by the infrastructure investment plan's transmission to zero emission buses and improved bus priority actions.

- Be informed by the Cycling Framework for Active Travel (CNPA856) and Cycling by Design (CNPA854). New development should be supported in areas with existing provision to support cycling, alongside site requirements for appropriate cycle infrastructure. The cycling infrastructure should form part of an integrated transport system and built environment, where users will, at different times, need to walk, wheel, cycle and travel transport and private motor vehicle.
- Be informed by the Sustainable Travel to Stations Strategy (CNPA903) , supporting development in locations that enable active travel to stations and supporting the local living and 20 minute neighbourhood approach. Commit to ongoing engagement with Network rail, Scotrail and the Walk Wheel Cycle Trust during the preparation of the Proposed Plan.
- Be informed by the Rail Recharged: Scotland's Fleet Transition Strategy (CNPA1333) supporting the decarbonisation of the Highland Mainline.
- Reflect the objectives set out in the National Walking Strategy (CNPA853), and the Long Term Vision for Active Travel in Scotland to 2030 (CNPA843). The Proposed Plan needs to support development that promotes more people using active travel modes for short journeys (up to 2 miles walking or 5 miles cycling). This is also closely aligned with supporting sites based on an infrastructure first approach to site selection, and ensuring development supports local living and the 20 minute neighbourhood principles.

The Proposed Plan and spatial strategy should be informed by the Regional Transport Partnerships (NESTRANS, HITRANS and TACTRAN) objectives and proposals and the local authority transport plans and strategies (CNPA866, CNPA867, CNPA869).

The data and capacity issues on the trunk road and local road networks and at significant junctions identified through the transport appraisal will inform the spatial strategy and policy, in terms of ensuring development is not supported at locations that would contribute to unacceptable levels of traffic or cause pinch points or contribute to congestion.

Further engagement with the local authority transport teams will help identify locations where road infrastructure needs to be upgraded, additional parking may be required, and bridge and transport structures need to be considered. Ongoing engagement with the local authorities on these matters will inform the preparation of the Proposed Plan.

The Park Authority is committed to preparing a transport appraisal to inform the Proposed Plan with traffic counts completed and budget allocated to complete this. The Park Authority will continue to work with Transport Scotland in the preparation of the transport appraisal to identify new or updated data as identified in the 'Links to Evidence' section of this schedule. The transport appraisal will identify constraints that will inform the Proposed Plan.

Other implications for the Proposed Plan that have been identified include:

- Support development in locations that supports and facilitates the transition from combustion engines towards ultra low emissions vehicles such as public and private rapid charging infrastructure, and where applicable, priority parking allocations.
- Support hydrogen development that contributes to the transition away from fossil fuel based transport.
- Support the provision of park and ride facilities in appropriate locations supported by the infrastructure first approach to alleviate traffic issues along popular visitor vehicle routes.
- Support proposals to deliver electric vehicle and ebike charging infrastructure at the rail stations in the National Park or / and at locations that are identified through the transport appraisal to support transport hubs and support local living.
- Support proposals that include improvements to or the extension of the active travel networks in the National Park, in particular those that include natural infrastructure such as blue and green infrastructure to help tackle the climate and nature crises.
- Support development that contributes to the A9 dualling project.
- Engage with Network Rail on the accessibility of its railway stations within the National Park and support development that improves accessibility and reduces inequalities.
- Support proposals to extend the Strathspey Heritage rail line to Grantown-on-Spey.
- Support parking development that supports local living, and onward travel by sustainable travel modes, i.e. walking, cycling and public transport to reduce car kilometres.
- Consider setting out National Park wide or regional maximum standards for car parking, requiring significant developments to produce travel plans in support of their proposals, supported by targets for mode share and backed up by surveys with measures to ensure compliance and achieving identified objectives.

Out of town developments and proposals which will exacerbate car dependencies will be resisted. This includes residential developments that lack access to public transport

such as bus or rail services, as well as commercial developments that depend heavily on car travel.

The Proposed Plan should set out requirements for new development where a requirement is identified for new development to submit comprehensive travel plans during the planning process. These plans must outline diverse transportation options for accessing the site and provide projections for how people are expected to travel there (mode split).

Retail development should adhere to the 'town centres first, policy, ensuring that new retail spaces are located within the established settlement hierarchy to support local living and sustainable transport access. Retail projects in areas that do not support the hierarchy of town or village centres will not be supported.

The Proposed Plan should support the notion that local streets are seen as multifunctional spaces, with active roles to play in supporting local economies, establishing green networks which handle surface water and biodiversity in sustainable ways, encouraging social interaction and activity and where spaces are accessible to all.

The Proposed Plan should support development in locations that support zero emissions heavy duty vehicle operations

The Proposed Plan should support the decarbonisation of the bus network and services in the National Park, through support for development that enables and supports the transition.

Developer contributions

Full and detailed engagement on developer contributions has not been undertaken as part of Evidence Report preparation by the Park Authority as it will be carried out during the preparation of the Proposed Plan. The Park Authority is committed to working in partnership with the local authorities to determine the level of developer contributions to be levied for transport infrastructure and the triggers for determining when developer contributions are needed. However, the Park Authority considers planning conditions will be applied, and where appropriate development contributions sought to ensure that, where new development (including windfall development) gives rise to a need, adequate provision is made for:

- Infrastructure (as defined in National Planning Framework 4's glossary under 'infrastructure first') which in this context may arise from the need for transport and active travel infrastructure requirements.

- To reflect amenity deficiencies resulting from or exacerbated by the new development that support active travel for example cycling infrastructure i.e. parking, upgrades, junctions and connections etc.

These matters will be more fully investigated during the preparation of the Proposed Plan.

Statements of agreement

During the formal public engagement exercise on the topic paper the following people / organisations confirmed that they agree that the evidence presented is sufficient to inform the preparation of the Proposed Plan:

- Transport Scotland (C014)
- TACTRAN (C012)
- HITRANS (C003)
- Historic Environment Scotland (C002)
- Moray Council (C023)
- NatureScot (C004)
- Walk Wheel Cycle Trust (C114)
- Walking Scotland (formally Paths for All) (C051)
- Elizabeth Yule Transport (C115)
- Highland Council (C019)
- Nigel Williams (C102)
- Bart Burza (C071)

Transport Scotland (C014)

Transport Scotland agrees that the evidence presented in the final version of the schedule correctly identifies the characteristics of the Cairngorms National Park (CNPA1209). Transport Scotland agrees that that the evidence presented in this report is sufficient to inform the preparation of the next Local Development Plan. Also, Transport Scotland report that they do not know of any additional information that would help inform the preparation of the next Local Development Plan. The Park Authority engaged with Transport Scotland early in the process and made amendments to earlier draft versions of the schedule reflecting Transport Scotland's input.

HITRANS (C003)

Following extensive engagement on drafts of the schedule, HITRANS confirms that they are happy to approve the final version of the schedule (CNPA1210).

NESTRANS (C005)

Following extensive engagement on drafts of the schedule, NESTRANS confirms that changes made to create the final draft of the schedule have addressed their concerns about the approach to the infrastructure first principles raised against earlier drafts (CNPA1213).

TACTRAN (C012)

TACTRAN agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park, commenting that the 'document addresses the 'where' and 'why' people travel, as well as presenting evidence surrounding the physical characteristics of the transport network within the park. TACTRAN agrees the evidence presented in this report identifies the characteristics of the Cairngorms National Park in transport terms.'

In terms of commenting on whether the correct implications for the next Local Development Plan have been identified, TACTRAN comments that 'given the overarching comment that the volume of information doesn't make it easy to understand whether the correct implications have been identified, nonetheless we think the correct implications have probably been identified. There is acknowledgement that the settlement hierarchy will play a strong role in shaping the location of development. Coupled with the local living assessment this will assist in understanding the strengths and weaknesses of settlements themselves, as well as various locations within settlements, in terms of access to services. Proximity to rail stations and bus stops are rightly characterised as important aspects to prioritise in the site selection process, given ease of access to sustainable travel, and the document acknowledges the importance of connections to these interchange points. Likewise, the potential opportunities that the improvements to the A9 may contribute to the plan have been acknowledged. The implications in terms of identifying the locational opportunities or constraints for development have however not been pulled out in the summary'.

Following extensive engagement on drafts of the schedule, TACTRAN believes the schedule to be sufficient (CNPA1211).

Moray Council (C023)

Moray Council agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park, commenting that the 'evidence

referenced within the report, including the data sources demonstrate a comprehensive basis by which to identify and set out clearly the characteristics of the Cairngorms National Park, noting the challenges of geography, dispersed population centres, and a wide range of policy objectives'. The Council also agrees that the correct implications for the next Local Development Plan have been identified (CNPA1328).

Historic Environment Scotland (C002)

Historic Environment Scotland also agrees that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park. They welcome the recognition of our Climate Action Plan and our actions around sustainable travel in relation to visitors and staff alike to our sites and offices. They do not know of any additional information that would help inform the preparation of the next Local Development Plan. Finally, they agree that the correct implications for the next Local Development Plan have been identified.

NatureScot (C004)

Although NatureScot agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park, they comment:

- 'The comprehensive 'Summary of Evidence' section includes reference to protecting environmental assets and stimulating investment in natural and engineered solutions to climate change and nature restoration. There is also some evidence that includes nature projects which we support.'

  'That said, we suggest making clear on page 13 under the National Planning Framework 4 sub section and policy 18: Infrastructure first, that the National Planning Framework 4 definition of Infrastructure first includes green and blue infrastructure. Further to that, the Scottish Government Infrastructure Investment Plan for Scotland 2021 – 2022 to 2025 – 2026 which is referenced within your links to evidence section, includes natural infrastructure as part of its definition of infrastructure.'

  'Furthermore, policy 13: Sustainable transport (13a) states: -

  Proposal to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi modal hubs will be supported. This includes proposals:

iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).
'This demonstrates the significance of nature based solutions in a sustainable transport context. We recommend this message is highlighted in the topic paper.'

'There are links between this policy area and the Biodiversity topic paper, and we advise that this is also noted on page 95 within the Baseline of transport and active travel infrastructure section. It would be beneficial to note the link between addressing the climate crisis and the biodiversity crisis together, as one cannot be addressed without the other.'

Although NatureScot agrees that the evidence presented in this report is sufficient to inform the preparation of the next Local Development Plan they did comment that:

- 'Including the additional evidence we have noted above and in our response to the following questions, we think that the correct implications will have been identified for the next Local Development Plan.'

When asked if they knew of any additional information that would help inform the preparation of the next Local Development Plan, commenting:

- 'While designing streets guidance is mentioned on page 26, it would be relevant to include the link to the guidance and note it within the Links to evidence section: - https://www.gov.scot/publications/designing-streets-policy-statement-scotland/documents/'

NatureScot agrees that the correct implications for the next Local Development Plan have been identified, commenting:

- 'We particularly note the implication to support proposals that include improvements to or the extension of the active travel networks in the National Park. We would like to see this go further to include natural infrastructure such as blue and green infrastructure that would help tackle the climate and nature crises.'

Park Authority response
The Park Authority agrees with the suggestions and has inserted additional text and information relating to National Planning Framework 4 Policy 13(a) reflecting the comments received by NatureScot. The Park Authority has inserted an additional link to

the Schedule 5: Natural heritage with a note that this also covers the topic area of tackling the nature crisis. The Park Authority has also included a link to the Designing Streets: A Policy Statement for Scotland (CNPA863). Finally, the wording of the implication to implication to support proposals that include improvements to or the extension of the active travel networks in the National Park has been extended to reflect the comments provided by NatureScot.

Scottish Environment Protection Agency (C010)

The Scottish Environment Protection Agency informs the Park Authority that the Scottish Environment Protection Agency will not be providing a detailed response to this topic paper.

Walk Wheel Cycle Trust (C114)

The Walk Wheel Cycle Trust agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park. They do not know of any additional information that would help inform the preparation of the next Local Development Plan (having previously engaged with the Park Authority and supplying information). Finally, they agree that the correct implications for the next Local Development Plan have been identified.

Elizabeth Yule Transport (C115)

Elizabeth Yule Transport agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park. They did not know of any additional information that would help inform the preparation of the next Local Development Plan. Finally, they agree that the correct implications for the next Local Development Plan have been identified (CNPA1339).

Walking Scotland (C051)

Walking Scotland (formally Paths for All) also agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park commenting that 'it seems pretty comprehensive'. When asked if they knew of any additional information that would help inform the preparation of the next Local Development Plan, they responded they did, stating:

- 'Some of the references may need updated. e.g. reference to Smarter Choices Smarter Places funding – which is no longer in place.'

- 'National Walking Strategy – is being reviewed – a new National Walking Framework is due to be published in 2025'.
- 'The report could draw on evidence from the Paths for All 2023 walking attitudes survey – which includes Scotland specific information. https://www.pathsforall.org.uk/blog/blog-post/what-do-scots-think-about-walking

Walking Scotland states that they do not know if the correct implications for the next Local Development Plan have been identified.'

Park Authority response
The Park Authority welcomes the response and has updated the schedule, accordingly, including the removal of the Smarter Choices Smarter Places funding as highlighted by Paths for All. An insertion reflecting the comment about the National Walking Strategy (CNPA853) being reviewed has also been inserted.

The Park Authority has included a reference to the Scottish Walking and Wheeling Survey 2025 (CNPA1196), which provided the most up to date information on attitudes and information on walking in place of the Paths for All 2023 walking attitudes survey.

The Scottish Rights of Way and Access Society (ScotWays) (C055)

ScotWays agrees that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park, commenting that 'the evidence base seems both comprehensive and extensive, with certain minor omissions identified in responses to the succeeding questions'.

ScotWays does not agree that the that the evidence presented in this report is sufficient to inform the preparation of the next Local Development Plan and state they know of additional information that would help inform the preparation of the next Local Development Plan. They state that:

- The evidence base includes Core Paths Plans for the National Park and Perth and Kinross, but should also include those for Aberdeenshire, Angus, Highland and Moray Council Areas, where they overlap the National Park. The national Catalogue of Rights of Way in Scotland, ScotWays' Heritage Paths and Scottish Hill Tracks should also form part of the evidence base.

Finally, they agree that the correct implications for the next Local Development Plan have been identified, commenting:

- Given the importance of walking tourism within the National Park, and the need to embrace local living / 20 minute neighbourhoods as part of the Plan's aim to provide Sustainable Transport, the re-opening of the level crossing at Dalwhinnie for active travel use by the public is an important individual outcome that would contribute to the Plans objective of improving active travel accessibility to and from railway stations / infrastructure.

Park Authority response
The Park Authority has included further links to the Local Authority core paths Plans for Aberdeenshire, Angus, Moray and Highland. The map (Figure 135) showing the public footpath network in the Cairngorms National Park has been refreshed to include connecting paths from the local authority Core Path Plans, with additional text to reflect the new material.

Additional references and link to the Catalogue of Rights of Way in Scotland (CNPA202) and ScotWays' Heritage Paths and Scottish Hill Tracks publication (CNPA911) have also been added.

A reference to the reopening of the level crossing at Dalwhinnie for active travel use by the public as a project that would contribute to the Proposed Plan's objective of improving active travel accessibility to and from railway stations / infrastructure has also been included.

The Highland Council (C019)

Highland Council agrees that the evidence presented in this schedule correctly identifies the characteristics of the Cairngorms National Park, commenting:

- The various challenges and issues of the Cairngorms National Park are identified and explained which provide strong links to the characteristics of the Cairngorms National Park. The cross area / council information is clear and provides in depth information on relevant policies, schemes and challenges presented with sustainable transport in such a rural area.

When asked if they knew of any additional information that would help inform the preparation of the next Local Development Plan, they suggested the following:

- The Department for Transport provides a free source for Road Traffic Statistics which may be used to inform future transport development plans.
- Key document to add https://www.transport.gov.scot/publication/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030/. Note that this includes

a commitment to bring forward a number of demand management measures, and a national approach to Quiet Routes, both which would be very helpful in the Cairngorms National Park context.

Highland Council agrees that the correct implications for the next Local Development Plan have been identified, stating that 'In terms of sustainable transport yes the report is comprehensive'.

Park Authority response
The Park Authority welcomes the engagement and has included the Route map to achieve a 20 per cent reduction in car kilometres by 2030 (CNPA864) in the links to evidence with a summary of the document. A reference to the Road Traffic Statistics (CNPA913) has also been included, however detailed analysis of this data is not available given the limitations of the data not being available at the National Park geography.

Nigel William (C102)

Nigel William agrees that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park. They comment on the following points in relation to the schedule:

- Fully supports policy statements and aspirations around active travel; benefits are significant and well identified.
- Main concern: lengthy timeframes for governance, policies, and procedures from community request to actual construction which has numerous consequences including delivery and costs
- Acknowledging that issue likely stems from Scottish Government policy, not directly National Park.
- Acknowledges Cairngorms National Park Authority's recent team expansion and expertise, which is already making a positive difference.

When asked if they thought the correct implications for the next Local Development Plan have been identified, they responded that they did not know.

Park Authority response
The Park Authority welcomes the engagement, however the issues raised fall outwith the scope of the requirements of the Evidence Report and the concerns can be best addressed through direct contact with the relevant Park Authority teams working to

deliver projects. Therefore, the Park Authority has not implemented any changes in response to these comments.

Badenoch and Strathspey Community Transport (C033)

Badenoch and Strathspey Community Transport agrees that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park, however they cannot say if the evidence presented in this report is sufficient to inform the preparation of the next Local Development Plan.

The state that they do know of any additional information that would help inform the preparation of the next Local Development Plan, commenting 'Please consider the impact and importance of Community Transport. Our social impact is over £320k (within Badenoch and Strathspey alone) and we support over 200 service users with transport.'

Finally, they state that they do not know if the correct implications for the next Local Development Plan have been identified, commenting that:

- 'The 186 page sustainable transport engagement version document is hard to fully digest and understand.'

Park Authority response

The Park Authority has inserted a reference to the positive financial / social impact of Badenoch and Strathspey community ConnXions and the number of services users they support in the topic paper.

Bart Burza (C071)

Bart Burza did not respond to the question about whether they thought the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park. When asked if they knew of any additional information that would help inform the preparation of the next Local Development Plan, they responded they did commenting:

- 'Please invest in trains and other public transports'

Finally, they agree that the correct implications for the next Local Development Plan have been identified.

Park Authority response

The Park Authority welcomes the comments; however, the Cairngorms National Park Authority is not the responsible party with regards to public transport provision. This would be the train providers or respective local authority providers/ private providers.

Statements of dispute

Alasdair Dutton (C063)

When asked if they knew of any additional information that would help inform the preparation of the next Local Development Plan, they respond that they do, commenting 'views of residents and visitors to the park'.

When asked if they thought that the correct implications for the next Local Development Plan have been identified, they reply they do not know stating:

- Again, it is not very clear. For example, I travel a lot by bicycle but there does not seem to be any mention of improving access to public transport for people with bicycles.

Park Authority response

The Park Authority welcomes the engagement and agrees that the views of residents and visitors to / in the National Park would be useful. The paper does include the views of visitors to the National Park, provided by the Cairngorms Visitor Survey 2019 / 2020. In terms of views of residents, the Park Authority is committed to ongoing engagement with residents in the National Park, through in person events, supporting Community Action Planning processes, targeted group engagements, school engagement , youth engagement, gamification events, local event engagement (for example Grantown show, Highland games etc), local residents survey, attending community council meetings and through residents engagement with the Local Development Plan process through the option to comment and respond to these evidence papers.

In terms of improving access to public transport for people with bicycles, in relation to bus and rail services, this is outwith the control of the Local Development Plan.

Alistair Kirkbride (Low Carbon Destinations) (C066)

Alistair Kirkbride does not agree that the evidence presented in this report correctly identifies the characteristics of the Cairngorms National Park, commenting, this is because it does not give a sense of:

- The resident communities from a nonobjective and cultural sense (for example, what makes Braemar distinctive? Why does Kingussie have a fantastic ebike scheme etc).

- Visitor communities and characteristics.
- Sense of place.

They suggested adding the following evidence to the schedule:

- Carbon budgets
- Small World Consulting's report on net zero: https://www.sw-consulting.co.uk/national-parks-net-zero-report
- Transport for Quality of Life's research: https://www.transportforqualityoflife.com/library/
- Library of existing European practice that informs world-class visitor transport for rural destinations: http://lowcarbondestinations.org/component-model-graphic/ and priority actions: http://lowcarbondestinations.org/to-action/
- More qualitative sense of resident communities, visitor communities and segments and place distinctiveness.
- Research on Transport Related Social Exclusion, such as https://www.transporteast.gov.uk/trse/ and https://data.transportforthenorth.com/portal/apps/storymaps/stories/f9763ffd85544332b84fc48aa0e9b0b4
- Information on how post Covid 19 resident 'liveability' is being used to drive policy, from these examples:
  - Alpine Convention and key theme of Slovenia's current presidency: https://www.alpconv.org/en/home/topics/quality-of-life/
  - Gent's Tourism Strategy: https://visit.gent.be/en/policy-2020-2025
- Information from Department for Transport research and evaluations into various programmes (for example Smarter Choices, Local Sustainable Transport Fund, Cycle Demonstration Towns, Sustainable Travel Towns etc)

Park Authority response

The Park Authority considers that the evidence in this schedule correctly identifies the characteristics of the Cairngorms National Park. Both quantitative and qualitative evidence on place, visitors and communities is presented throughout the Evidence Report, including through the review of community action plans.

Information on carbon, including the Small World Consulting national parks report, is covered primarily in Schedule 4: Climate change. The other requests for further information are not considered relevant or proportionate and have not therefore resulted in changes to the Evidence Report.