



**Cairngorms**  
National Park Authority  
Ùghdarras Pàirc Nàiseanta a'  
**Mhonaidh Ruaidh**

Liveable places

# Schedule 12: Living locally and 20 minute neighbourhoods

Cairngorms National Park Local Development Plan: Evidence Report

March 2026





# Schedule 12: Local living and 20 minute neighbourhoods

March 2026

## Schedule contents

Requirements addressed in this schedule	2
Links to evidence	3
Summary of evidence	6
Policy context	6
National Planning Framework 4	6
Legislation and national documents	13
National Park Authority documents	16
Local authority documents	19
Community action plans	22
Other documents	28
Baseline	28
This section provides baseline information on the following matters:	
• The Cairngorms National Park local living map	40
• Settlement summaries	55
Evidence gaps	108
Summary of stakeholder engagement	109
Summary of implications for Proposed Plan	110
Statements of agreement	112
Statements of dispute	117



## Requirements addressed in this schedule

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

Section	Requirement
Section 15(5)(a)	The principal physical, cultural, economic, social, built heritage and environmental characteristics of the district,
Section 15(5)(c)	The size, composition, health and distribution of the population of the district,
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)(f)	Any change which the planning authority think may occur in relation to any of the matters mentioned in paragraphs (a) to (eb).
Section 16(2)(a)	To take into account— <ul style="list-style-type: none"> <li>i. The National Planning Framework and</li> <li>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,</li> <li>iii. Any registered local place plan (see schedule 19) that is for the part of their district to which the local development plan relates.</li> </ul>
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 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



Section	Requirement
	the adopted National Park Plan,

## Links to evidence

### Legislation

- CNPA003 - Town and Country Planning (Scotland) Act 1997
- CNPA004 - National Park (Scotland) Act 2000

### National documents

- CNPA007 - National Performance Framework
- CNPA008 - National Planning Framework 4 (2023)
- CNPA009 - Local Development Planning Guidance (2023)
- CNPA489 - How to map a 20 minute neighbourhood: data and methods (2025)
- CNPA490 - Local Living and 20 Minute Neighbourhood Guidance (2024)
- CNPA491 - Place Principle: introduction (2019)
- CNPA500 - Achieving Car Use Reduction in Scotland: A Renewed Policy Statement (2025)
- CNPA1146 - Creating Places: A policy statement on architecture and place for Scotland (2013)

### Key agency documents

- CNPA492 - 20 minute Neighbourhoods in a Scottish Context (2021)
- CNPA494 - HITRANS Living Well Locally Study (website)

### National Park Authority documents

- CNPA010 - Cairngorms National Park Partnership Plan 2022 – 2027
- CNPA027 - Cairngorms Youth Action Team Place Standard Tool Engagement 2024
- CNPA028 - Cairngorms National Park Gypsy and Traveller 2024
- CNPA058 - Grantown Grammar School Place Standard Tool Engagement 2024
- CNPA187 - Cairngorms National Park Core Paths Plan Developing Active Places (2015)
- CNPA212 - Comparison of local living components in Scottish guidance and themes defined in the Cairngorms National Park local living tool
- CNPA681 - Kingussie High School Higher Criminology Students Place Standard Tool Engagement 2024



- CNPA682 - Kingussie High School S1 Geography Students Place Standard Tool Engagement 2024
- CNPA683 - Kingussie High School S3 Geography Students Place Standard Tool Engagement 2024
- CNPA834 - Local development plan place standard tool engagement with the Cairngorms National Park Junior Rangers 2025
- CNPA835 - Cairngorms Local development plan place standard tool engagement with Aviemore Neurodiversity Support Youth Group 2025
- CNPA1104 - Cairngorms National Park Local Development Plan engagement – gamification approach 2025
- CNPA1105 - Local Development Plan engagement – Planning Power with Cairngorms 2030
- CNPA1352 - Topic: Living locally and 20 minute neighbourhoods – engagement version

### **Local authority documents**

- CNPA493 - Living Well Locally – 20 minute Neighbourhoods in the Highlands and Islands (HITRANS and Sustrans, 2022)
- 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
- CNPA1091 - 2024 – 2027 Highland Outcome Improvement Plan – Delivery Plan

### **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 2025
- CNPA066 - Kingussie Community Action Plan Consultation Results: Looking to 2030
- CNPA119 - Ballater and Crathie Community Action Plan 2023
- CNPA121 - Braemar Community Action Plan 2017
- CNPA122 - Carrbridge Community Action Plan: Looking to 2030
- CNPA123 - Cromdale and Advie Community Action Plan 2013



- CNPA125 - Dalwhinnie Community Action Plan: Looking forward to 2030
- CNPA065- Granttown-on-Spey Community Action Plan 2025
- CNPA127 - Kincaig and Locality Community Action Plan: Looking to 2030
- CNPA129 - Laggan Community Action Plan: Looking to 2030
- CNPA130 - Mount Blair Community Action Plan 2013 – 2018
- CNPA131 - Nethy Bridge Community Action Plan: Looking to 2030
- CNPA132 - Newtonmore Community Action Plan: Looking to 2030
- CNPA133 - Strathdon Community Action Plan: Looking to 2030
- CNPA331 - Dulnain Bridge Community Action Plan: Looking forward to 2030
- CNPA374 - Boat of Garten Community Action Plan: Looking to 2030

### **Other relevant material**

- CNPA492 - 20-minute Neighbourhoods in a Scottish Context (2021)
- CNPA495 - Implementing 20 minute Neighbourhoods (Royal Town Planning Institute, 2021)
- CNPA496 - Understanding the 20 Minute Neighbourhood (Dundee University, 2024)
- CNPA497 - Place Standard (website)
- CNPA498 - The 30 minute Rural Community / Future Mobility (WSP, May 2021)
- CNPA499 - Recharging Rural (Royal Countryside Fund, 2018)
- CNPA1147 – Briefing: Place and Wellbeing Outcomes (Improvement Service, Version 3, 2024)
- CNPA1196 – Walking Scotland’s Walking and Wheeling Report 2025

### **Data sources**

- CNPA501 - Local living tool, The Highland Council
- CNPA502 - Facilities monitor, Aberdeenshire Council (2023)
- CNPA503 - Cairngorms National Park Authority local living map
- CNPA1426 - Ordnance Survey National Geographic Database Transport Paths Network

### **Consultation material**

- CNPA1018 - Highland and Islands Transport Partnership response to consultation
- CNPA1135 - North East Scotland Transport Partnership response to consultation
- CNPA1340 - Evidence report engagement responses
- CNPA1421 - Scottish Forestry response to consultation 24 Sept 2025
- CNPA1423 - Scottish Environment Protection Agency response to consultation
- CNPA1424 - Dulnain Bridge Community Council response to consultation



- CNPA1425 – Catriona Strang Community Council response to consultation

## Summary of evidence

### Policy context

#### National Planning Framework 4

National Planning Framework 4 (CNPA008) came into force in February 2023 and is the long term National Spatial Strategy for Scotland. For the first time it contains a set of planning policies that form part of the statutory development plan.

Local living is one of six spatial principles through which National Planning Framework 4 aims to plan Scotland's places. It states that the Scottish Government will:

'support local liveability and improve community health and wellbeing by ensuring that people can easily access services, greenspace, learning, work and leisure locally.'

A second overarching spatial principle is rural revitalisation. This principle encourages sustainable development in rural areas and recognises the need for the Scottish Government to grow and support urban and rural communities together.

Rural revitalisation is also a National Planning Framework 4 cross cutting outcome. Page 18 explains that National Planning Framework 4's strategy and policies support development that helps to retain and increase the population of rural areas of Scotland and recognises that policy concepts such as local living (Policy 15), including 20 minute neighbourhoods, need to recognise varying spatial patterns and the particular characteristics and challenges of different areas<sup>1</sup> when applying the principles in practice.

Policy 15 Local living and 20 minute neighbourhoods requires local planning authorities to use the Place Principle (CNPA491) to create connected and compact neighbourhoods where people can meet the majority of their daily needs. The policy outcomes recognise that places need to be planned to improve local living in a way that reflects local circumstances, and that new and existing communities need to be planned together – with homes and key local infrastructure (schools, community centres, shops, greenspaces, health and social care, digital and sustainable transport links).

---

<sup>1</sup> The importance of this issue is highlighted by the fact that the Scottish Government's Local Development Planning Guidance specifically bullet points this issue when advising what information is likely to be required to be taken into account in a local living and 20 minute neighbourhood evidence base.



Policy 15(a) requires development proposals to contribute to local living. To establish this, consideration will be given to the existing settlement pattern and the level and quality of interconnectivity of the proposed development with the surrounding area. This includes considering local access to – sustainable modes of transport; employment; shopping; health and social care facilities; education facilities and opportunities; open space; toilets; and affordable, accessible and diverse housing options.

The Scottish Government's 'local development planning guidance' (May 2023) (CNPA009) provides further explanation on what local development plans are expected to do. It advises that, local development plans should support local living through the spatial strategy and land allocations. The approach should take account of local context, consider the varying settlement patterns and reflect the characteristics and challenges faced by each place. It advises, on page 59, that the approach to local living and 20 minute neighbourhoods is flexible and that it can be adapted to support communities in ways that best meet their needs and capitalise on local assets. It explains that a robust understanding of the current circumstances of a place is essential to its realisation.

It suggests, on page 126, that planning authorities may support local living by taking account of:

- Encouraging a mix of uses which can support local living and 20 minute neighbourhoods.
- Density or hubs or concentrations of services and facilities (whether based around high streets, centres, or transport interchanges) which can form the heart of a centre supporting local living and 20 minute neighbourhoods.
- Access to local employment; facilitating new ways of working, homeworking, and community hubs.
- Access to digital infrastructure and services.
- Historic, cultural and heritage environment and features, nature and the natural environment and features.
- Opportunities for community wealth building.
- Existing buildings including vacant properties and buildings at risk which can be repurposed or reused, in line with circular economy principles.
- Planning housing land allocations alongside or together with everyday local community infrastructure including schools, community centres, greenspaces, local shops and healthcare to significantly reduce the need to travel by private car.
- Retrofitting new community infrastructure into areas which are heavily dependent on the car, for example by highlighting opportunities for new local facilities close to homes or by prioritising new active travel routes.



- Provision of walking, wheeling and cycling infrastructure. Routes should be direct, accessible, safe and pleasant to encourage greater levels of use.
- Design led approaches to incorporating blue green infrastructure into existing and new neighbourhoods.
- Ensuring access to local high quality outdoor spaces for play, socialising, recreation and sport.

It also notes that the Act requires the local development framework to include a statement of policies and proposals for the provision of public conveniences and that this may take into consideration that public conveniences are a vital facility for local people and visitors. It suggests that this approach could usefully align with policies relating to local living. The Act also requires local development plans to include a statement of policies and proposals for the provision of water refill locations.

Policy 13 Sustainable transport, requires local development plans to take a place based approach to consider how to reduce car dominance. It advises that consideration should be given to local living and 20 minute neighbourhoods.

Policy 16 Quality homes, requires the location of where new homes are allocated should be consistent with local living, including, where relevant, 20 minute neighbourhoods.

Policy 27 City, town, local and commercial centres requires local development plans to identify a network of centres that reflect the principles of 20 minute neighbourhoods and the town centre vision.

The following National Planning Framework policies are listed as key connections to Policy 15 and are relevant to this evidence base:

#### Sustainable Places

- Policy 1. Tackling the climate and nature crises
- Policy 2. Climate mitigation and adaptation
- Policy 13. Sustainable transport

#### Liveable Places

- Policy 14. Design, quality and place
- Policy 16. Quality homes
- Policy 18. Infrastructure first
- Policy 20. Blue and green infrastructure
- Policy 21. Play, recreation and sport



### Productive Places

- Policy 25. Community wealth building
- Policy 26. City, town, local and commercial centres
- Policy 28. Retail

Also relevant is Annex D, which sets out six qualities of successful places. These qualities are:

- Healthy (designing for lifelong wellbeing, healthy and active lifestyles, accessibility and inclusion, social connectivity, and environmentally positive places).
- Pleasant (designing for positive social interactions, protection from the elements, connecting with nature, variety and quality of play and recreation spaces, and enjoyment).
- Connected (designing for active travel, connectivity, convenient connections, and pedestrian experience).
- Distinctive (designing for scale, built form, and sense of place).
- Sustainable (designing for transition to net zero, climate resilience and nature recovery, active local economy, and community and local living).
- Adaptable (designing for quality and function, longevity and resilience, and long term maintenance).

Annex D also highlights the importance of the Place Standard Tool (CNPA497), which contains 14 themes that support the six qualities of successful places set out above.

### **Local Living and 20 Minute Neighbourhood Guidance (2024)**

This Scottish Government's guidance (CNPA490) supports National Planning Framework 4 (CNPA008) Policy 15. Planning authorities are expected to consider how the guidance can be applied in a proportionate and place based way, and to use their judgement in deciding which components of the advice are relevant locally.

The guidance explains that local living provides people with the opportunity to meet the majority of their daily needs within a reasonable distance of their home and is centred on supporting people to 'live well locally'. It explains that the 20 minute neighbourhood concept is one of many ways to support local living.

It advises that many existing places already support local living and some may require change. It notes that this change – through placemaking – is incremental and can take a while to build a thriving and vibrant place.



It also advises that effective community engagement is core to these approaches, at the start of a process and throughout.

Part 1 of the guidance explains that research tells us that local living can support positive outcomes around:

- Climate action – through cutting emissions, improving air quality and creating greenspace.
- Reducing health inequalities – through accessible access to amenities and facilities that meet the needs of the local population such as good homes, education, childcare, access to healthy and affordable food, feeling safe, community cohesion and protection from pollution, flooding and excess heat and cold.
- Improved local economy – through focusing activity in local centres, encouraging new enterprise and community wealth building.
- Improved liveability and quality of life – through creating places that are welcoming and encourage interaction.

The guidance advises that local living policy is complex and interlinked, but that it ties back to Scotland's National Performance Framework (CNPA007) and the United Nations Sustainable Development Goals. Specific references are made to National Planning Framework 4 and Creating Places: A policy statement on architecture and place for Scotland (CNPA1146).

Local living responds to the place context and the fact that places are individual and unique with their own history, characteristics and identity. The guidance stresses the importance of the Place Principle, which was adopted by the Scottish Government in April 2019 to encourage collaboration and community involvement and promote a shared understanding of place. The principle requires all those responsible for providing services and looking after assets in a place to work and plan together, and with local communities, to improve the lives of people, support growth and create more successful places. This means understanding the needs, aspirations and interests of a community as well as its physical, social, cultural and economic context.

Engagement with communities is integral to the place principle and the guidance sets out the seven national standards for community engagement – inclusion; support; planning; working together; methods; communication; and impact.

The rural and island context is recognised, noting that it is possible to support local living through planning for connected, attractive, sustainable places that respect the character and context of rural setting. It suggests that where populations are distributed more



widely, a networked approach can support local living. It refers to the Living Well Locally – 20 minute Communities in the Highlands and Islands report, commissioned by Highlands and Islands Transport Partnership and Sustrans<sup>2</sup> (2022), which is summarised in this evidence report.

The importance of infrastructure for local living is explained, particularly transport infrastructure (active travel and public transport), but also the location of new housing and anchor institutions (those that are rooted in place and bring about multiple benefits for a community, such as hospitals, colleges, police and local authorities).

Part 2 of the guidance explains what local living looks like for Scotland, setting out that the aim of local living is to provide everyone with local, sustainable and equitable access to the key facilities and services required daily.

It defines daily needs and those required for daily living and recognises that what these needs are will be quite different in dispersed rural and islands communities from in larger towns or cities. It advises that some that there are some universal daily needs, such as the need to access good quality work, affordable and healthy food, sustainable transport, education, training and health and social care services, to participate in leisure and cultural activities, spend time outdoors, and access local shops, irrespective of the settlement size and location.

It notes that the quality of services is as important as the quantity available and underlines the importance of community engagement and the gathering of qualitative data.

The guidance introduces the Local Living Framework and explains how to use it. The Local Living Framework provides a structure to consider how local living is, or can be, supported in a place. It is structured around 14 themes, with five overarching categories. The framework can help form the basis for engagement, analysis and planning and design work to deliver local living. The Local Living Framework aligns with the Place Standard tool (CNPA497) and the Place and Wellbeing Outcomes (CNPA1147).

The five categories and 14 themes are:

**Movement**

- Moving around (convenient, safe and inclusive walking, wheeling and cycling).

---

<sup>2</sup> Sustrans is now called the Walk Wheel Cycle Trust.



- Public transport (efficient, affordable and integrated).
- Traffic and parking (reducing the dominance of vehicles).

### **Space**

- Streets and spaces (attractive, multifunction and designed for all users).
- Natural space (inclusive access with nature rich natural features and forms).
- Play and recreation (local access to safe and attractive sport, culture and leisure).

### **Resources**

- Support and services (education, health, worship, sport and cultural activity).
- Work and local economy (employment, training and workspaces).
- Housing and community (a variety of housing connected to services).
- Social interaction (indoor and outdoor community spaces and hospitality venues).

### **Civic**

- Identity and belonging (importance of buildings, streets and natural features).
- Feeling safe (perception of safety and fostering of trust through place).

### **Stewardship**

- Care and maintenance (how well a place is looked after).
- Influence and sense of control (inclusive participation in decision making).

Part 3 of the guidance recommends three steps to deliver local living:

1. Understanding context.
2. Collaborate, plan, design.
3. Implement and review.

It notes that it will most often be part of an incremental approach, aimed at achieving a long term vision for a place.

Understanding context is recognised as a role the local development plan undertakes as part of the evidence gathering process. This report seeks to summarise national advice on the process and legislative requirements. This is mainly set out in National Policy Framework 4 and the Local Development Planning Guidance (CNPA009). The local living and 20 minute guidance highlights that both quantitative and qualitative data can be helpful to understand the context of our places, so that local views can be considered alongside mapping, statistics and numbers. It provides detailed advice on the type of data that can be utilised, which is summarised as follows:



- Quantitative data – mapping of facilities, services and amenities including whether they can be accessed within ‘reasonable distance using active and sustainable travel modes, and at times that are convenient’. It notes that a 20 minute journey time should be applied proportionately, according to local context and circumstances.
- Qualitative data – gathering the views of the local community, businesses and service providers. Tools such as the Place Standard (CNPA497) and other community engagement processes are important. It should assess how good facilities are, not just if they exist and where they are located. Previously collated community views are important – for example within community action plans and previous local development plan consultations.

The importance of collaboration is highlighted, with the need to work across sectors, organisations and local authority departments during plan and design stages. This is needed to develop the evidence base which will inform the plan. Local place plans will be important considerations in community led placemaking initiatives.

## Legislation and national documents

### National Park (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, the four aims will be amended by the Natural Environment Scotland (Scotland) Bill (CNPA634) once enacted. The aims, once amended, will be:

- 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 Performance Framework

The Scottish Government’s National Performance Framework (CNPA007) sets out eleven National Outcomes that aim to get everyone in Scotland working together, including ‘national and local government, businesses, voluntary organisations and



people living in Scotland'. The outcome relevant to living locally and 20 minute neighbourhoods is communities.

The National Outcome for Communities sets out the following vision:

'Our communities are pleasant places to live where everyone has a warm, appropriate, efficient and affordable home. We value excellent and innovative design and are committed to sustainable planning and transport...'

'Our older people are happy and fulfilled and Scotland is seen as the best place in the world to grow older. We are careful to ensure no one is isolated, lonely or lives in poverty or poor housing. We respect the desire to live independently and provide the necessary support to do so where possible. We recognise that older people have particular needs around financial advice, mobility and transport, home improvements, heating, technology and the internet which require additional support.'

This outcome is directly linked to the Scottish Government's response to addressing five United Nations Sustainable Goals, the most relevant to housing being Affordable and Clean Energy (7), Reduce Inequalities (10) and Sustainable Cities and Communities (11).

#### **Achieving Car Use Reduction in Scotland: A Renewed Policy Statement (2025)**

The Scottish Government's 2025 renewed policy statement (CNPA500) confirms that they remain committed to reducing the reliance on cars, but that the target to reduce car kilometres by 20% by 2030 needs to be revised. No new target is set, but the statement advises that the Scottish Government 'will revise the existing car use reduction target, informed by the advice of the UK Climate Change Committee (CCC) and other relevant evidence, to develop a new, longer term target which will support our net zero target'.

The statement continues to identify that the Scottish Government needs to create a policy landscape of both transport and non transport policies to enable people to adopt the following four sustainable travel behaviours each time they plan a trip:

4. Reducing the need to travel
5. Living well locally
6. Switching modes
7. Combining or sharing car trips.

The policy statement continues to say that living well locally is particularly important in urban and suburban areas as well as towns and villages – "accessing goods, services,



amenities and social connections locally benefits local economies and helps revitalise communities”.

The statement also continues to recognise that there is a high level of car dependency in rural areas, and car use will remain a facet of rural life. A broader summary of the renewed policy guidance is provided in Schedule 11: Sustainable transport.

### **How to map a 20 minute neighbourhood: data and methods 2025**

The Improvement Service published a step by step technical guide (CNPA489) in April 2025 on mapping and analysing 20 minute neighbourhoods in Scotland. The guidance is designed to support planners, geospatial analysts, and local authorities in assessing and promoting sustainable, accessible communities. The guide draws on best practices from across Scotland, including innovative methods developed and applied by Highland Council. It provides a detailed, step by step approach to conducting a 20 minute neighbourhood network analysis using ArcGIS Pro.

Key features of the guidance include:

- Links to relevant data sources to help you get started.
- Practical advice on conducting network analyses.
- Recommendations for producing meaningful and actionable analytical outputs.
- A framework for assessing access to a diverse range of facilities and services in an integrated and holistic way.

The primary aim of this guidance is to support planning authorities in meeting the local living requirements of National Planning Framework 4 (CNPA008) by offering a robust starting point for data and methods that can be tailored to local contexts.

The guidance is based on the methodology developed by Highland Council, which, the guidance advises, serves as an example of best practice in assessing access to a diverse range of facilities and services in an integrated way.

Highland Council’s model uses a hexagonal grid to measure access to facilities and uses a weighting system to reflect the importance of different kinds of facilities. For example, people may visit a shop most days and consider it essential to their daily life. This facility can be given a higher value than a café so that neighbourhoods that have a shop, but no café, would score higher than a neighbourhood with a café and no shop.

The guidance provides a suggested list of facilities to include along with potential weightings. The list and the weightings are based on the work of The Highland Council



and West Dunbartonshire Council. The guidance encourages local authorities to adapt or expand the list according to local context.

The guidance does advise that ‘the concept of 20 minute neighbourhoods is typically urban focused and may not be suitable for all contexts, particularly rural areas with low or sparse populations’.

It goes on to advise that ‘for rural communities, with their dispersed populations and vast geographic areas, the analysis may have limited value. A practical starting point for identifying suitable locations is to focus on settlements with a population of 500 or more, as identified by the Population Estimates for Settlements and Localities in Scotland. This threshold can be adjusted to suit specific contexts; for example, focusing on settlements with populations of 1,000 or more may be more appropriate in certain areas’.

## **National Park Authority documents**

### **Cairngorms National Park Partnership Plan 2022 – 2027**

The Cairngorms National Park Partnership Plan (CNPA010) is the overarching land use management plan for the National Park and sets out how all those responsible for it will coordinate their work to tackle the most important issues. It also provides the strategic direction for key strategies and plans of which the Local Development Plan – which guides and delivers housing (and all development within the National Park) – is one.

A key part of the partnership plan is Heritage Horizons: Cairngorms 2030, a collection of twenty four long term projects in partnership with over forty five organisations to benefit health and wellbeing, deliver on climate change and enhance nature. Many of the projects will contribute to local living and 20 minute communities, most notably:

- Climate learning and education – by putting young voices at the heat of decision making.
- Community arts and culture – by fostering a sense of place.
- Community managed grant scheme – by funding projects that matter most to communities.
- Effective community engagement and outreach – by shaping the way we engage with people.
- Effective community engagement and outreach – by empowering communities to contribute and have the resources to effect real change.
- Active communities – by developing active travel infrastructure.
- Cairngorms active travel plan – by developing a Cairngorms wide active travel network.



- E-bike network – by reducing personal car use.
- Glenmore transport plan – by designing a new sustainable model of transport in the busiest visitor hotspot.
- Sustainable transport – by improving transport options in Deeside, Angus and Highland Perthshire.
- Climate resilient catchments – by reducing the risk of flooding.

The Cairngorms National Park Partnership Plan contains sets of objectives and policies under three themes: Nature, People and Place.

The overall outcome for people is a wellbeing economy that works for all the people of the Cairngorms. The supporting text explains that the pandemic, the climate emergency and the nature crisis require a more radical approach to ensure that the people and economy of the Cairngorms National Park thrive. This radical approach includes the aim for people to live in healthy and resilient communities. The following people objectives particularly support local living:

- B1. Working age population
- B5. Community assets and land
- B6. New approaches to citizen participation
- B7. Community led planning and development
- B9. Mental and physical health
- B10. A Park for all.

The overall outcomes for place include making transport more sustainable and communities better connected, as set out in the following objectives:

C4. Village and town centres, aims to ensure that villages and town centres in the National Park are thriving places where people live, shop and meet. The concept of 20 minute neighbourhoods is recognised as one way to ensure that services are accessible, help tackle societal causes of inequality and reduce social isolation and loneliness. The plan recognises that the 20 minute concept will clearly require some translation in a rural context, where services and people are more dispersed. The target is for an increasing number of 20 minute neighbourhoods (or their rural equivalent). Actions by 2027 are:

- Review mechanisms available to the public sector to encourage regeneration of our town and village centres.
- Promote business and community led collaborative projects to encourage local expenditure and supply chains.



- Develop a rural approach to the 20 minute neighbourhood concept in the National Park.
- Heritage Horizons: Cairngorms 2030 programme.

C7. Transport to and around the Park, which aims to promote a modal shift towards sustainable and active travel in the way everyone gets to and moves around the National Park. Its targets are:

- 20% of current journeys by visitors, commuters and residents to not take place by car by 2030.
- Increase active travel and public transport usage.
- 25% of visitors to get to the Park by public transport by 2045.
- E-bike and adapted bike hire and changing facilities will be available in all main settlements and major visitor hubs by 2030.
- Key public transport options will have capacity for people to bring bikes to the National Park by 2030.

Actions by 2027 are:

- Work to ensure bike capacity as part of the Highland Main Line development.
- Support Sustrans led work on promoting and developing the Lochs and Glens Way (formerly National Cycle Network 7) and National Cycle Network 195.
- Promote low cost initiatives to access the National Park by public transport (see People objective B10 – A Park for All).
- Promote innovative approaches based on ‘mobility as a service’, demand responsive transport initiatives, improved connectivity of bus routes, e-scooters, electric car schemes, car share schemes etc.
- Heritage Horizons: Cairngorms 2030 programme.

C8. Accessible path and cycle network, aims 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 target is to increase the number of kilometres of safe and inclusive off road or segregated on road routes between communities by 2030. Actions by 2027 are:

- Develop and implement a new Cairngorms Strategic Tourism Infrastructure Plan.
- Review the Active Cairngorms Action Plan.
- 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 (see Nature objective A13 – Species recovery) and recreational impacts on high ground.



- Heritage Horizons: Cairngorms 2030 programme.

Place policies in the Partnership Plan that are directly relevant to delivering local living are:

- Policy C1, which seeks to enable sustainable patterns of settlement development, infrastructure and communications through seven criteria, the following of which are most relevant:
  - C1(a) consolidating the role of the strategic settlements (Aviemore, Ballater, Grantown on Spey, Kingussie and Newtonmore) identified in the current and future Local Development Plans as the most sustainable places for future growth and the focus for housing land supply.
  - C1(b) providing any additional flexibility in future land supply for housing at small sites around a wider range of settlements.
  - C1(d) planning and improving integrated and sustainable local transport networks that allow for safe off road travel and link with public transport.
  - C1(e) planning and improving integrated public transport that meets the needs of residents and visitors to the National Park.
  - C1(f) planning and supporting improvements to the information technology network.
  - C1(g) planning and supporting improvements to the mobile communications network that improve access to next generation technology and minimise the need for visually intrusive infrastructure.

Policy C3, which seeks to enhance the design and sense of place in new development and existing settlements.

### **Cairngorms National Park Core Paths Plan Developing Active Places (2015)**

The plan (CNPA187) identifies outdoor access opportunities and is a mix of existing and new paths, which together provide a cohesive system. It has been produced to help people enjoy and understand the special qualities of the Cairngorms National Park. The Core Path Plan is due to be updated in 2026. Further discussion of the Core Paths Plan can be found in Schedule 11: Sustainable Transport.

## **Local authority documents**

### **The Highland Council local living tool**

The local living tool (CNPA501) was published for consultation in summer 2024 and updated to take account of the outcomes of the consultation in November 2024.



The tool covers the whole of The Highland Council area including the part within the Cairngorms National Park (Badenoch and Strathspey). The tool aims to help judge how well Highland places meet the principles of local living. It plots the location of a variety of services and the accessibility of these services within a 10 minute walking distance.

Within the National Park, this means all settlements identified in the adopted Cairngorms National Park Local Development Plan 2021 are included.

The tool is recognised by the Improvement Service as an example of good practice and is the basis of the approach outlined by them in 'How to map a 20 minute neighbourhood'(CNPA489). Cairngorms National Park planning officers had already begun to work with The Highland Council officers who created the tool when the Improvement Service's guide was published. This enabled the Cairngorms National Park local living tool to be developed with advice from both The Highland Council and the Improvement Service.

The weightings used to reflect the importance of each facility in the Cairngorms National Park local living tool draw on The Highland Council's local living tool (which was the subject of public consultation) but have been adjusted to reflect the characteristics of the Cairngorms National Park.

### **Aberdeenshire Council Facilities Monitor 2023**

The Facilities Monitor (CNPA502) has tracked changes in the provision of services in rural areas (defined as those parts of Aberdeenshire which are outside towns with a population of more than 3,000 people) since 1981. In 2022 the monitor was expanded to cover a wider range of services and in 2023 was expanded to cover the whole of Aberdeenshire.

The most recent data was gathered between July – September 2023 and is publicly available. This quantitative data has been utilised in the creation of the Cairngorms National Park local living map.

### **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. Under this priority, the plan states that the partnership will 'make services more accessible for all by developing services with people in our communities' and 'continue to support our partnership arrangements through Tayside and Central Scotland Transport Partnership (Tactran) ensuring our 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 eight.

### **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. One of nine outcomes the partnership wishes to achieve is that communities will 'benefit from being able to access support and services within local places'. A principle to meet this is that the partnership 'will take an integrated and place based approach to how we design and deliver services and support'.

### **2024 – 2027 Highland Outcome Improvement Plan – Delivery Plan**

The Highland outcome improvement plan delivery plan (CNPA1091) introduces cross cutting themes to deliver the three priorities (people, place, prosperity). 'Connecting



people and places' is a cross cutting theme. The purpose is to deliver better use and alignment of partnership assets and improved integrated service delivery. Two of the listed deliverables are 'transport connections mapped as part of master planning approach' and 'develop an area based service map', with a measure of success being 'shared public sector asset map in place'.

### **Moray Local Outcome Improvement Plan v2**

Moray Community Planning Partnership's 10 year improvement plan (CNPA639) 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 'the potential impact on everyday life that the quicker and easier access to health, social and cultural services would bring' and recognises 'that access to services is vital for our rural communities, particularly with declining resources' and states that 'partners will work to ensure creative solutions are available across Moray'.

### **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. Mental and physical wellbeing is a key focus for the partnership, including working with communities to establish path network groups.

## **Community action plans**

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

Compiled in Spring 2024, this action plan (CNPA063) discusses four main themes which are 'A socially connected community', 'A climate conscious community', 'An economically thriving community and 'A culturally vibrant community'. Under these themes, a number of priorities are identified, the majority of which are relevant to this topic, local living.

Priorities to create a socially connected community comprise:

- Providing housing that is desirable and affordable.
- Improving leisure facilities for residents
- Establishing a community hall

Priorities to create a climate conscious community comprise:

- Improving public transport to reduce the need for cars
- Creating local allotments
- Promoting active travel
- Maintaining and improving the local path network



Priorities to create an economically thriving community comprise:

- Improving opportunities for local employment and businesses
- Encouraging the development of derelict sites
- Increasing parking availability or better bus services for workers in the town

### **Ballater and Crathie Community Action Plan 2023**

The 2023 plan (CNPA119) identifies seven focus areas, each with strategic, operational and tactical goals. The following goals are most relevant to local living:

- Implement a development and maintenance plan for Monaltrie Park.
- Develop a maintenance and improvement plan for outdoor space, paths and cycle tracks and signage.
- Ensure The Hub is sustainably run for the benefit of the community.
- Provide and market community owned business units.
- Support hospitality and tourism by delivering solutions to resource the shortfall of skills, programmes of training, and collaborating to identify creative solutions in support of a healthy economy.
- Investigate how to improve the provision of low carbon transport.
- Investigate the feasibility of improving facilities for gardening, allotments and communal composting.
- Create a framework for childcare provision to enable parents and guardians to work locally.
- Work with agencies to optimise telephone and broadband connections.
- Identify creative solutions to address housing need and provide affordable homes.
- Work with partners to deliver a programme of provision for a local care home.
- Create a framework for sustaining independent living for an aging demographic and supported living for those who require it.

### **Blair Atholl Community Action Plan: Looking to 2030**

Compiled in 2023, the action plan (CNPA064) sets out three themes – a socially connected community, a climate conscious community; and an economically thriving community. Priorities related to local living comprise:

Priorities to create a socially connected community:

- Sustainable public transport provision
- Affordable places to live
- Sustainable community spaces, delivering community needs
- Access to quality health care

Priorities to create a climate conscious community:

- Improve village's visual appearance



- Active travel

Priorities to create an economically thriving community:

- Bring vacant buildings back into use
- Increase opportunities to attract tourism and business to the local area
- Improve opportunities for local employment/business

### **Boat of Garten Community Action Plan: Looking to 2030**

This action plan (CNPA374) set out five themes, a socially connected community, a climate conscious community, an economically thriving community, supporting our young people and a culturally vibrant community. Priorities related to local living comprise:

Priorities to create a socially connected community:

- More affordable (rental) housing for local people and businesses
- Better public transport

Priorities to create a climate conscious community:

- Continued improvements to Active Travel links
- Community food growing

Priorities to create an economically thriving community:

- Small units for businesses
- Small industrial units or lock ups for local businesses needing extra storage

Priorities to support young people:

- Starting a youth club
- Improving or extending the play park
- Creating new places for hang outs
- Creating a bus stop and shelter at the Primary School

### **Braemar Community Action Plan 2017**

This refreshed version (CNPA121) of the 2013 plan has five themes. Theme two is Active Braemar. It recognises a need for quality outdoor improvements and link paths, completion of the Deeside Way, a nature trail and two tennis courts. The action plan is currently being reviewed and updated.

### **Carrbridge Community Action Plan: Looking to 2030**

Compiled in spring 2022, the action plan (CNPA122) contains a vision and priority activity set across four themes. These themes are a socially connected community, a



climate conscious community, an economically thriving community, and a culturally vibrant community. The third theme, an economically thriving community, has priorities most relevant to local living. It hopes to improve support and assistance for local businesses and people trying to get into work. This priority includes helping local people into affordable housing and improving public transport.

### **Cromdale and Advie Community Action Plan 2013**

This action plan (CNPA123) sets out a number of priorities divided into high, medium and low priority. Within the high priority category those related to local living include faster broadband and better play parks. Within the medium priority list, a new village shop and a housing site being constructed opposite the Crudens are the most relevant.

### **Dalwhinnie Community Action Plan: Looking forward to 2030**

Compiled in summer 2023, this action plan (CNPA125) contains three themes. The first theme 'a socially connected community' prioritises sustainable public transport to encourage people out of their cars. The second theme, 'a climate conscious community', includes a priority relating to active travel which hopes to upgrade paths and cycle tracks in the area. Under the third theme 'economically thriving community', a priority is to improve opportunities for local development, including addressing planning issues for the village to help proposed business and residential development in and around A889.

### **Dalnain Bridge Community Action Plan: Looking forward to 2030**

This action plan (CNPA331) was put together in December 2024 and comprises three main themes. The first theme, 'a socially connected community' prioritises a shop being located at the existing post office, a new cafe in the village and further traffic slowing measures. All of which are relevant to local living. The second theme 'a climate conscious community' raises the issues of developing and connecting more local pathways and cycleways to other villages. The final theme 'a community for our young people' prioritises improvements to the park, more bike friendly paths and a new pump track being added to the village.

### **Grantown-on-Spey Community Action Plan 2025**

Published in 2025, the community action plan's (CNPA065) vision is set across the five themes of a social connected community; a climate conscious community; an economically thriving community; supporting our young people; and a culturally vibrant community.



Under the socially connected community theme, a top suggestion is to have more accessible pavements through the town; and introduce traffic calming solutions on the High Street and Square and install a zebra crossing near to the Garth Hotel.

Under the climate conscious community theme, top suggestions include a cycle path to Dulnain Bridge; increased access for adaptive bikes and buggies to Anagach Woods; more bike infrastructure in the town and safe bike routes to schools; and clearer timetables at bus stops showing all intermediate stops as well as final destination.

Under the culturally vibrant community theme, top suggestions include improving The Square by replacing the bollards and chains; planting more trees and more benches. Also, to make the High Street more vibrant through ensuring all shopfronts are in use; improved maintenance; flags and flowers outside shops; and encouraging shop owners to improve their premises.

### **Kincraig and Locality Community Action Plan: Looking to 2030**

This action plan (CNPA127) was put together in 2024 with priorities split across four themes. Of all the priorities discussed, certain ones were relevant to local living. Within the 'socially connected communities' theme, improving public transport and improving facilities for young people were key priorities discussed. The theme 'climate conscious communities' discusses an improved local path network which is vital for encouraging active travel. The third theme 'economically thriving communities' discusses the potential for a community run shop as well as the reuse of an old building, the old A9 complex beside the garage. The final theme 'culturally vibrant communities' discusses reintroducing Kincraig station as a train stop, improving traffic safety and adding new bus stops.

### **Kingussie Community Action Plan Consultation Results: Looking to 2030**

This action plan (CNPA066) was published in Spring 2025 and covers four main themes with priorities set out under each theme some of which are relevant to this local living topic. The four themes are 'a socially connected community', 'a climate conscious community', 'an economically thriving community' and 'a culturally vibrant community'. Under the first theme 'a socially connected community' there is a focus on creating more housing for locals as well as creating more to do for teenagers and young people. The second theme 'a climate conscious community' discusses continuing improvement to active travel links, improving use of green spaces and increasing public transport links. The third theme 'an economically thriving community' has a priority which is to improve opportunities for local employment and businesses.



### **Laggan Community Action Plan: Looking to 2030**

This action plan (CNPA129) was put together in autumn 2022. It contains three themes – a socially connected community; a climate conscious community; and an economically thriving community. Under the socially connected community theme, one of the priorities linked to local living is ‘having affordable places to live’. This is defined as access to more community owned affordable housing for local young people to rent or buy; and community support to help residents and businesses make their homes more energy efficient / better insulated.

The ‘climate conscious community’ theme prioritises active travel including delivering walking and cycle paths as well as EV fast charging points. The ‘economically thriving community’ theme includes a strategy for local jobs and businesses. This includes assistance for local businesses such as provision of small business units, developing a business and marketing plan to promote Laggan and local wood fuel business.

### **Mount Blair Community Action Plan 2013 – 2018**

Note that the majority of the action plan area is outwith the Cairngorms National Park. The action plan (CNPA130) community vision is to make it sustainable to live and work in the area, with good access to affordable housing, vital services and community facilities with good communication and transport systems.

### **Nethy Bridge Community Action Plan: Looking to 2030**

This plan (CNPA131) was put together in the autumn and winter of 2023. There are four themes – a socially connected community; a climate conscious community; an economically thriving community; and a culturally vibrant community. There are a number of priorities under these themes which are relevant to local living.

Priorities to create a socially connected community comprise:

- To create more housing for people who want to live and work in Nethy Bridge.
- To upgrade play parks and facilities for Nethy Bridge’s young people.

Priorities to create a climate conscious community comprise:

- Improving the path network through the community.
- Developing community growing spaces and a community garden.

Priorities to create an economically thriving community comprise:

- Improving opportunities for local employments and businesses.



### **Newtonmore Community Action Plan: Looking to 2030**

Compiled in spring 2022, the action plan (CNPA132) has four themes – a socially connected community, a climate conscious community; an economically thriving community; and a culturally vibrant community.

Priorities to create a socially connected community comprise:

- Improving place and activity for Newtonmore's young people
- Creating a flexible and modern community meeting space

Priorities to create an economically thriving community comprise:

- Improving support and assistance for local businesses and people trying to get to work. This would be done by ensuring local people are given affordable housing priority, but also for older locals who are downsizing. It also aims for more social housing for young people and families and as well as putting a cap on second homes.
- Increasing opportunities to attract tourism and business to the local area.

### **Strathdon Community Action Plan: Looking to 2030**

This community action plan (CNPA133) is arranged under four themes – a socially connected community; a climate conscious community; an economically thriving community; and a community for our young people.

In relation to local living, a priority under the climate conscious theme is to develop and maintain the foot and cycle path network.

## **Other relevant material**

### **Implementing 20 Minute Neighbourhoods in Planning Policy and Practice 2021**

This policy briefing paper (CNPA495) was produced by the Royal Town Planning Institute in 2021. It focuses on the role planning policy and practice and place based partnerships can have in delivering the concept 20 minute neighbourhood concept in Scotland. It recognises that local development plan preparation needs to be informed by a robust and up to date evidence base and highlights research in relation to density, transport, local services and open space strategies, which is summarised below.

#### Density

Compact settlement patterns help to make more efficient use of existing transport infrastructure. Higher densities can provide a critical mass of population to support services, productivity, public health and social interaction, as well as reduce transport



emissions. It is estimated that an average density of at least 65 dwellings per hectare may be required in new developments, although this could be higher in some areas.

### Transport

Better integration of transport and land use planning is a key policy tool in delivering 20 minute neighbourhoods. Despite a strong policy steer, car traffic is increasing in Scotland and traffic is the largest single contributor to Scotland's carbon emissions. However, giving priority to vehicle movement and access results in, for example, narrow footpaths, inadequate street lighting and fragmented cycle lanes – a negative feedback loop that encourages greater car use. In a rural context, the need to drive for the foreseeable future cannot be overlooked, however on arrival to the nearest settlement, encouraging 'park and walk' culture through interventions could have many benefits.

### Local services

A fundamental tenet is the provision of locally accessible services. This is a focus on services that meet a daily need, recognising that daily needs vary for children, young people and older and disabled persons. Planning can apply a retrofit lens, supporting the provision of new services in areas which are deficient and encouraging residential development in areas that are well served. Assessing the sufficiency of play opportunities for children (a legal requirement in preparing an evidence report) provides an opportunity to tie in the 20 minute neighbourhood concept.

### Open space strategies

Consideration of protecting and promoting high quality open and blue / green infrastructure<sup>3</sup> can be framed and aligned with 20 minute neighbourhood requirements. Forestry and woodland strategies could also be aligned to support the consideration of 20 minute neighbourhoods by identifying opportunities for community woodland.

The paper provides advice on development management, highlighting that National Planning Framework 4 (CNPA008) gives planners the confidence to refuse applications which do not align with 20 minute neighbourhood design principles. The importance of planning obligations is highlighted and the role of local development plans in setting out infrastructure requirements to create or reinforce successful 20 minute neighbourhoods. For instance, in relation to play and recreational facilities; low traffic neighbourhoods; urban realm improvements; green infrastructure provision; daily services provision; and active travel networks.

---

<sup>3</sup> See Schedule 17: Play, recreation and sport and Schedule 16: blue and green infrastructure.



The requirement for place based collaborative work across a wide range of stakeholders is recognised for 20 minute neighbourhood concepts to be successful. This aligns with the vision of National Planning Framework 4 and with the Place Principle approach to community engagement. The Place Standard tool (CNPA497) provides a simple framework to structure conversations about place.

### **Living Well Locally: 20 minute communities in the Highlands and Islands (2022)**

This report (CNPA493), commissioned by the Highlands and Islands Transport Partnership and Sustrans, considers the national policy commitment to 20 minute neighbourhoods for the Highland and Islands. It asks what 20 minute neighbourhoods could look like in a rural context; and what would need to happen to a rural settlement to become a 20 minute community.

The report defines 20 minute neighbourhoods, highlights opportunities and issues, develops a framework for daily rural needs, and illustrates what this could look like through four case studies. Finally, it summarises key points and next steps.

The report recognises that retrofitting existing neighbourhoods will be an essential element and that different typologies will need to be developed for different kinds of settlements.

### **Highland and Islands Transport Partnership Living Well Locally Study**

The living well locally communities tool (CPNA494) adapts the nationally recognised definition of '20 minute neighbourhoods' to the Highland and Islands Transport Partnership context. The tool shows how close places are across the Highlands and Islands area to being 20 minute neighbourhoods. The tool has been adapted for a rural context, giving both 3km and 800m distances along with a basic needs category. It indicates that settlements of Aviemore, Grantown-on-Spey and Kingussie have an overall score of around 55 – 60%, with Carrbridge, Nethy Bridge and Newtonmore around 50% and small settlements around 40% or lower. This hierarchy of scores is broadly in line with the Local Development Plan spatial strategy but highlights that the potential for any settlements in The Highland Council part of the National Park to be 20 minute neighbourhoods is much lower than Inverness, which scores over 80%.

### **20 Minute Neighbourhoods in a Scottish Context (2021)**

This project (CNPA492) for ClimateXChange, highlights interventions that support delivery of the 20 minute concept, informed by baseline analysis. It also analyses international evidence of the success of interventions.



It uses the five Local Living Framework (CNPA490) dimensions of stewardship, civic, movement, resources and space to explore to what extent neighbourhoods across Scotland display characteristics that meet the 20 minute neighbourhood definition. It breaks the five dimensions down into 14 categories which align with the 'Place Standard' (CNPA497) and with place and wellbeing outcomes (CNPA1147). It advises that each category contains multiple features and indicators and each feature needs to be considered for both its presence and quality to ensure both quantitative and qualitative analysis. In addition to features and indicators, there is a third crucial element to ensure places perform as 20 minute neighbourhoods, which is 'behavioural change and community engagement'.

It includes a baseline assessment which shows that communities across Scotland have the services and infrastructure to allow them to become 20 minute neighbourhoods, across both urban and rural settlement areas, but bespoke local considerations are needed to achieve the vision, through a people centred plan developed with, and in, the community. To reach its conclusions this baseline assessment divided neighbourhoods into six categories using residential densities, as defined by the Scottish Government's urban / rural classification 2013 – 2014<sup>4</sup>.

The report sets out five initial ambitions for developing 20 minute neighbourhoods in Scotland:

1. Scotland has the opportunity to be a global leader in delivering this concept across the country, showing that it is feasible in both urban and rural locations.
2. Every neighbourhood in Scotland should be facilitated to be a 20 minute neighbourhood.
3. Communities should be empowered to make changes in their neighbourhoods to allow them to meet their daily needs in a fair and equitable way.
4. This concept should enable people to travel actively in support of their health and wellbeing, without access being limited by the cost of transport.
5. The 20 minute neighbourhood concept should be the ambition that pulls together all other relevant policies in a given location.

### **Understanding the 20 minute Neighbourhood (2024)**

This guide (CNPA496), by Dundee University, published in April 2024 aims to raise awareness of the 'extremely wide range of factors that need to be put in place and aligned for 20 minute neighbourhoods to work effectively'.

---

<sup>4</sup> Information on the Scottish Government's urban / rural classification is provided in Schedule 13: Housing, which focuses on the requirements arising from National Planning Framework 4's Policy 17.



The guide states that '20 minute neighbourhoods seek to provide facilities and services through access to safe walking and cycling routes or by frequent, affordable and reliable public transport and local transport facilities and connections nearby'.

It indicates that 'facilities might include shops, schools, amenities, doctor's practices, play space, greenery / parks, and ideally workplaces too'.

It recognises that 'to achieve this, the 20 minute neighbourhood needs a large enough population to make all these economically and socially viable. And to be successful, it needs a population which is willing to embrace the goals that underpin the idea: i.e., increased inclusivity, equality, safety and accessibility, especially for non car users. The local population must also be willing to reduce short car journeys, as this will reduce carbon dioxide emissions'.

One of the '10 takeaways' from its research is that a different approach is required in rural areas. It advises that 'the only way to achieve rural 20 minute neighbourhoods is either to increase population or increase connectivity between rural settings to allow facilities to be shared. Be aware that lack of connectivity either through broadband or energy networks can also scupper plans. Extensive investment in pedestrian and cycle routes may be necessary'.

The guide includes a section on 'rural communities and 20 minute neighbourhoods', which sets out some 'do's and don'ts'. It supposes that 'motorised vehicles are likely to be needed locally to support everyday life, to provide access to schools, shopping and other services' and that there are 'major variations in the relative self sufficiency of villages'. It suggests that 'all have some level of dependency on urban centres for the services they provide. Those in urban fringes may be less self sufficient than those in more remote areas due to their urban proximity'.

The guide introduces the concept of 'networked villages', where a 'village cluster' is established and where local communities work together on a common strategic goal, using each other's strengths to develop both individual villages and the entire cluster to create a shared place identity, social communities, gathered around shared physical facilities and activity opportunities.

It advises that networked villages are more appropriate when they are located 'far apart' where improving connectivity between them, particularly though frequent, reliable and affordable public transportations, may help them share facilities, resources and

services and reduce dependency on cars'. It also suggests that this could attract capital investment by unlocking under utilised local assets.



Figure 1 Diagram (figure 37) from 'Understanding the 20 minute neighbourhood' (Dundee University) titled 'Rural Villages are stronger when they are connected with shared resource benefitting everyone' (CNPA496).

It does, however, recognise that implementing the 20 minute neighbourhood outcomes outlined in the guide are much more difficult to achieve in rural areas – that the private sector is unwilling to invest and services are costly to maintain. Suggested adjustments to the 20 minute neighbourhood concept, 'as necessary for coping with rural conditions, are required such as:

- Adopting sustainable transport rather than fixating simply on walking and cycling.
- Treating 20 minutes as a target rather than a (planning) requirement.



- Embracing quiet lanes and lower speed environments to support and promote active travel in rural areas.
- Focusing on rural settlements with affordable housing, shared facilities such as heating, electric vehicles, cooperative growing spaces and community work hubs.
- Establishing innovative ways to build health and wealth in rural places.
- Achieving such developments via community led, cooperative housing models such as co-housing and collective self build.

### **The 30 minute rural community / Future Mobility (May 2021)**

This paper by WSP (CNPA498) considers the key issues and complexities relating to mobility (commonly defined as available access to transport options) within rural communities and presents an outcome focussed approach to facilitate greener, happier, healthier, but also more productive, prosperous, quieter and safer communities. It draws inspiration from the 15 minute city concept, using the term '30 minute community'.

It suggests that the vast majority of those living in rural areas have experienced a reduction in essential services, including transport provision, leaving them dependent on their cars. It highlights that those that don't drive, are often left unable to access healthcare, education, employment, leisure activities or social interaction opportunities easily. It comments that simply cutting and pasting the solutions developed in urban places won't work; rural communities have different needs and want to be connected to surrounding places in different ways.

The paper identifies a 'top ten' of key issues for rural mobility, as follows:

1. Limited public transport (in all forms including taxi).
2. Costly bus services (high operating costs leading to cuts in services).
3. Transport deserts (no access to convenient and affordable public transport).
4. Car dependency (reduced availability of alternatives and older residents).
5. Fuel poverty (higher mileage and higher fuel costs – including electric vehicles).
6. Limited active travel infrastructure (non existent or poor quality).
7. Social isolation (for those without a car).
8. Logistics ecosystem (which supports farming, household supplies and deliveries).
9. Siloed budgets (for roads, community transport, public transport and education).
10. Energy capacity and resilience (energy networks may be less accessible).

The paper highlights that other factors, which exacerbate the complexities in rural communities, are in part, or in full, interconnected with transport and mobility. It describes these as:



- Wealth variation (for instance between lifelong residents and those moving from other areas).
- Employment web (a complex geographical spread of small to medium enterprises across a wide range of sectors).
- Housing market (pricing younger people out of the market, possibly due to second homes or very active markets).
- Brain drain (outmigration of young people who may not return after higher education, often filled with an aging population).
- Loss of third places (defined as places which are neither home nor work, such as village halls).
- Rural decarbonisation (can be challenging if underlying energy networks are poor).

The paper suggests a three pronged approach to adapt 15 minute city concepts to rural communities:

1. Improve the baseline level of social and community infrastructure in rural communities to maximise day to day opportunities across diverse populations using clusters of settlements working together as an ecosystem rather than individually.
2. Localise the layer of social infrastructure through community / public / third sector partnership to maximise the potential to capitalise on fixed, moving and human resources.
3. Improve physical and digital access, and energy provision to the next layer of services that are not available within those community 'clusters' by improving connectivity to local market towns and cities.

The paper hypothesises that this could connect dispersed healthcare, retail, education and leisure facilities so that more people have easier access as well as improving connectivity to local jobs and our major centres of activity such as market towns and cities. It argues that:

'Thinking about our rural communities as an interconnected network of facilities that is greater than the sum of its parts is at the heart of the concept, reducing the need to travel long distances to essential services and opportunities where local alternatives exist but importantly also enhancing links to economic centres. Making our rural communities more attractive could help rebalance the loss of young people from our rural communities, provide more opportunities for existing communities and help rebalance local economies.'

The paper notes that there is an opportunity to harness the power of communities and their enthusiasm, human energy, commitment and local understanding as powerful



drivers for change. The following seven ways to utilise existing local community networks and organisational structures are set out:

1. Building upon existing operations and emerging solutions.
2. Using community places to better effect.
3. Putting people and communities at the heart of decision making.
4. Engaging with and encouraging our parish councils.
5. Capitalising on community interest / energy companies and transition towns.
6. Utilising community land trusts.
7. Baking in revenue generation.

The paper's final thoughts are:

'What is clear is that we need a more equitable treatment of rural and urban places with similar amounts of investment made to level up our communities and their economies, facilitated by strong and collaborative leadership from public, private and third partnerships, essential for delivering bespoke solutions.'

We believe that the time is right for a new conversation about mobility and our rural communities to bring about lasting change.'



This diagram illustrates how a network of new, existing and improved assets and services could interlink to provide a web of improved outcomes for a theoretical rural landscape.

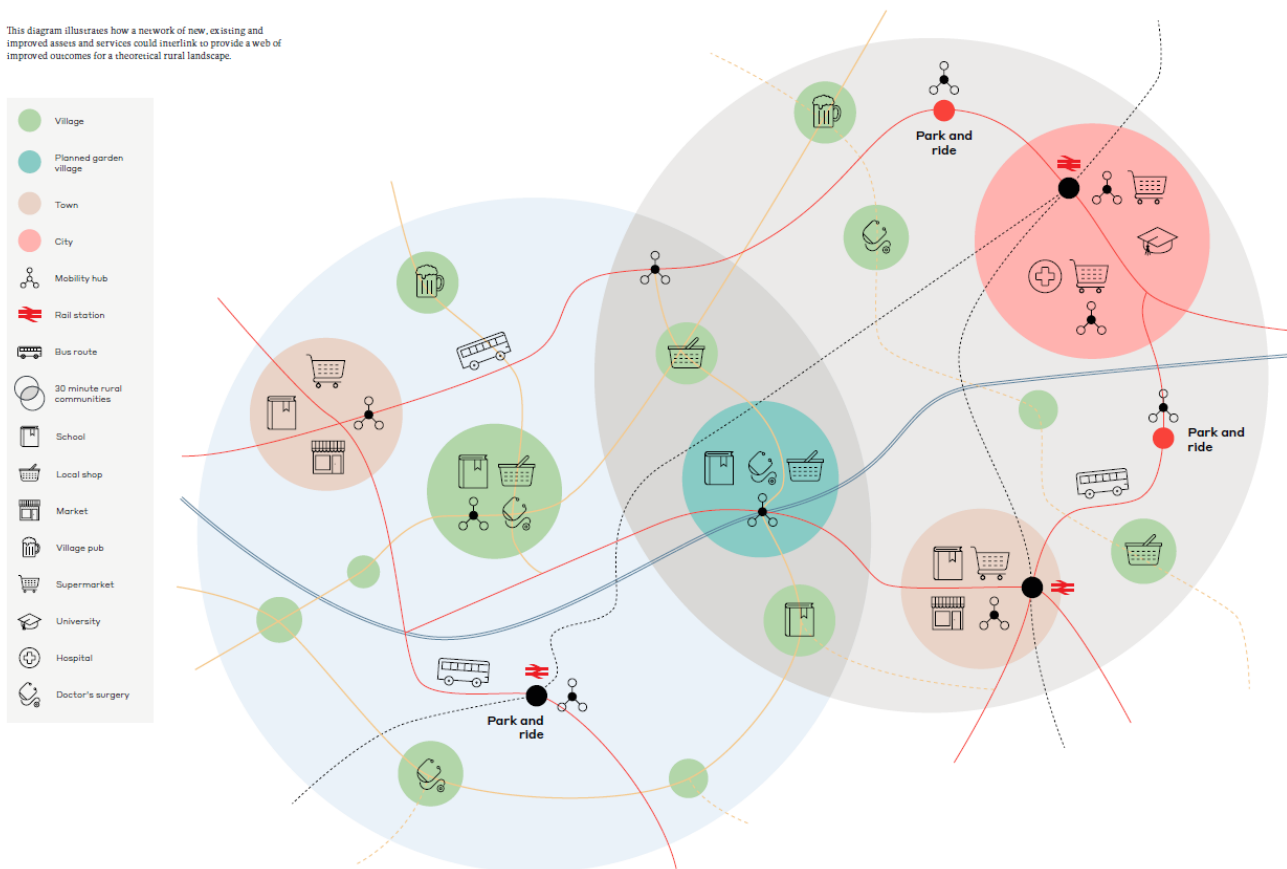


Figure 2 Diagram from '30 minute rural community / Future Mobility, page 16, which illustrates how a network of new, existing and improved assets and services could interlink to provide a web of improved outcomes for a theoretical rural landscape (CNPA498).

## Recharging Rural 2018

This research report by the Royal Countryside Fund (formerly the Prince's Countryside Fund) (CNPA499) is subtitled 'creating sustainable communities to 2030 and beyond'.

The report is based on a survey that gained 3,098 responses (723 in Scotland). It found the top three barriers across rural areas of the United Kingdom are poor broadband and mobile phone coverage, poor road and transport networks, and a poor variety of employment opportunities. The report recommends that policy makers consider the implications of these 'sustainable necessities of rural life'. Outmigration of young people is seen by respondents as a natural result of these poor job prospects and weak digital connectivity.

The response indicated that the remoteness of places has increased over the past 10 years (2008 – 2018) for the majority, through increasing loss and decline including no affordable houses, declining numbers of rural businesses, service centralisation (and a related downward spiral in health and wellbeing) and community breakdown



(associated with commuting and mass housing developments). Note that a small number of respondents saw some improvements in broadband and mobile coverage and in opportunities for community empowerment – particularly in Scotland through empowerment and land reform legislation.

The report finds that communities are taking action to address the barriers. Of 550 projects reported, the most common are physical community hubs, providing many different services and with many different functions, and acting as a focal point. Communities are also leading on connection, through transport schemes and community broadband projects. Community land ownership in Scotland is also recognised for delivering diverse goals, including affordable housing, economic activities, repopulation and raising school roll numbers.

The report advises that the top three changes rural communities say are needed are:

1. A reduction in the closure of key services (banks, post offices and pubs).
2. Fairer funding for rural areas that compensate for higher costs of improvements.
3. Improve rural broadband and mobile coverage.

The report considers the research literature on resilient rural communities and finds that the survey echoes its key features. In short, that community resilience is a process where positives such as the opportunities of digital connectivity and communities ready and able to take action are balanced with vulnerabilities such as multilayered remoteness, rural poverty and loss and centralisation of services.

### **Scottish Walking and Wheeling Survey 2025**

This is the third edition of the report (CNPA1196) commissioned by Walking Scotland. The foreword, by Chief Executive Kevin Lafferty, notes that it is 'encouraging to see that an increasing number of people in Scotland are walking at least several times a week (86% in 2025, compared to 85% in 2023 and 81% in 2019). He advises that the research 'shows that where paths and local environments are safe, accessible and well maintained, people will choose to walk and wheel more often'.

The survey finds that the most common responses to what changes would encourage walking and wheeling varied amongst different groups. It found that feeling safer when walking after dark; having someone to walk with; and better lighting along pavements and paths were more likely to be selected by women than men.

It also found that those aged 16 to 24 were more likely than older age groups to select factors relating to feeling safer; having someone to walk with; shops and facilities close



to where they live; and more information about places to walk. People aged 35 to 54 were more likely to state that cheaper public transport fares would encourage them to walk more often, while those aged 55 and over were more likely to select public toilets; or more seating on paths. These factors help to indicate where improvements can best be focused to support more people walking and wheeling more.

The research asked specifically about 20 minute neighbourhoods. It finds that participants would be prepared to walk for an average of 21 minutes. It finds that 72% of participants stated that they supported the creation of 20 minute neighbourhoods. Some of the responses received are provided in the report are:

- It makes daily life more convenient, reduces travel time, and encourages walking and community connection.
- Everything you need close by with easy access.
- Encourages people to walk to boost their fitness and mental health.
- You start to recognise faces, support local shops, and feel like you belong.

8% of participants did not support 20 minute neighbourhoods. This included those who live in remote areas

## **Baseline local living matters**

This section summarises the Cairngorms National Park's local living evidence, based on the Cairngorms National Park local living map. Summaries for each settlement are set out.

The implications for local living are set out at the end of each section and the overall implications for the Proposed Plan are summarised on page 110.

There are links between this policy area and:

- Schedule 1: Plan outcomes
- Schedule 3: Site assessment methodology
- Schedule 11: Sustainable transport
- Schedule 13: Housing
- Schedule 16: Blue and green infrastructure
- Schedule 17: Play, recreation and support
- Schedule 18: Health and safety
- Schedule 21: Economic development
- Schedule 22: Town centres and retail



- Schedule 23: Tourism

## **The Cairngorms National Park local living map**

### **Introduction**

The Cairngorms National Park Authority have created an interactive map to help practitioners, decision makers and the public understand what local living and 20 minute neighbourhoods are and to provide a consistent baseline for local living analysis (CNPA503).

It has been developed using the approach outlined in the Improvement Service's How to map a 20 minute neighbourhood guide (2025) (CNPA489). This guidance is based on the methodology developed by The Highland Council and officers had already been liaising with colleagues at The Highland Council to create the model when the guidance was published.

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. Hence, 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. A colour ramp is applied with the highest level of access in purple, then green, then ochre and then red. Figure 3 shows this for the strategic settlements of Newtonmore and Kingussie (settlement boundaries from the adopted Local Development Plan 2021 (CNPA016) in purple). The derivation of the colours and zoning of the colour ramp is explained on page 50.

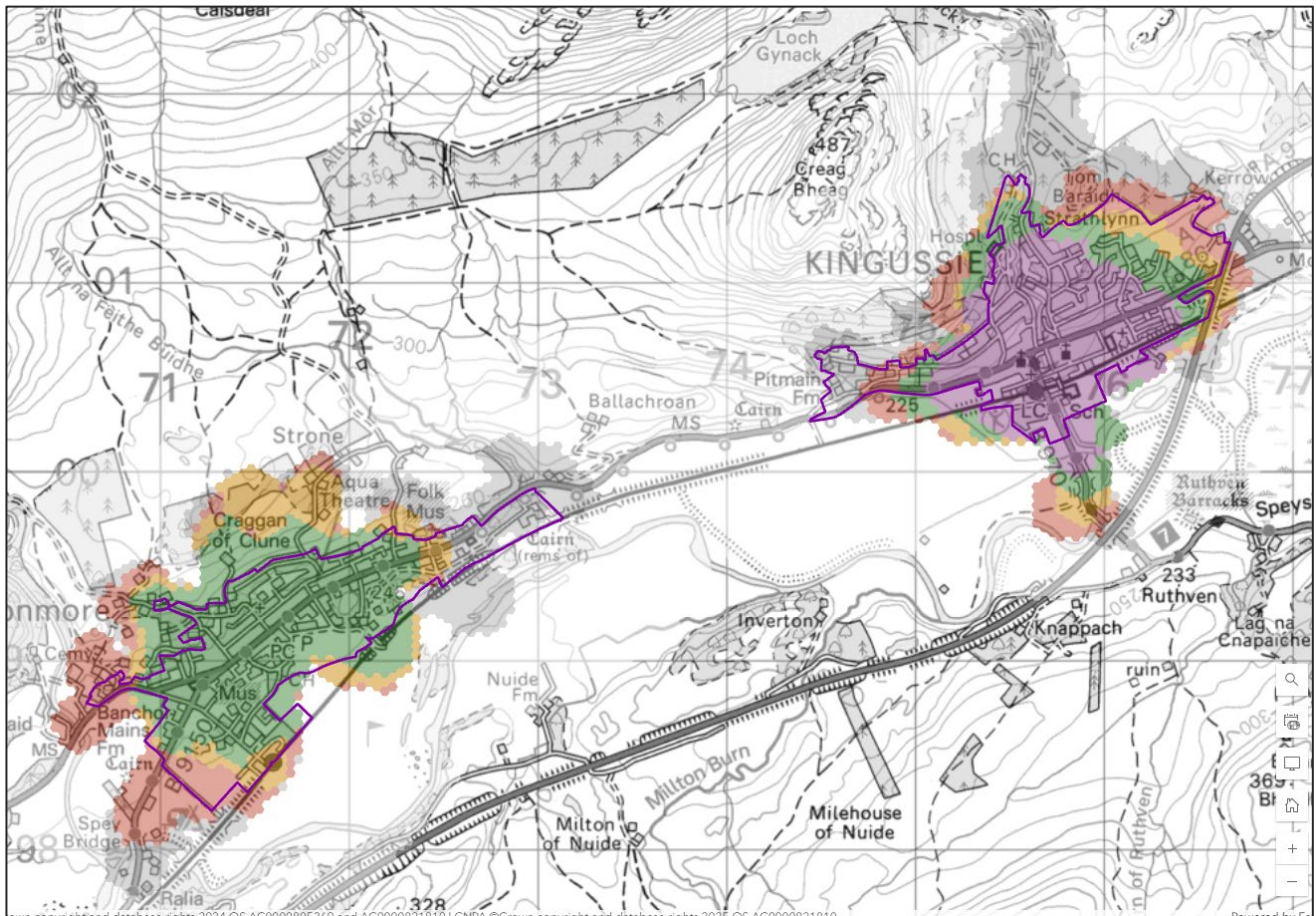


Figure 3 Extract from the Cairngorms National Park local living map, showing Newtonmore and Kingussie with weighted hexagonal grid (CNPA503). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

While data was collated and plotted across the whole of the National Park, the areas identified with 'very high', 'high' or 'some' walkable facilities were located within the settlements designated within the adopted Local Development Plan 2021. As such, the map provides data for each settlement (identified either as strategic, intermediate or rural settlements in line with the spatial strategy). The data is in the form of a weighted hexagonal grid. The grid extends 1,000m beyond each settlement boundary.

To ensure the information is accessible, a version of the map designed for colourblind users has been created and may be selected through the map's legend options (Figure 4).

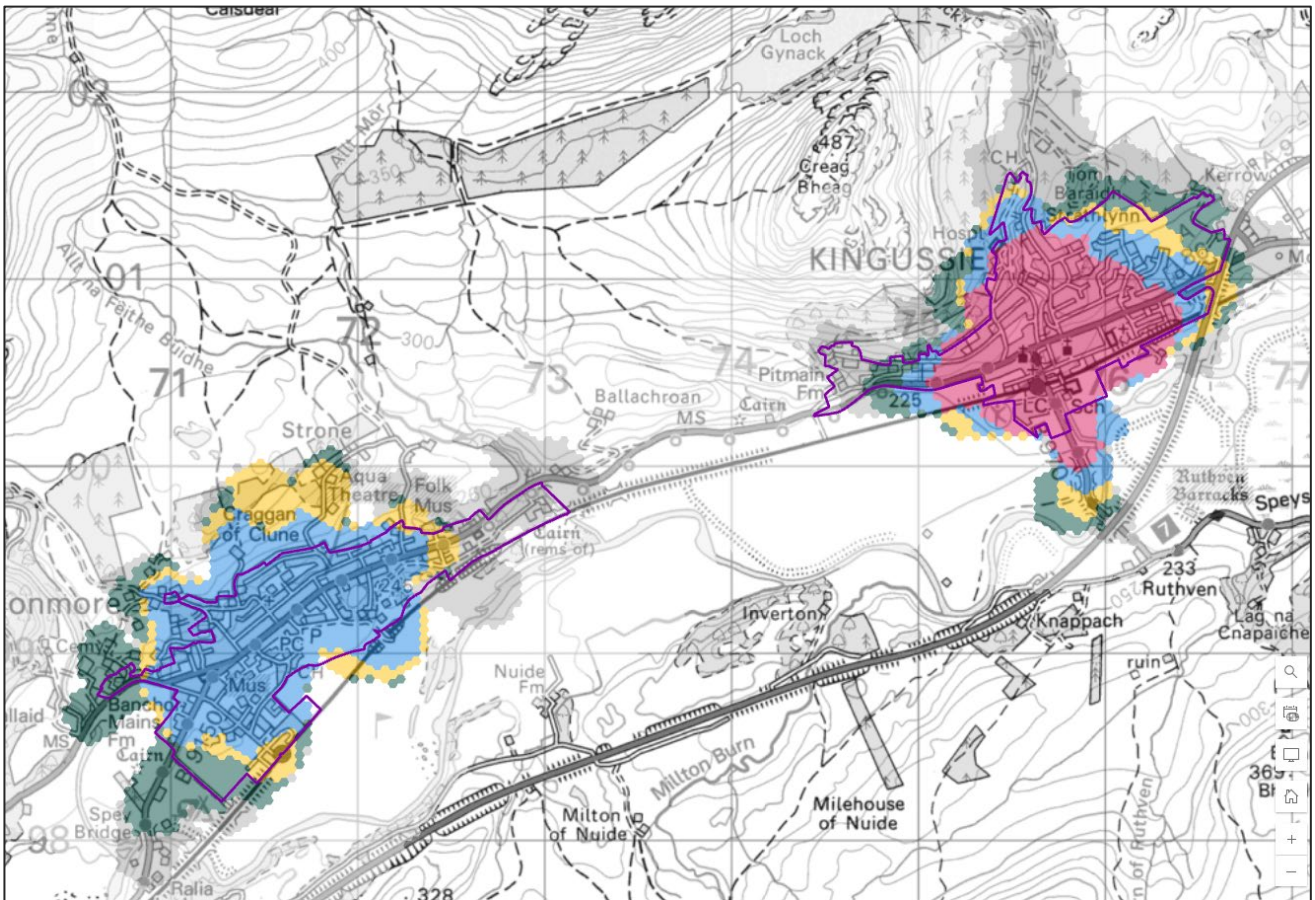


Figure 4 Extract from the Cairngorms National Park local living map, showing Newtonmore and Kingussie with colourblind accessible weighted hexagonal grid (CNPA503). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

The data can be interrogated at individual hexagonal cell level. Each 50 metre is allocated an individual service score based on the facilities which are available within 800m of the cell. This can be accessed through a click of the mouse. The pop-up shows the facilities available within 800m of the cell and the corresponding score. The total facilities score is provided at the bottom. In the example shown in Figure 5, the total facilities score is 16.70.

A pop-up information box is also available for each individual service. In Figure 6, the Co-op food store has been selected.

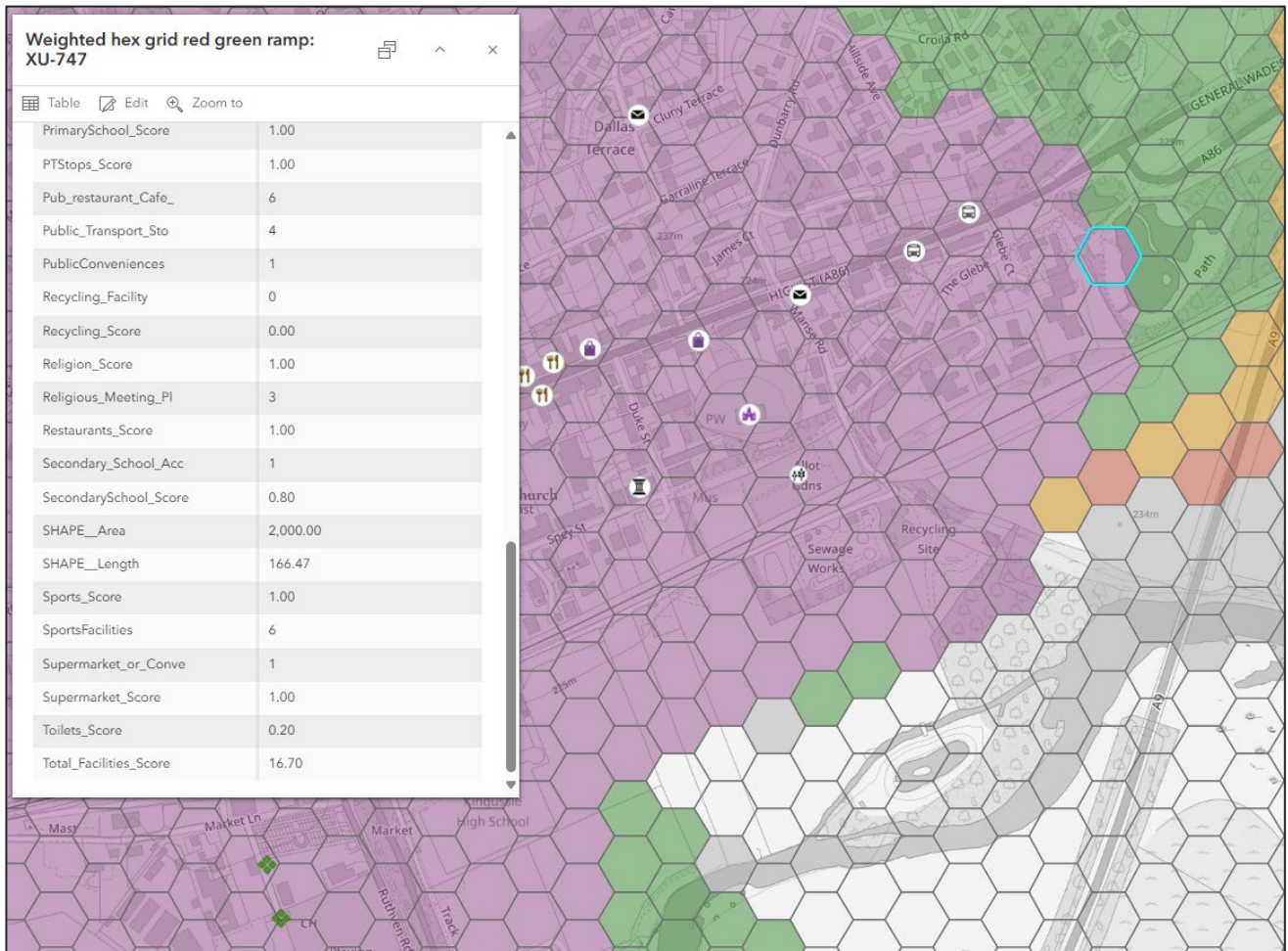


Figure 5 Extract from the Cairngorms National Park local living map, showing Kingussie and a pop-up score for the highlighted hexagon cell (CNPA503). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

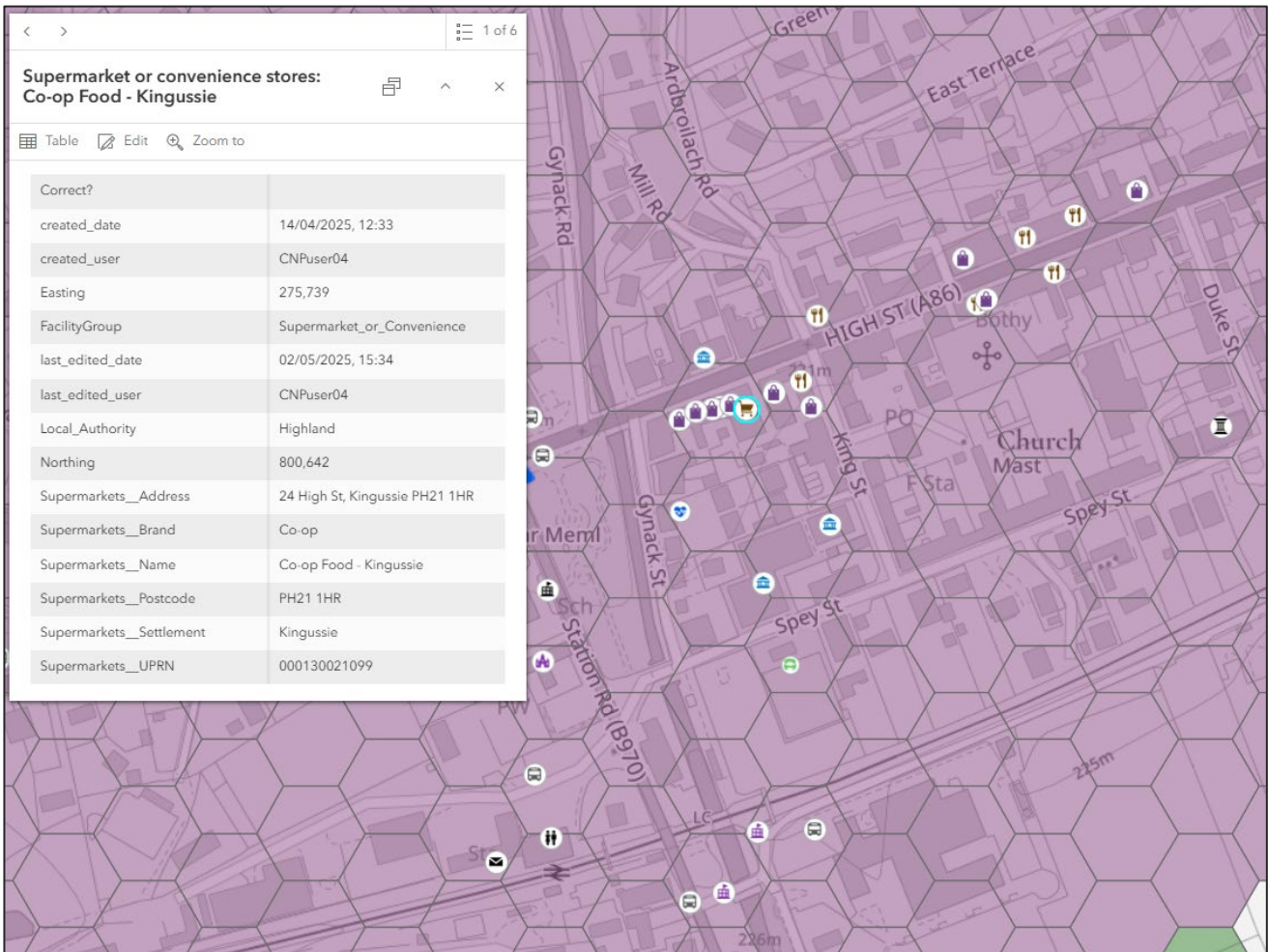


Figure 6 Extract from the Cairngorms National Park local living map, showing Kingussie and a pop-up box for the Co-op food store (CNPA503). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

The 800m walkable area for each individual service can also be selected. In Figure 7, the 800m walkable distance area is shown for the Co-op food store. This highlights how the model measures along walkable routes, rather than ‘as the crow flies’ straight line distances.

The network used for this purpose was the Ordnance Survey National Geographic Database Transport Paths Network released in Autumn 2023 (CNPA1426). This includes a paths and roads network. It is recognised that no dataset representing ‘paths’ will be perfect, but for consistency, this dataset was used as supplied by Ordnance Survey without additional modification or editing.

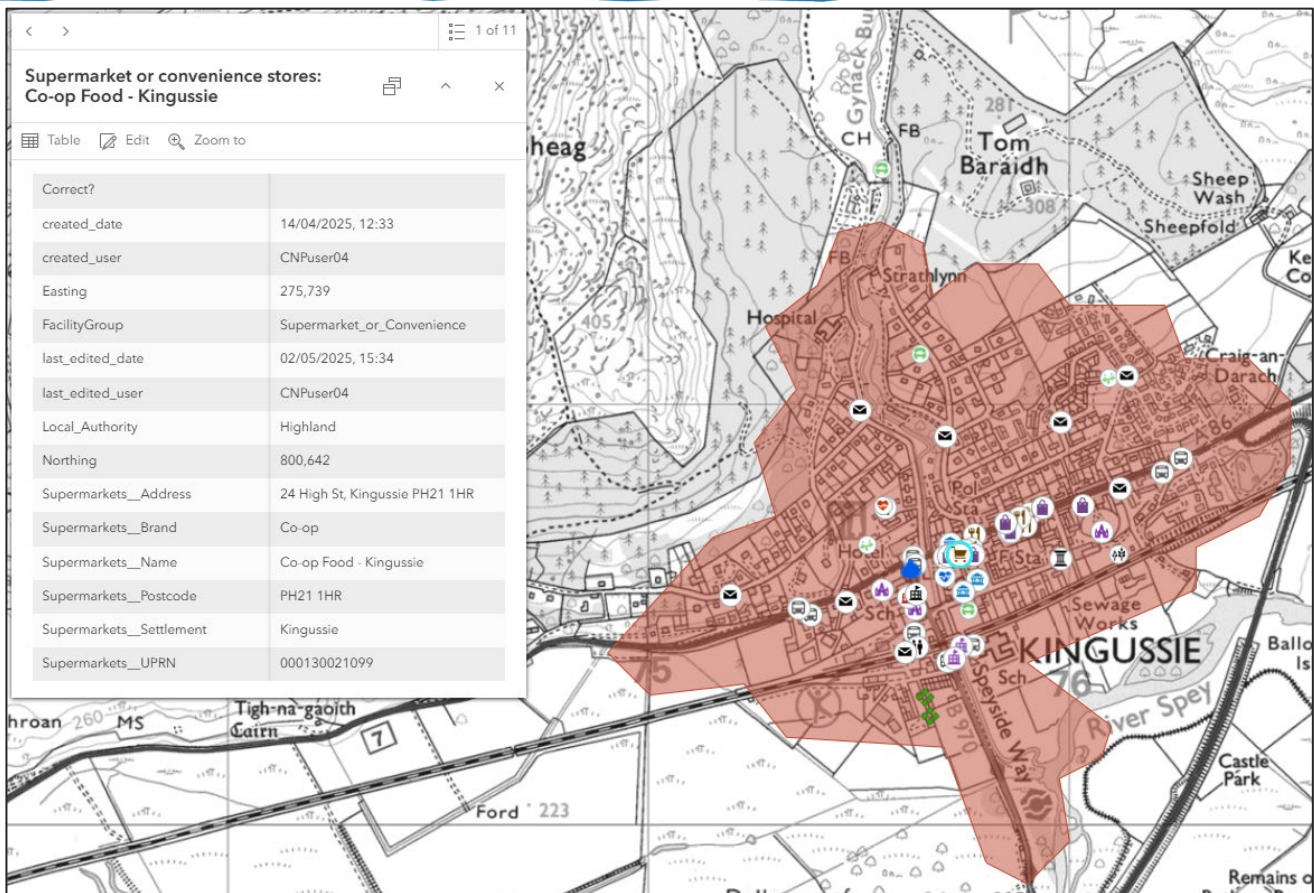


Figure 7 Extract from the Cairngorms National Park local living map, showing Kingussie and the 800m walkable area for the Co-op food store (CNPA503). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Facilities mapped and data sourcing

The summary of evidence highlights that there are varying views on the elements that make up a liveable neighbourhood. The Park Authority document 'Comparison of local living components in Scottish guidance and themes defined in the Cairngorms National Park local living tool' (CNPA212) provides a table that summarises the components identified by the key guidance and policy documents – National planning framework 4 (CNPA004); the Scottish Government's Local living and 20 minute neighbourhood guidance (CNPA490); the Local living framework; and Dundee University's Understanding the 20 minute neighbourhood (CNPA496).

Consistent components are sustainable transport; health and social care facilities; shops; workplaces and outside space – particularly play space. It is notable that National Planning Framework 4 Policy 15 does not refer to leisure and cultural activities or other amenities and services amongst its expectation for local living, however the Scottish Government's local living guidance does, as does the Local living framework and Dundee University's guide.



The Cairngorms National Park local living map (CNPA503) identifies site specific facilities in the above categories (the defined themes are: transport; health; education; community; cultural; shopping; financial; food and drink; environment; play; and sport). Feature layers and facility types are defined within these themes, for instance bus stops and train stations data points are recorded under the transport theme and community centres, allotments and post offices under the community theme. The full list is tabulated in the supporting document – ‘Comparison of local living components in Scottish guidance and themes defined in the Cairngorms National Park local living tool’ (CNPA212).

A variety of publicly available datasets have been used to source datapoints under these themes and this has been supplemented by use of The Highland Council’s local living tool (CNPA501), Aberdeenshire’s facilities monitor 2023 data (CNPA502), the Cairngorms National Park Local Development Plan 2021 (CNPA016), Google Maps and Google Streetview.

While access to employment is an important element of a local living neighbourhood, it is difficult to map because employment can be found in shops, services and hospitality venues and on land based businesses as well in defined employment areas. The number of jobs available at each data point are also unknown. It is therefore not included as a category in the local living map.

Access to open space is essential to local living, however the opportunity to access natural and seminatural greenspaces, particularly woodland from our settlements is so universal that including its access in the local living map scoring would skew the overall walkability of settlements.

The Cairngorms National Park 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.

Children’s play areas have however been included and access to open space is mapped. Access to open space is also specifically considered Schedule 17: Play, recreation and sport. It will be an important component of planning for local living.



Mobile services are often available within our settlements but are not mapped as they lack fixed data points. These services may include fishmongers, butchers, food takeaways, libraries, cinemas, hairdressers and banking. Although some of these services have regular stops on a scheduled circuit, they can change frequently. These mobile facilities are not included in the. However, it does not mean that they are not recognised as important features of local living.

### Scoring and weighting

A walkable (800m distance) polygon is created for each facility. Where that polygon overlaps a hexagonal cell, the cell gains a score. Often this score is 1.0, but where there may be multiple facilities of that type – such as a local shop – a lower score (for instance 0.2) is given for each facility, up to a maximum of 1.0.

Weightings are used to reflect the importance of each facility theme to achieving walkable local living neighbourhoods. These weightings draw on The Highland Council's local living map (which was the subject of public consultation) but have been adjusted to reflect the characteristics of the Cairngorms National Park. The weightings applied are set out in Table 2.

To create a 'walkable services' total score for each hexagonal cell, the score applied to each facility's walkable polygon that overlaps the cell is added together to create the total. The maximum total in the Cairngorms National Park local living map is 19.8.

Table 2 Cairngorms National Park local living map weightings for each theme, feature layer and facility type.

Theme	Feature layer	Facility types	Weighting		Comments
			Score per facility	Maximum score if multiple facilities	
Transport	Public	Bus stop	0.5	1.0	
	transport stop	Train station			
Health	GP (general practitioners) surgery		1.0	1.0	
	Dispensing chemist		1.0	1.0	
	Hospital		0.2	0.2	
	Dentist		0.4	0.4	
	Public toilets		0.2	0.2	



Theme	Feature layer	Facility types	Weighting		Comments
			Score per facility	Maximum score if multiple facilities	
	Drinking fountains		0.2	0.2	
	Opticians		0.2	0.2	
Education	Childcare nursery		1.0	1.0	Local authority and private.
	Primary school access point		1.0	1.0	
	Secondary school access point		0.8	0.8	
Community	Community facilities	Library	0.8	1.0	
		Community centres and halls			
	Allotments		0.2	0.2	
	Recycling facility		0.4	0.4	
	Post office		0.6	0.6	
	Post box and parcel lockers		1.0	1.0	
Cultural	Cultural facilities	Museum	0.3	0.6	
		Theatre			
		Cinema			
		Other			
	Religious meeting places		0.6	1.0	
Shopping	Supermarket or convenience store	Supermarket	1.0	2.0	
		Convenience store			e.g. local Spar.
	Other shops	Convenience	0.2	1.0	Low value, frequently purchased goods.
		Comparison			High value, infrequently purchased goods.
Financial	Financial	ATM	1.0	1.0	



Theme	Feature layer	Facility types	Weighting		Comments
			Score per facility	Maximum score if multiple facilities	
	Services	Bank or building society	1.0	1.0	There are none in the National Park.
Food and Drink	Pub restaurant café or takeaway	Pub	0.4	1.0	
		Restaurant			
		Café			
		Takeaway only			
Play	Children's play area		1.0	1.0	
Sport	Sport facilities	Athletics track	0.4	1.0	
		Bowling green			
		Fitness suite			Excluded where not open to local residents.
		Golf course			
		Ice rink			
		Football or rugby or shinty pitch			
		Sport hall			Includes community halls, where recorded as used for sport by Sports Scotland.
		Squash court			
		Swimming pool			Excluded where not open to local residents.
		Indoor tennis court			
		Outdoor tennis court			
		Outdoor activity centre			
		Leisure centre			
<b>Total possible score:</b>				<b>19.8</b>	



### The map's colour ramp

To create a useable and understandable map, the total scores are converted into a six zoned scale, from the highest scores (15.1 – 19.8) defined as 'very high level of walkable services' down to the lowest scores (0.1 – 2.0) defined as 'very few walkable services' and no score, no walkable services. A colour ramp is applied, as the key provided in

Table 3 indicates.

Table 3 Red green and colourblind accessible ramps and total scores for each band of the Cairngorms National Park local living map.

Total score	Weighted hexagonal grid zones	
	Red green colour ramp	Colourblind accessible colour ramp
15.1 – 19.8	Very high level of walkable services	Very high level of walkable services
10.1 – 15.0	High level of walkable services	High level of walkable services
5.1 – 10.0	Some walkable services	Some walkable services
2.1 – 5.0	Few walkable services	Few walkable services
0.1 – 2.0	Very few walkable services	Very few walkable services
0	No walkable services	No walkable services

### Numbers of dwellings within each walkable zone analysis

To assess the walkability of each settlement, a count of the number of dwellings within each settlement and within each zone has been undertaken. Table 4 lists this information for each settlement. The numbers for each settlement are discussed in the Settlement Summaries below.

Overall, 69% (5,412 dwellings) of residential properties within settlements in the National Park have access to a high level (35% of dwellings) or a very high level (34% of dwellings) of walkable services. At the other end of the spectrum, 1,193 residential properties (15% of dwellings) within designated settlements have no access to walkable services.



Table 4 Count of residential properties in each Cairngorms National Park local living map zone, within each strategic or intermediate settlement.

Settlement	No walkable services	Very few walkable services	Few walkable services	Some walkable services	High level of walkable services	Very high level of walkable	Totals
Aviemore	0	16	127	639	710	519	<b>2,011</b>
Grantown-on-Spey	5	2	27	76	595	547	<b>1,252</b>
Ballater	0		13	3	171	750	<b>937</b>
Kingussie	0	14	21	7	100	608	<b>750</b>
Newtonmore	0	3	18	25	589	0	<b>635</b>
Nethy Bridge	0	0	192	200	0	0	<b>392</b>
Carrbridge	0	33	32	181	142	0	<b>388</b>
Boat of Garten	11	2	11	302	0	0	<b>326</b>
Braemar	0	0	0	11	43	256	<b>310</b>
Blair Atholl	15	0	0	50	169	0	<b>234</b>
Tomintoul	0	0	0	1	213	0	<b>214</b>
Kincraig	0	0	41	153	0	0	<b>194</b>
Cromdale	0	0	74	36	0	0	<b>110</b>
Dulnain Bridge	0	0	1	106	0	0	<b>107</b>
<b>Cairngorms National Park</b>	<b>1,193</b>	<b>493</b>	<b>863</b>	<b>1,892</b>	<b>2,732</b>	<b>2,680</b>	<b>7,860</b>

Figure 8 shows this graphically. The designated strategic settlements of Aviemore, Grantown-on-Spey, Ballater, Kingussie, and Newtonmore as well as being the largest settlements each have a high number of residential properties in the very high level of walkable services zone. Braemar, Blair Atholl and Tomintoul perform noticeably better than similar sized settlements in The Highland Council area, such as Nethy Bridge, Carrbridge, Boat of Garten and Kincraig.

Figure 9 shows this data proportionately for each settlement. All the intermediate settlements within The Highland Council area stand out as relatively poor performers, in terms of walkable access to services. However, as the settlement summaries information shows, these settlements are generally well connected to their closest strategic settlement (Aviemore, Grantown-on-Spey, Kingussie or Newtonmore) and



highlight the importance of considering connectivity between settlements which cluster close together.

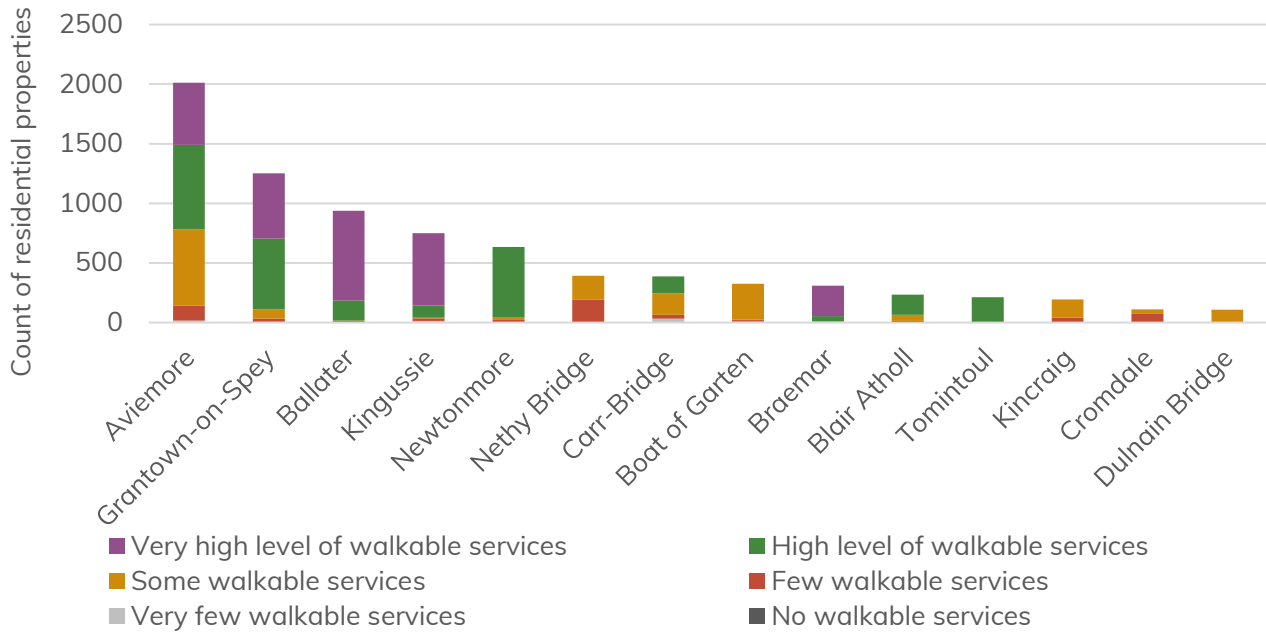


Figure 8 Count of number of residential properties in each strategic and intermediate settlement, with number in each local Cairngorms National Park living map zone coloured.

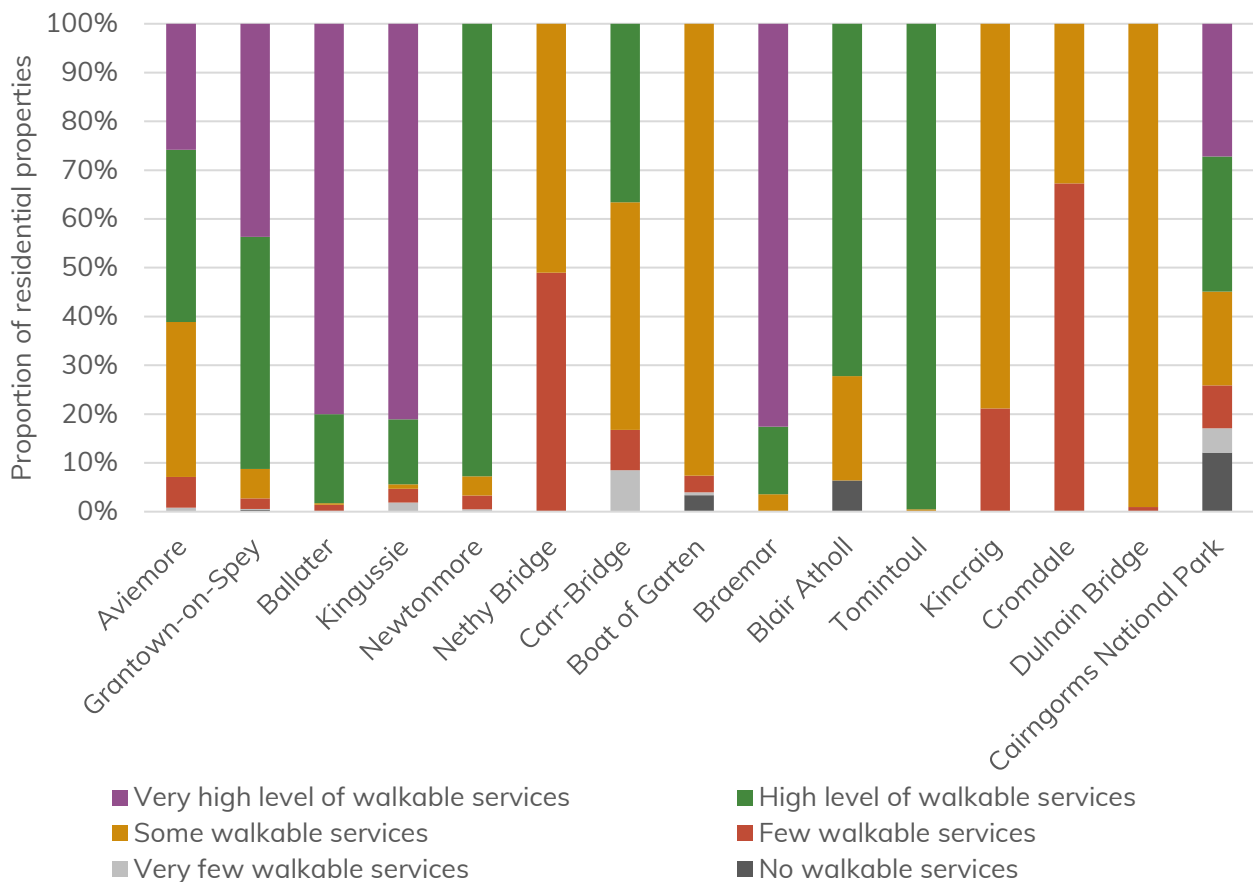


Figure 9 Proportion of residential properties in each local Cairngorms National Park living map zone within each strategic and intermediate settlement and across the Cairngorms National Park as a whole.

### Cycle accessibility analysis

Ten minute cycle ride time has been analysed for the strategic and intermediate settlements. This is based on 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 to indicate this. Cycle connectivity between settlements is possible in Kingussie and Newtonmore and from Granttown-on-Spey to Cromdale and to Dulnain Bridge. This analysis does not mean that the routes are safe or attractive for cycling. It indicates is that the settlements in these clusters are close enough to facilitate local living between settlements by bicycle.

### Vehicle drivetime analysis

Ten minute vehicle drivetime analysis has been carried out to assess the spatial area which can access the centres of each strategic settlement, plus Braemar and Blair Atholl in 10 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 the clusters of settlements centred on Aviemore, Grantown-on-Spey and Kingussie and Newtonmore are broadly accessible within a 10 minute drivetime (a 20 minute round trip).

### **Access to open space analysis**

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

### **Implications**

The National Park wide implications for the Proposed Plan of the local living map are as follows:

- The strategic settlements have a high proportion of residential properties in the very high level of walkable services zone compared to the intermediate settlements, supporting the Cairngorms National Park Partnership Plan's spatial strategy (CNPA010).
- Intermediate settlements which are relatively isolated from larger settlements inside or outside the National Park boundary noticeably perform better than similar sized settlements which are relatively well connected to strategic settlements highlighting the role of clusters of settlements.
- Cycle connectivity is possible, in terms of distance between Kingussie and Newtonmore and between Grantown-on-Spey Cromdale and Dulnain Bridge, highlighting where cycle path connections could be enhanced most successfully.
- Private vehicle use is necessary and important in the National Park. The analysis shows that the clusters of intermediate and rural settlements centred on the strategic settlements of Aviemore, Grantown-on-Spey and Kingussie and Newtonmore are broadly accessible within a 10 minute drivetime (a 20 minute round trip).
- Open space is widely accessible within the National Park, including around its settlements. Greater analysis of the National Park's open spaces is undertaken in Schedule 17: Play, recreation and sport.

This evidence, including the spatial summaries set out below, will inform the Proposed Plan's site assessment process and the policy and allocation requirements for each settlement.



## Settlement summaries

Short summaries of the outcomes of the Cairngorms National Park local living map (CNPA503) are provided in this section. In response to the evidence review, and to recognise that small settlements often operate together as a cluster in rural areas, the outcomes for each strategic settlement and its surrounding intermediate and rural settlements is presented and summarised together. These clusters are set out in Table 5.

It is recognised that settlements in some clusters will functionally connect with each other more naturally than others and that some settlements will naturally connect with places outwith each cluster and outwith the National Park boundary. The clusters of settlements are within the same local authority area as this relates to housing market areas as well as administrative areas.

In this section, maps have been created from full, in-house local living dataset. Unlike the online map, this data includes a hexagonal grid across the whole of the National Park, mapping walkability to services outwith settlements. For this reason, there are minor differences between the walkability zones identified on the static maps in this schedule and the online map.

Table 5 Settlement clusters applied to the settlement hierarchy.

Aviemore Cluster	Aberdeenshire Cluster	Grantown-on-Spey Cluster	Kingussie and Newtonmore Cluster	Blair Atholl Cluster	Angus Cluster
<b>Strategic settlements</b>					
Aviemore	Ballater	Grantown-on-Spey	Kingussie and Newtonmore		
<b>Intermediate settlements</b>					
Boat of Garten	Braemar	Cromdale		Blair Atholl	
Carrbridge		Dulnain Bridge			
Kincraig		Nethy Bridge			
		Tomintoul			
<b>Rural Settlements</b>					



Aviemore Cluster	Aberdeenshire Cluster	Grantown-on-Spey Cluster	Kingussie and Newtonmore Cluster	Blair Atholl Cluster	Angus Cluster
Glenmore	Dinnet	Glenlivet <sup>5</sup>	Dalwhinnie	Bruar, Calvine and Pitagowan	Clova
Inverdrue and Coylumbridge	Glenshee		Insh	Killiecrankie	
	Strathdon		Laggan		

With 20 minute neighbourhoods being quite a difficult concept to achieve in rural areas such as the Cairngorms National Park, it becomes important to look at living well locally as a more achievable concept. Connectivity between settlements is key to this to understand whether there is a shared network of resources. This is particularly important with resources such as schools and medical centres which require a certain population density to be functional. Residents rely on traveling between villages to meet their daily needs, making connectivity between them essential. Those without access to a car face challenges in reaching services and participating in activities. While each settlement's low population density means cars will likely remain a key part of life it is beneficial if facilities to meet daily needs are available in nearby settlements or the nearest town to limit the length of car journeys and enable those with the opportunity to walk or cycle.

### **Aviemore settlement cluster**

Figure 10 shows the strategic settlement of Aviemore at the centre, with the smaller settlements that surround it. The intermediate settlements of Boat of Garten, Carrbridge and Kincaig are located within eight miles of Aviemore. The rural settlement of Inverdrue and Coylumbridge is located within two to three miles of Aviemore and Glenmore around seven miles from it.

The map shows why Aviemore is a strategic settlement, with a bigger range of facilities than the surrounding settlements and an area with a very high level of walkable services at its centre. While not providing the level of facilities that a large town and city would provide, those living centrally in Aviemore can be said to be living in a 20 minute neighbourhood, with a majority of day to day facilities required by many residents being within walking distance.

<sup>5</sup> Glenlivet covers the villages of Tomnavoulin, Castletown, Minmore, Chapelton, Clashnoir, Drummin, and Auchnarrow.



Carrbridge has an area with a high level of walkable services, while Boat of Garten, Kincaig and Inverdrue and Coylumbridge have some level of walkable services within the majority of their settlement boundaries. This indicates that the residents of these settlements benefit from a few walkable facilities such as a shop, café, community centre or primary school, but are likely to need to visit Aviemore, as well as other larger settlements, including Inverness, to meet individual daily needs.

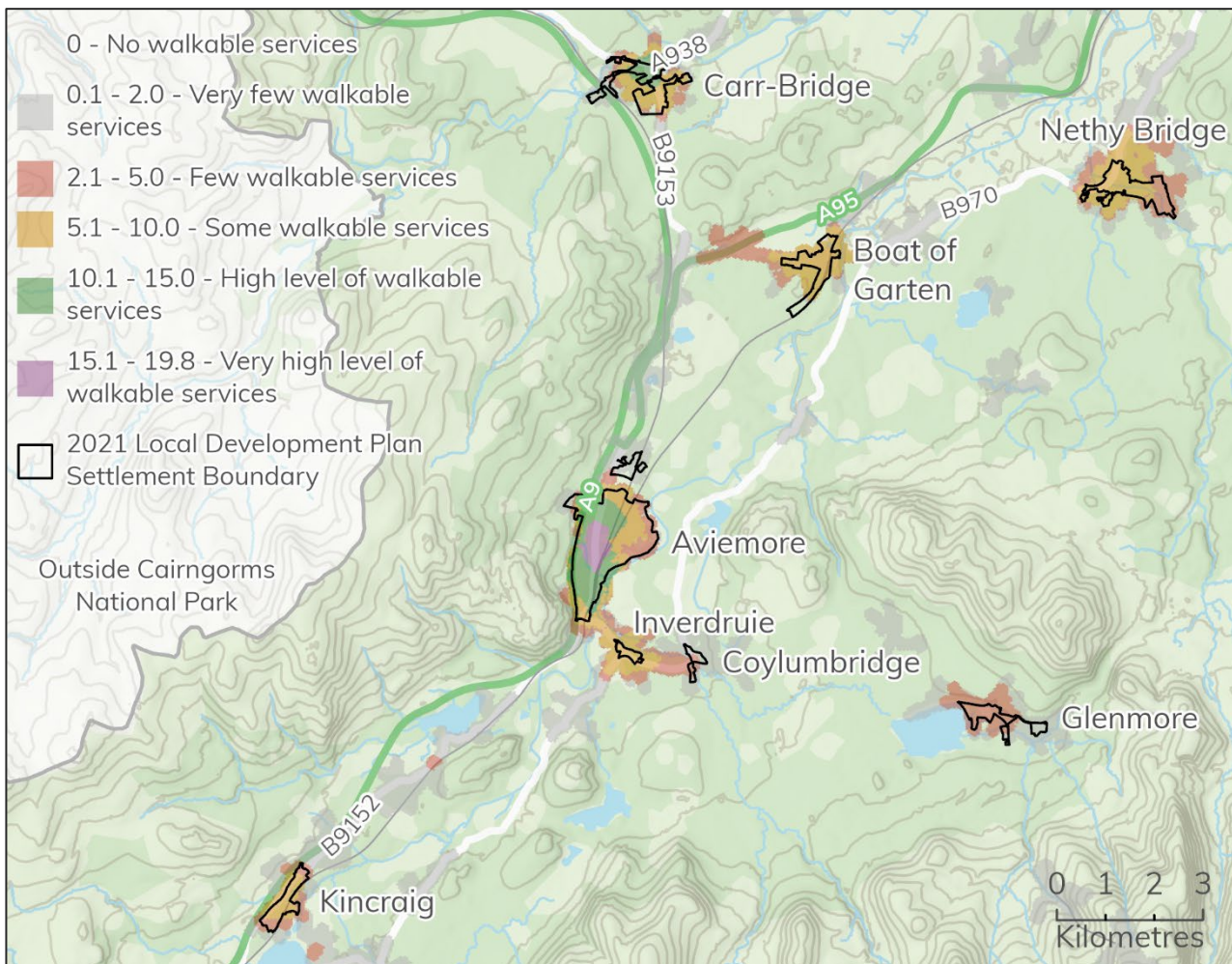


Figure 10 Aviemore (strategic settlement), Boat of Garten, Carrbridge and Kincaig (all intermediate settlements) and Inverdrue and Coylumbridge and Glenmore (both rural settlements) with local living map colour ramp (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Ten minute cycle ride time

Figure 11 shows a 10 minute cycle ride range from the settlements of Aviemore, Boat of Garten, Carrbridge and Kincaig. This is based on Ordnance Survey National Geographic Database Transport Paths Network (CNPA1426) and does not mean that the routes are



safe or attractive for cycling. It indicates is that the settlements in this cluster are not close enough to facilitate local living between settlements by bicycle.

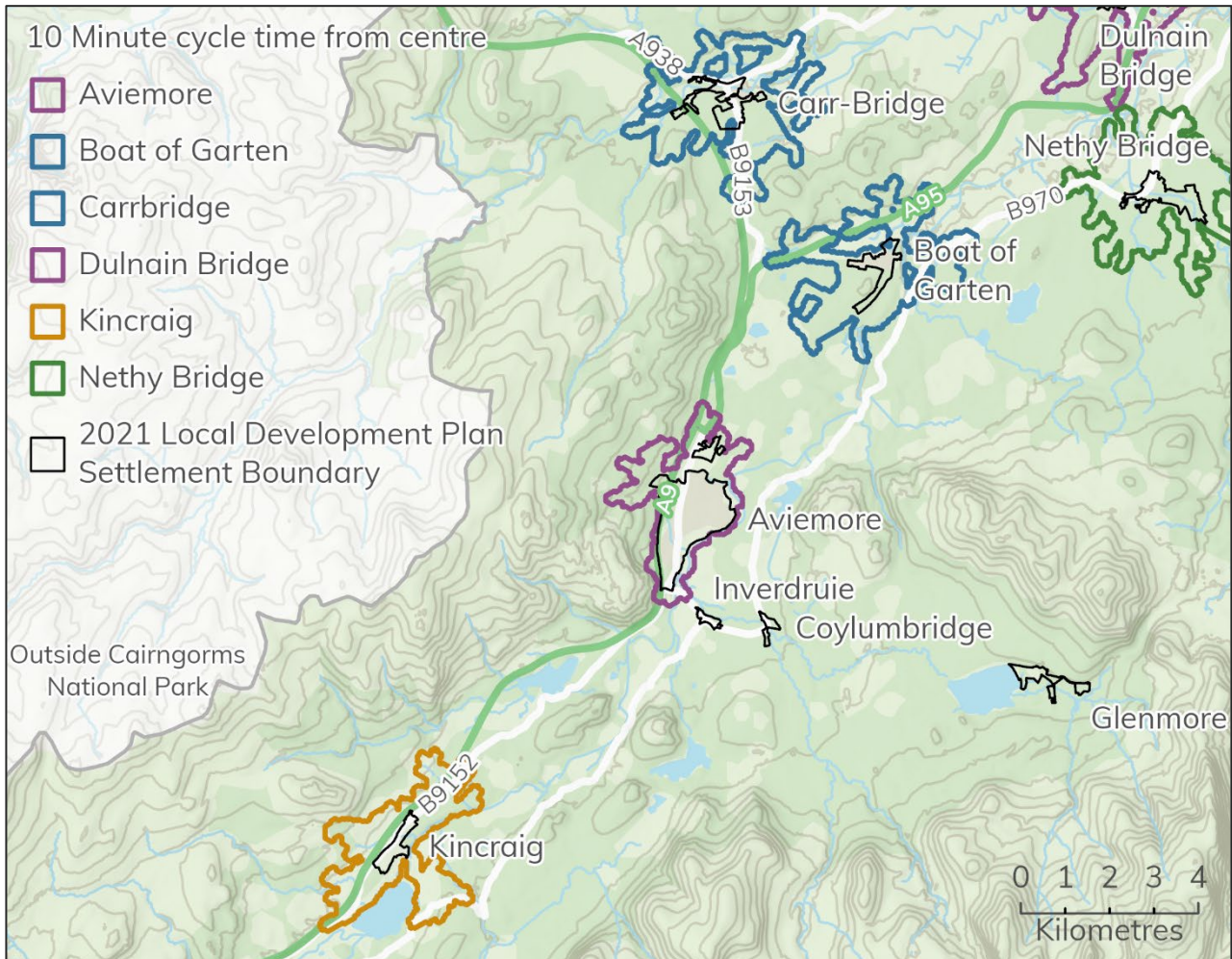


Figure 11 Aviemore (strategic settlement); Boat of Garten, Carrbridge and Kincaig (all intermediate settlements) with 10 minute cycle time from each settlement. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Ten minute drivetime to Aviemore

While the intermediate and rural settlements that surround Aviemore are not accessible for most people to access their daily needs by walking or cycling to and from Aviemore, the surrounding settlements are accessible within a 10 minute drive time, as shown on Figure 12.

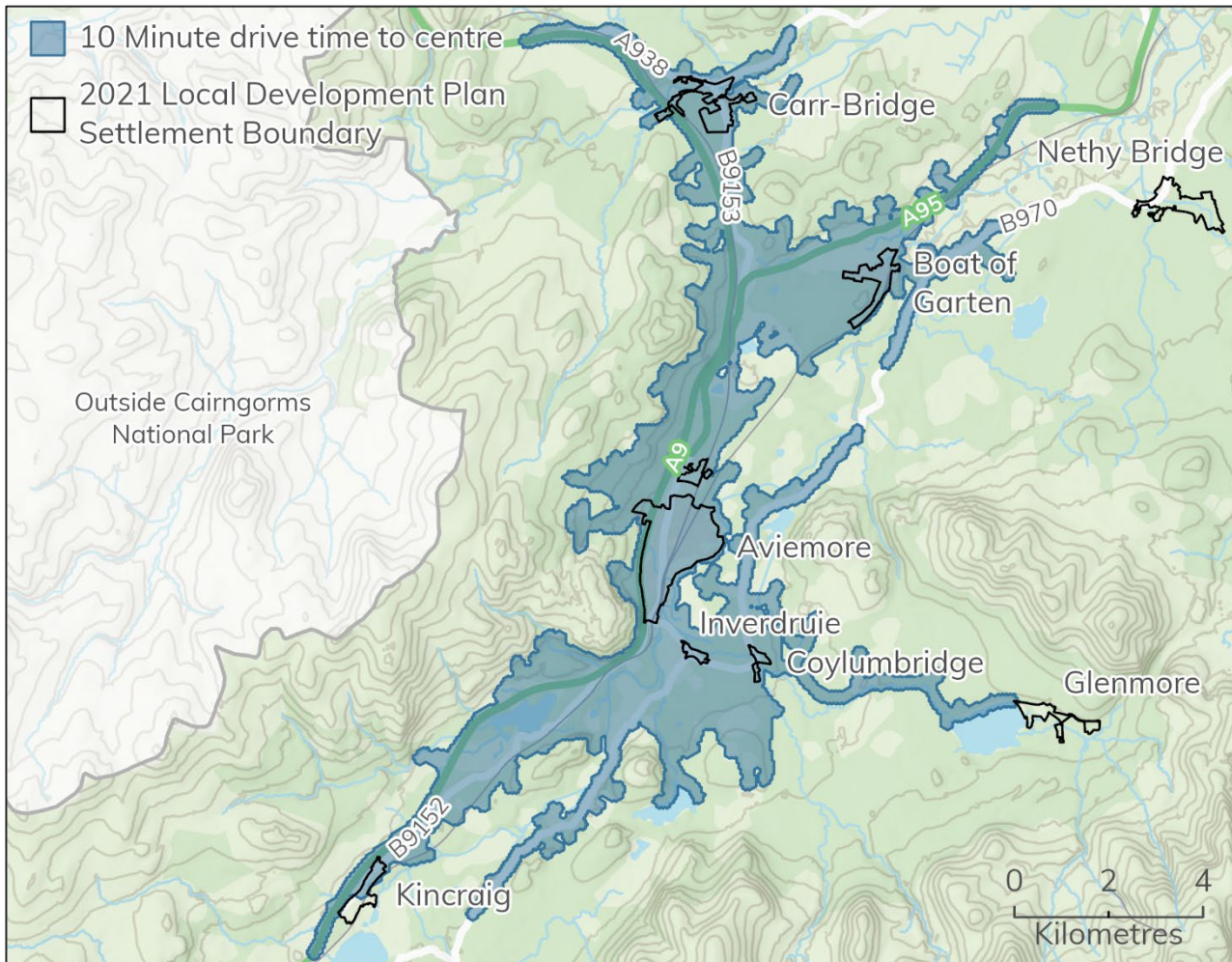


Figure 12 Ten minute drive time from Aviemore (strategic settlement) showing this relationship with Boat of Garten, Carrbridge and Kincaraig (all intermediate settlements) and Inverdrùie and Coylumbridge and Glenmore (both rural settlements). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Aviemore

Aviemore performs well as a 20 minute settlement. As shown on Figure 13, there is a large area covered by either very highly walkable or highly walkable coloured cells.

Analysis indicates that, of 2,011 dwellings within the settlement boundary, 26% (519 dwellings) are within the very high level of walkable services zone and 35% (710) within the high level zone. There are no dwellings, within the settlement boundary within the no walkable services zone.

Inverdrùie and Coylumbridge are directly connected to Aviemore by an area with 'some walkable services' that stretches well beyond their settlement boundary.

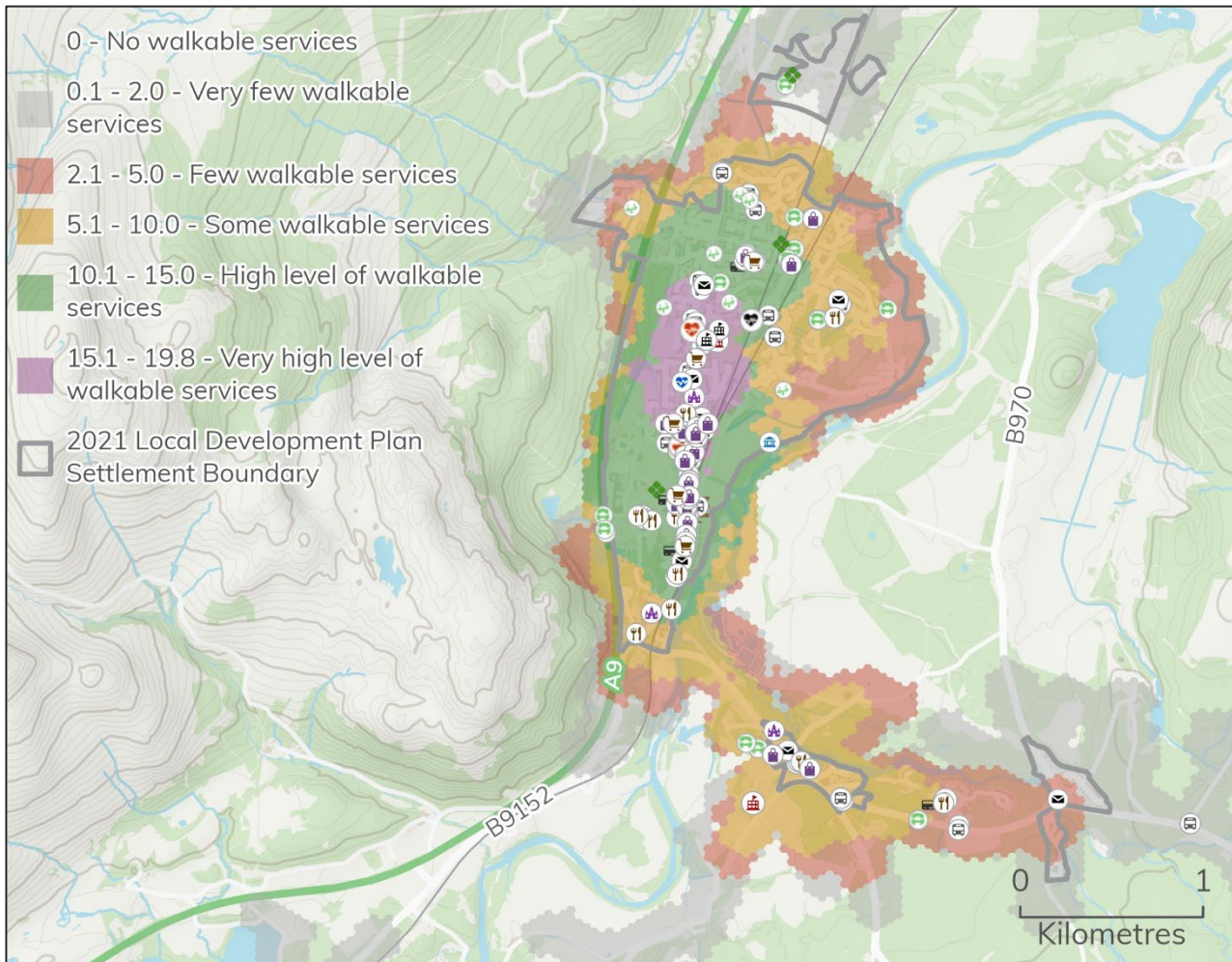


Figure 13 Aviemore with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

A full list of the facilities identified by the map within the Aviemore area is as follows:

- Aviemore Primary School
- Three nurseries (Aviemore Nursery, Cairngorm Early Learning Centre, Rosebuds Daycare)
- Aviemore Medical Practice
- Badenoch and Strathspey Community Hospital
- A chemist (Boots UK Ltd)
- Five supermarkets or convenience stores
- Aviemore Post Office
- Aviemore Opticians
- Two dentists (Aviemore Dental Practice and your Perfect Smile Dental and Implant Clinic)
- Five ATMs



- 33 restaurants, cafes, pubs or takeaways
- 38 other shops
- Seven play areas
- 19 sports facilities
- Four community facilities (Aviemore Library, Community Centre, Riverside Park and The Hub)
- Three religious meeting places (St Aidan's Catholic Church, St John the Baptist Church, St Andrew's)
- Two cultural facilities (Spey Valley Cinema and The Vault Nightclub)
- 29 public transport stops
- 10 post boxes
- Two public conveniences (Grampian Road Car Park and Train Station)
- Two recycling facilities
- A water fountain

### **Boat of Garten**

Boat of Garten is an intermediate settlement. As shown on Figure 14, the majority of the village within the settlement boundary is identified as providing 'some walkable services'. Analysis indicates that this includes 93% of the dwellings within the settlement boundary (302 dwellings). The primary school is located over 800m outwith the settlement boundary. Aviemore is 5.5 miles away by road.

In Boat of Garten the identified facilities (including those outside the settlement boundary) are as follows:

- Deshar Primary School
- Deshar Primary School Nursery
- One supermarket or convenience store (The Village Shop)
- Boat of Garten Post Office (part of the shop)
- Three restaurants, cafes, pubs or takeaways
- One other shop (1896 Gallery)
- Two play areas (Craigie Avenue Play Area and Woodland Wheels Pump Track)
- Five sports facilities
- Two community facilities (community hall and garden)
- St Columba's Church
- 10 public transport stops
- A post box
- A recycling facility

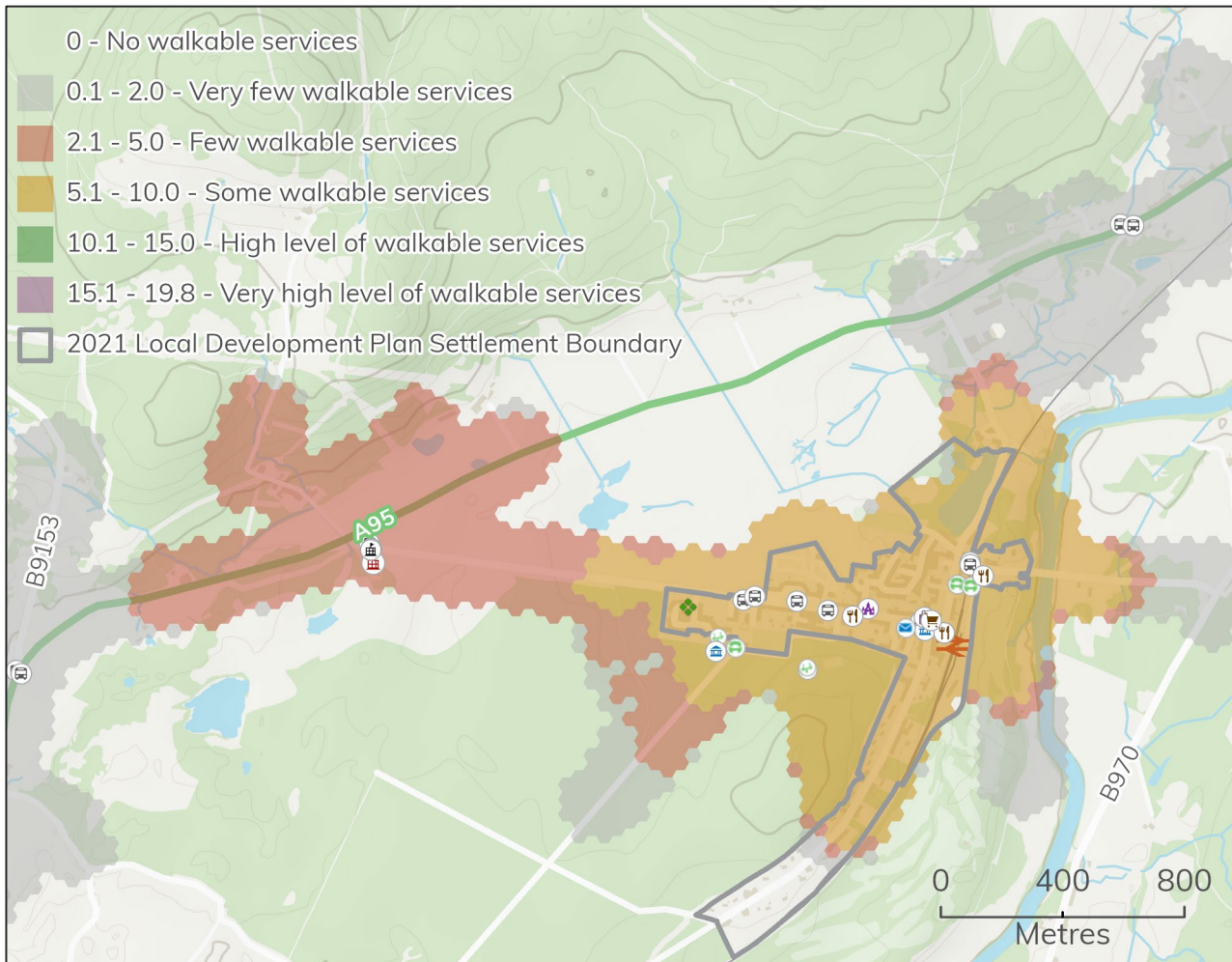


Figure 14 Boat of Garten with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

## Carrbridge

Carrbridge is an intermediate settlement. As shown on Figure 15, the centre of the village has a high level of walkable services. Analysis indicates that 142 dwellings (37% of the dwellings within the settlement boundary) are within this zone. A further 47% of dwellings within the settlement are identified within the zone providing 'some walkable services', the exception being the western end of Station Road – which is close to the mainline rail station. Carrbridge is 6.5 miles from Aviemore by road.

Facilities identified within Carrbridge by the map are as follows:

- Carrbridge Primary School
- Carrbridge Primary Nursery
- A supermarket or convenience store (SPAR Carrbridge)
- Five restaurants, cafes, pubs or takeaways



- Two other shops (Old Bridge garage and Carrbridge studio)
- Two play areas (Carrbridge Playing Field Play Area and Ellanwood Road Play Area)
- Two sports facilities (Carrbridge Golf Club and Curling Pond)
- A community facility (public hall)
- Carrbridge Parish Church
- Four public transport stops
- A post box
- A Public Convenience (Carrbridge Car Park)
- A recycling facility

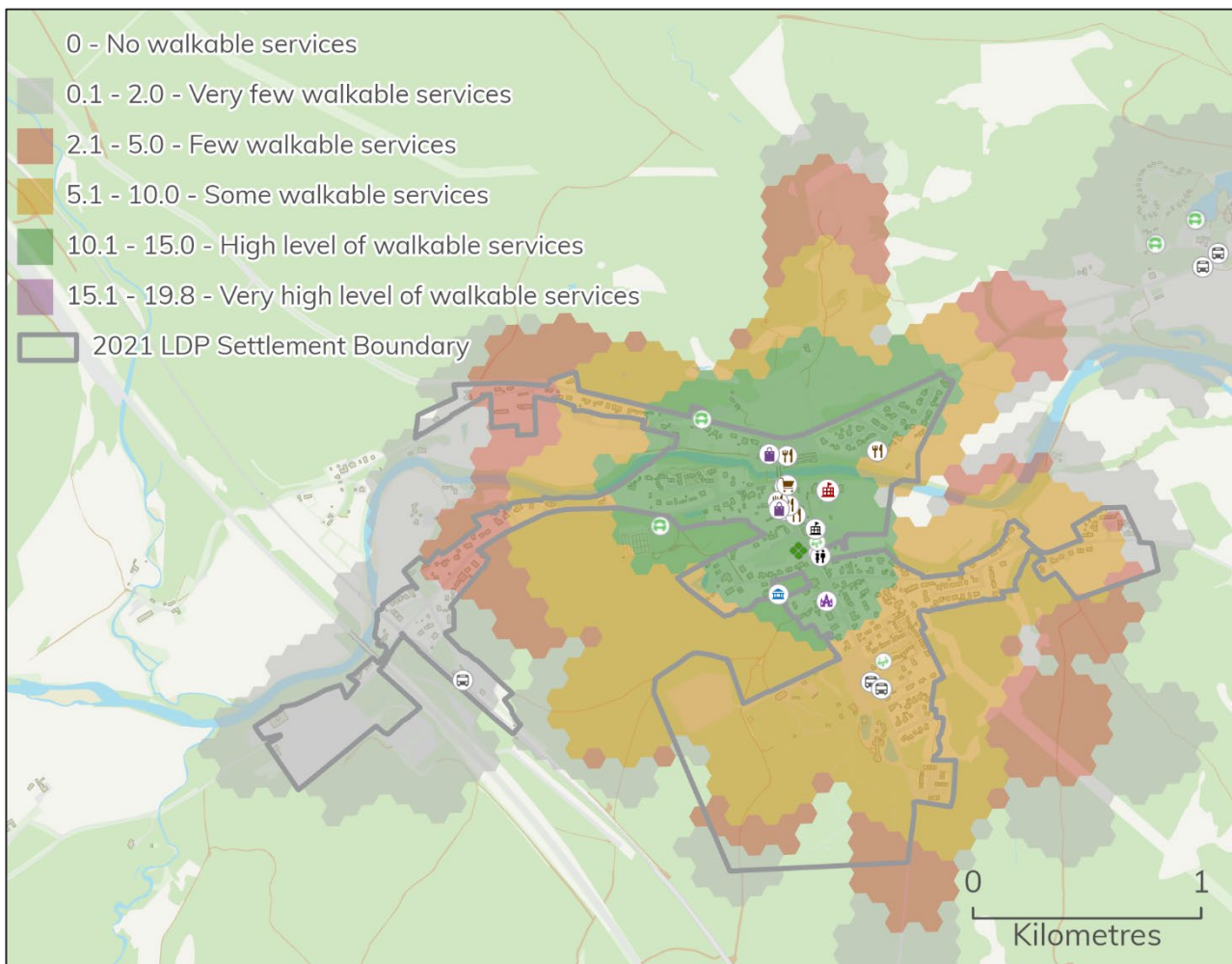


Figure 15 Carrbridge with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

## Kincraig

Kincraig is an intermediate settlement. As shown on Figure 16, the majority of housing within the village (analysis indicates that this is 79% - 153 dwellings) has some



walkable services. The settlement provides less walkable access to most people's daily needs than Boat of Garten and Carrbridge. Kincaig is seven miles from Aviemore by road.

Kincaig facilities identified in the map are as follows:

- Alvie Primary School
- Wild Willows Nursery
- Old Post Office Café Gallery (Café and other shop)
- Two play areas (Macrae Crescent No.1 & No.2 Play Areas)
- A community facility (community hall)
- Cairngorms Christian Centre
- Five public transport stops
- A recycling facility

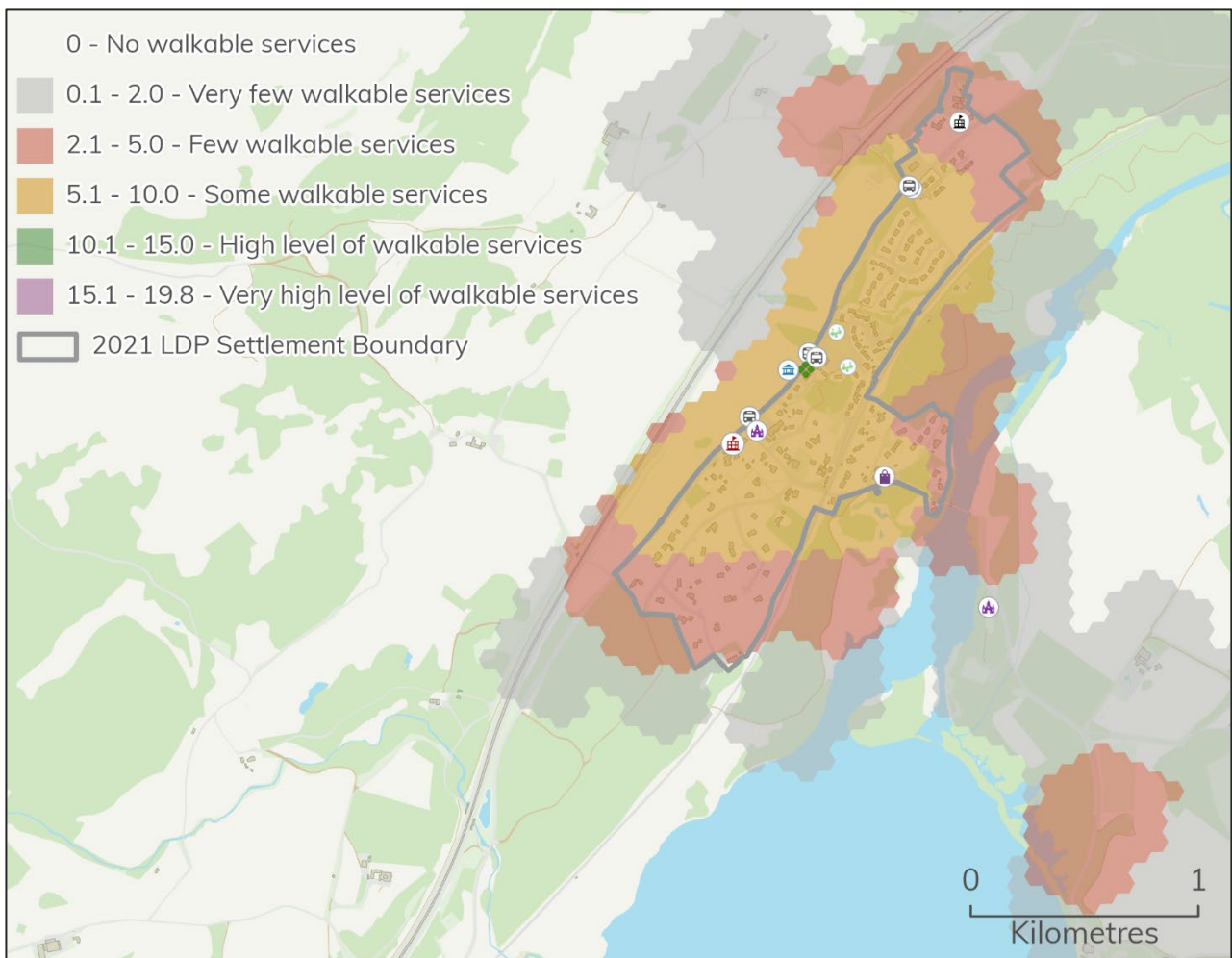


Figure 16 Kincaig with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Glenmore

Glenmore is a small rural settlement. It has few local services, but residents will benefit from the tourist facilities which include a shop, bar and restaurant (The Pine Martin) and a café (Glenmore visitor centre and Alt Mor café). Glenmore is around seven miles from Aviemore.

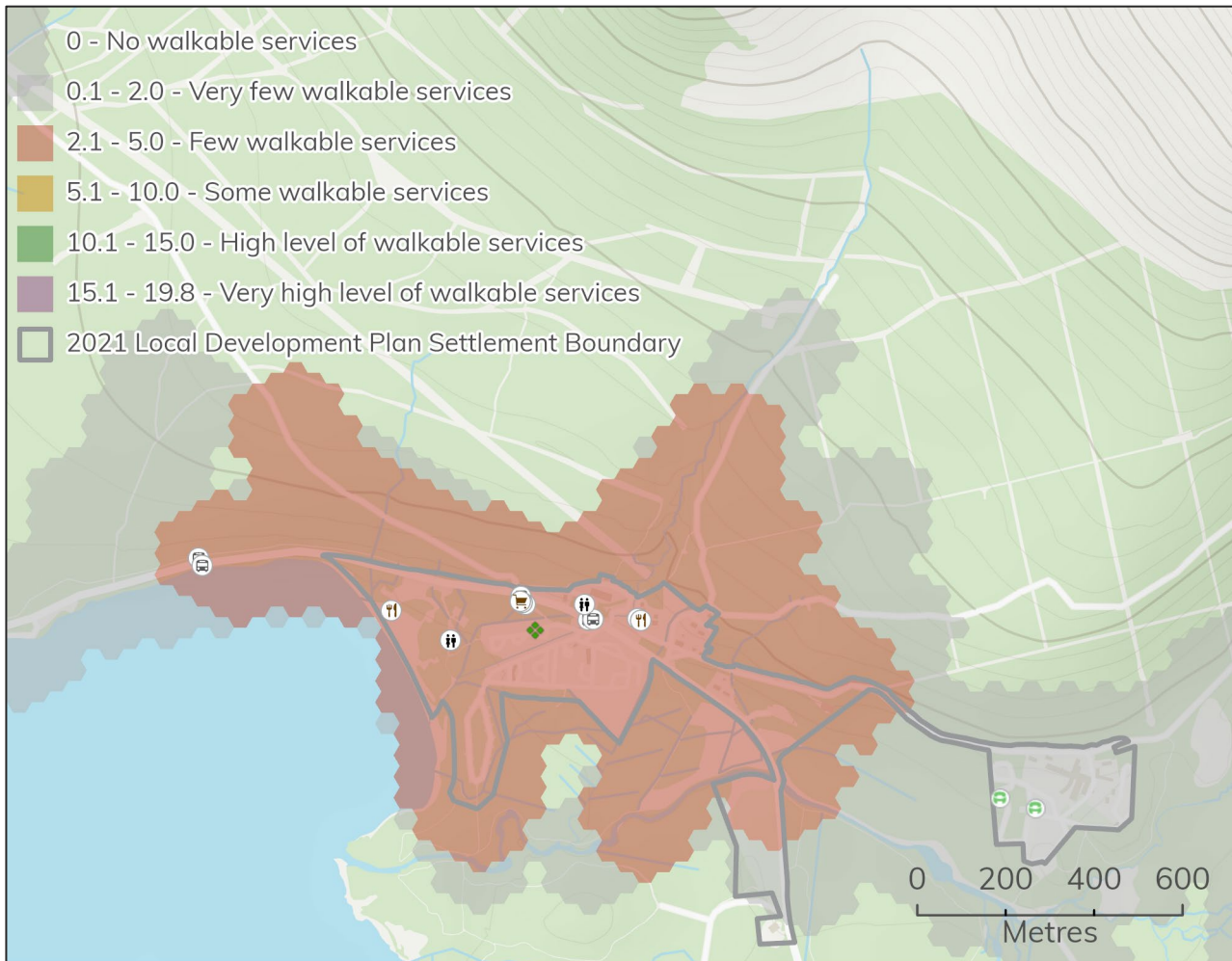


Figure 17 Glenmore with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Inverdrue and Coylumbridge

Inverdrue and Coylumbridge are small rural settlements. Inverdrue has some local services through the Rothiemurchus tourist facilities and is only two miles from Aviemore. Coylumbridge has few or no walkable services. It is three miles from Aviemore.

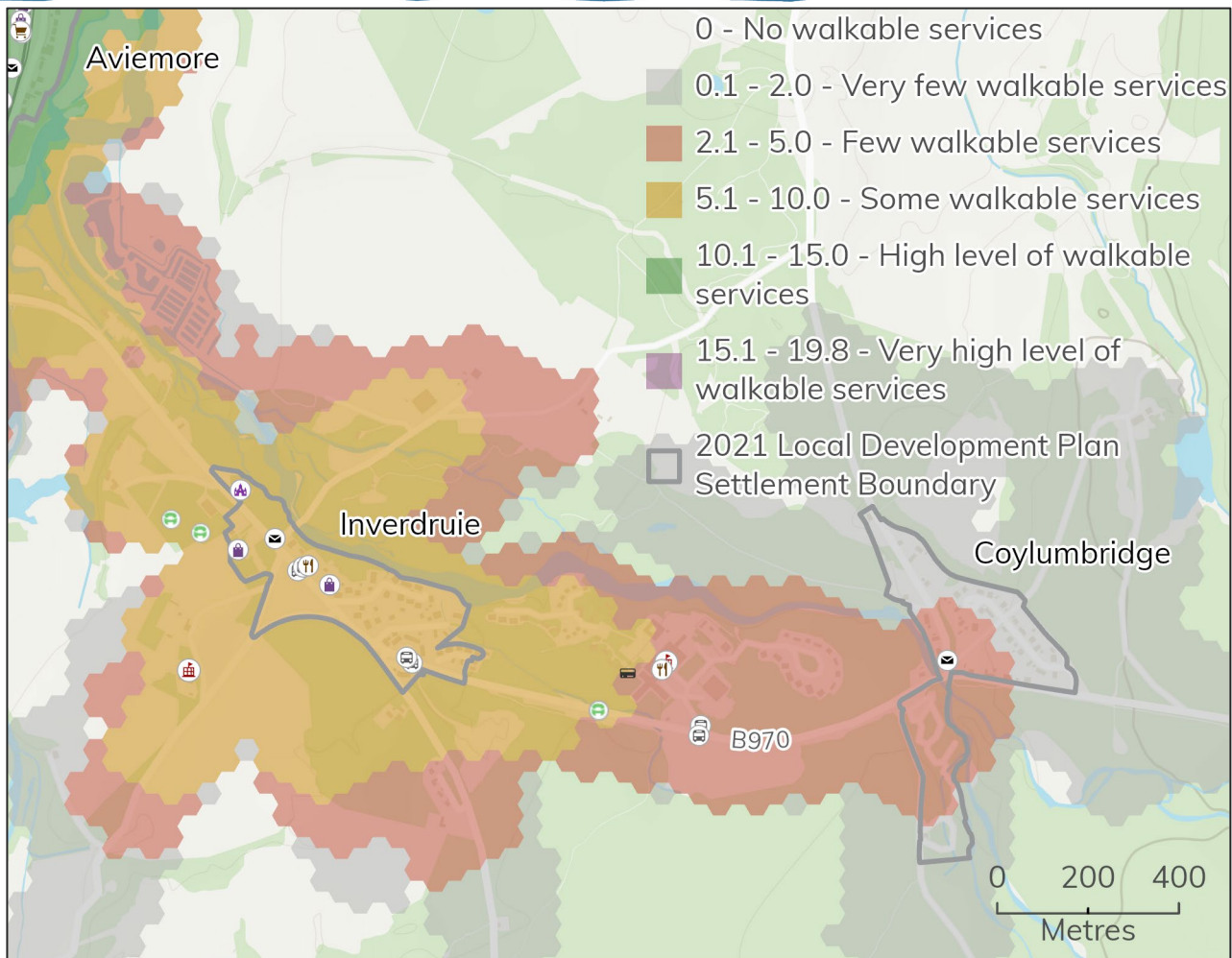


Figure 18 Inverdrurie and Coylumbridge with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Open space in the Aviemore cluster

All settlements in this cluster have good access to open space, particularly woodland as shown in Figure 19. Walkable access to open space is not considered to be a limiting factor to living well locally in this cluster. Access to open space is considered further in Schedule 17: Play, recreation and sport.

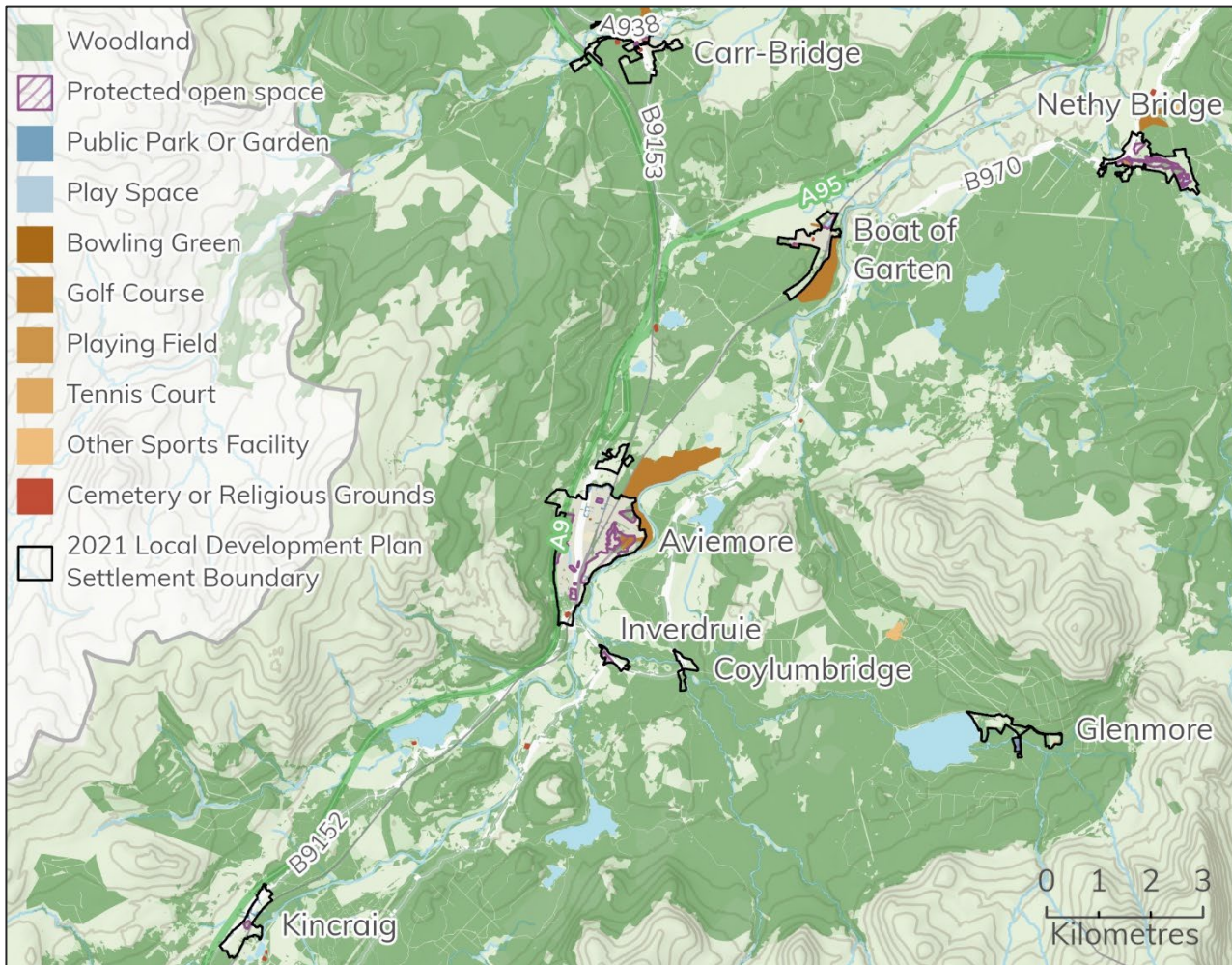


Figure 19 Aviemore cluster with Cairngorms National Park local development plan 2021 settlement boundaries, open spaces and woodland. (source: Ordnance Survey Open Data Greenspace layer, Ordnance Survey MasterMap Topography layer and the Cairngorms National Park Local Development Plan 2021). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA016, CPNA503, CPNA865).

### Grantown-on-Spey settlement cluster

Figure 20 shows the strategic settlement of Grantown-on-Spey with the smaller settlements that surround it. The intermediate settlements of Cromdale, Dulnain Bridge and Nethy Bridge are located within eight miles of Grantown-on-Spey. Tomintoul is 14 miles from Grantown-on-Spey. Glenlivet<sup>6</sup> is around 20 miles from Grantown-on-Spey and nine miles from Tomintoul. It is around 13 miles from Aberlour, the nearest town in Moray.

<sup>6</sup> Glenlivet covers the villages of Tomnavoulin, Castletown, Minmore, Chapelton, Clashnoir, Drummin, and Auchnarrow.

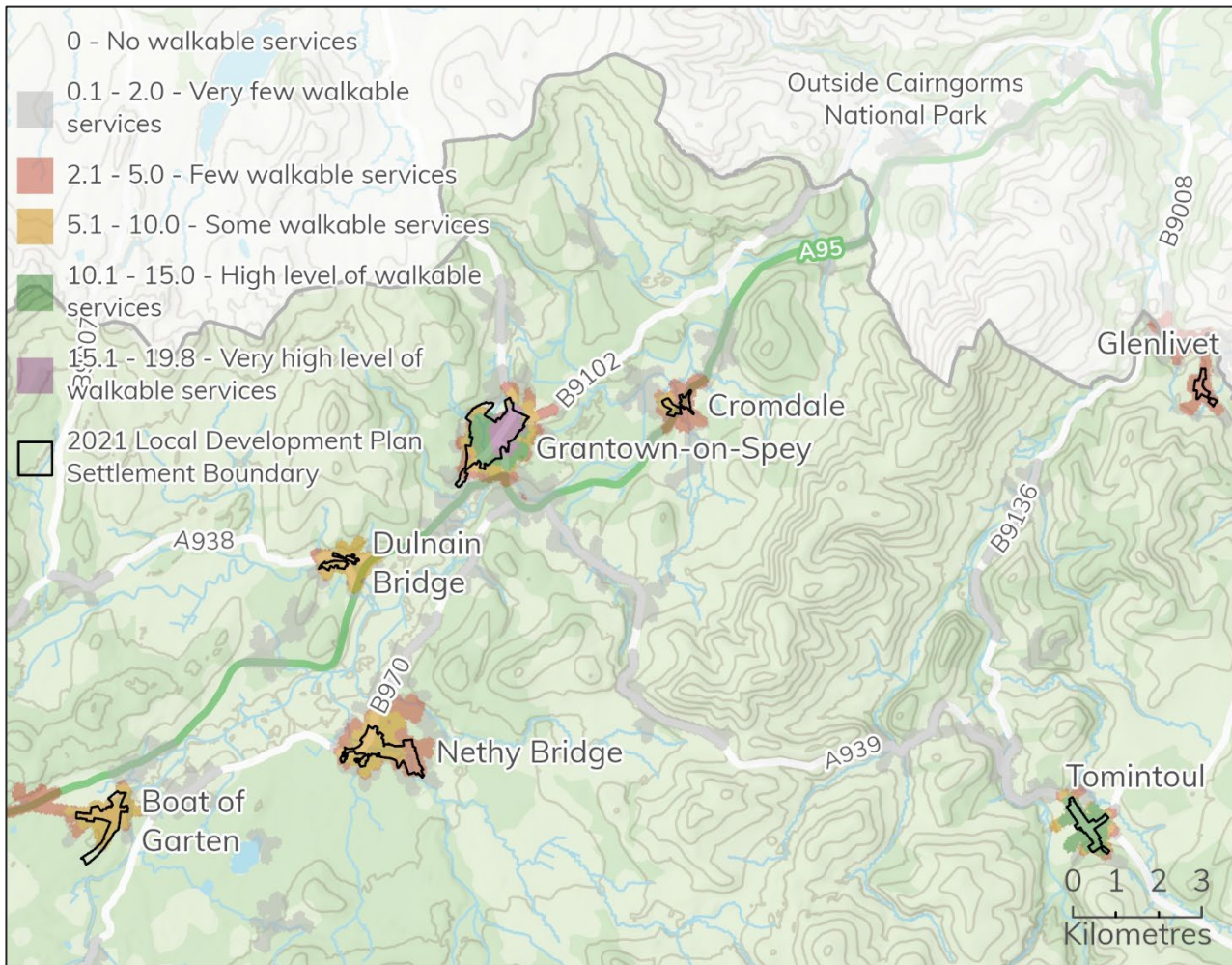


Figure 20 Granttown-on-Spey (strategic settlement); Cromdale, Dulnain Bridge, Tomintoul and Nethy Bridge (all intermediate settlements); and Glenlivet (rural settlement) with local living colour ramp (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Ten minute cycle ride time

Figure 21 shows a 10 minute cycle ride range from the settlements of Grantown-on-Spey, Cromdale, Dulnain Bridge and Nethy Bridge. This indicates that the centre of Grantown-on-Spey can be cycled from the centre of Dulnain Bridge in around 20 minutes. Cromdale is close to achieving this connection time and Nethy Bridge and Dulnain are close to being within a 20 minute cycle ride.

This is based on the Ordnance Survey National Geographic Database Network and does not mean that the routes are safe or attractive for cycling. What it does indicate is that safe, attractive and accessible cycle routes would enable 20 – 30 minute cycle ride times between settlements.

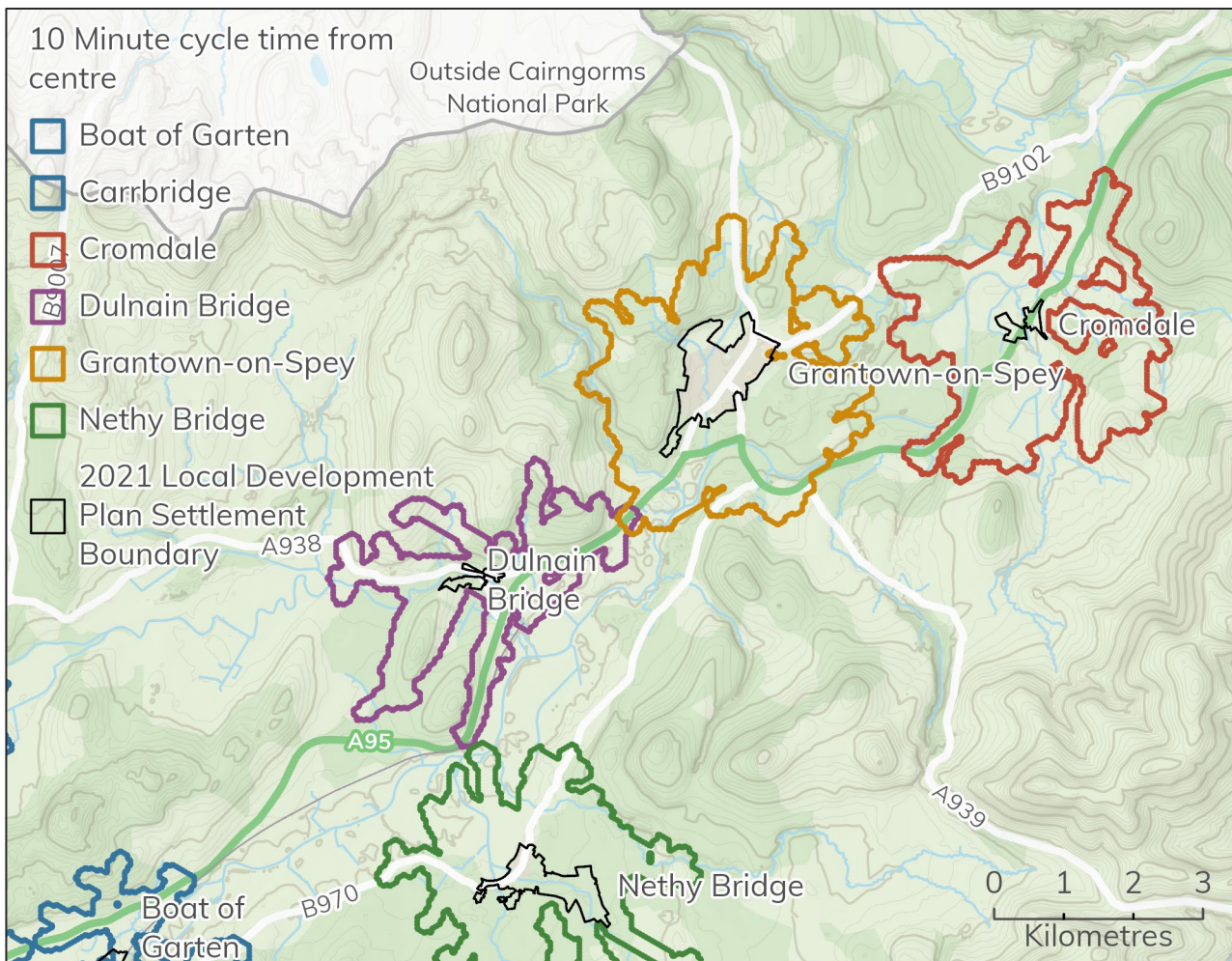


Figure 21 Grantown-on-Spey (strategic settlement); Cromdale, Dulnain Bridge and Nethy Bridge (all intermediate settlements) with ten minute cycle time from each settlement. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.



### Ten minute drive time

Figure 22 maps 10 minute drive times from Grantown-on-Spey. Recognising that car use will remain essential in rural areas, this indicates that Boat of Garten, Carrbridge, Cromdale, Dulnain Bridge and Nethy Bridge can reach Grantown-on-Spey within, or close to, a 10 minute drive time (or 20 minute round trip). Monitoring and supporting essential day to day facilities and services within this cluster will help to support local living and reduce longer car trips.

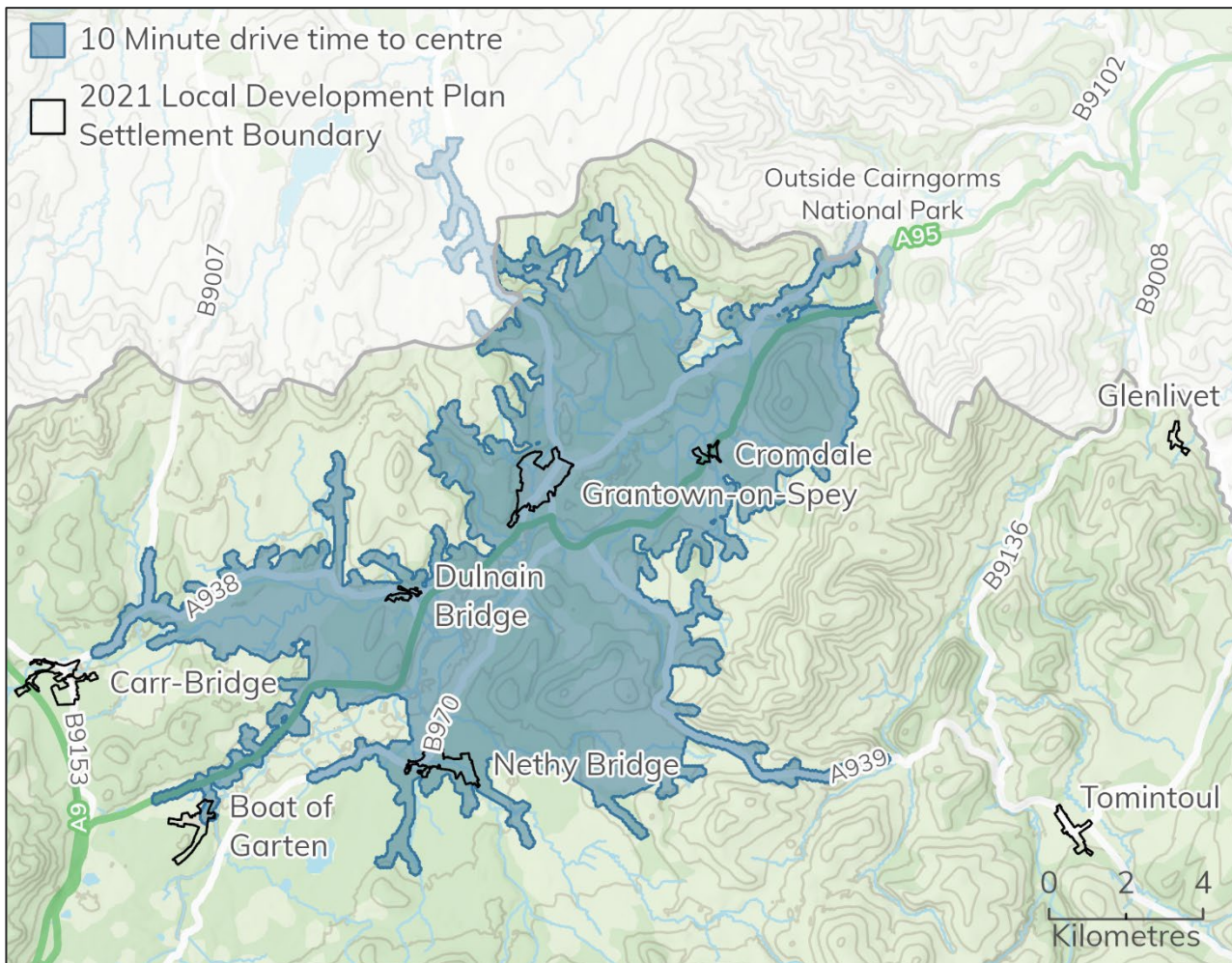


Figure 22 Grantown-on-Spey (strategic settlement) 10 minute drive time. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Grantown-on-Spey

Grantown-on-Spey performs well as a 20 minute settlement. As shown on Figure 23, there is a large area covered by either very highly walkable or highly walkable coloured cells. Analysis indicates that out of 1,252 dwellings within the settlement boundary, 91% are within the very highly walkable or highly walkable zones (43.5% in the very highly walkable and 47.5% in the highly walkable zone).



Grantown-on-Spey is one of the larger settlements in the Cairngorms. The map identifies the following facilities:

- Grantown Primary School
- Two nurseries (Grantown Playgroup and Grantown Primary Nursery)
- Grantown Grammar School
- Grantown-on-Spey Medical Practice
- Lloyds Pharmacy Ltd
- Two supermarkets or convenience stores (Co-op and Premier)
- Grantown-on-Spey Post Office
- Your Perfect Smile Dental Clinic
- Two ATMs
- 21 restaurants, cafes, pubs or takeaways
- 35 other shops
- Two play areas (Dulaig Court Play Area and Mossie Road Play Area)
- Nine sports facilities
- Four community facilities
- Three religious meeting places (St Columba's Church, Inverallan Church and Grantown Baptist Church)
- A cultural facility (Grantown museum)
- Two public conveniences (Burnfield Avenue car park and High Street car park)
- 16 public transport stops
- Eight post boxes
- A recycling facility

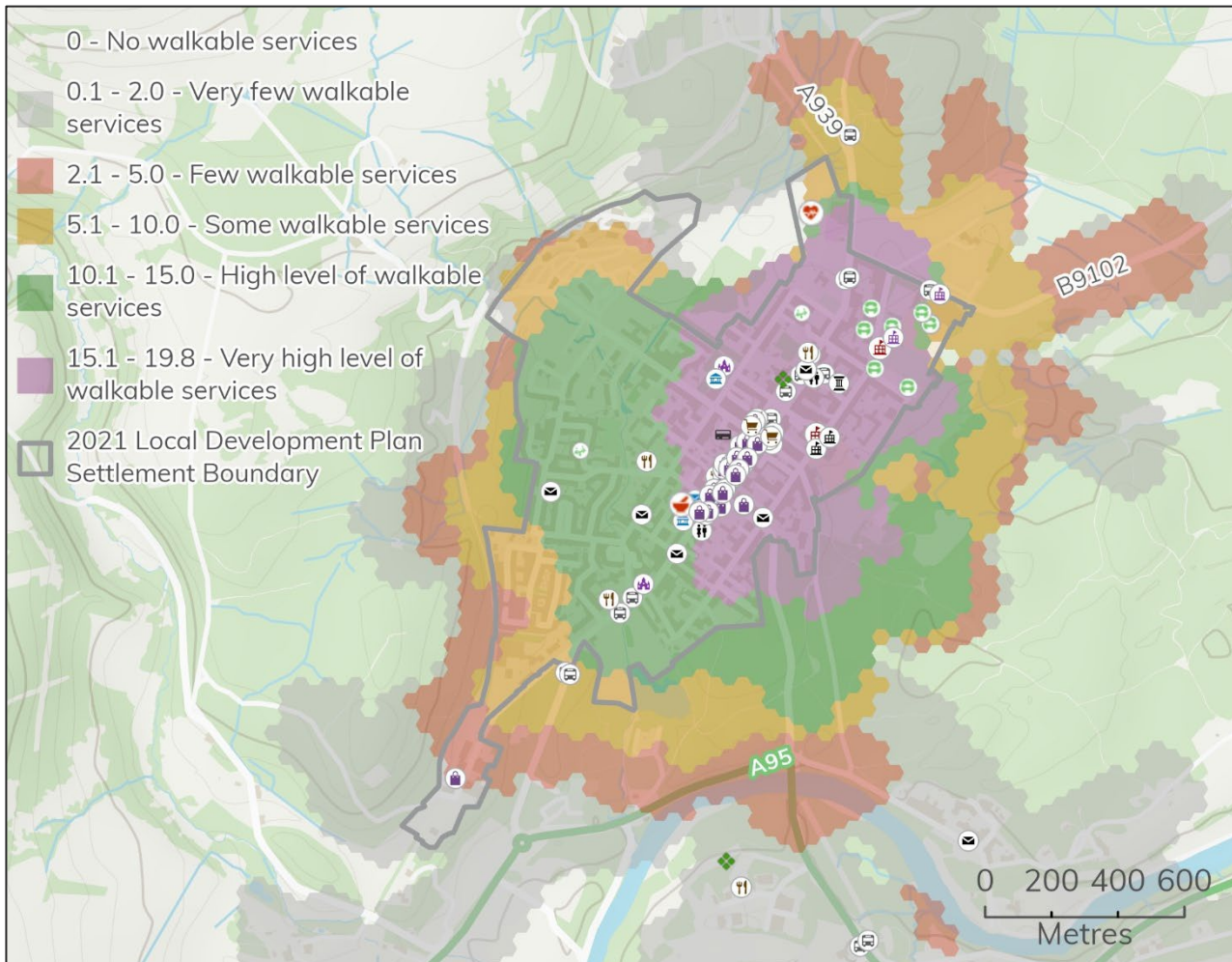


Figure 23 Granttown-on-Spey with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### **Cromdale**

Cromdale is an intermediate settlement. As shown on Figure 24, the majority of housing within the village has few walkable services. Analysis indicates this zone includes 74 dwellings, 67% of the dwellings within the settlement boundary. Cromdale is 4 miles from Granttown-on-Spey by road.

Cromdale is one of the smaller settlements in the Cairngorms and so has less facilities compared to others. The identified facilities are:

- A play area (Cromdale Football Field Play Area)
- A sports facility (Cromdale Park)
- A community facility (community hall)
- Five public transport stops
- A post box



- A public convenience (Cromdale sports pavilion and public toilets)
- A recycling facility

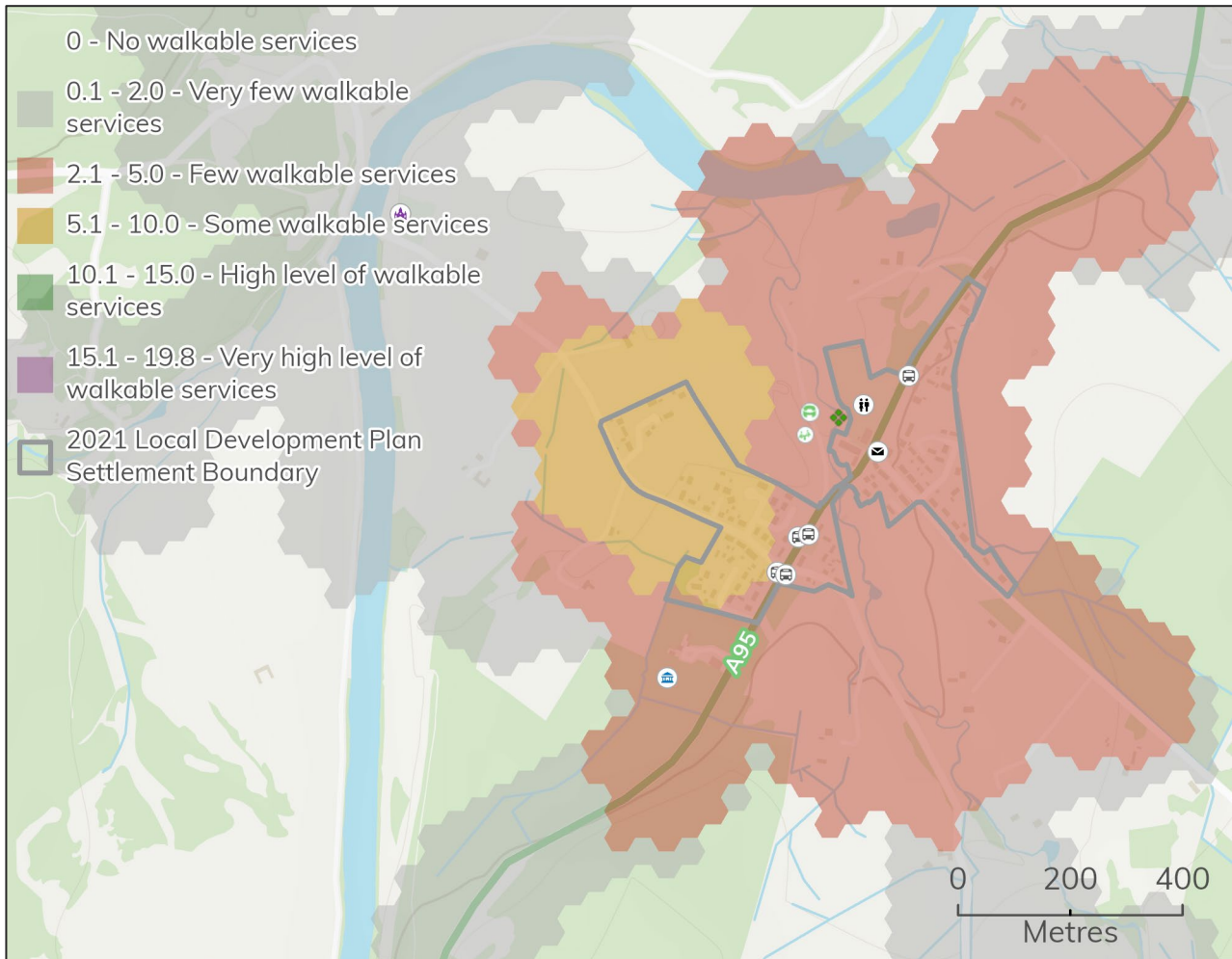


Figure 24 Cromdale with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### **Dalnain Bridge**

Dalnain Bridge is an intermediate settlement. As shown on Figure 25, the whole of the village has some walkable services. This is 106 dwellings. Dalnain Bridge is 3 miles from Grantown-on-Spey by road.

Dalnain Bridge has the following identified facilities:

- A supermarket or convenience store (Dalnain Bridge Village Shop)
- Dalnain Bridge Post Office
- School Place Play Area identified
- Two sports facilities (Dalnain Bridge Playing Field and Dalnain Village Hall)



- Three community facilities (village hall, church hall and rifle hall)
- Church of Scotland
- Two public transport stops
- A post box
- A recycling facility

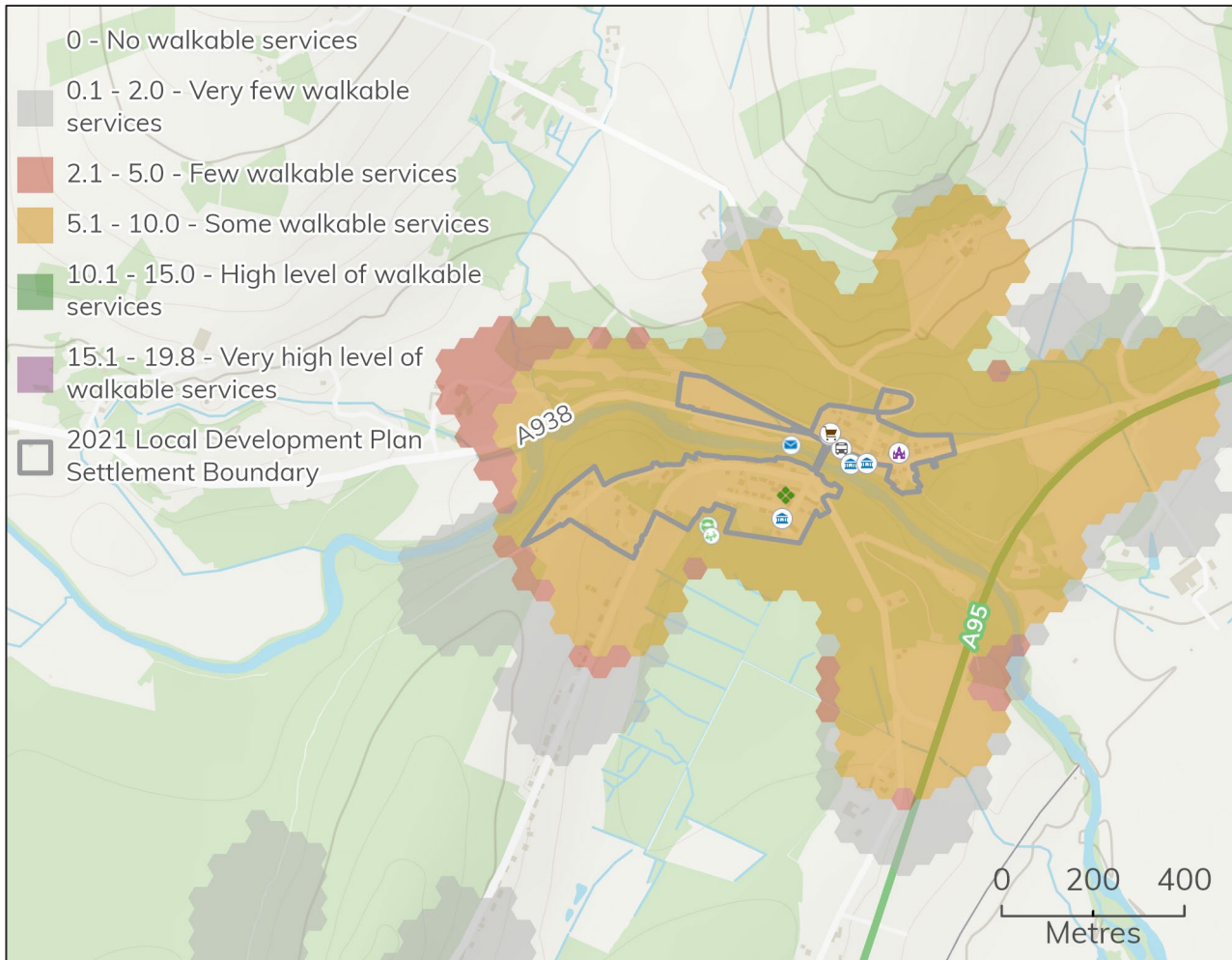


Figure 25 Dulnain Bridge with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### **Nethy Bridge**

Nethy Bridge is an intermediate settlement. As shown on Figure 26, the map indicates that housing within the village has either some or few walkable services. While only a small geographic area at the east end of the village is within the few walkable services zone, analysis indicates that this includes nearly 50% of the housing (just under 200 dwellings) within the settlement boundary. Nethy Bridge is 6 miles from Grantown-on-Spey by road. Abernethy Primary School and Nursery is approximately 1km from the centre of the village.

Facilities identified by the map within the Nethy Bridge area are:

- Abernethy Primary School
- Abernethy Primary Nursery
- One restaurant, café, pub or takeaway (Nethy House)
- One other shop (Balliefurth Farm Shop)
- Four play areas
- Nine sports facilities
- Three community facilities (Old kirk, parish church and community centre)
- A religious meeting place (Abernethy Parish Church)
- 12 public transport stops
- A public convenience (Nethy Bridge Community Centre)
- Three post boxes
- A recycling facility

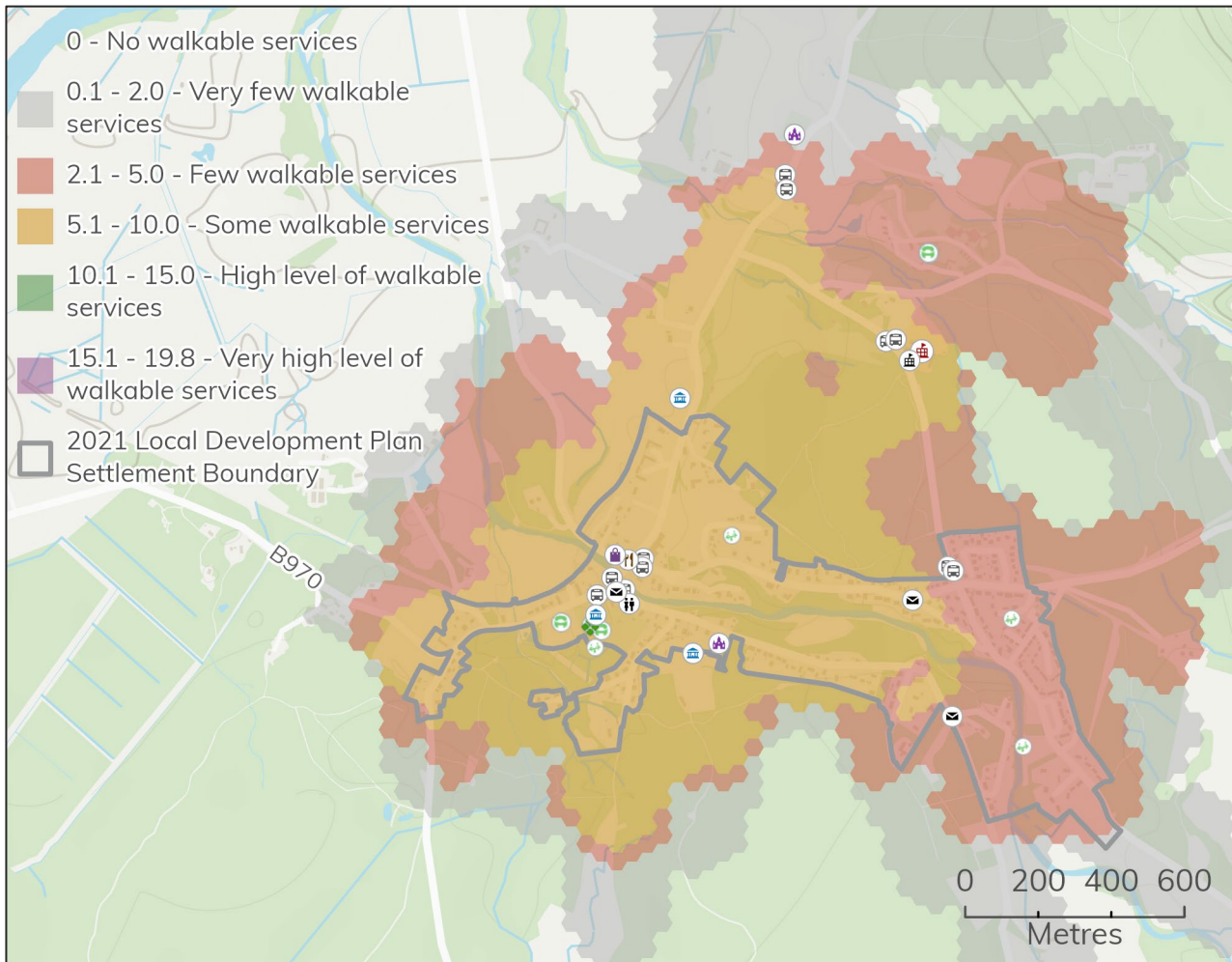


Figure 26 Nethy Bridge with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Tomintoul

Tomintoul is an intermediate settlement. As shown on Figure 27, all the housing within the village's settlement boundary (except one dwelling) has a high level of walkable services. This benefits the village's isolated location. It performs significantly better than the intermediate settlements of Cromdale, Dalnain Bridge and Nethy Bridge. Tomintoul is 14 miles from Granttown-on-Spey by road and 21 miles from Aberlour.

The identified facilities located within the settlement of Tomintoul are:

- Tomintoul Primary School
- Tomintoul Nursery
- Tomintoul Medical Centre (dispensing practice)
- A supermarket or convenience store (Tomintoul Village Shop)
- Tomintoul Post Office



- An ATM
- Five restaurants, cafes, pubs or takeaways
- Two other shops (Spindrift and Whisky Castle and Highland Market)
- Two Play Areas (Tomintoul Adventure Playground and Tomintoul Play Area)
- Two sports facilities (Tomintoul Outdoor Bowling Club and Richmond Memorial Hall)
- Two community facilities (Tomintoul Library and Richmond Hall)
- Two religious meeting places (St Michaels Roman Catholic Chapel and Tomintoul Parish Church)
- One cultural facility (Tomintoul and Glenlivet Discovery Centre & Museum)
- Glenlivet Estate Community Allotment
- Three public transport stops
- A post box
- A public convenience (Tomintoul – back lane car park)
- Two recycling facilities

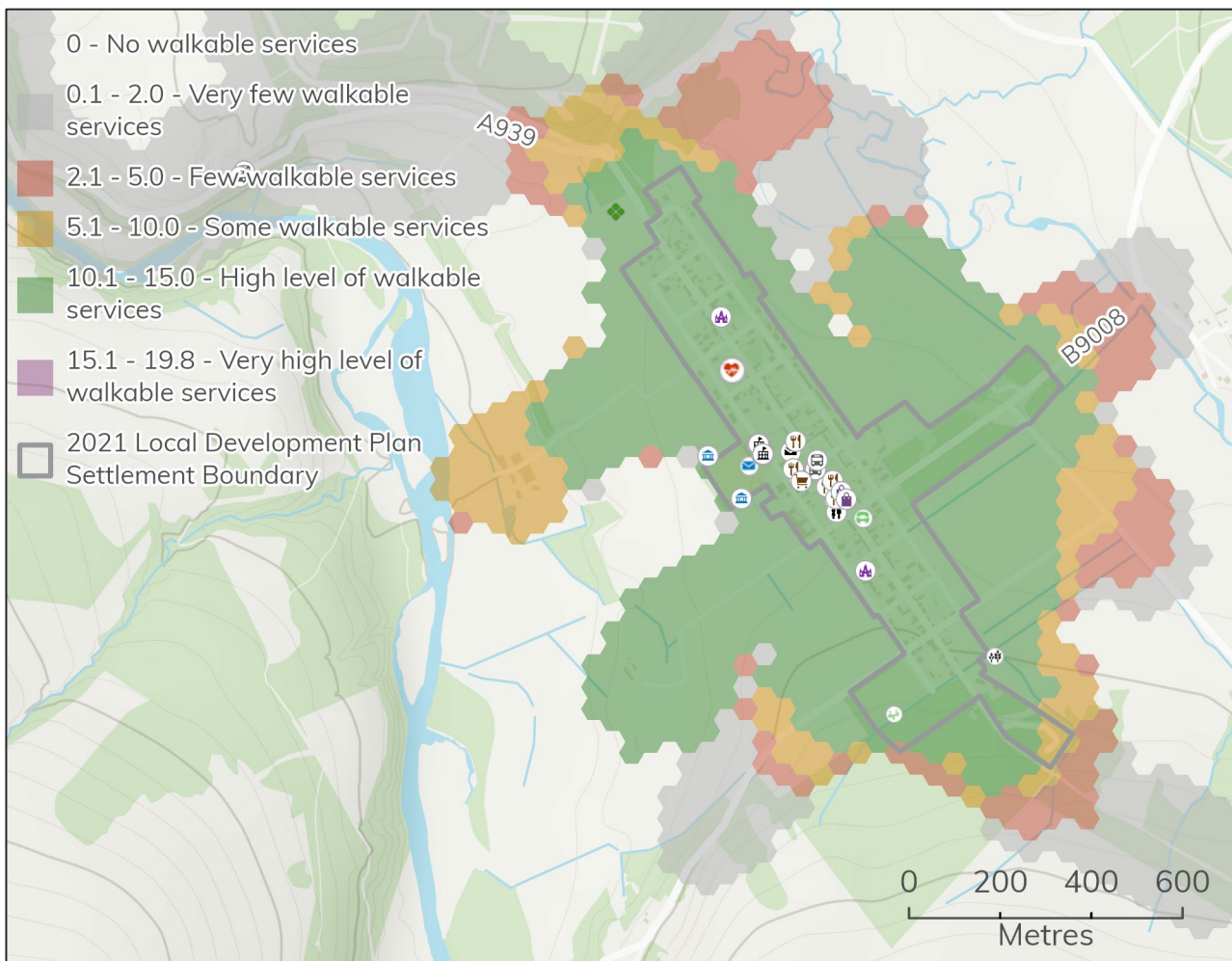




Figure 27 Tomintoul with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Glenlivet

Glenlivet covers the villages of Tomnavoulin, Castletown, Minmore, Chapeltown, Clashnoir, Drumin, and Auchnarrow.

Glenlivet has few local services, but Glenlivet Primary School is one mile outwith the village. Glenlivet is 13 miles from Aberlour and 20 miles from Grantown-on-Spey.

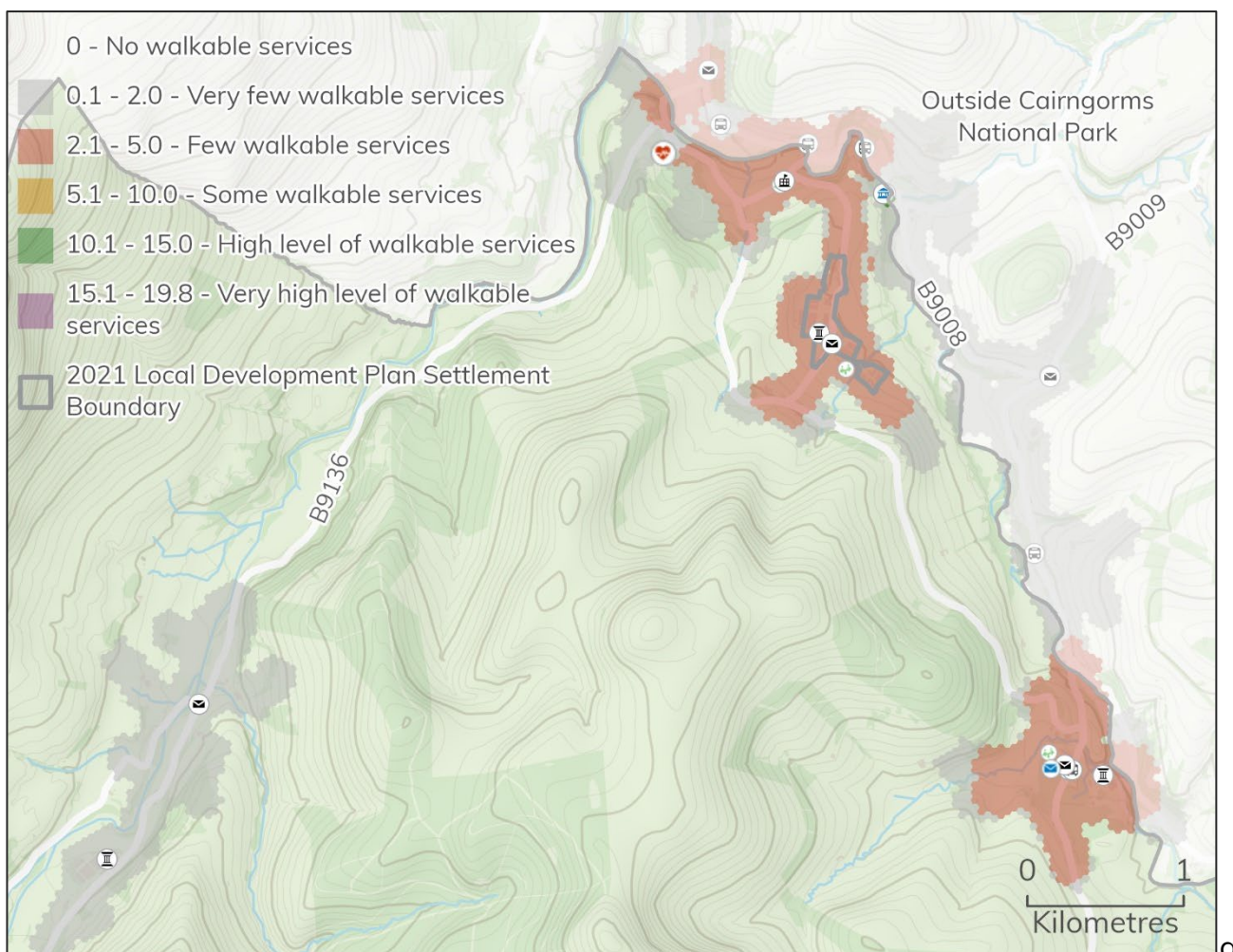


Figure 28 Glenlivet with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Open space in the Grantown-on-Spey cluster

All settlements in this cluster have good access to open space, particularly woodland in Strathspey, as shown in Figure 29. Walkable access to open space is not considered to



be a limiting factor to living well locally in this cluster. Access to open space is considered further in Schedule 17: Play, recreation and sport.

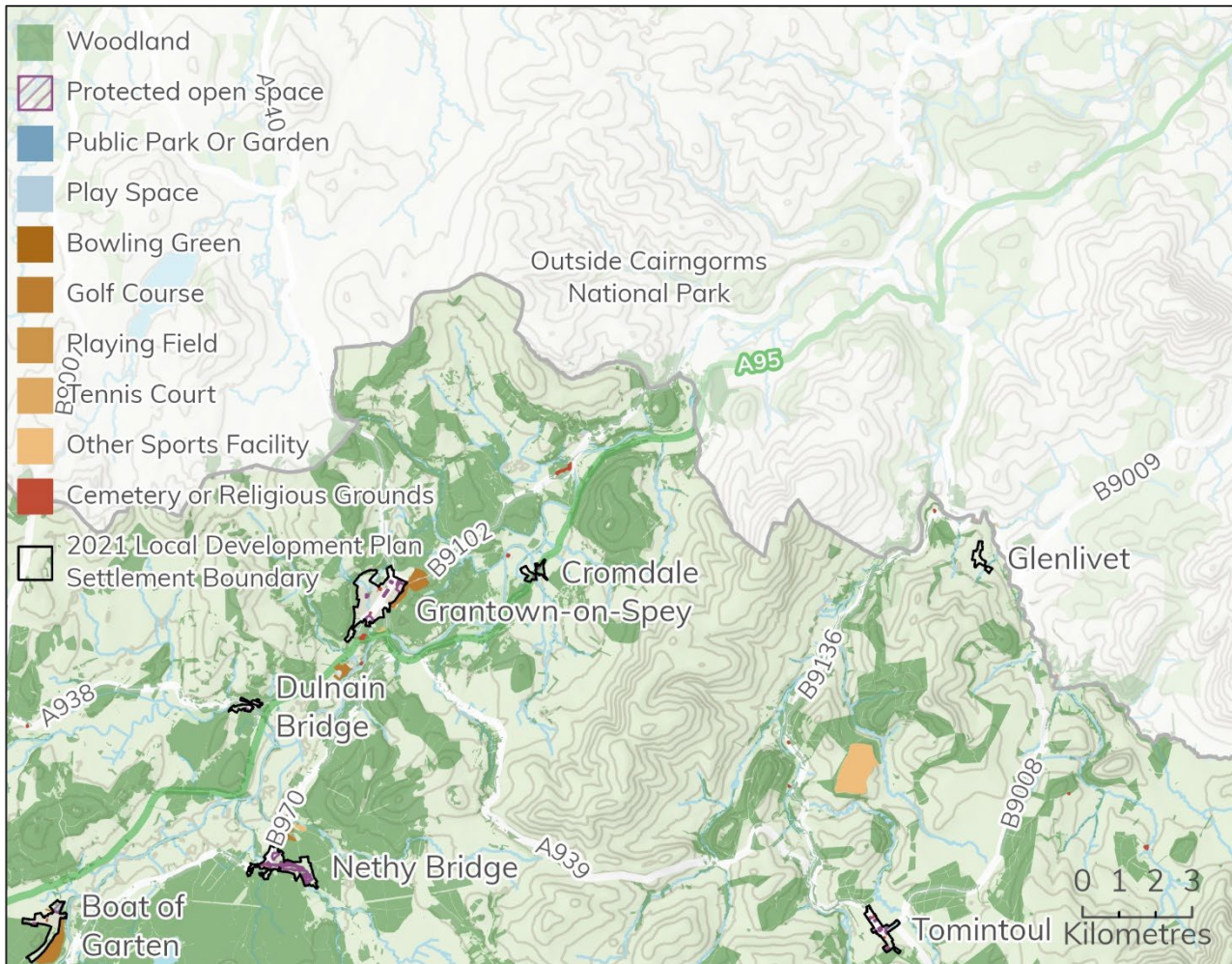


Figure 29 Granttown-on-Spey cluster with Cairngorms National Park local development plan 2021 settlement boundaries, open spaces and woodland. (source: Ordnance Survey Open Data Greenspace layer, Ordnance Survey MasterMap Topography layer and the Cairngorms National Park Local Development Plan 2021). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA016, CPNA503, CPNA865).



### Kingussie and Newtonmore settlement cluster

Figure 30 shows the strategic settlements of Kingussie and Newtonmore with the smaller settlements that surround it. The rural settlement of Insh is located five miles from Kingussie. Laggan is located within eight miles of Newtonmore and Dalwhinnie 11 miles.

The hexagonal cells shown on this map highlight the cluster of dwellings at Drumguish (east of Kingussie) in red and other small clusters of housing in grey. Residents of these areas are likely to travel to Kingussie and Newtonmore to access local shops and services. The areas of walkable services highlighted outside of the designated settlements are not shown on the Cairngorms National Park local living map (CNPA503).

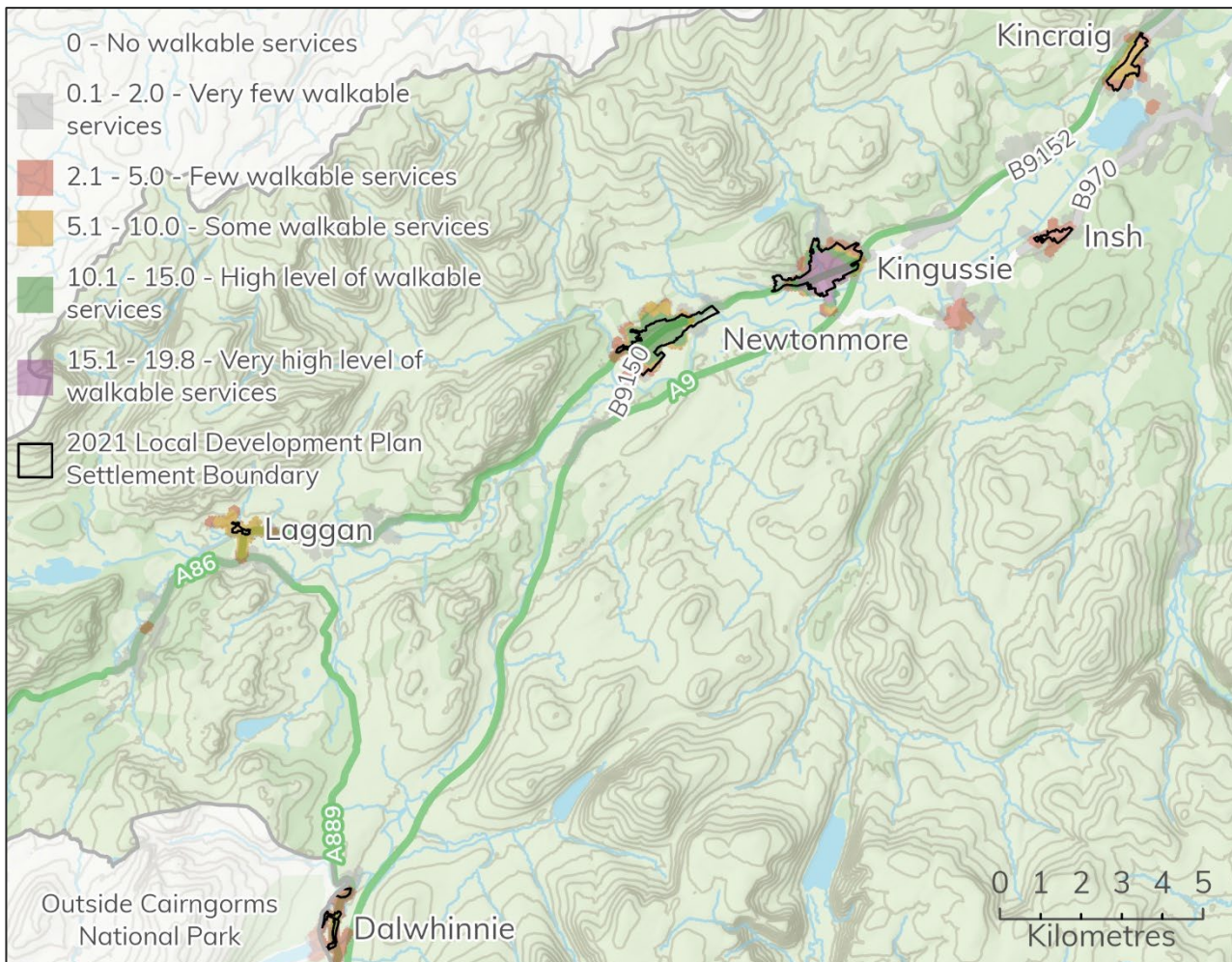


Figure 30 Kingussie and Newtonmore (strategic settlements), Dalwhinnie, Insh and Laggan (all rural settlements) with local living colour ramp (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Ten minute cycle ride time

Figure 31 shows a 10 minute cycle ride range from the settlements of Newtonmore and Kingussie. This indicates that the cycle ride time between the centres of the two settlements is around 20 minutes. The Speyside Way cycle path provides this connection but does not continue as a segregated path through the two village centres.

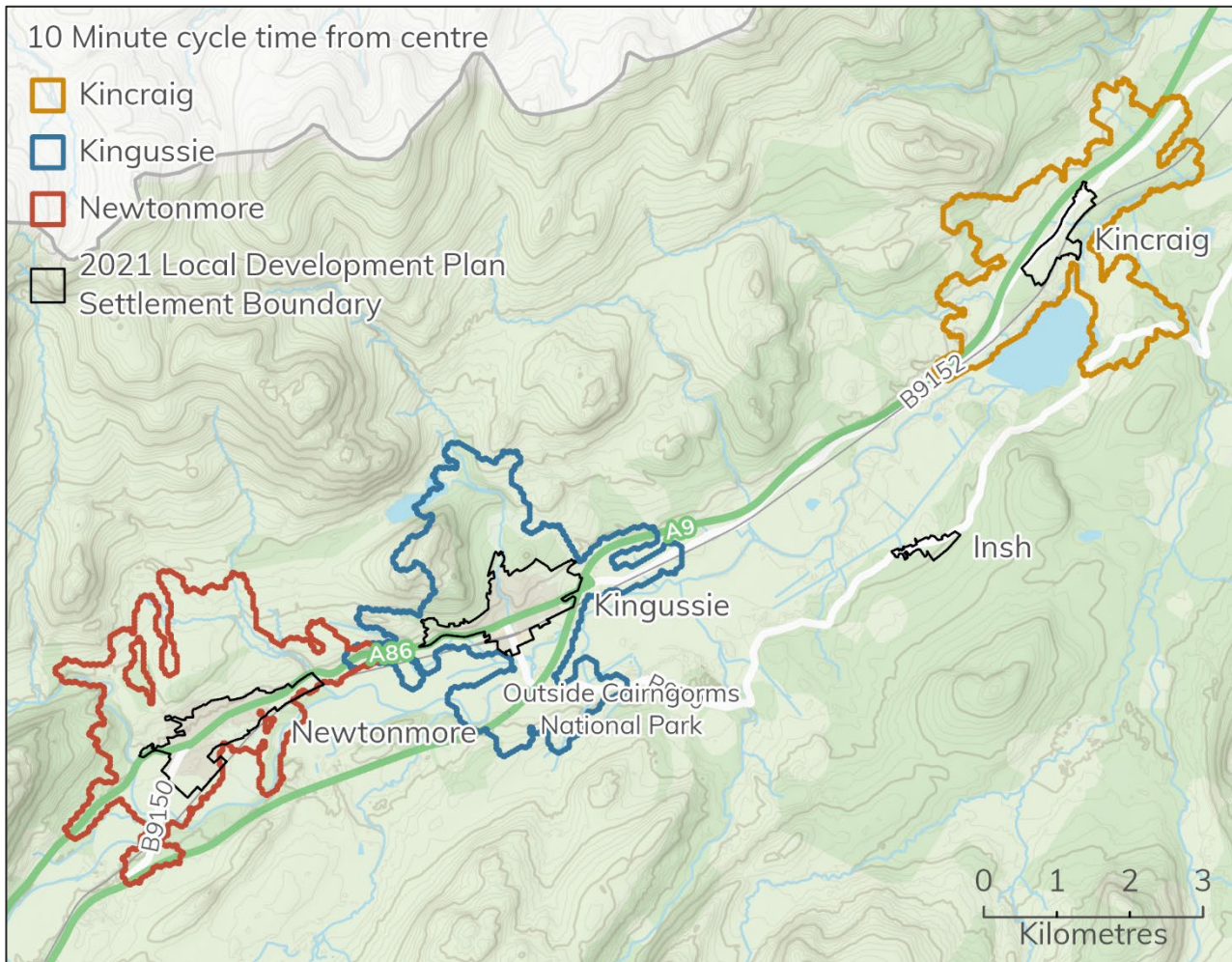


Figure 31 Newtonmore and Kingussie (strategic settlements) and Kincaig (intermediate settlement) with 10 minute cycle time from each settlement. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Ten minute drive time

Figure 32 maps the 10 minute drive time from Kingussie. Figure 33 maps the 10 minute drive time from Newtonmore. Recognising that car use will remain essential in rural areas, this indicates that residents of Kincaig and Insh can reach Kingussie and Newtonmore within a 10 minute drive time (or 20 minute round trip) and residents of Laggan can reach Newtonmore within 10 minutes. Monitoring and supporting essential day to day facilities and services within this cluster will help to support local living and reduce longer car trips.

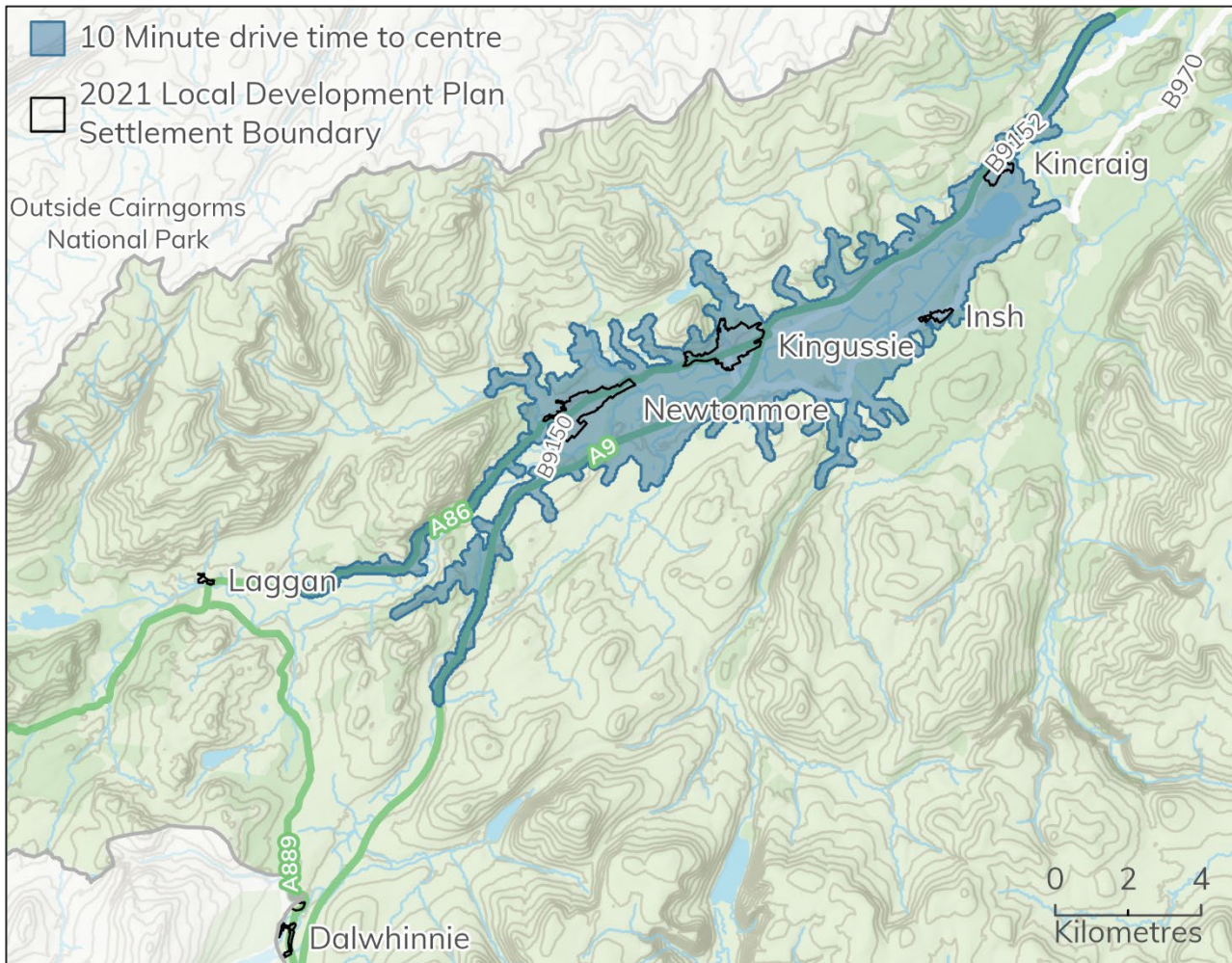


Figure 32 Kingussie (strategic settlement) 10 minute drive time. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

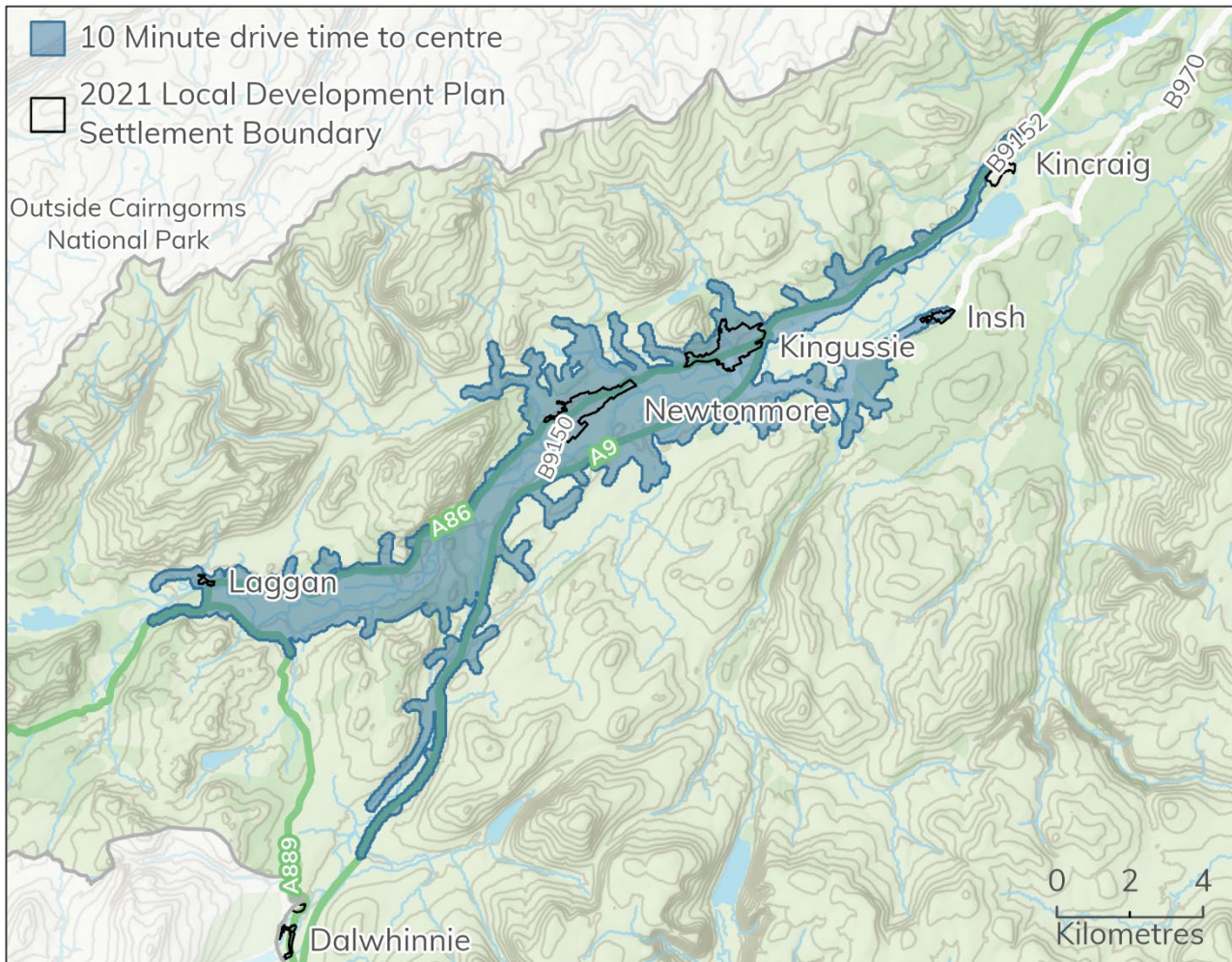


Figure 33 Newtonmore (strategic settlement) 10 minute drive time. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### Kingussie

Kingussie is a strategic settlement. As shown on Figure 34, the majority of housing within the village has a very high level of walkable services. Analysis indicates that 750 dwellings (80%) out of a total of 937 dwellings within the settlement boundary are within the very high level of walkable services zone. A further 18% (171 dwellings) are within the high level of walkable services zone. It should also be noted that of 35 dwellings (just under 5% of the dwellings within the settlement boundary) are within the very few or few walkable services zone. These dwellings are mainly located at the western edge of the village.

The settlement functions as a 20 minute town, although it is recognised that residents will need or choose to travel to other towns and villages on a regular, perhaps daily, basis to access the work, education, shops, services, facilities and open spaces that meet their needs. Kingussie and Newtonmore are three miles apart by road.



Kingussie has a large number of facilities which are identified as follows:

- Kingussie Primary School
- Kingussie Primary Nursery
- Kingussie High School
- Kingussie Medical Practice
- A chemist (Boots UK Ltd)
- One supermarket or convenience store (Co-op Food – Kingussie)
- Kingussie Post Office
- Inspire Dental
- An ATM
- Six Restaurants, Cafes, Pubs or Takeaways
- Eleven Other Shops
- Two Play Areas (Ardvonie Park Play Area and Campbell Crescent Play Area)
- Seven Sports Facilities
- Four Community facilities
- Three Religious Meeting Places (Our Lady of the Rosary, Badenoch Free Church of Scotland and Kingussie Parish Church)
- A cultural facility (Iona Gallery)
- Kingussie Allotments Association
- Nine Public Transport Stops
- Nine Post boxes
- Two Public Convenience (Ardvonie Car Park and Kingussie Station)
- Two Recycling Facilities
- A drinking fountain

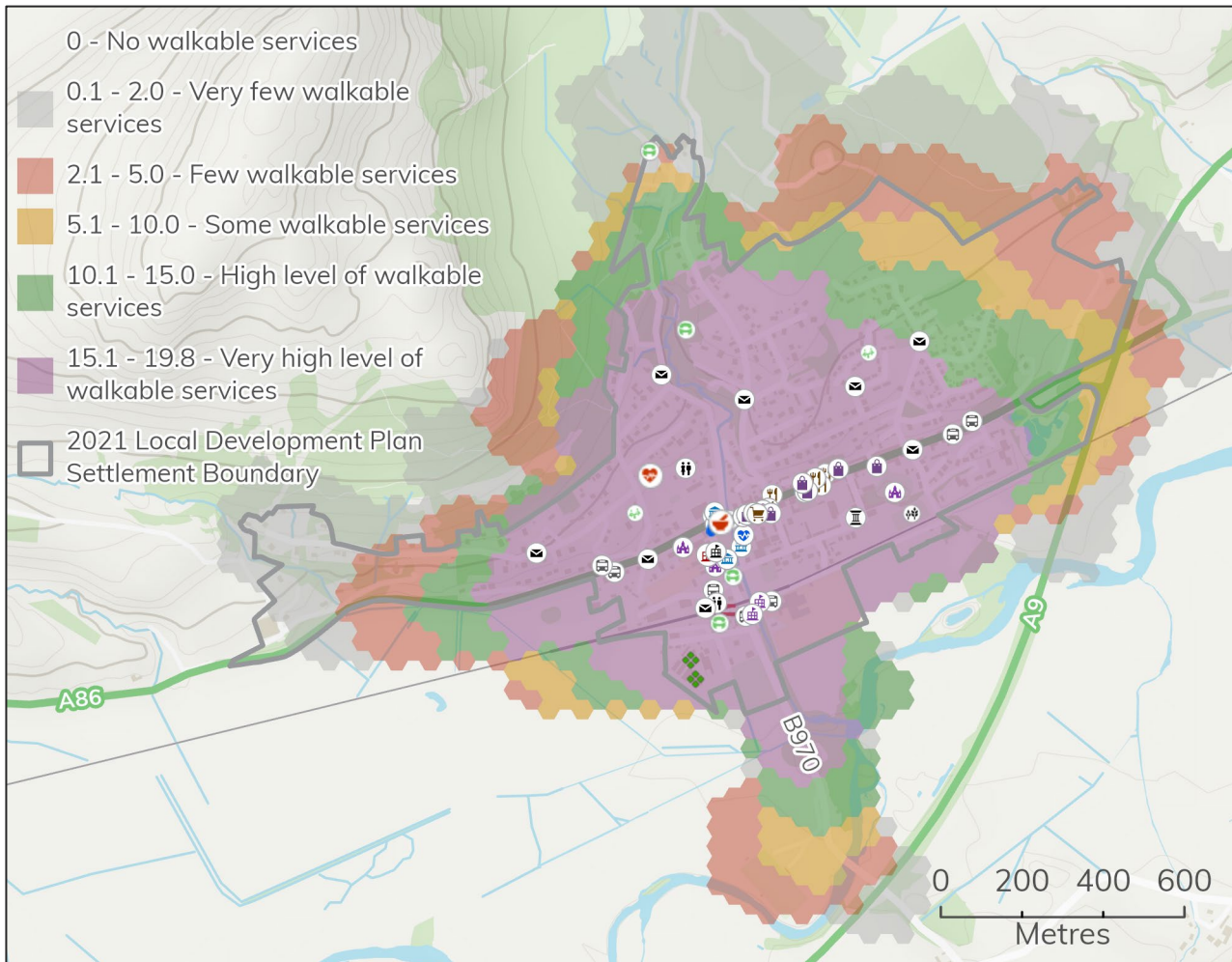


Figure 34 Kingussie with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

## Newtonmore

Newtonmore is a strategic settlement. As shown on Figure 35, the majority of housing within the village has a high level of walkable services. Analysis indicates that 589 dwellings (93%) within the settlement boundary are within this zone. Newtonmore and Kingussie are three miles apart by road.

Newtonmore contains the following facilities:

- Newtonmore Primary School
- Newtonmore Primary Nursery
- A chemist (Alan Horsburgh)
- A supermarket or convenience store (Co-op Food – Newtonmore)
- Newtonmore Post Office
- Three ATMs



- Eight restaurants, cafes, pubs or takeaways
- Two other shops (Harris Tweed shop and Esso)
- Clune Terrace Play Area
- Six sports facilities
- Two community facilities (Village Hall and art installation)
- St Bride's Church
- A cultural facility (Clan Macpherson house and museum)
- Five public transport stops
- Six post boxes
- Main Street Public Toilets
- A recycling facility

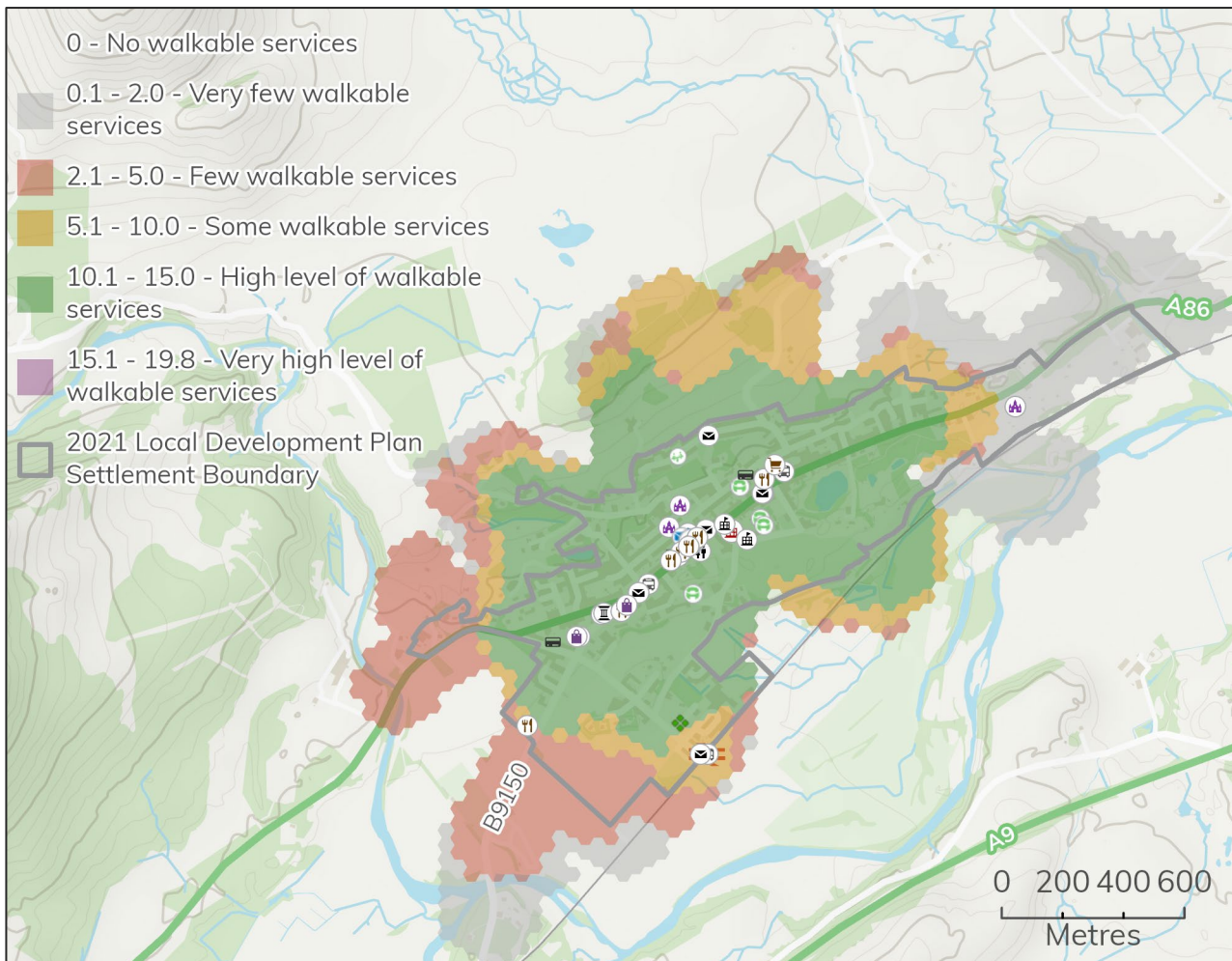


Figure 35 Newtonmore with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Dalwhinnie

Dalwhinnie is a rural settlement. As shown on Figure 36, residents living in a small area in the centre of the village have some walkable services. Dalwhinnie is 11 miles from Newtonmore by road.

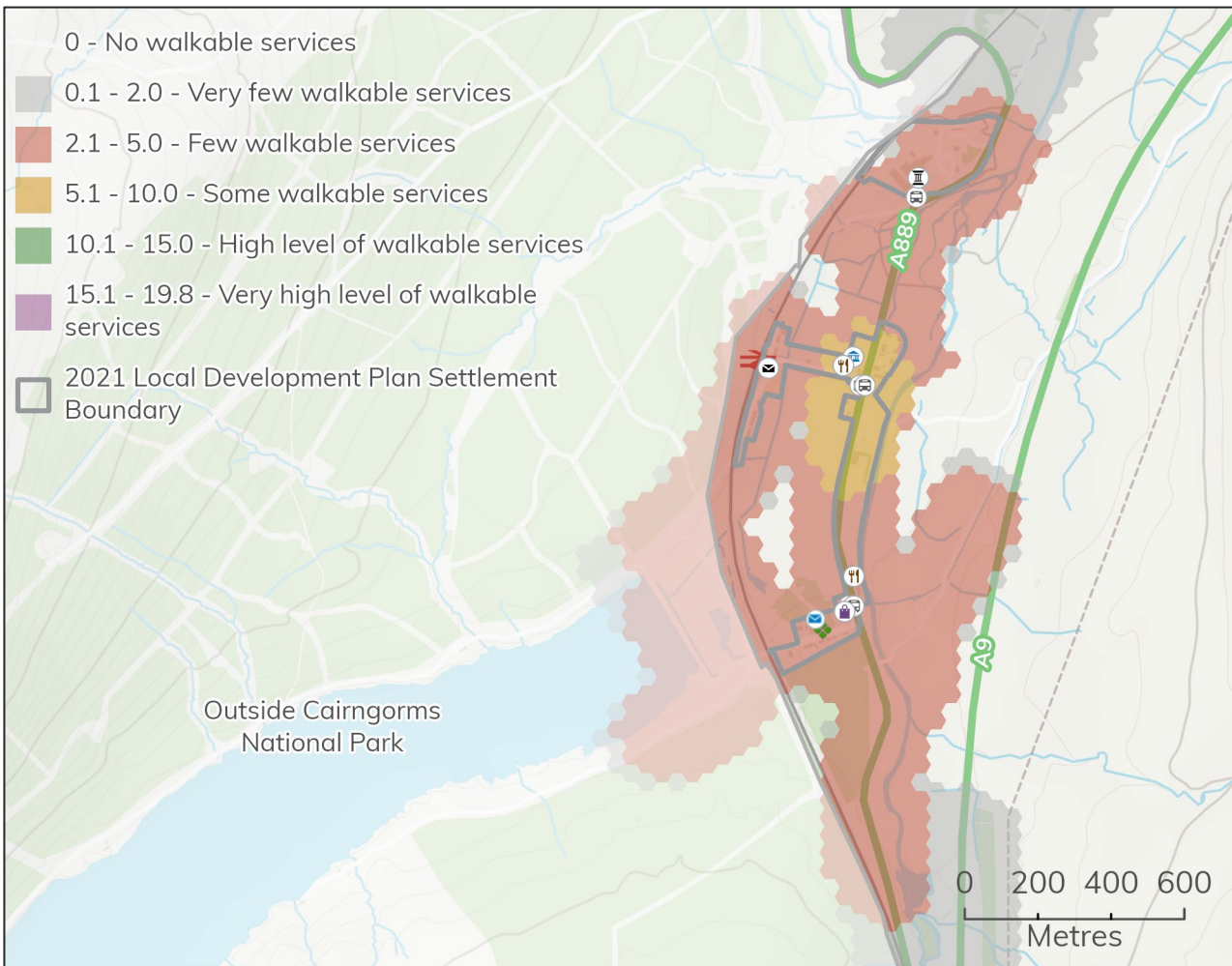


Figure 36 Dalwhinnie with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Insh

Insh is a rural settlement. As shown on Figure 37, residents have access to a few walkable services. Insh is five miles from Kingussie by road.

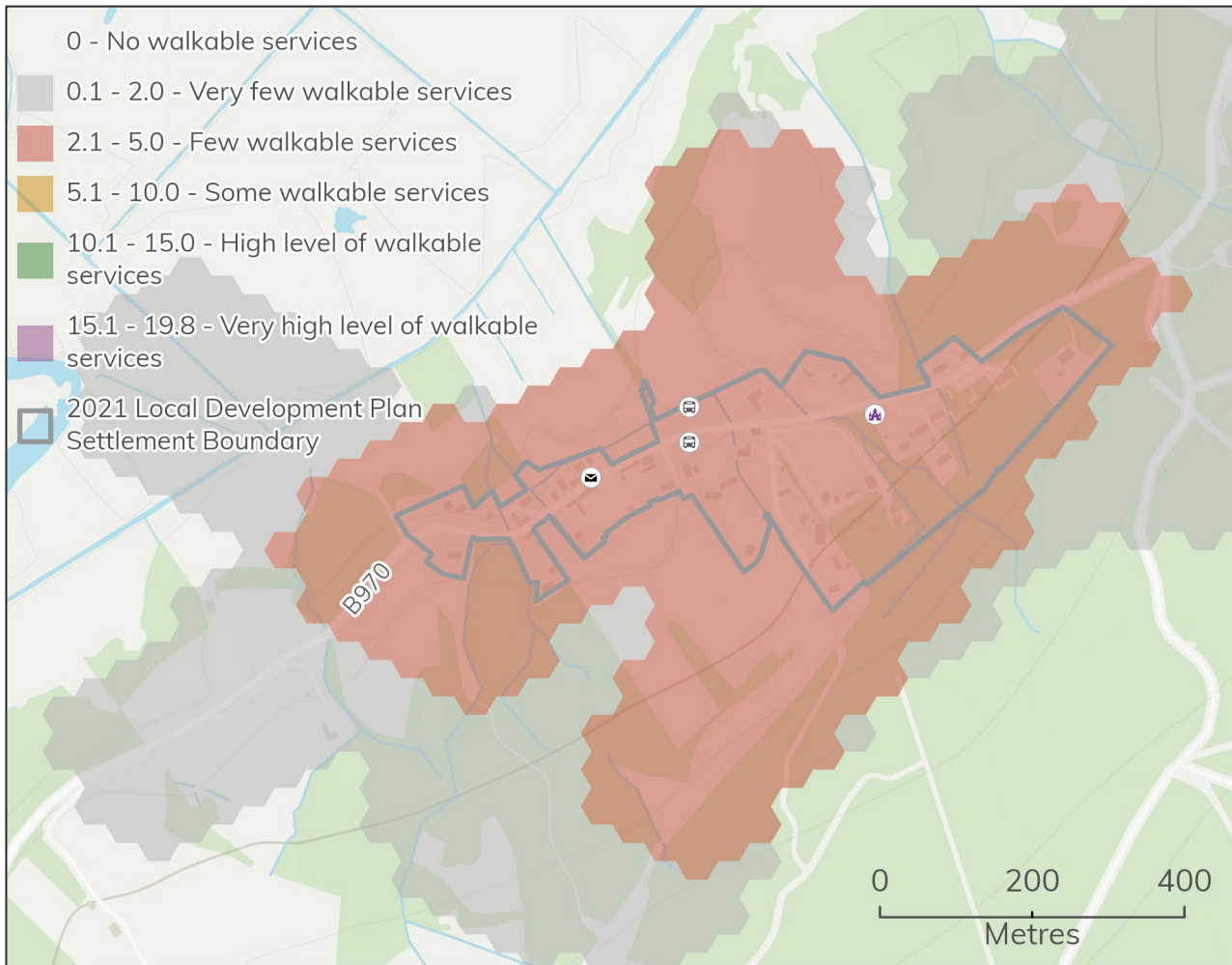


Figure 37 Insh with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Laggan

Laggan is a rural settlement. As shown on Figure 38, residents have access to some walkable services. This is a good level for a settlement as small as Laggan, but necessary given its isolated location. Laggan is seven miles from Newtonmore by road.

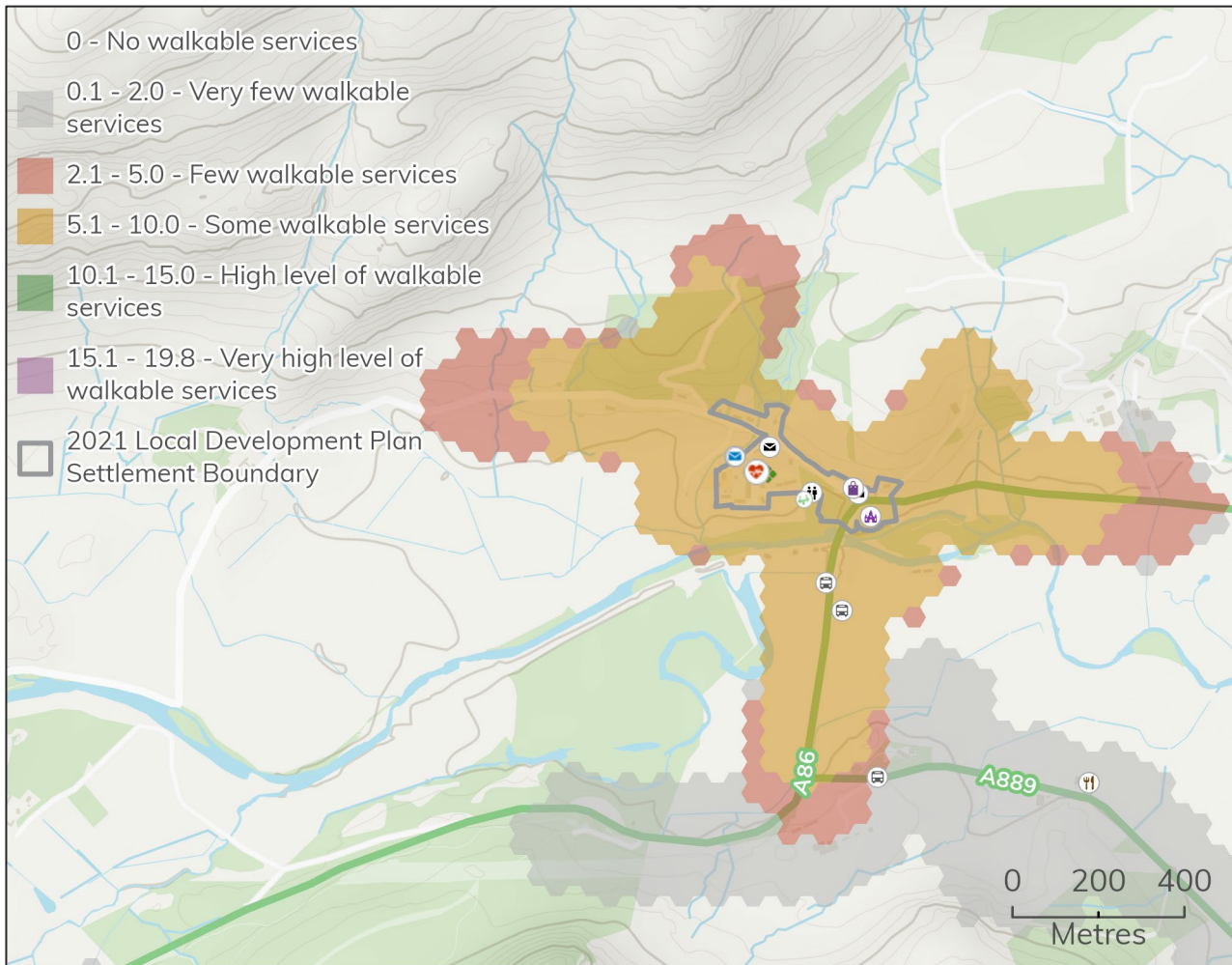


Figure 38 Laggan with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Open space in the Kingussie and Newtonmore cluster

All settlements in this cluster have good access to open space, particularly woodland as shown in Figure 39. Walkable access to open space is not considered to be a limiting factor to living well locally in this cluster. Access to open space is considered further in Schedule 17: Play, recreation and sport.

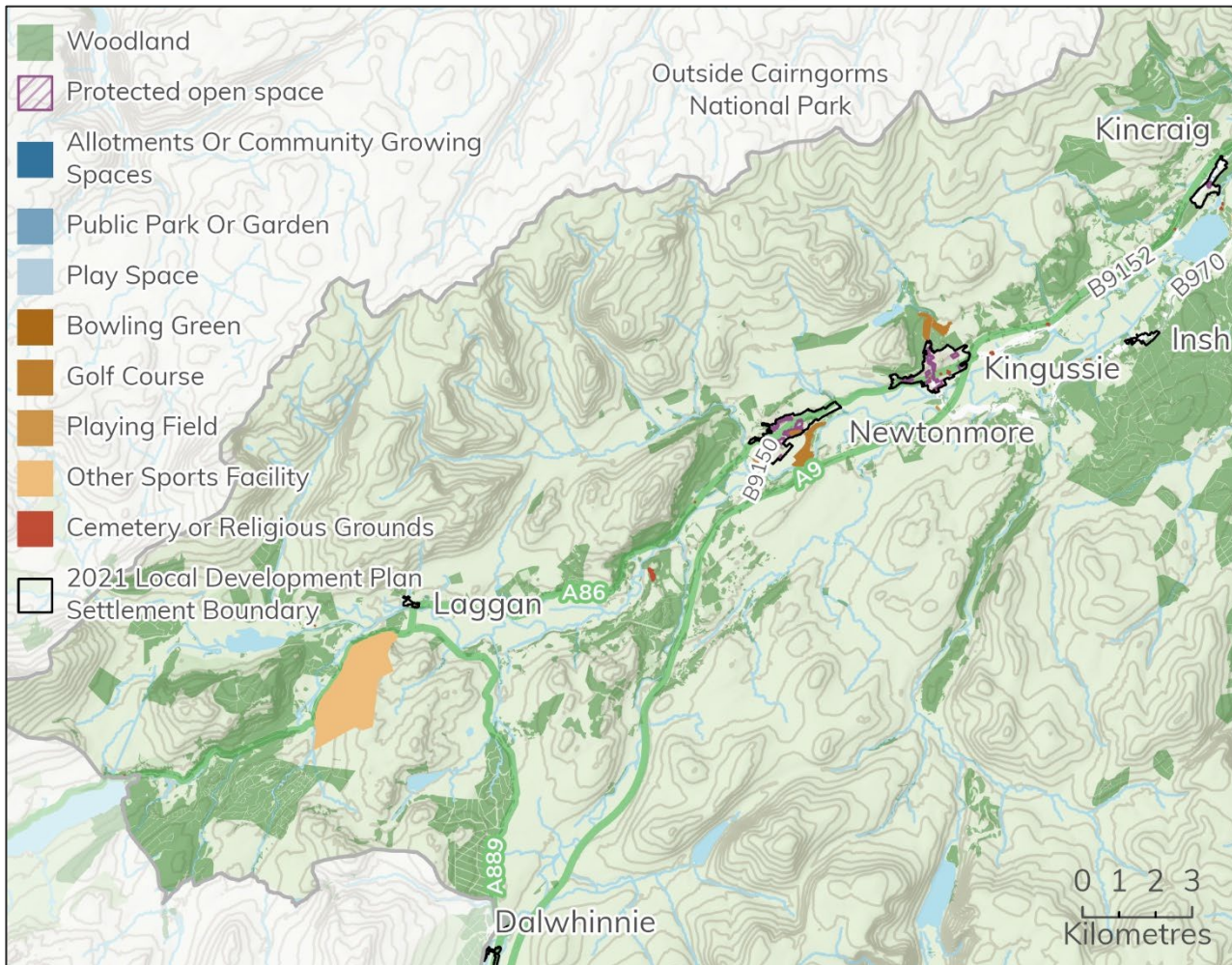


Figure 39 Kingussie and Newtonmore cluster with Cairngorms National Park local development plan 2021 settlement boundaries, open spaces and woodland. (source: Ordnance Survey Open Data Greenspace layer, Ordnance Survey MasterMap Topography layer and the Cairngorms National Park Local Development Plan 2021). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA016, CPNA503, CPNA865).

### Ballater settlement cluster

Figure 40 shows the strategic settlement of Ballater with the smaller settlements that surround it. The intermediate settlement of Braemar, 17 miles to the west and the rural settlements of Dinnet (22 miles), Glenshee (17 miles) and Strathdon (26 miles). The red and yellow area between Ballater and Braemar is Balmoral Castle.

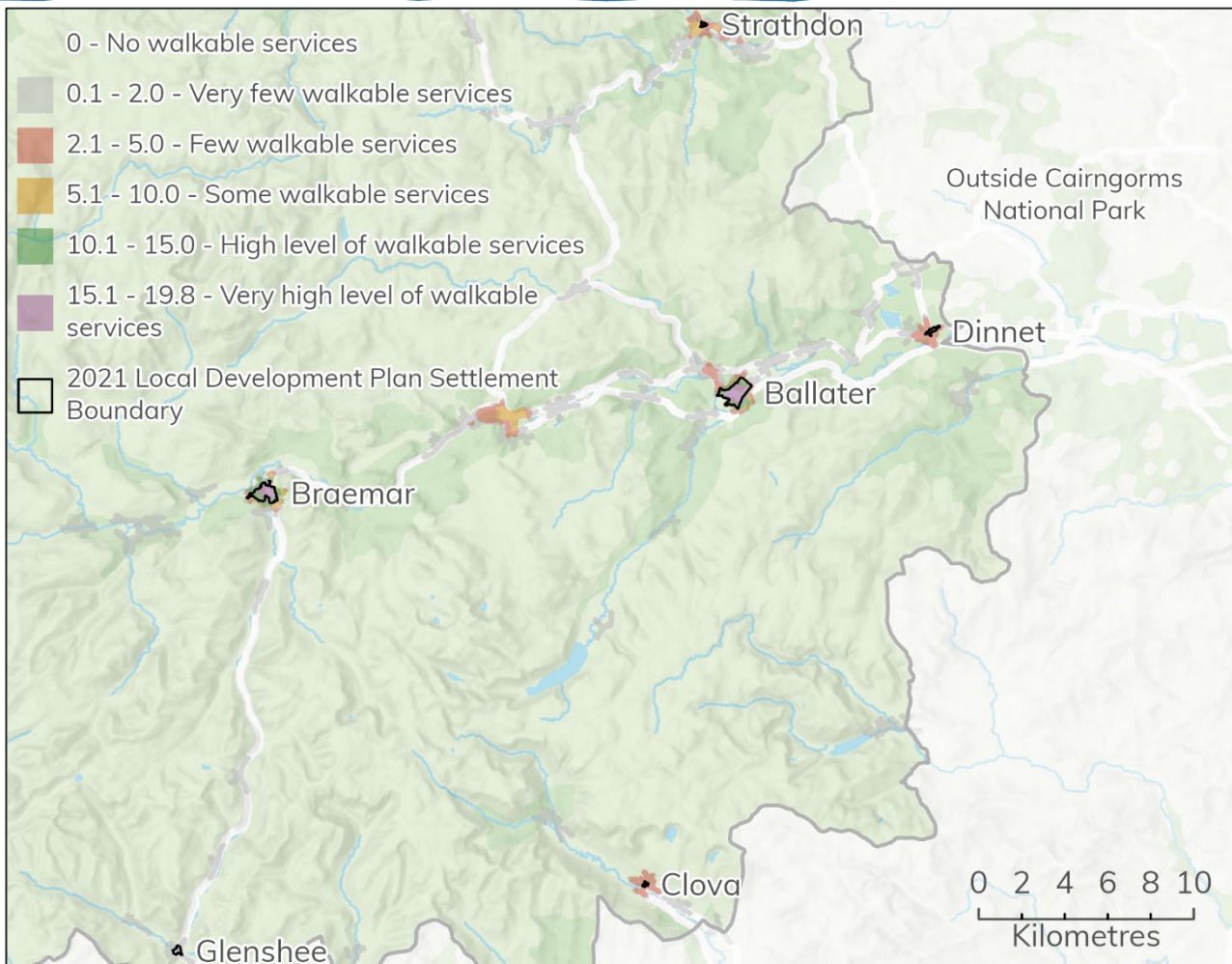


Figure 40 Ballater (strategic settlement), Braemar (intermediate settlement), Dinnet, Glenshee and Strathdon (all rural settlements) with local living colour ramp (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Ten minute drive time

Figure 41 maps the 10 minute drive time from Ballater. This indicates that residents of Dinnet can reach Ballater within a 10 minute drive time (or 20 minute round trip).

Figure 42 maps the 10 minute drive time from Braemar. This indicates the isolated location of Braemar. Monitoring and supporting essential day to day facilities and services within this cluster will help to support local living and reduce longer car trips.

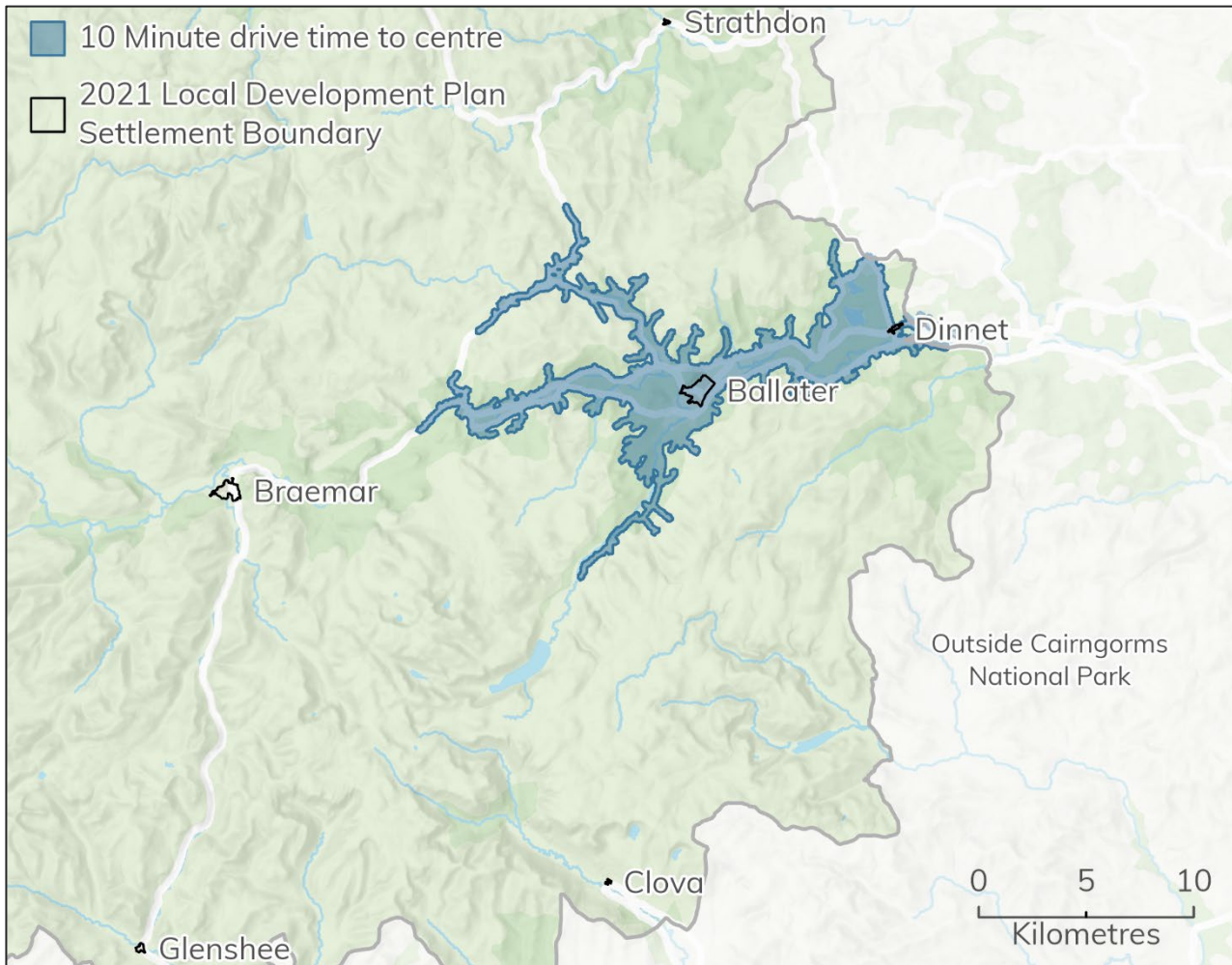


Figure 41 Ballater (strategic settlement) and Braemar (intermediate settlement) 10 minute drive time for Ballater. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

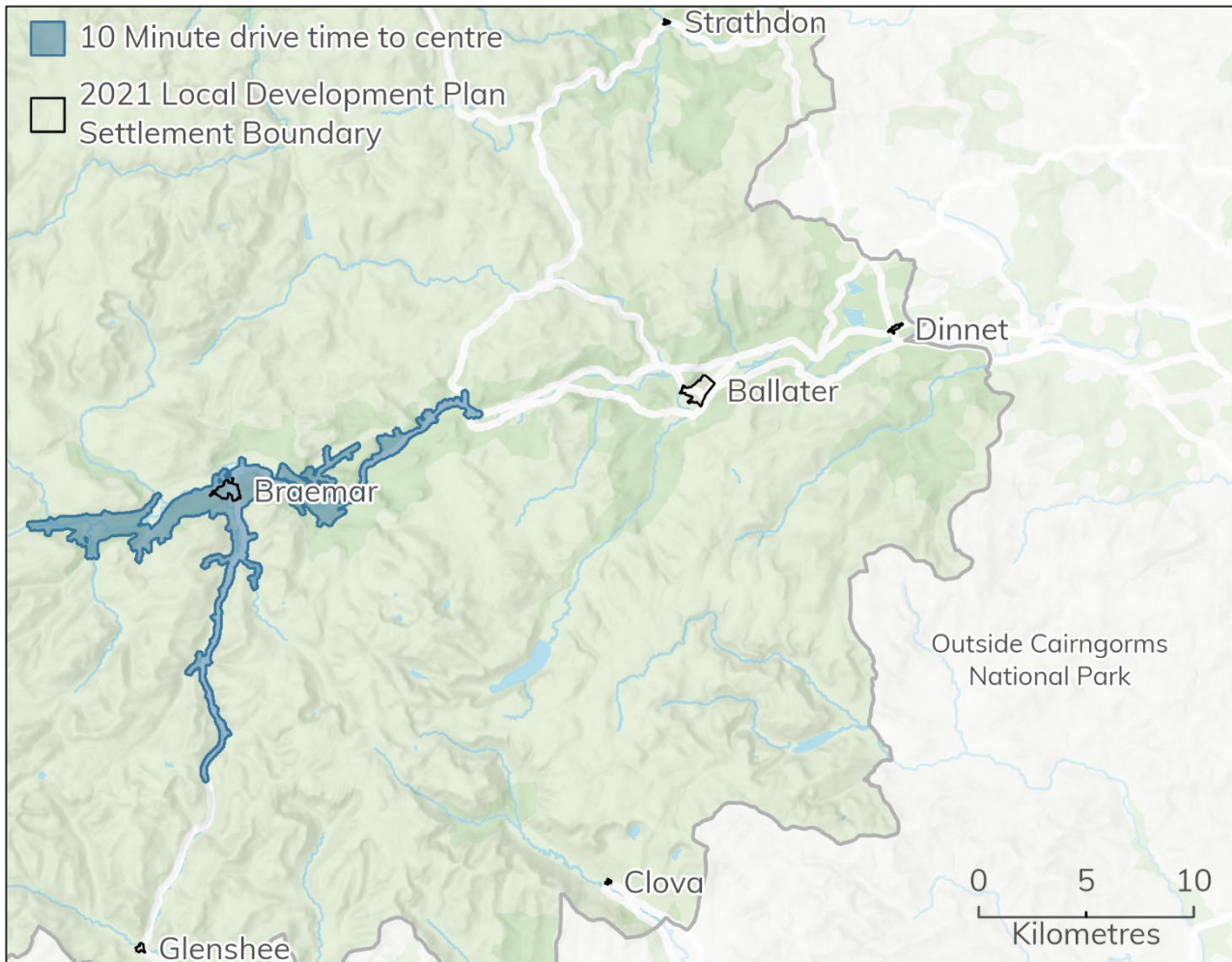


Figure 42 Braemar (intermediate settlement) 10 minute drive time for Braemar. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### **Ballater**

Ballater is a strategic settlement. As shown on Figure 43, the majority of housing within the village has a very high level of walkable services. Analysis indicates that 80% (750 dwellings) of dwellings within the settlement boundary are located in this zone. A further 18% (171 dwellings) have access to a high level of walkable services. The settlement functions as a 20 minute village, although it is recognised that residents will need or choose to travel to other towns and villages on a regular, perhaps daily, basis to access the work, education, shops, services, facilities and open spaces that meet their needs.

The facilities located in Ballater and identified in the map are:

- Ballater Primary School
- Ballater School Nursery
- Ballater Clinic



- Davidsons Chemist
- A supermarket or convenience store (The Co-op Food Ballater)
- Ballater Post Office
- D P Opticians
- An ATM
- 26 restaurants, cafes, pubs or takeaway
- 40 other shops
- Three play areas (Ballater exercise equipment and bowls pitch, Monaltrie Park Play Area and Ballater Caravan Park Play Park)
- 12 sports facilities
- Two community facilities (Ballater Library and Victoria and Alberts Hall)
- Three religious meeting places (Glenmuick Church, St Nathalan's Catholic Church and St Kentigern's)
- 10 public transport stops
- Six post boxes
- A public convenience (Ballater Car Park)
- One recycling facility
- One drinking fountain

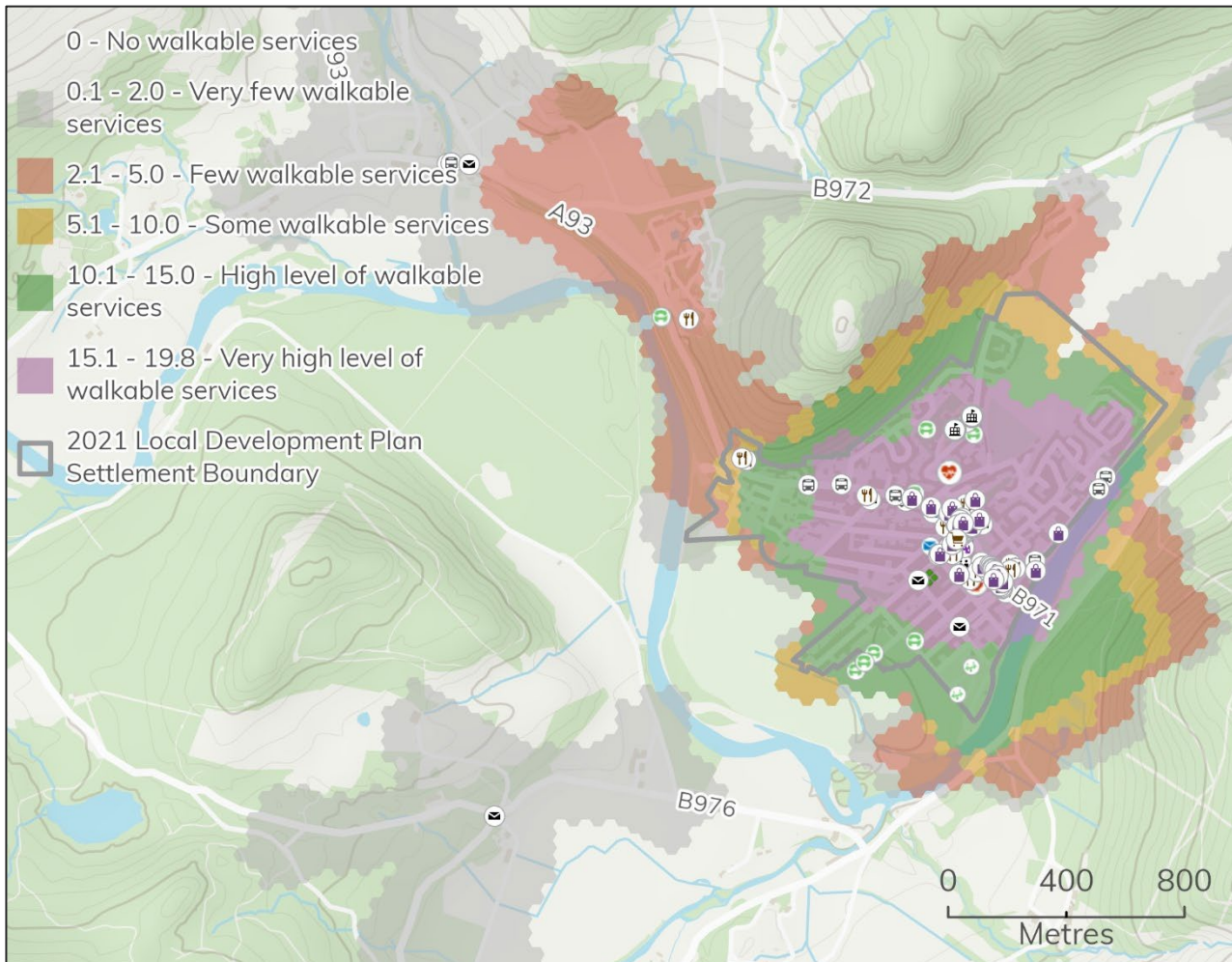


Figure 43 Ballater with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Braemar

Braemar is an intermediate settlement. As shown on Figure 44, the majority of housing within the village has a very high level of walkable services. Analysis indicates that 84% (256 dwellings) of dwellings within the settlement boundary are located within this zone. A further 14% of dwellings are located within the zone with a high level of access to walkable services. The settlement functions as a 20 minute village, although it is recognised that residents will need or choose to travel to other towns and villages on a regular, perhaps daily, basis to access the work, education, shops, services, facilities and open spaces that meet their needs. Braemar is 17 miles from Ballater by road.

Within the settlement of Braemar, the following facilities are identified:

- Braemar Primary School
- Braemar School Nursery



- Braemar Health Clinic
- Braemar Pharmacy
- A supermarket or convenience store (Greens of Braemar)
- Braemar Post office
- Two ATMs
- 12 restaurant, cafes, pubs or takeaways
- 17 other shops
- Two play areas (Braemar Caravan Park – Play Park and Braemar Village Play Park)
- Four sports facilities
- Five community facilities
- Two religious meeting places (St Andrew's Catholic Church and Braemar Church)
- A cultural facility (Braemar Highland Games Centre)
- Four public transport stops
- Three post boxes
- A public convenience (Braemar Car Park)
- A recycling facility
- A drinking fountain

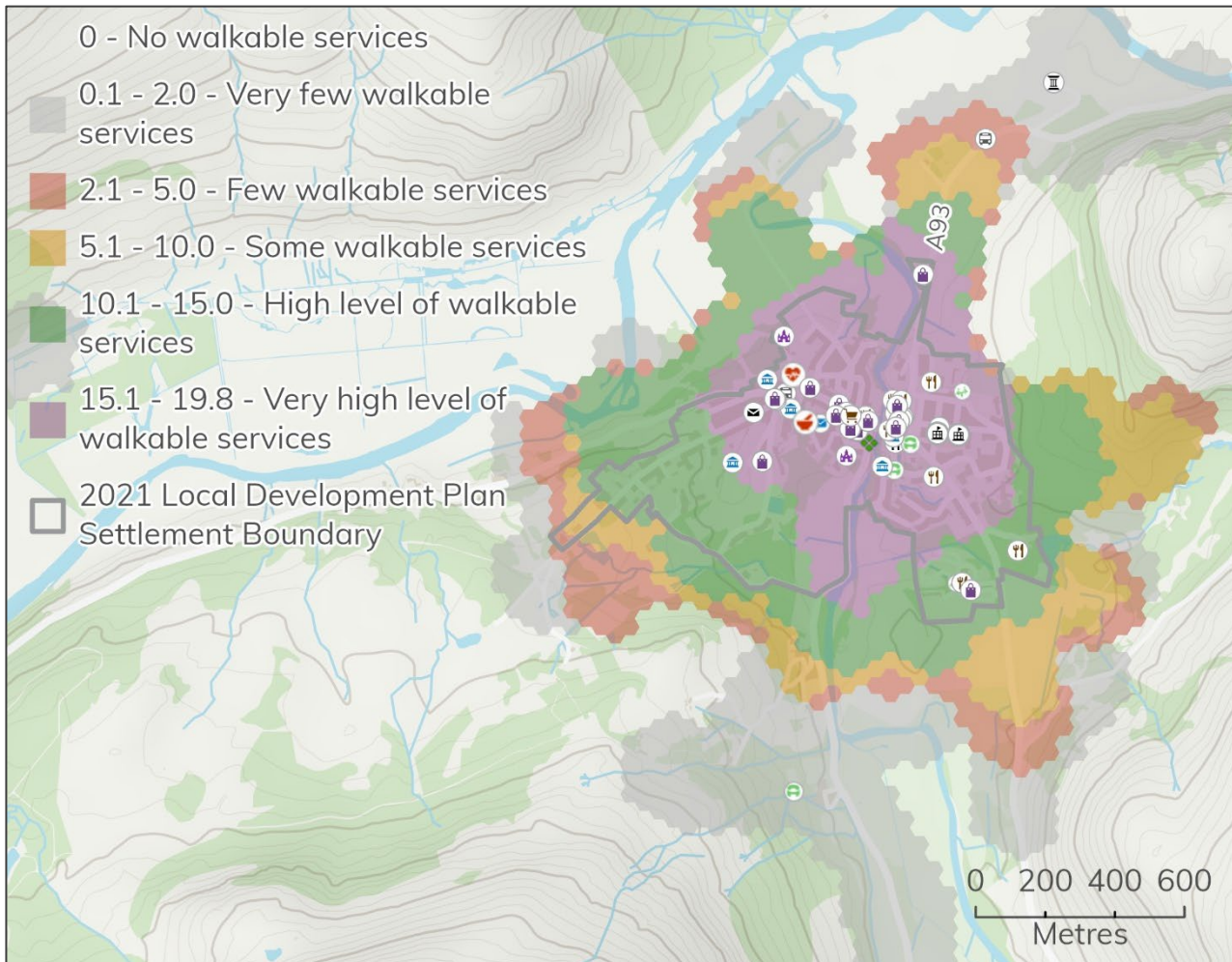


Figure 44 Braemar with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Dinnet

Dinnet is a rural settlement. As shown on Figure 45, residents have access to a few walkable services. Dinnet is seven miles from Ballater by road. It is 4.5 miles from Aboyne and 17 miles from Banchory.

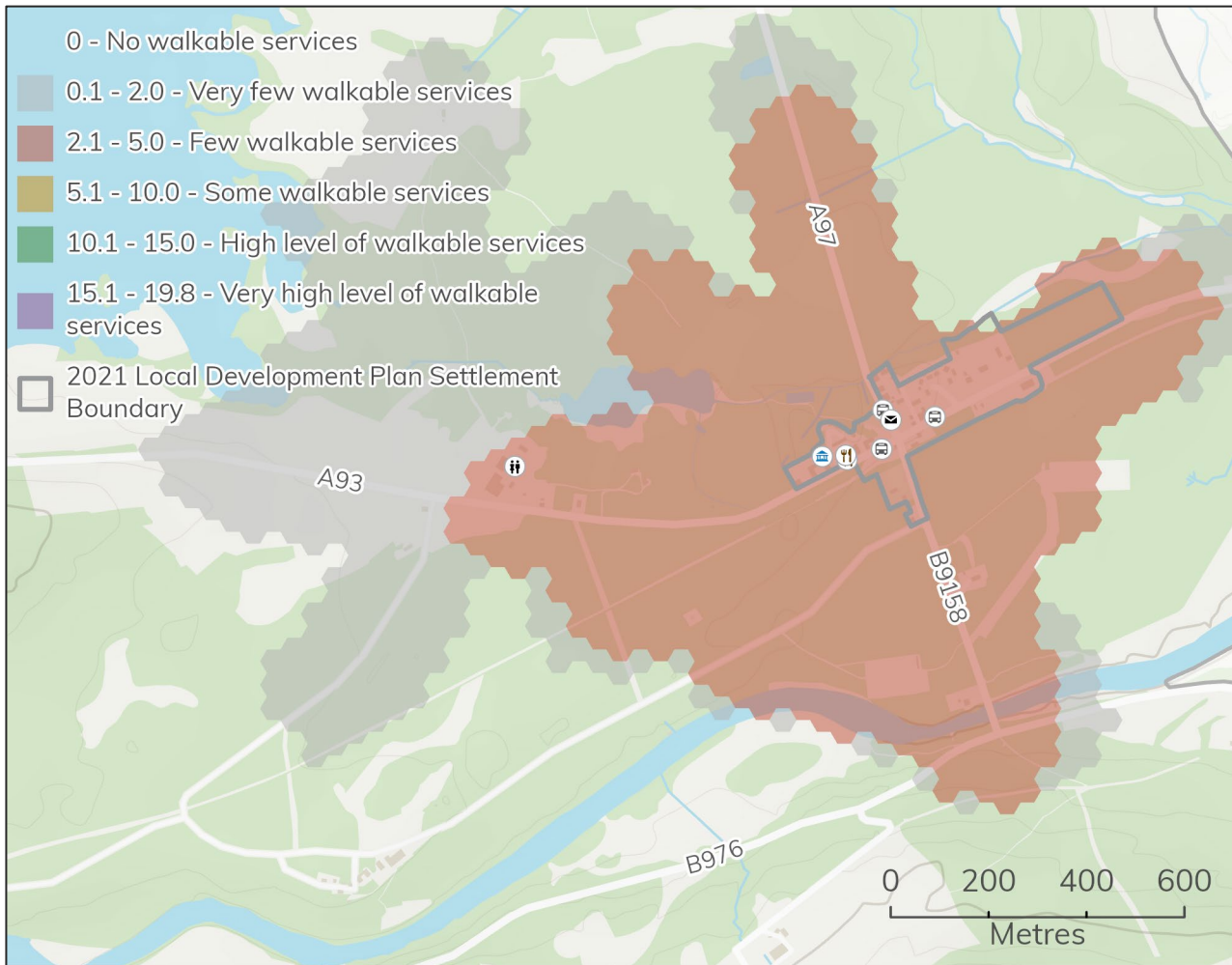


Figure 45 Dinnet with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Glenshee

Glenshee is a rural settlement. As shown on Figure 46, residents have access very few walkable services. It is 17 miles from Braemar, 33 from Ballater and 17 miles from Blairgowrie.

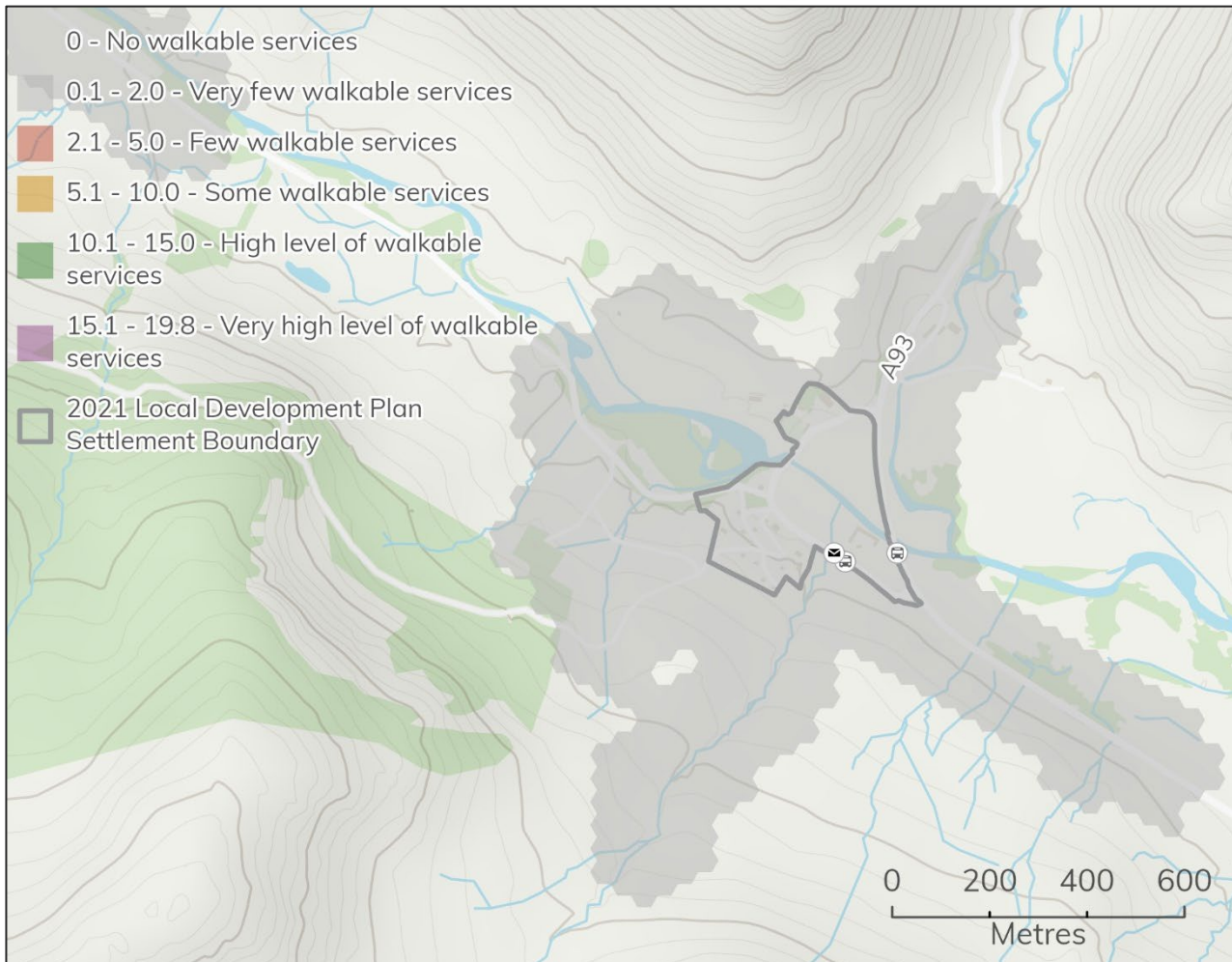


Figure 46 Glenshee with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### **Strathdon**

Strathdon is a rural settlement. As shown on Figure 47, residents have access to some walkable services. It is 20 miles from Ballater and Alford and 18 miles from Aboyne.

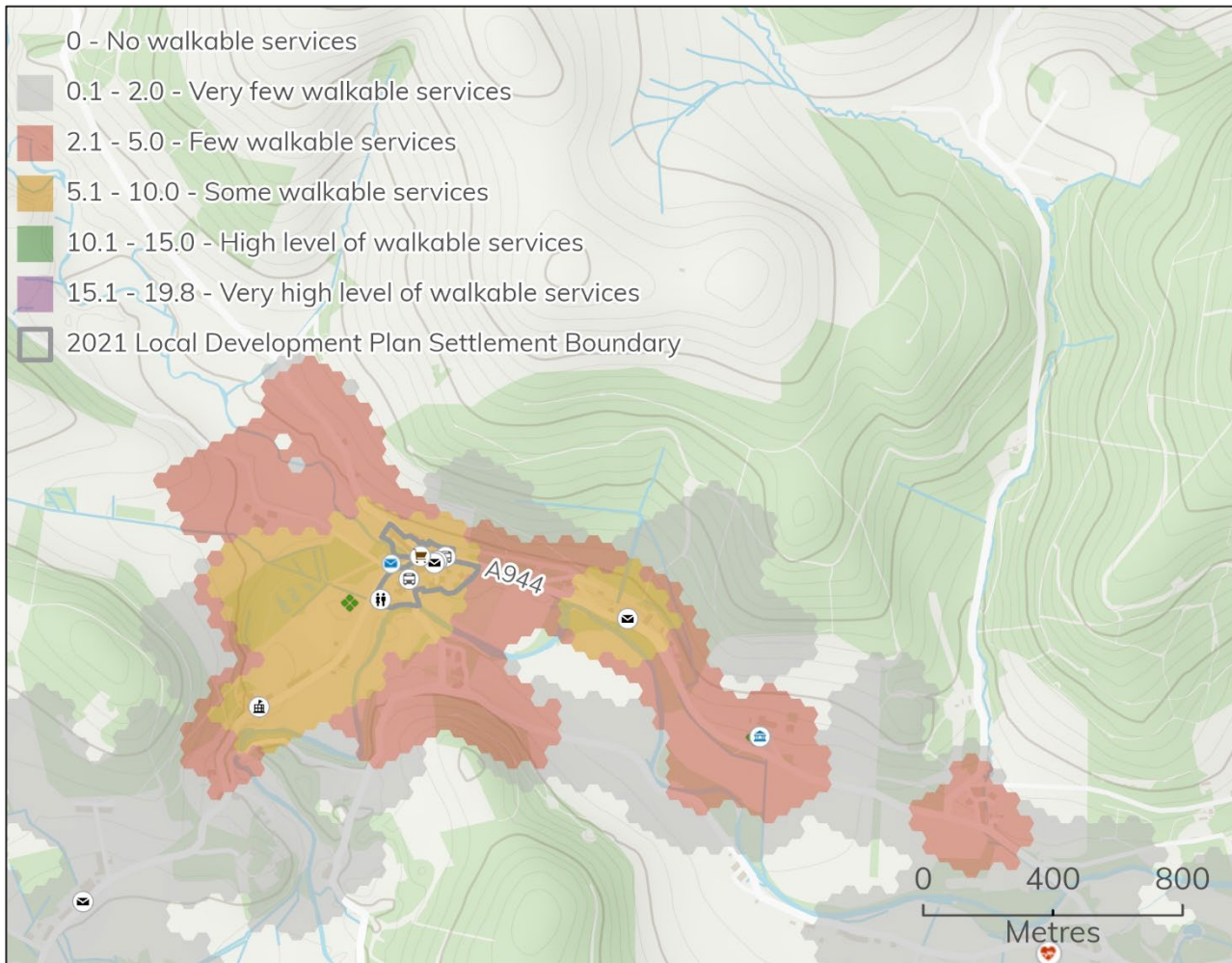


Figure 47 Strathdon with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Open space in the Ballater cluster

All settlements in this cluster have good access to open space, particularly woodland as shown in Figure 48. Walkable access to open space is not considered to be a limiting factor to living well locally in this cluster. Access to open space is considered further in Schedule 17: Play, recreation and sport.

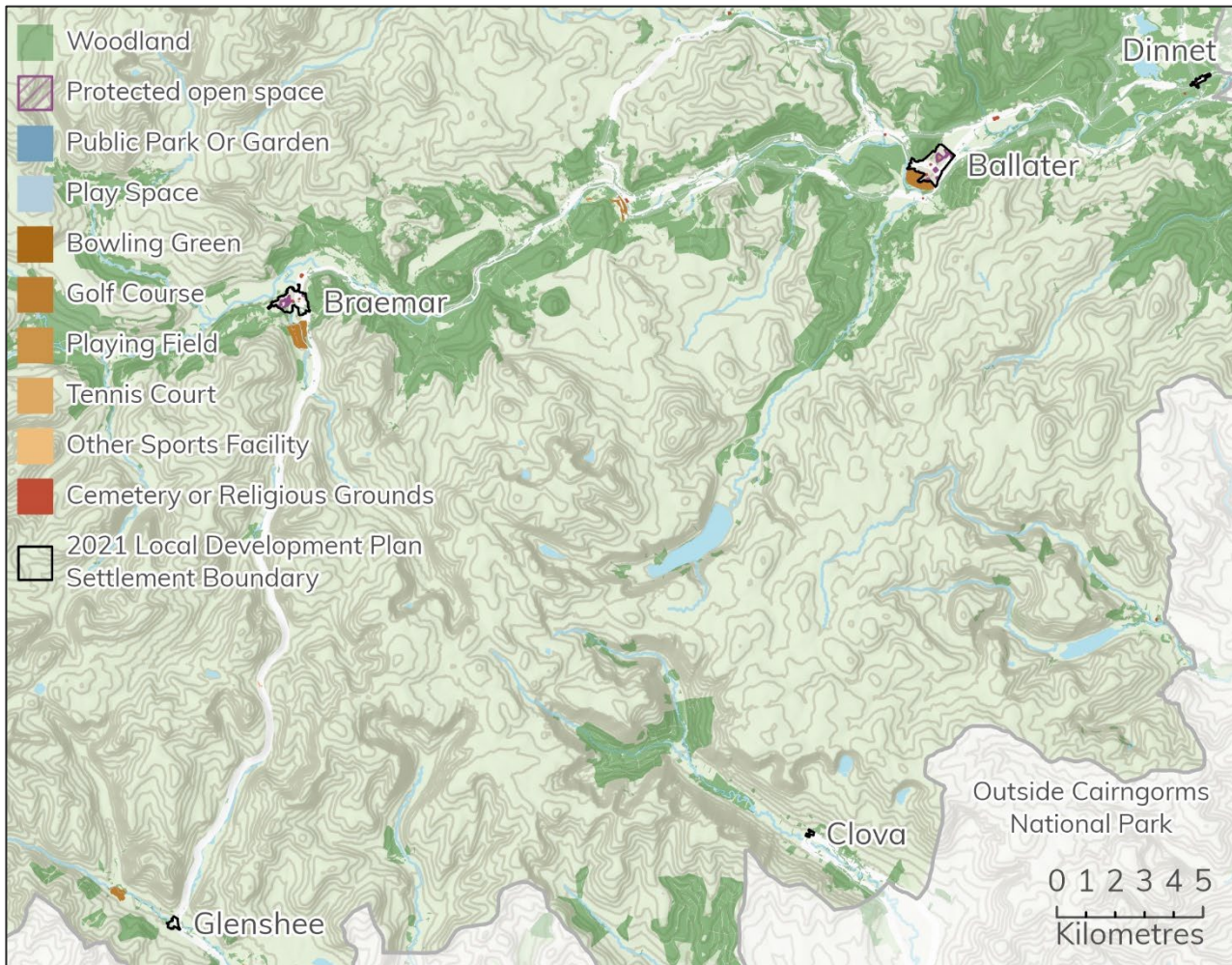


Figure 48 Ballater cluster with Cairngorms National Park local development plan 2021 settlement boundaries, open spaces and woodland. (source: Ordnance Survey Open Data Greenspace layer, Ordnance Survey MasterMap Topography layer and the Cairngorms National Park Local Development Plan 2021). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA016, CPNA503, CPNA865).



### Blair Atholl settlement cluster

Figure 49 shows the intermediate settlement of Blair Atholl with the rural settlement of Killiecrankie three miles to the south east, Bruar three miles to the west, and Calvine and Pitgowan five and a half miles to the west.

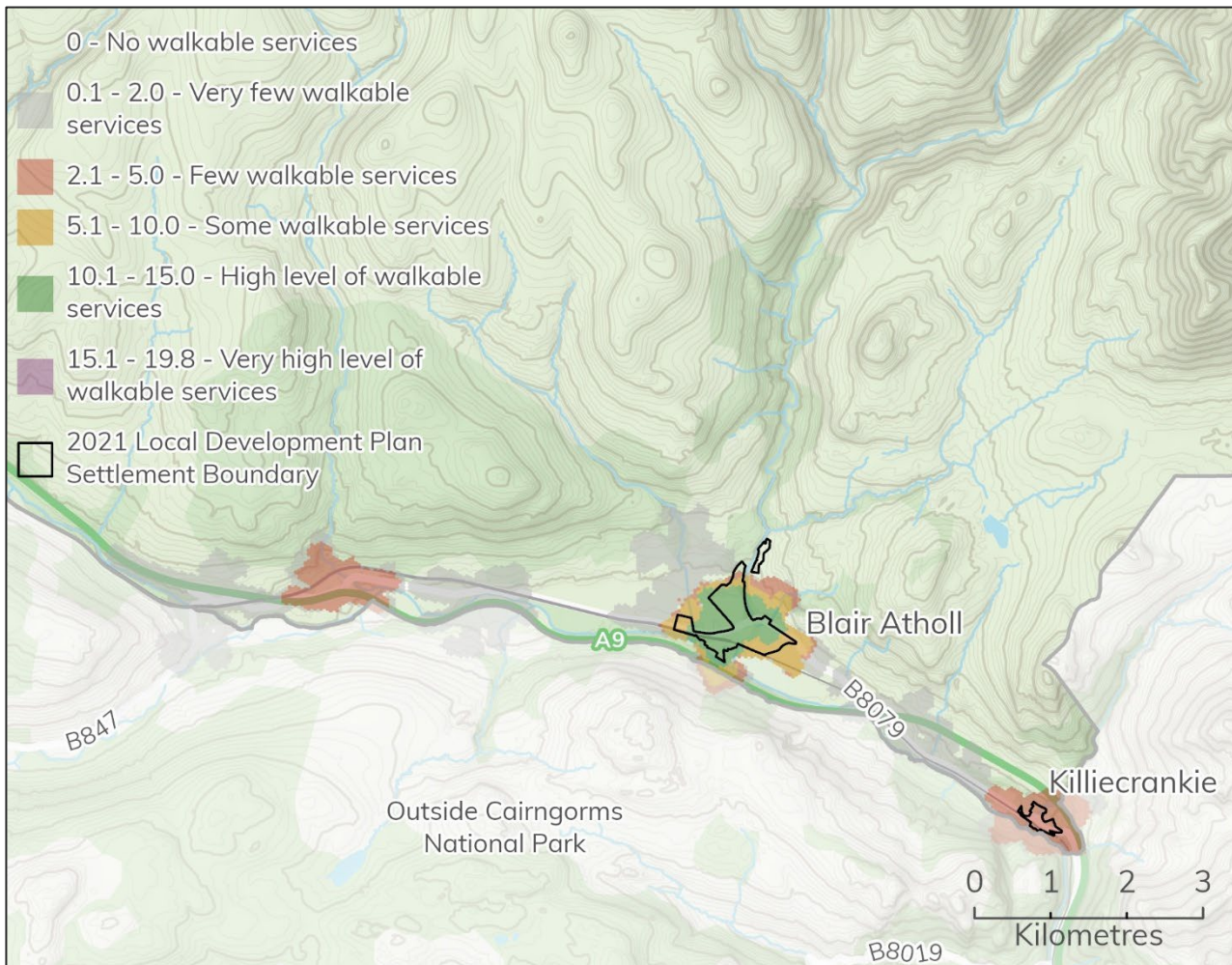


Figure 49 Blair Atholl (Intermediate Settlement) and the rural settlements of Bruar, Calvine, Killiecrankie and Pitgowan with local living map colour ramp (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Ten minute drive time

Figure 50 maps the 10 minute drive time from Blair Atholl. This indicates that residents of Killiecrankie can reach Blair Atholl within a 10 minute drive time (or 20 minute round trip) Monitoring and supporting essential day to day facilities and services within this cluster will help to support local living and reduce longer car trips.

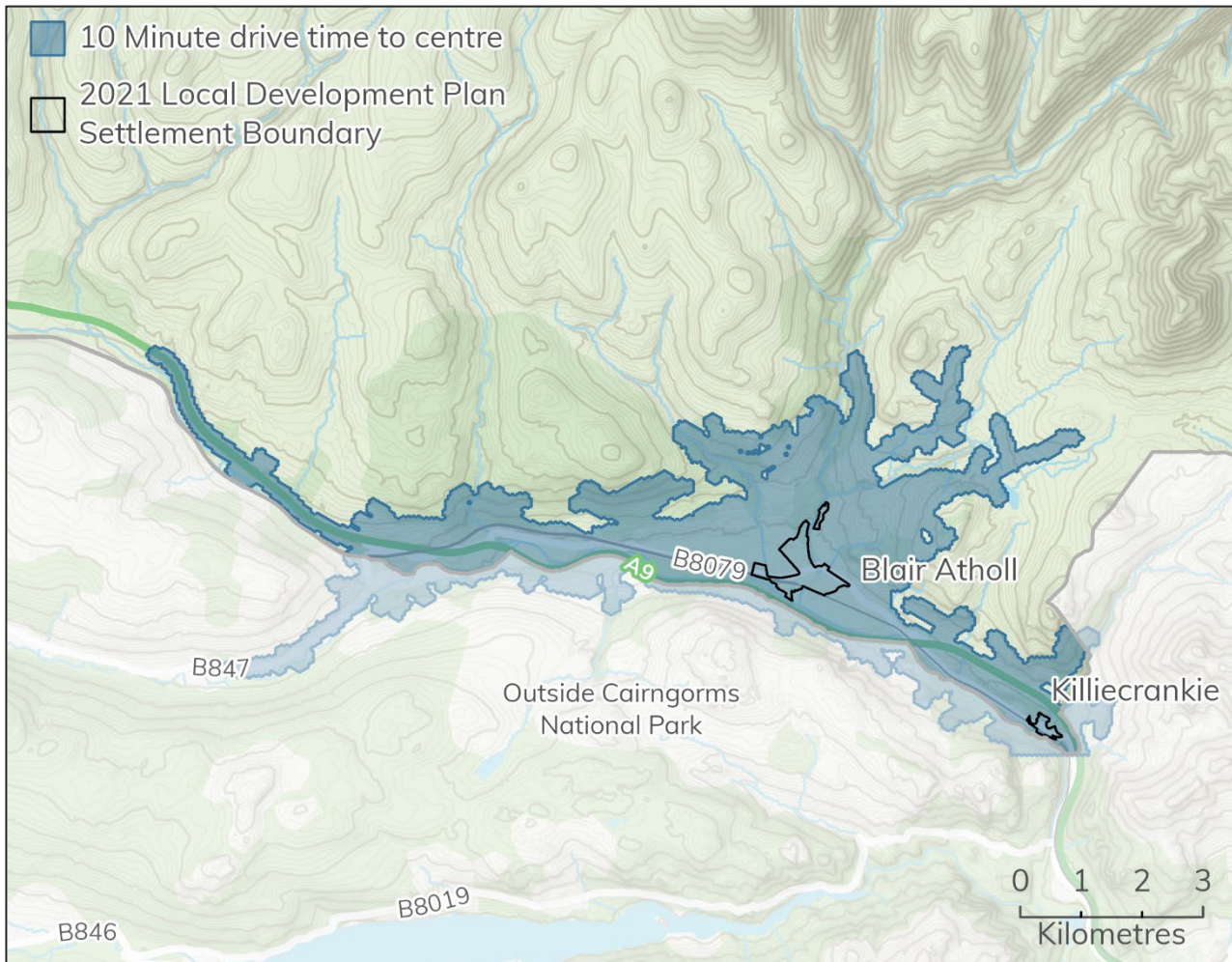


Figure 50 Blair Atholl (Intermediate Settlement) 10 minute drive time. Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810.

### **Blair Atholl**

Braemar is an intermediate settlement. As shown on Figure 51, the majority of housing within the village has a high level of walkable services. Analysis indicates that 72% (169 dwellings) of residential properties are within this zone. This is a good level of walkable access for a settlement of this size, although it is recognised that residents will need or choose to travel to other towns and villages on a regular, perhaps daily, basis to access the work, education, shops, services, facilities and open spaces that meet their needs. Blair Atholl is seven miles from Pitlochry by road.

Within the settlement of Blair Atholl, the following facilities are situated:

- Blair Atholl Primary School
- Blair Atholl Primary School Nursery
- Two supermarkets or convenience stores (The Larder and Atholl Premier)
- Blair Atholl Post Office



- An ATM
- Five restaurants, cafes, pubs or takeaways
- Four other shops
- Blair Atholl Recreation Park
- Six sports facilities
- A community facility (village hall)
- Blair Atholl – Blair Atholl & Struan Parish Church
- A cultural facility (Atholl Country Life Museum)
- Six public transport stops
- Two post boxes
- A public convenience (Blair Atholl Visitor Centre)
- Three recycling facilities

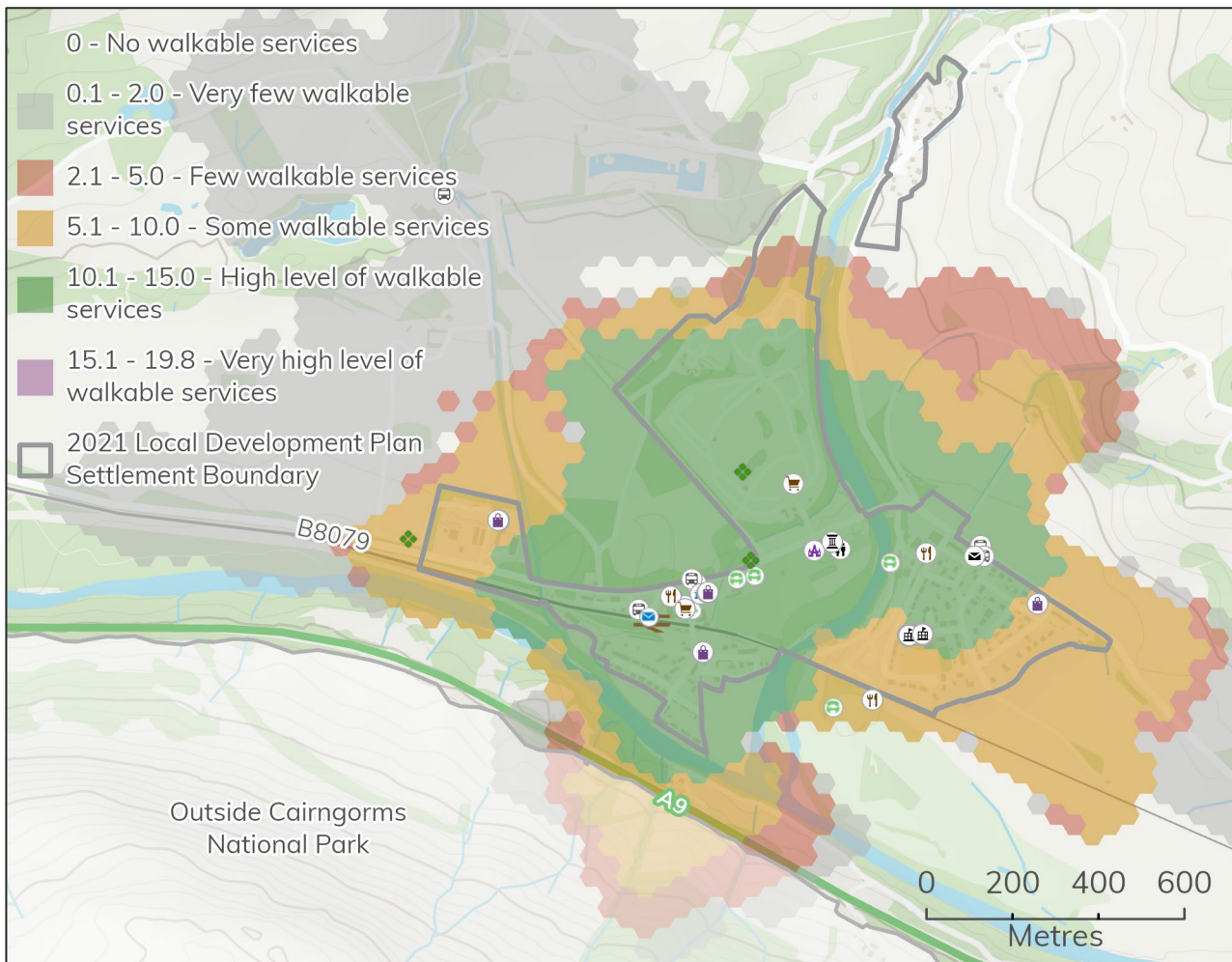


Figure 51 Blair Atholl with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Bruar, Calvine and Pitagowan

Bruar, Calvine and Pitagowan are small rural settlements. They have few walkable services. Bruar is four miles from Blair Atholl by road. It is 11 miles from Pitlochry. Calvine is 5.5 miles from Blair Atholl by Road and 12.5 miles from Pitlochry. Pitagowan is 4.5 miles from Blair Atholl by road. It is 11.5 miles from Pitlochry.

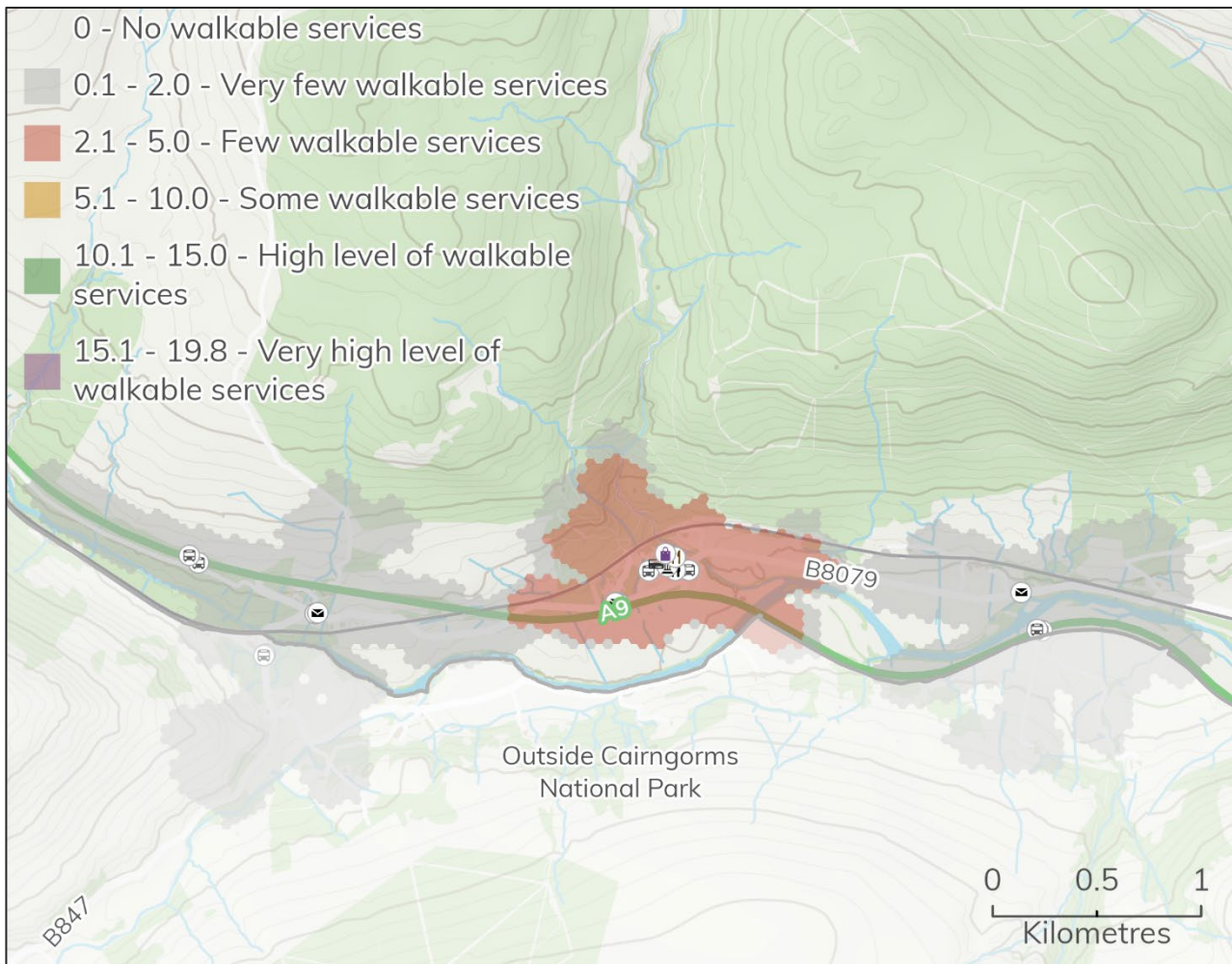


Figure 52 Bruar, Calvine and Pitagowan with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).



### Killiecrankie

Killiecrankie is a rural settlement. Residents have access to few walkable services. It is 3.5 miles from Blair Atholl by road. It is 4.5 miles from Pitlochry.

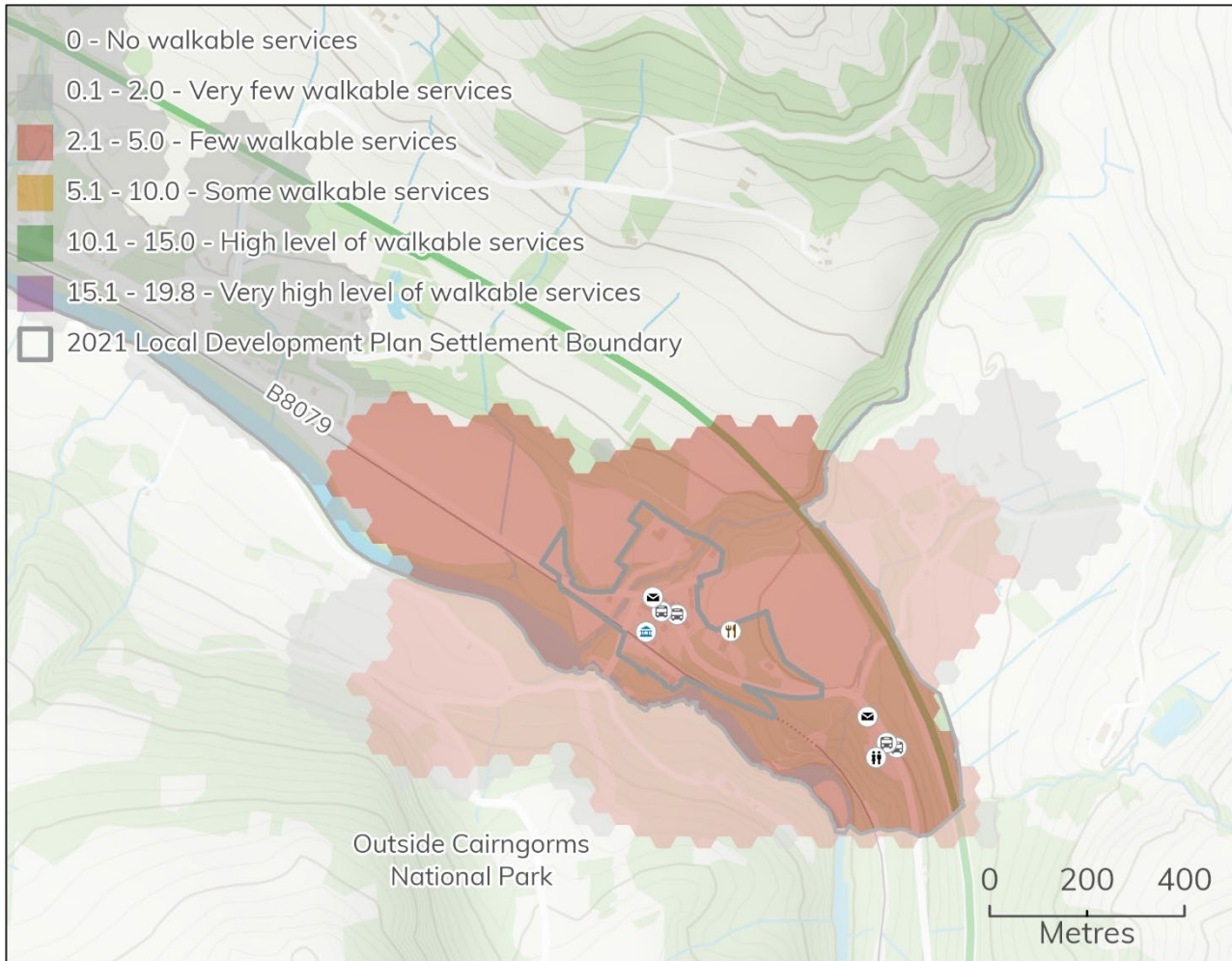


Figure 53 Killiecrankie with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

### Open space in the Blair Atholl cluster

All settlements in this cluster have good access to open space, particularly woodland as shown in Figure 54. Walkable access to open space is not considered to be a limiting factor to living well locally in this cluster. Access to open space is considered further in Schedule 17: Play, recreation and sport.

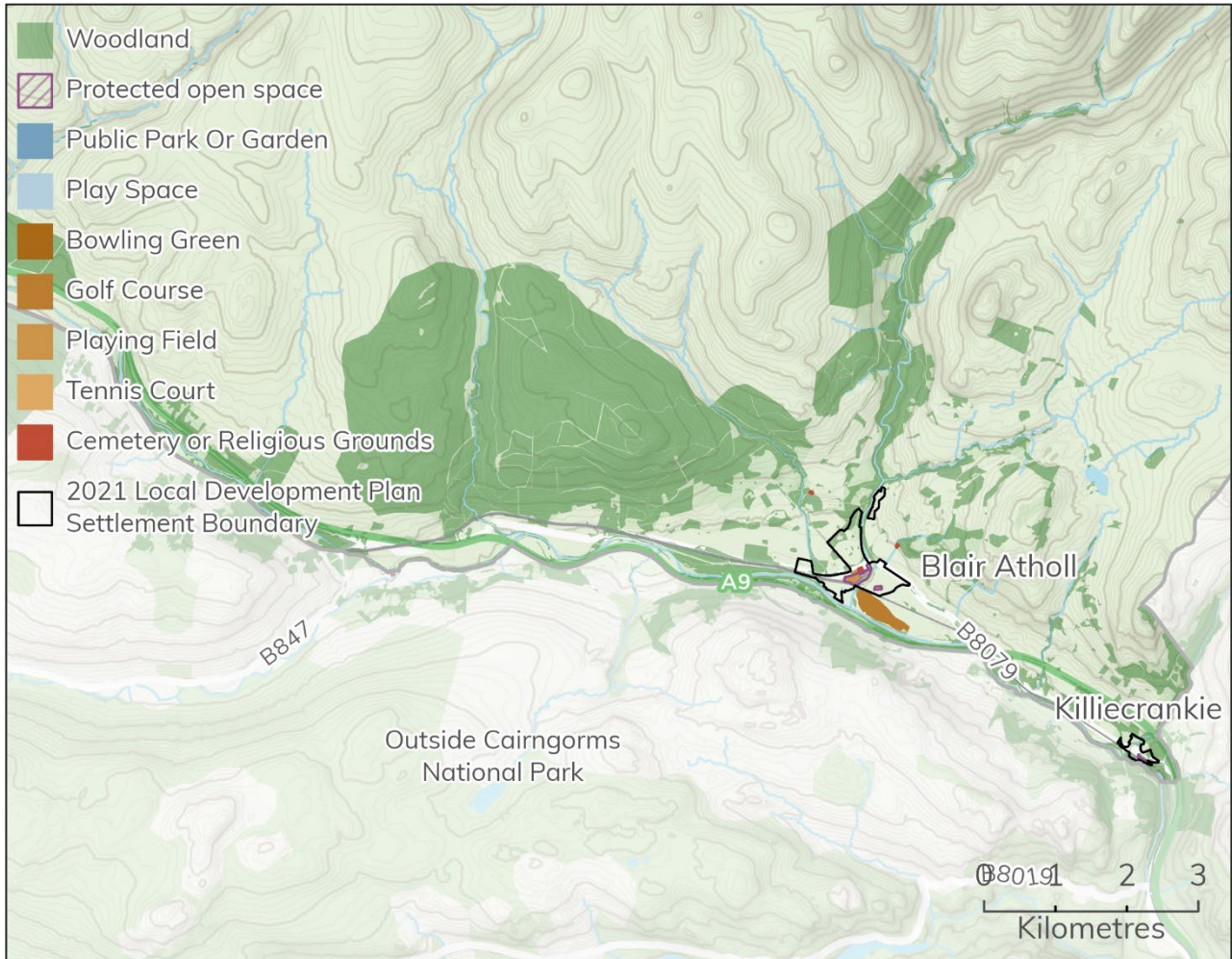


Figure 54 Blair Atholl cluster with Cairngorms National Park local development plan 2021 settlement boundaries, open spaces and woodland. (source: Ordnance Survey Open Data Greenspace layer, Ordnance Survey MasterMap Topography layer and the Cairngorms National Park Local Development Plan 2021). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA016, CPNA503, CPNA865).



## Angus Glens

The Angus part of the National Park covers the isolated upper parts of the Angus Glens comprising a dispersed rural community. The small population is focussed within Glen Clova and the village of Clova.

## Glen Clova

Residents of Glen Clova have access to few walkable services. It is located 12 miles north of the town of Kirriemuir.

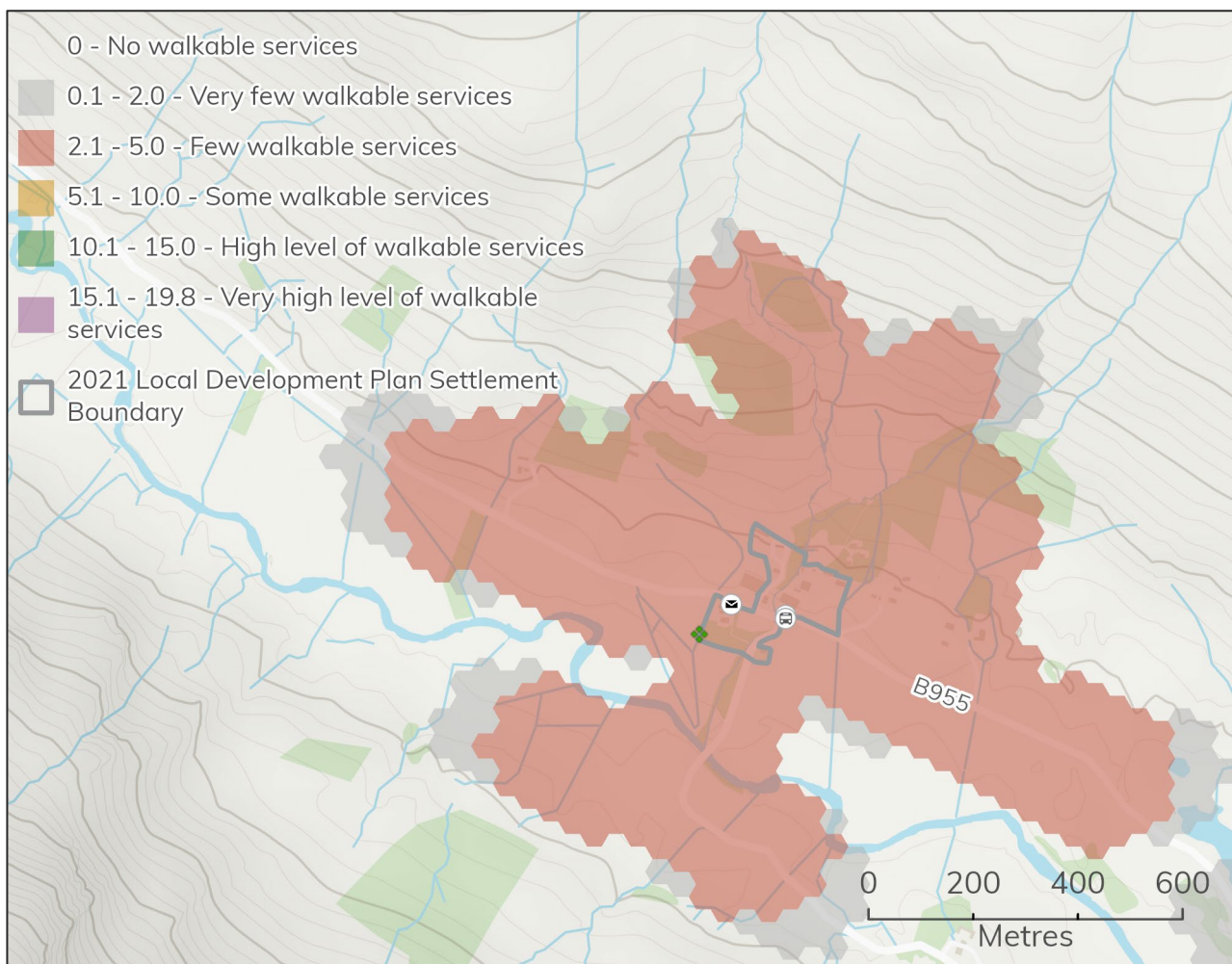


Figure 55 Glen Clova with local living map colour ramp and facility layers (source Cairngorms National Park local living map). Cairngorms National Park Authority © Crown copyright and database rights 2026 Ordnance Survey AC0000821810 (CNPA503).

## Evidence gaps

There are no identified evidence gaps in this schedule.



## Summary of stakeholder engagement

Engagement with Gypsy and Traveller communities revealed support in principle for improved community facilities and gathering spaces but noted ongoing barriers such as the lack of nearby services and inclusive venues. Participants highlighted the need for spaces that are accessible, welcoming, and reflective of diverse community needs across the National Park (CNPA028).

Engagement with children and young people highlighted the desire for more inclusive third spaces (for example clubs, cafés and similar places) for youths as the current provision is lacking. Students also suggested the development of a new High School in Aviemore and improvements to the existing facilities in Kingussie, emphasising the importance of accessible and modern learning environments that reflect the needs of local young people (CNPA027, CNPA058, CNPA681, CNPA682, CNPA683, CNPA833, CNPA834, CNPA835).

Engagement through playing Planning Power with members of the public in Aviemore and with Cairngorms 2030 officers in our office revealed that participants felt strongly that cultural, educational, leisure, and health facilities should be in town / local centres to encourage use, reduce car dependency, and create places where people want to spend time. Participants went on to further mention the desire for multifunctional rural hubs for example shops linked to farm shops, cafés, post offices, or shared spaces that serve both residents and tourists while supporting local producers (CNPA1104, CNPA1105).

Participants did however have concerns surrounding the location of said hubs stating that locating major facilities or services outside town centres (for example edge of town retail parks or isolated leisure facilities) undermines local vitality, increases car travel and drains footfall from central areas.

Concerning the nature of the National Park participants recognised outside of the larger settlements that 20 minute viability would be reduced however, in larger population centres increased walkability and a broader offering of services could aid in achieving this goal.

These comments were considered in the drafting of this section of the evidence report.

Public engagement on this schedule (see CNPA1352 for engagement version) was carried out from 15 August – 26 September 2025. Eleven completed responses were



received, all of which agree that the evidence presented is sufficient to inform the preparation of the Proposed Plan (CNPA1340).

## Summary of implications for 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 first aim 'to conserve and enhance the natural and cultural heritage of the area'.
- 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 (CNPA008), in particular by:
  - Supporting local living in a way that reflects the Cairngorms National Park's local circumstances of strategic settlements with higher levels of services, which form network clusters with intermediate and rural settlements in Badenoch and Strathspey and more dispersed strategic, intermediate and rural settlements in the rest of the National Park which also rely on larger settlements outwith the National Park.
  - Utilising the Cairngorms National Park local living map to inform the Proposed Plan's site assessment process and the policy and allocation requirements for each settlement.

In its preparation the Proposed Plan should:

- Align with the Cairngorms National Park Partnership Plan 2022 – 2027 (CNPA010).  
In particular through:
  - Supporting the objective C4 target for an increasing number of 20 minute neighbourhoods (or their rural equivalent) and the action to develop a rural
  - Supporting the objective C7 target:
    - 20% of current journeys by visitors, commuters and residents to not take place by car by 2030, including the action to promote innovative approaches based on 'mobility as a service', demand responsive transport initiatives,



improved connectivity of bus routes, e-scooters, electric car schemes, car share schemes etc.

- Increase active travel and public transport usage.
- 25% of visitors to get to the National Park by public transport by 2045.
- E-bike and adapted bike hire and changing facilities will be available in all main settlements and major visitor hubs by 2030.
- Supporting the objective C8 target to increase the number of kilometres of safe and inclusive off road or segregated on road routes between communities by 2030.
- Supporting Policy C1 which seeks to enable sustainable patterns of settlement development, infrastructure and communications, particularly through:
  - C1(a) consolidating the role of the strategic settlements (Aviemore, Ballater, Grantown-on-Spey, Kingussie and Newtonmore) identified in current and future local development plans as the most sustainable places for future growth and the focus for housing land supply.
  - C1(b) providing any additional flexibility in future land supply for housing at small sites around a wider range of settlements.
  - C1(d) planning and improving integrated and sustainable local transport networks that allow for safe off road travel and link with public transport.
  - C1(e) planning and improving integrated public transport that meets the needs of residents and visitors to the National Park.
- Supporting Policy C3 which seeks to enhance the design and sense of place in new development and existing settlements.
- Take account of the priorities of community action plans.
- Locate allocations for new homes where they are consistent with the principles of local living including, where relevant, 20 minute neighbourhoods.
- Support development that promotes walkability within new or existing places in line with the principles of 20 minute neighbourhoods. For example, by providing or supporting local services or by providing new or improving existing pedestrian and cycling infrastructure.
- Support local living and reduce the need to travel unsustainably by encouraging, promoting and facilitating the rollout of digital infrastructure.
- Future proof local liveability by applying the concept of local living and 20 minute neighbourhoods flexibly to support communities in ways that best meet their needs and capitalise on local assets.



## Statements of agreement

The following people / organisations agree that the evidence presented is sufficient to inform the preparation of the Proposed Plan:

- Dulnain Bridge Community Council (C027)
- Highland and Islands Transport Partnership (HITRANS) (C003)
- Historic Environment Scotland (C002)
- Scottish Environment Protection Agency (C010)
- Scottish Forestry (C011)
- North East Scotland Transport Partnership (NESTRANS) (C005)
- Tayside and Central Scotland Transport Partnership (TACTRAN) (C012)
- Atholl Estate and Dalhousie Estate (C032)
- Crown Estate Scotland (C038)
- Walking Scotland (C062)

### **Dulnain Bridge Community Council (C027)**

Dulnain Bridge Community Council recognise the amount of information provided and fully support the aspiration. They point out a few factual corrections needed to the facilities mapped in Dulnain Bridge and highlight their frustrations with the very slow processes and funding opportunities for the Dulnain Bridge to Grantown-on-Spey cycle path (CNPA1424).

#### **Park Authority response**

An updated version of the local living mapping will be created which takes account of factual corrections of facilities, such as those provided by Dulnain Bridge Community Council.

### **Highland and Islands Transport Partnership (HITRANS) (C003)**

Highland and Islands Transport Partnership advises that the evidence presented effectively supports the concept of local living by mapping existing infrastructure and services across the Cairngorms National Park (CNPA1018).

They comment that, as highlighted by North East Scotland Transport Partnership (NESTRANS), it is important to consider facilities and trip generators outwith the National Park area and those that are travelling to the National Park from outwith it. Highland Transport Partnership would welcome the opportunity to build on recent positive collaboration to address some of these challenges that may involve cross boundary infrastructure and service provision.



### **Park Authority response**

Reference is made within the commentary on each settlement cluster to distances and linkages to settlements outwith the Cairngorms National Park. Infrastructure provision outwith the National Park is also considered in Schedule 11: Sustainable transport, Schedule 14: Education and Schedule 18: Health and safety. The Park Authority is committed to ongoing engagement with Highland and Islands Transport Partnership during the preparation of the Proposed Plan, including to address cross boundary infrastructure and service provision in relation to local living.

### **Historic Environment Scotland (C002)**

Historic Environment Scotland comment that as is referenced in the report, opportunities for the reuse / adaptation of vacant buildings can offer multiple benefits through providing for local services / activities and enhancing the built environment.

### **Scottish Environment Protection Agency (C010)**

Scottish Environment Protection Agency advises that they have recently commented on drafts of topic papers and have been happy with the content. They have no further comment to make (CNPA1423).

### **Scottish Forestry (C011)**

Scottish Forestry advises that matters that concern them are appropriately addressed in the Natural Heritage evidence paper and that the suite of evidence reports, including housing, actively reference this. Scottish Forestry have no further comments (CNPA1421).

### **North East Scotland Transport Partnership (NESTRANS) (C005)**

North East Scotland Transport Partnership comment that the evidence presented effectively supports the concept of local living by mapping existing infrastructure and services across the Cairngorms National Park (CNPA1135). They advise that this spatial approach provides a clear and practical baseline for understanding how different settlements function in relation to daily needs.

They advise that the mapping of facilities is particularly welcomed, offering a structured view of accessibility across key themes. However, while the paper establishes a solid foundation, they advise that it could go further in applying an infrastructure first lens.



The settlement hierarchy – strategic, intermediate, and rural – is a useful classification and could be more explicitly used to inform the preferred spatial strategy and guide development allocation decisions.

In addition, although the mapping identifies the presence of facilities, it does not consistently assess their sufficiency or quality. This limits its ability to fully inform planning decisions.

They comment that the paper rightly acknowledges the need to apply the principles of local living flexibly, especially in rural areas, and recognises the importance of connectivity between settlements. The concept of 'networked villages' sharing resources and services is particularly welcome. However, at least in parts the analysis appears to focus exclusively on facilities located within the National Park boundary. In practice, residents often travel and rely on services beyond the National Park in order to meet their needs. For example, there is likely a reliance on larger supermarkets on the border of the National Park given the size of some of the stores within the park. This highlights the need for stronger collaboration with neighbouring local authorities to ensure cross boundary infrastructure and service provision is adequately considered.

### **Park Authority response**

The settlement hierarchy used in this schedule is the spatial strategy explicitly set out in the adopted Cairngorms National Park Partnership Plan 2022 – 2027 (CNPA010) and will guide the next local development plan, including development site allocation decisions as will the local living mapping tool.

Reference is made within the commentary on each settlement cluster to distances and linkages to settlements outwith the Cairngorms National Park. Infrastructure provision outwith the National Park is also considered in Schedule 11: Sustainable transport, Schedule 14: Education and Schedule 18: Health and safety. The Park Authority is committed to ongoing engagement with North East Scotland Transport Partnership during the preparation of the Proposed Plan, including to address cross boundary infrastructure and service provision in relation to local living.

### **Tayside and Central Scotland Transport Partnership (TACTRAN) (C012)**

Tayside and Central Scotland Transport Partnership state that they consider that local communities will be best placed to assess this element of the consultation. From the methodology presented, they advise that the source data appears well considered and valid, noting that there will always be some gaps in the data provided, and the accuracy



will diminish over time unless updated – for example retail facilities can regularly change hands or relocate.

They consider the weighting to be logical and coming from established sources. Noting one individual may value certain facilities and services in a different way to another, the weightings appear to provide a sensible overarching approach.

They advise that living locally research provides a baseline to begin to develop the spatial strategy which takes into account existing services and proximity to these services. They note all of the strategic settlements where growth is likely to be focussed (Aviemore, Ballater, Grantown-on-Spey, Kingussie and Newtonmore) are outwith the Tayside and Central Scotland Transport Partnership area. However, they note that the document also considers the connectivity of the Blair Atholl Cluster, the Angus Cluster and the Aberdeenshire Cluster (which includes Glenshee), all of which are within the Tayside and Central Scotland Transport Partnership area. Specifically, the document notes that connectivity between settlements is key to approaching the local living concept in the context of the National Park, as opposed to walkable 20 minute neighbourhoods. This will include a reliance on the private car, due to the distances between settlements, and the low population density which results in some services being unable to be sustained.

Tayside and Central Scotland Transport Partnership confirm that they are not aware of any additional information or resource relevant to this specific area, noting that they are engaged with the National Park Authority on other transport planning matters.

They advise that the application of local living, as set out in National Planning Framework 4 (CNPA008), appears proportionate to the area. As such, the local living tool will be a helpful starting point to ensure allocations for new homes and non residential development are consistent with the principles of local living. It is assumed that the mapping tool will be applied throughout the development plan process, and prospective site allocations can be assessed using the mapping tool. This will assist in understanding which types of services may be lacking for that proposed development site, and also where connectivity improvements could be made (for example path connections into existing communities).

### **Park Authority response**

The settlement hierarchy used in this schedule is the spatial strategy explicitly set out in the adopted Cairngorms National Park Partnership Plan 2022 – 2027 (CNPA010) and will guide the next local development plan, including development site allocation



decisions as will the local living mapping tool. The Park Authority is committed to ongoing engagement with Tayside and Central Scotland Transport Partnership during the preparation of the Proposed Plan, including to address cross boundary infrastructure and service provision in relation to local living.

### **Atholl Estate and Dalhousie Estate (C032)**

Representatives on behalf of both Atholl Estate and Dalhousie Estate advise that, consistent with representations submitted on the climate change topic paper, they welcome exploring the role of mobility hubs within towns, villages and transport corridors to support active travel and low and zero carbon mobility for residents, businesses and visitors.

### **Crown Estate Scotland (C038)**

Crown Estate Scotland respond to the specific survey question asking whether there are facilities that are not currently represented on the model. Crown Estate Scotland advise that the Glenlivet Estate Office and Visitor Centre is not on the local living map (CNPA503).

#### **Park Authority response**

This facility will be added to the revised version of the Cairngorms National Park local living map.

### **Walking Scotland (C062)**

While agreeing that the evidence presented is sufficient to inform the preparation of the Proposed Plan, Walking Scotland advise that their Walking and Wheeling Report 2023 provides additional information to help inform the preparation of the next local development plan. They highlight that this national survey of attitudes to walking and wheeling found that around 7 in 10 Scots support the concept of 20 minute neighbourhoods, where every day needs can be met by a short walk or wheel from their home.

#### **Park Authority response**

Walking Scotland has since published their Walking and Wheeling Report 2025 (CNPA1196), and this has now been added to the Links to Evidence and Summary of Evidence sections of this topic paper.



---

## **Catriona Strang (C075)**

Catriona Strang provided some information about facilities in Aviemore to update the local living map with (CNPA1425).

### **Park Authority response**

These facilities will be added to the revised version of the Cairngorms National Park local living map.

## **Statements of dispute**

There are no outstanding statements of dispute.