



Cairngorms Strategic Tourism
Infrastructure Development Plan
2023 - 2028



Cairngorms
National Park
Pàirc Nàiseanta a'
Mhonaìdh Ruaidh

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Introduction

Visitor numbers have seen steady growth since National Park designation in 2003. In 2019, the Cairngorms received an estimated 2 million visitors for the first time. Alongside that, visitor satisfaction rates have climbed with an average satisfaction score of over 9/10. Visitors are more likely to be attracted to the area by its National Park status, with 55% saying that it was an important factor in their decision to visit. Although most visitors were repeat customers, there was also an increase in both first-time and overseas visitors.

The Covid-19 pandemic and associated lockdowns changed everything, as it did for destinations around the world. Concurrently we attempted to address the twin challenges of the sudden collapse of the visitor economy and an increased post-lockdown footfall at key countryside sites. This led to the emergence of a range of issues including parking congestion, toileting and high levels of informal camping. Measures such as the establishment of a National Park Authority Ranger Team for the first time helped to ameliorate some issues, but the situation has emphasised the need for a strategic approach to investment in tourism infrastructure.

Aim

The Aim of this plan is to develop a more strategic approach to investment in, and maintenance of, tourism infrastructure in the Cairngorms National Park for the period from 2023 to 2028.

Objectives

This plan has been prepared to add value to the new National Park Partnership Plan 2022 – 2027 by assessing the tourism infrastructure within the Park through a process that includes: -

- Developing a clear picture of existing tourism infrastructure provision across the Cairngorms National Park
- Identifying pressure points or gaps in provision on either a site specific or issue basis

- Identifying and prioritising tourism infrastructure improvements including those that can be delivered or taken to “shovel ready” stage in the near future
- Developing a strategic approach to facility and path maintenance and upgrades
- Developing appropriate data gathering and asset management systems to support future management of tourism infrastructure.

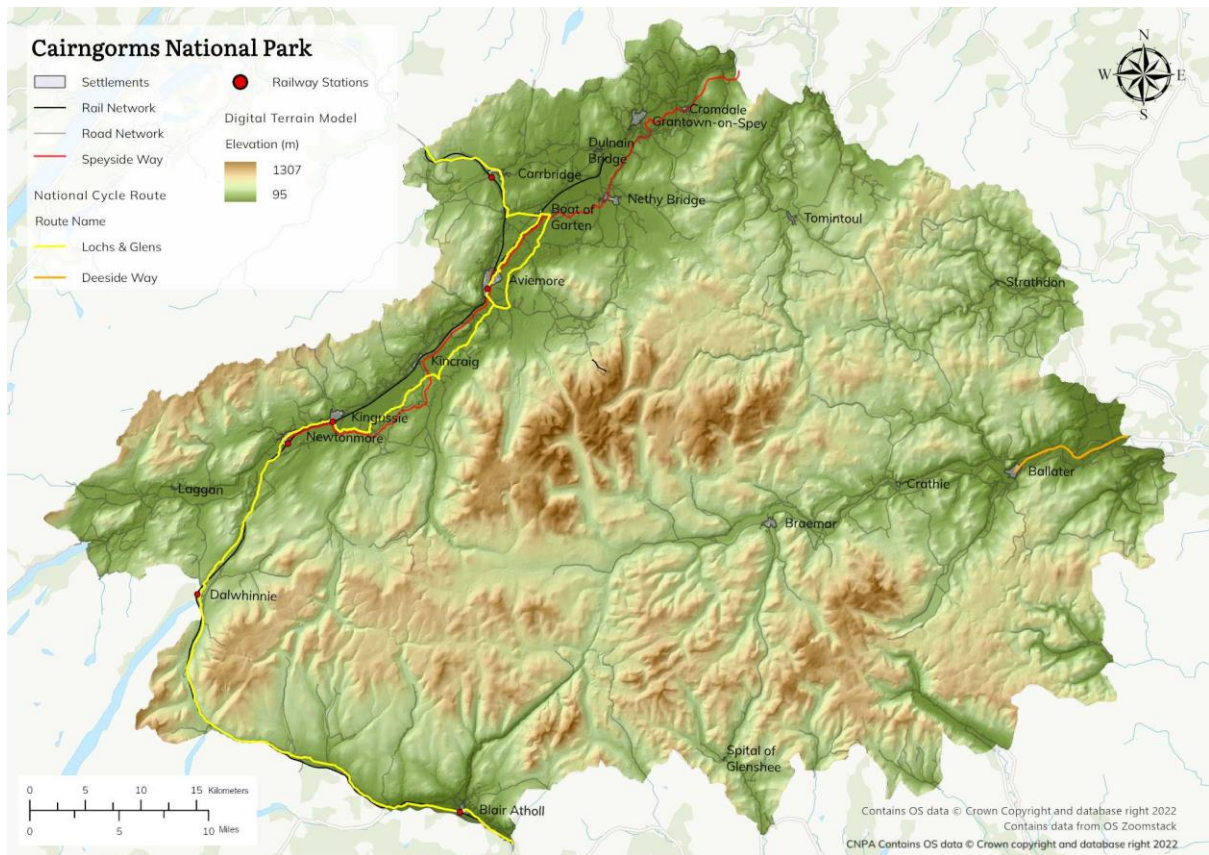
The plan will serve the function of an internal management tool to prioritise local investment and to assist in directing Park Authority resources. It will also be the recognised strategic plan for the Park against which future bids for Rural Tourism Infrastructure funding applications can be assessed. The plan will therefore also include a number of investment priorities that will be taken forward by partner organisations. The plan will help identify a number of potential projects predominantly at visitor pressure points and give broad cost estimates for delivery. It will provide an agreed list of strategic priorities that can support funding applications by both the Park Authority and partners as well as facilitating quicker delivery of projects as further funding becomes available.

Background

The Cairngorms National Park

The Cairngorms is the UK’s largest National Park at 4,528 sq km (6% of Scotland’s land mass) and is home to one quarter of the UK’s rare and endangered species.

Around 18,000 people live in the National Park across the areas of Aberdeenshire, Angus, Highland, Moray, Perth and Kinross, with two million visitors enjoying this special place every year. Indeed, the visitor economy is more critical to the Cairngorms National Park than anywhere else in rural Scotland, accounting for 30% of the economy (GVA) and 43% of employment in the area.



The National Park has four distinct aims as set out by Parliament:

- To conserve and enhance the natural and cultural heritage of the area.
- To promote sustainable use of the natural resources of the area.
- To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public.
- To promote sustainable economic and social development of the area's communities.

These aims are 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 to help ensure conservation of the natural and cultural heritage underpins the economic, social and recreation value of the Cairngorms National Park. The Cairngorms National Park Authority helps coordinate the activities that help achieve these aims with the vision and overarching strategy for managing the National Park in the strategic “National Park Partnership Plan”.

Cairngorms National Park Partnership Plan

Launched on 23 August 2022, the [Cairngorms National Park Partnership Plan](#) sets out how all those with a responsibility for the National Park will coordinate their work to tackle the most important issues in the period from 2022-27. In particular, the Plan:

- Sets out the vision and overarching strategy for managing the National Park.
- Guides the work of all public bodies and other partners to deliver the aims of the National Park.
- Provides the strategic context for the Local Development Plan.
- Is the Strategic Regional Land Use Framework, Regional Spatial Strategy, Climate Action Plan and Capital Investment Strategy for the National Park.
- Is the Economic and the Sustainable Tourism Strategy for the National Park.



The Partnership Plan is arranged in three sections: Nature, People and Place with each section setting out the outcomes that we want to achieve by 2045 (the year the Scottish Government has committed to achieving net zero). Each of these sections is supported by a set of objectives, actions for the next five years and a comprehensive set of policies. The Partnership Plan is supported by a number of action plans that will help to deliver the objectives of the plan and the National Park aims.

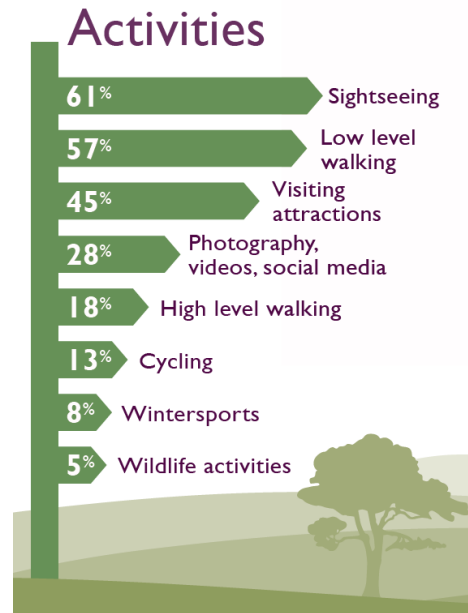
This Strategic Tourism Infrastructure Plan provides additional detail on the National Park’s tourism infrastructure needs and the associated priorities that will primarily deliver against the People and Place themes. However, it should be

noted that the interrelated nature of the different elements of the Partnership Plan mean many actions will have impacts across all three themes.

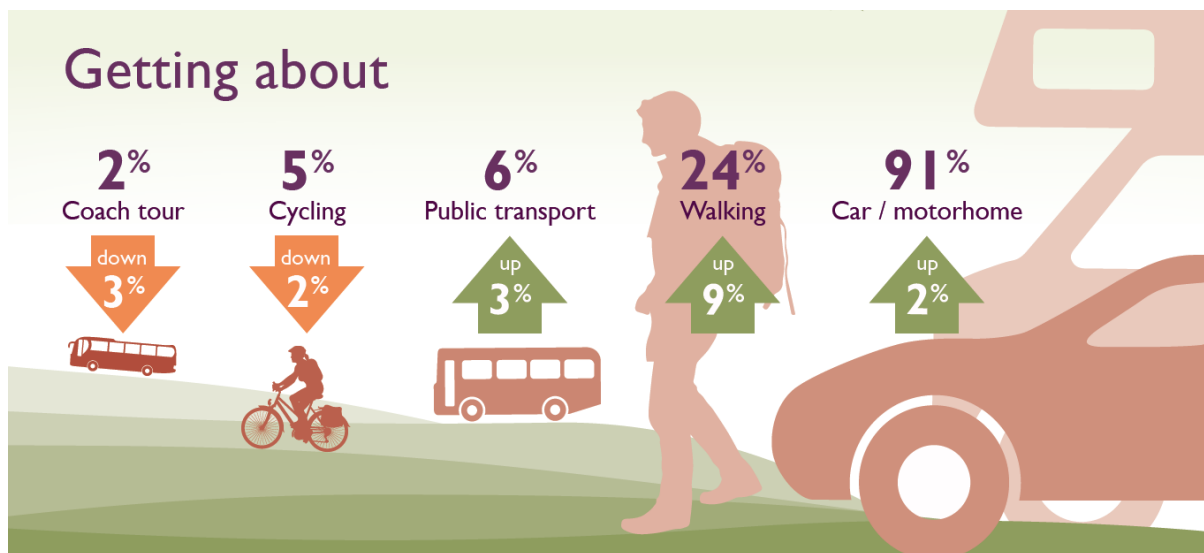
Cairngorms National Park Partnership Plan - Principal Objectives & Actions related to Tourism Infrastructure Development	
Objective	Actions
B5. Increase the number of assets in community ownership or management, the number of social enterprises that generate a profit and the area of land where communities are involved in management decisions.	<ul style="list-style-type: none"> • Support communities to acquire and manage assets / land through enhanced funding and training support
B10. There will be better opportunities for everyone to enjoy the National Park and the visitor profile will be more diverse, especially with regards to people who are disabled, from lower socio-economic backgrounds, LGBTQ+ and from minority and ethnic groups.	<ul style="list-style-type: none"> • Review, update and deliver the Active Cairngorms Action Plan, infrastructure plans and Tourism Action Plan • Develop targeted support programmes to overcome specific barriers to enjoying the National Park, including looking at business and infrastructure capacity
C5. Work to stabilise visitor numbers in the peak season, focusing growth on quieter months and on those areas that have the infrastructure and capacity to accommodate additional visitors	<ul style="list-style-type: none"> • Develop a Strategic Tourism Infrastructure Plan to provide high-quality infrastructure at key visitor hotspots and for key sectors (e.g. camping and motorhomes).
C9. Welcome visitors and provide a high-quality experience while managing their impacts through providing better infrastructure and high-quality ranger services.	<ul style="list-style-type: none"> • Develop and implement a new Cairngorms Strategic Tourism Infrastructure Plan, Active Cairngorms Action Plan and Tourism Action Plan

Our visitors

Around 2 million people visit the Cairngorms National Park every year from all over the world. Evidence from the last Cairngorms Visitor Survey (2019-20) shows that more than half of the visitors come from within Scotland, 25% from elsewhere in the UK and 21% are international visitors from around the world. Over half are motivated to visit by the landscape and scenery. Once here, the most popular activities are as shown in the infographic on the right:



The visitor survey also identified how visitors get around once in the National Park



Visitor satisfaction is generally extremely high, however areas consistently highlighted as needing improvement include provision of more public toilets and better public transport.

An accessible national park

The National Park Partnership Plan lays out a vision for a National Park that is genuinely welcoming to individuals of all backgrounds and abilities; that supports thriving, diverse communities; and that works for both nature and people. Integral to this is creating visitor infrastructure that removes or minimises barriers to access.

Around a fifth of adults living in Scotland have a long-term illness, health problem or disability, which limits their ability to participate in outdoor recreation. By addressing infrastructure issues such as availability of accessible toilets, clutter free pavements, accessible public transport and providing barrier free path networks, the intention is to remove or minimise disadvantage such that more people are more able to enjoy the National Park.

Although the Cairngorms already has one of the best path networks in Scotland, there is still work to be done to make more of them accessible to all. Many otherwise accessible trails have built in barriers such as some styles of gates, boulders or gates across entrances, steps to bridges or soft sections that preclude wheeling.



Availability and accessibility of public toilets continues to be an ongoing issue throughout the Park with dated infrastructure that often does not match today's expectations. Many public toilets are provided and maintained by Local Authorities, but they are increasingly using third party comfort schemes to fill the gaps in provision. The Park Authority will continue to work with partners to develop solutions to improve provision at key locations and support initiatives to develop fully accessible, year-round facilities and changing places toilets.

All proposals for new or upgraded infrastructure through this plan, will be subject to an equalities impact assessment to identify realistic options for improving accessibility for people with protected characteristics. The practical solutions will

vary depending on the project and availability of funding, but common options for exploration are likely to include:

- All abilities path surfacing
- Visual or textural guides on footways and within car parks
- Removal of physical barriers such as steps, slopes, stiles or awkward gates
- Provision of additional benches on paths where less mobile users rest stops are anticipated
- Installation of accessible bus stops and platforms
- Installation of or upgrading of existing toilets to “changing places” toilet standard
- Installation of e-bike charging points
- Electric vehicle charging that incorporates suitable disabled parking and includes charging units that are fully accessible.

Our nature



Image by Mark Hamblin

The Cairngorms National Park contains some of Scotland’s most iconic nature and landscapes. It contains nine National Nature Reserves and four of the five highest mountains in the UK can be found here. Nearly half of the land in the National Park is considered ‘wild land’ and 49% of the Park has been recognised as being of international importance for nature and is protected as shown in red in the map from the Local Development Plan 2021 below.



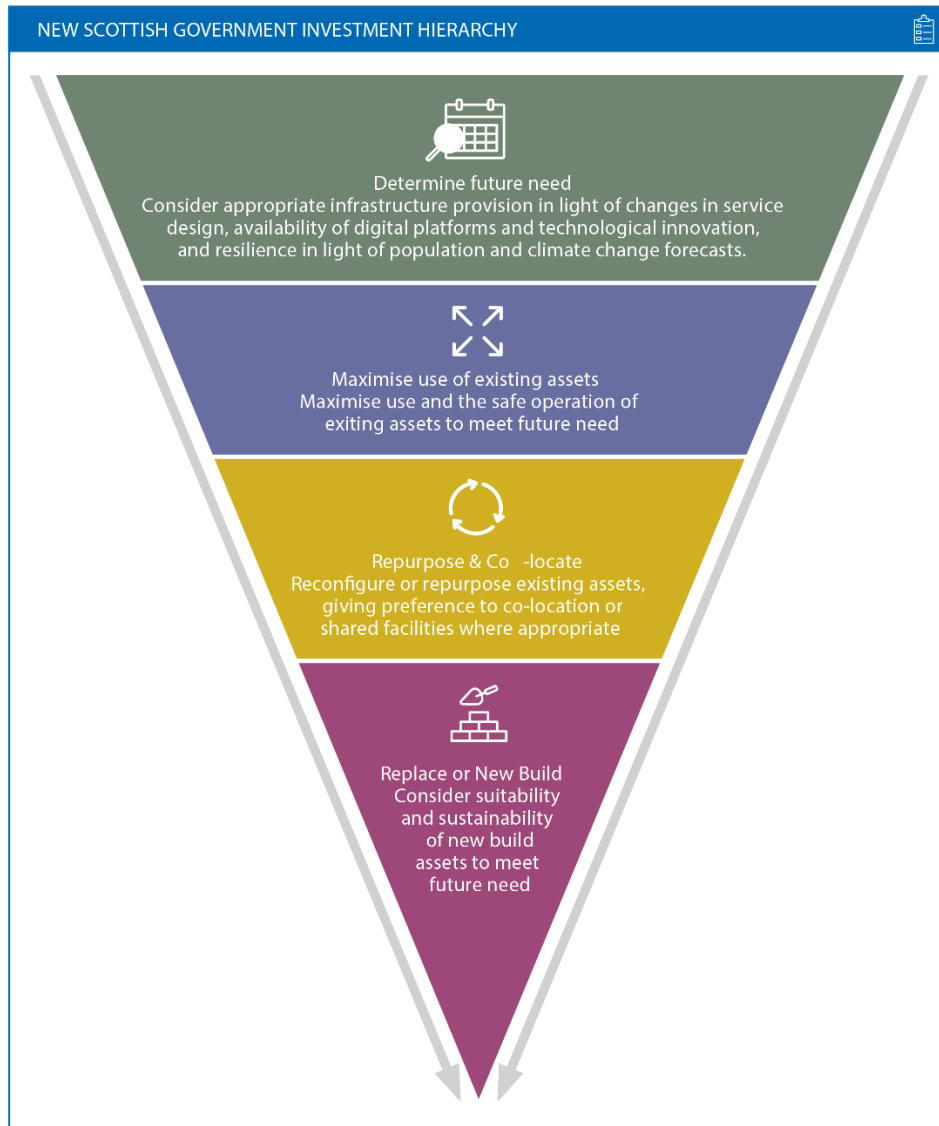
In total there are nineteen Areas of Conservation, twelve Special Protection Areas and forty-six Sites of Special Scientific Interest within the Park. Over a quarter of the UK’s rare and threatened species are found here including 80% of the capercaillie population.

As part of any infrastructure development, due consideration will need to be given to the impact that it may have on nature – both the natural environment in the immediate area and also the wider impacts in relation to the climate emergency and biodiversity crisis. To ensure such impacts are minimised a series of guiding principles will underpin any proposals for tourism infrastructure developments.

Guiding principles for tourism infrastructure development

In proposing infrastructure solutions to tourism pressures, there are a number of overarching principles that should be applied to any project. The climate and nature crisis is the single biggest challenge that we face and it is critical that the Cairngorms National Park is an exemplar in achieving net zero through projects that deliver solutions to the climate emergency and biodiversity crisis. Firstly, any

plans for infrastructure development should follow the Scottish Government's Infrastructure investment hierarchy which specifies that priority should be given to maintaining and enhancing existing assets over new build.



At a regional scale, the National Park Partnership Plan also identifies five guiding principles for capital investment in the National Park:

- Green: Infrastructure will contribute to delivering net zero and strengthen the natural and social capital of the National Park
- Cairngorms: Infrastructure will focus on the needs of the National Park and will contribute to the long-term outcomes as set out in the Partnership Plan.

- Employment: Infrastructure will maximise local employment and support the development of a wellbeing economy.
- Long-term: Infrastructure investment will be focused on long-term solutions to key issues around visitor management, transport, flood management etc.
- Equalities, diversity and inclusion: Infrastructure will help to ensure that the Cairngorms is a Park for All.

In delivering any tourism infrastructure projects we will follow the policies outlined in the 2021 Cairngorms National Park Local Development Plan to ensure that: -

- Any infrastructure development is of the right scale. A facility should not be bigger than it needs to be and should be designed so it is “sympathetic to the traditional pattern and character of the surrounding area” - Development Plan policy 3: Design and Placemaking.
- Any development promotes “sustainable transport methods and active travel, including making provision for the storage of bicycles”, thereby reducing car journeys as far as possible. - Development Plan policy 3: Design and Placemaking.
- Any development is respectful of the environmental carrying capacity of the site and the immediate area, most notably the disturbance of species or fragmentation of habitats that might be caused. Development likely to have any adverse effect on a site with International or National designations would only be permitted within the circumstances described in Development Plan policy 4: Natural Heritage and Development Plan policy 5: Landscape.

Investment in tourism infrastructure

Recent visitor pressures and the need for investment

Over the last decade or so, a new phenomenon has been the emergence of the Instagram or Trip Advisor effect whereby locations can suddenly become overnight “must visit” destinations through the promotion using attractive images by third parties such as influencers. The Fairy Pools on Skye are the most obvious Scottish example of this but within the National Park, visitors to Lochan Uaine at Glenmore and Prince Albert’s Cairn on the Balmoral Estate (known as the Balmoral Pyramids) have dramatically increased due to promotion using social media. This “instant popularity” is difficult to predict, and the Park Authority and partners will need to remain nimble in responding to emerging infrastructure issues as and where they may emerge.

The summers of 2020 and 2021 were unprecedented in terms of changes to visitor behaviour and distribution across the Park. A combination of circumstances, including lockdown easing and the desire from visitors to experience the outdoors and nature, put significant new pressures on certain locations and highlighted key pressure points or gaps in provision.



These challenges, which can negatively impact on local communities as well as the visitor experience included:

- Congestion, particularly on dead end roads.
- Capacity issues with car parks and campsites.

- Overspill parking such as on verges.
- Safety concerns as people were forced to walk on the public road.
- Limited public transport and active travel options in many areas.
- Availability (or not) of public toilets.
- Concentrations of informal camping at particular locations.
- Environmental damage due to cumulative impacts of large numbers of people as well as direct damage from activities such as campfires.
- Public health and sanitation issues around toileting or motorhome waste disposal.

These issues were often exacerbated in areas that were close to main transport routes and were therefore easily accessible from large population centres.

A return to more normal travel patterns including the resumption of more overseas travel and many domestic events such as music festivals occurred in 2022 which helped reduce many of the pressures. However, the ongoing effects of social media promotion, the “discovery” of new locations such as the Cairngorms by domestic visitors during the pandemic (to which some will return) and a continuing rise in the numbers of new motorhomes being registered and the numbers available for hire suggest ongoing investment will continue to be required.

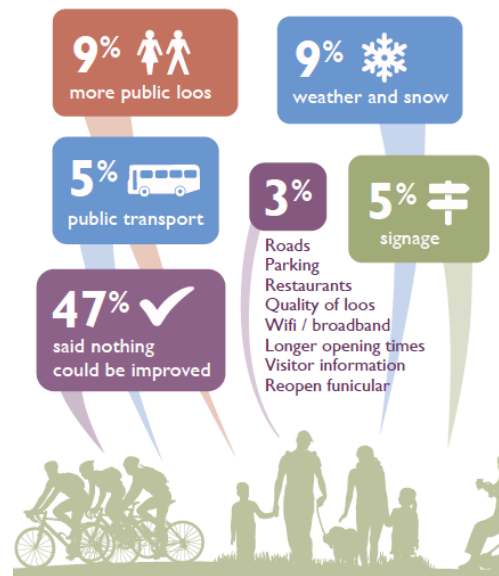
The Cairngorms National Park visitor surveys can be used to prioritise this investment. Data from the 2019 survey (and comparisons with earlier surveys) give an indication of visitors’ levels of satisfaction with the infrastructure provided for them.

RATINGS

Facilities

Condition of paths & tracks	★★★★☆	4.30	▲ up from 4.23
Signposts & signage	★★★★☆	4.20	▲ up from 4.13
Provision of car parks	★★★★☆	4.19	▲ up from 4.18
Public toilets	★★★☆☆	3.7	▼ down from 4.03
Mobile phone reception	★★★☆☆	3.23	▲ up from 3.09
Wifi access	★★★☆☆	3.18	▲ up from 3.06
Public transport	★★★☆☆	3.1	▼ down from 3.69

What could be improved?



Management for visitors

Addressing many of the pressures described above requires a mix of more immediate solutions and longer-term investment. Many of the immediate and often reactionary activities such as ranger patrols, communications activity around appropriate behaviour and temporary parking or toilet facilities can be considered as mechanisms to assist with the “management for visitors” and these activities were documented in an annual Managing for Visitors Plan. The purpose of the Managing for Visitors Plan, which is coordinated by the Park Authority but delivered by a range of partners was to:

- Identify particular rural “hot” and “warm” spots that need particular attention and /or support.
- Provide a warm welcome and support exceptional experiences for the public to enjoy the outdoors while mitigating any negative impacts from increased numbers at popular sites.
- Reduce potential conflict between residents and visitors.
- Promote collaboration across estate and organisational boundaries.
- Improve the range of advice and access to this advice to promote good behaviour and reduce the impacts of irresponsible activity such as fires or wild toileting.
- Address small scale maintenance of sites.

This approach continued until 2023 with more immediate activities that are typically addressed through revenue funding and deployment of staff being defined in the Managing for Visitors Plan. The development of a new Active Cairngorms Action Plan for the period 2024-28 (attached as Appendix 1) has now allowed this activity to be mainstreamed and incorporated in a formal plan that delivers on National Park Partnership Plan Objectives. To complement this, the priorities for longer term capital investment in infrastructure are defined in this infrastructure plan.

Defining “tourism infrastructure”

As much of the infrastructure used by visitors is also used by residents in their day-to-day activities and because some provision is informal rather than formal, it can be difficult to define exactly what “tourism infrastructure” is. For the purposes of this plan, the following principles have been used to help define tourism infrastructure: -

- The facility should be primarily aimed at or used by visitors - including day visitors. General infrastructure which is more widely used by residents or businesses such as roads or waste & recycling centres are excluded.
- The facility must be publicly available - typically this will mean provision is by local authorities, communities, public sector partners such as Forestry & Land Scotland or NatureScot or NGOs such as National Trust for Scotland or Royal Society for the Protection of Birds.
- Private sector provision that isn't related to being a customer of the business – for example a rural car park provided by a privately owned estate for use by the public when accessing the countryside can be considered tourism infrastructure but those such as a hotel or visitor attraction car park provided primarily for their paying customers would not.
- Facilities are also included where a formal arrangement is in place to give access to non-customers such as toilets in the recognised comfort scheme partnerships supported by Highland and Perth & Kinross Councils or electric vehicle charge points at business premises that are publicly available through the ChargePlace Scotland network.

Facilities included in the plan	Facilities NOT included in the plan
Rural car parking including roadside laybys or informal parking areas where these are used by visitors for an extended stop where the occupants park to undertake an activity away from the vehicle such as at the recognised start point for a hill walk	Parking in larger settlements where a combination of formal car parks and on-street parking give adequate provision Car parks provided for the paying customers of a commercial business
Small scale overnight parking for motorhomes managed by public sector partners or communities	Commercially operated full-service caravan and camping sites
Standalone motorhome waste disposal facilities	
Motorhome waste disposal facilities on commercial sites that are available and actively promoted to non-residents	
Public toilets	Toilets in the premises of a commercial business provided only for their customers
Path and cycle networks and their associated signage including Active Travel routes aimed primarily at visitors	Footways and pavements that form part of the public road infrastructure
Cycling infrastructure including <ul style="list-style-type: none"> • Bike parking / shelters • Bike racks • Public e-bike charging 	
Ranger bases & visitor information shelters	
Cairngorms National Park entry point markers on roads, cycle routes and paths and at railway stations	
The Snow Road Scenic Route viewpoint installations: - <ul style="list-style-type: none"> • “Still” • “The Watchers” and • “Counting Contours” 	
Electric Vehicle charge points*	

* Although not dedicated “tourism infrastructure” Electric Vehicle (EV) charge points are included. This is in recognition of the importance that having a good network of charging points will be in giving visitors the confidence to visit and in achieving the net zero ambition that underpins the National Park Partnership Plan.

Previous investment in tourism infrastructure

Over the past 15 years there has been significant investment in tourism infrastructure and facilities across the National Park by the National Park Authority, land managers and partner organisations, often with the support of funding from sources such as the National Lottery Heritage Fund and the Rural Tourism Infrastructure Fund. While the Park Authority does not actually own or manage any of the land within the National Park, it does have a key role in supporting the provision of facilities that enhance the visitor experience through partnership project development, coordination, financial support or funding acquisition. Charities like the Outdoor Access Trust for Scotland have played a key role in developing and delivering substantial path improvement programmes. In recent years investment has included built facilities such as:

- Improved and upgraded ranger bases and visitor centres.
- The extension of the Speyside Way to Newtonmore and upgrading the Speyside Way in Anagach Woods (Grantown) and around Aviemore.
- Significant improvements to a number of paths and trails around communities and on high ground.
- Improved toilets at Loch an Eilean outside Aviemore at Loch Garten and at Muir of Dinnet National Nature Reserve.
- New parking in Glen Muick near Ballater at Clarack near Dinnet and at Beinn a' Ghlo near Blair Atholl.

A list of some of the more significant recent infrastructure improvement works undertaken across the Park, many of which were financially supported by the Park Authority, can be found at Appendix 2.

The Rural Tourism Infrastructure Fund

The Rural Tourism Infrastructure Fund (RTIF) was established in 2018 by the Scottish Government and the Fund is managed by VisitScotland on its behalf. RTIF is designed to support collaborative projects which focus on improving the visitor experience in rural parts of Scotland that are facing pressure on their infrastructure and communities as a result of visitor numbers. There are two core elements in the RTIF criteria that describe the main objectives for tourism infrastructure projects:

1. Alleviating existing or anticipated visitor pressures - As a result of previous or anticipated increases in visitor numbers, there is a visitor

and/or community pressure point which is likely to continue, and which needs to be addressed.

2. Provision of a quality visitor experience – projects should provide high quality visitor facilities and infrastructure that lead to a positive impact on the local landscape and visitor economy while accommodating visitors with a wide variety of access needs.

To enable a more strategic approach to visitor infrastructure development and greater alignment with the objectives of [Scotland Outlook 2030](#) and the new [National Strategy for Economic Development](#), the RTIF criteria also require any actions proposed to meet a strategic need or address a gap. Priority will therefore be given to actions identified in a series of Strategic Tourism Infrastructure Development Plans (of which this plan will be one).

Three of the recent investments in infrastructure referred to above and in Appendix 2 have been funded through the Rural Tourism Infrastructure Fund:

- Improvements to the car parking and toilet facilities and provision of waste disposal facilities at Muir of Dinnet.
- Active Glenmore, which provided pedestrian links between car parks, visitor attractions and accommodation to improve safety and access.
- Replacement of the toilets at Glenshee with new, fully accessible toilet facilities and showers with 24 hour/365 day access, a grey and wastewater disposal point for motorhomes and new cycle facilities (funding awarded but project not yet completed).

Getting to and around the Cairngorms National Park

How people get to and move around the Cairngorms is going to be one of the biggest changes and challenges in the National Park over the coming years as we seek to achieve our net zero and visitor management objectives. There is a need to ensure that modal shift in the National Park follows the hierarchy set out in the National Transport Strategy which prioritises walking, wheeling and cycling followed by public transport and shared transport options in preference to private car use. Strategic targets include significantly increasing the proportion of visitors that arrive by public transport, increasing active travel and public transport usage once here and reducing the proportion of short journeys made by car. To achieve less use of private cars in future there is a need to look at

improved public transport to cater for visitors getting to and around the National Park, as well as site-specific solutions for key areas such as Glenmore.

Arriving in the National Park

Although walking, wheeling and cycling sit at the top of the transport hierarchy, the distances involved for most visitors coming here will tend to exclude these options for arrival. Therefore, influencing journeys to the National Park will tend to focus on public transport options. While the public transport services as a means of getting to the National Park are beyond the remit of this infrastructure plan, there is a role for this plan to identify infrastructure within the National Park that will support this change, particularly the integration with active travel once here.

Visitors coming into the National Park by public transport are likely to arrive in one of the towns or villages and there is a need for an appropriate sense of welcome at rail stations and bus arrival points in these communities. Some elements of this welcome are currently quite modest such as the National Park signs in railway stations. Other more significant infrastructure may be required to help improve the visitor experience such as improved arrival facilities, local maps, information about onward travel, access to e-bikes or shelter for those waiting to depart.



Encouraging more visits by public transport may also require additional infrastructure at locations outside these main communities such as rural bus laybys, associated shelters and service or location information. This will be particularly important in encouraging those coming into the National Park on day trips to do so by public transport. This is primarily expected to be along the A9 corridor between Blair Atholl and Carrbridge and in Deeside where existing services allow day visits by public transport.

Despite local and national efforts to encourage more use of public transport or active travel options, it is recognised that for the foreseeable future many people will continue to arrive in the National Park by private car. However, increasing numbers are likely to arrive by electric vehicle (EV) – and there is a consequent need to provide a suitable network of EV charge points. Proposals for these facilities which will also support people getting around the National Park are described in more detail on page 32.

All road and National Cycle Network entry points to the National Park are marked with a granite monolith or boulder to provide a sense of welcome to visitors and most rail stations have National Park welcome signs on the platforms. While these are not intended to be specific stopping points, it may be that some visitors who come by car or cycle stop next to some of them for photographs. This has implications for the Park Authority in terms of the ongoing management and maintenance of the markers, and this is covered in the section on managing Cairngorms National Park Authority Assets on page 90.

With the intention that in future more people will come to the National Park by public transport, it was considered important to provide a quality welcome to those visitors arriving by rail or bus. The first project identified in this Infrastructure Plan - new signage at all stations using the updated National Park brand was delivered in parallel with the development of this plan and completed during 2023. Similar signage at key bus / coach entry points is also proposed.



Project Proposal 1: Rail Entry Point Signage			
Locations	Blair Atholl, Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge.	Priority	High
Current issues / ambition for the location / need for investment	There are currently no National Park entry/welcome signs at Kingussie rail station while those at other stations are showing signs of age. With the intention that in future more people will come to the National Park by public transport, it is important to provide a quality welcome to those visitors arriving by rail. This project will see new signage provided at all stations using the updated National Park brand.		
Ownership	Scotrail		
Project summary This project will deliver improved welcome signage on the platforms at all 6 railway stations in the National Park.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Welcome signs and installation	24	£12,000	Estimated as 4 per station @ £500 each but numbers may vary with station layout
Estimated total cost		£12,000	
Project delivery			
Anticipated project lead	CNPA		
Delivery partners	Scotrail		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other (Scotrail) <input checked="" type="checkbox"/>
		Planning Permission <input type="checkbox"/>	SEPA <input checked="" type="checkbox"/>
			SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	No direct impact specifically from this signage but project forms part of the wider ambition to encourage use of public transport and reduce private car usage.		
Potential improvements to accessibility	Revised National Park brand is more accessible		
Potential barriers / constraints	None identified		
Potential funding sources	CNPA		
Future revenue streams	None identified but not required		
Timescale	2023		

Project Proposal 2: Signage at Main Bus / Coach Entry Points			
Locations	Blair Atholl, Kingussie, Aviemore, Grantown on Spey, Ballater, Braemar.	Priority	High
Current issues / ambition for the location / need for investment	There are currently no National Park entry/welcome signs at any of the points where visitors commonly arrive in the National Park by bus or coach. With the intention that in future more people will come to the National Park by public transport, it is important to provide a quality welcome to those visitors. This project will see new signage provided at 6 arrival points using the updated National Park brand.		
Ownership	Local Authorities		
Project summary This project will deliver improved welcome signage at xxx arrival points across the National Park.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Welcome signs and installation	12	£6,000	Estimated as 2 per location (1 per travel direction) @ £500 each
Estimated total cost		£6,000	
Project delivery			
Anticipated project lead	CNPA		
Delivery partners	Local Authorities		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other (Local Authority) <input checked="" type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No direct impact specifically from this signage but project forms part of the wider ambition to encourage use of public transport and reduce private car usage.		
Potential improvements to accessibility	Revised National Park brand is more accessible		
Potential barriers / constraints	None identified		

Potential funding sources	CNPA
Future revenue streams	None identified but not required
Timescale	2024

Getting around the National Park – active travel

One approach designed to reduce use of private cars in future, particularly for shorter journeys in and around communities, is to increase access to active travel. While much of the focus on active travel is commonly based on the needs of local residents, there are many instances where investments would be equally useful to visitors. The size of the towns and villages within the National Park lend themselves particularly well to visitors getting around without a car to access businesses such as accommodation, shops, cafés, restaurants, attractions and activities as well as travelling between communities & nearby attractions.



The Park Authority has committed to identifying issues and developing solutions to increase the levels of active travel in the National Park and to become a rural exemplar for sustainable and active travel. Through the National Lottery Heritage Fund supported Cairngorms 2030: Heritage Horizons programme development phase and with support from “Places for Everyone” a series of public engagement sessions and online consultation through the Commonplace platform in 2022/23 helped develop initial

concept designs for 15 communities. This concluded with a successful application to the National Lottery Heritage Fund in August 2023 which identifies a suite of routes within communities to support both residents and visitors getting around those communities as well as a network of routes between communities that will be developed in the longer term.

The first of the “Active Communities” projects as well as the first of the links between communities identified in the network plan will be delivered as part of the Cairngorms 2030 delivery phase between 2024 and 2028. This investment in routes will be complemented by further investment in facilities and services including:

- Improvements to existing infrastructure within communities to make them more suitable for walking, cycling and wheeling e.g. dropped kerbs or safe crossing points.
- Bike parking/storage.
- E-bike availability.
- E-bike charging.
- Route signage and related information on active travel routes
- Integration between public transport and active travel.

Within the National Park, two cycle related visitor destinations suggests some particular active travel improvements from the nearby communities may be warranted – Glenlivet Bike Trails and Laggan Wolftrax. As visitors are going there to mountain bike and many will be doing so on their own bikes this is a market that could easily be encouraged to use bikes to travel to the destination if the right infrastructure was provided.

Similarly, the two routes through the National Park recognised by Sustrans as part of the National Cycle Network – NCN7 from Killiecrankie to Carrbridge and NCN195 (Deeside Way) from Aboyne to Ballater via Dinnet can also be considered to form active travel links between communities as well as longer distance leisure cycling routes. As both trail centre links and NCN7, which Sustrans propose refreshing as a named tourism route, are likely to be predominantly used by visitors they are considered to be tourism infrastructure.

Project Proposal 3: Active Travel Infrastructure			
Locations	Various	Priority	Varies
Current issues/ambition for the location/need for investment	There are limited good quality, safe and well signposted & publicised facilities that allow visitors to access key visitor destinations by active travel methods (walking, cycling, wheeling).		
Ownership	Various owners but predominantly Local Authorities		
<p>Project summary</p> <p>The development phase of Cairngorms 2030 has identified and consulted on options for an active travel network and improvements to existing facilities within, and in some cases between communities around the National Park. Using the recognised Sustrans / Royal Institute of British Architects design and build process this has seen projects developed to stage 2 (concept design). Following the successful award of delivery phase funding from the National Heritage Lottery Fund and through additional funding schemes, consultants will be contracted to progress these through stages 3 (developed design) and 4</p>			

(technical design). Some subsequent construction will be funded through the National Heritage Lottery Fund but some active travel routes, notably those catering primarily for visitors, will require tourism infrastructure investment from other sources. A full list of projects is included in then Active Travel Plan attached as Appendix 3. This plan identifies over 100 active travel interventions ranging from small neighbourhood projects to longer community connections.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Delivery of active travel routes as identified in the Cairngorms Active Travel Plan (appendix 3)	TBC	£ TBC	Cairngorms 2030 has identified outline costs, but detailed design work will refine costs. Cairngorms 2030 includes anticipated spend of around £10m on Active Travel infrastructure
Estimated total cost		£ TBC	
Project delivery			
Anticipated project lead	CNPA		
Delivery partners	Sustrans, Local Authorities, Transport Scotland		
Permissions required	Landowner Lease <input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input checked="" type="checkbox"/>	SEPA <input checked="" type="checkbox"/>	
	Other <input checked="" type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Improving the infrastructure that supports active travel will encourage more people to reduce car kilometres by travelling around the Park by walking, wheeling or cycling. Much of this is anticipated to be improvements to existing infrastructure so impacts on nature should be minimal. Any new routes will need to be designed to avoid sensitive habitats.		
Potential improvements to accessibility	All designs will adhere to best practice for the type of route proposed - eg Cycling by Design Standards. Providing barrier free, well graded, well surfaced routes that can also be used for utility and leisure purposes will improve access for those who are less mobile.		
Potential barriers	Some barriers, which vary from project to project, have been identified as part of the Cairngorms 2030 development phase. Subsequent contracts for the detailed design stage will also incorporate		

	identification of potential barriers and methods of overcoming these.
Potential match funding sources	Local Authorities, Transport Scotland Active Travel Infrastructure Fund, National Lottery Heritage Fund, Sustrans, RTIF.
Future revenue streams	None identified as new infrastructure would become an integral part of public sector managed roads and / or path infrastructure.
Timescale	Detailed design work from 2024 to 2026 with construction from 2026 to 2028 for National Heritage Lottery funded projects. Other projects from 2024 to 2045

Project Proposal 4: Glenmore - Old Logging Way Active Travel Improvements

Location	Glenmore	Priority	High
Current issues/ambition for the location/need for investment	The Glenmore corridor is the most heavily visited part of the National Park with most visitors arriving by private car. Parking is currently inadequate for peak time demand with insufficient formal parking near to the main attraction of Loch Morlich beach leading to inappropriate and sometimes dangerous parking nearby. While some short term measures are being implemented in 2023 / 24 the Glenmore Transport Plan strand of the Cairngorms 2030 project identifies that in order to address climate change and habitat concerns a longer term solution that sees less private car use is required.		
Ownership	The Highland Council, Forestry & Land Scotland, Rothiemurchus Estate		
<p>Project summary</p> <p>The preliminary options appraisal undertaken as part of the longer term Glenmore Transport Plan has identified three strands of activity to address the current transport parking issues. Infrastructure improvements to facilitate active travel along the corridor is the first strand and complements public transport and demand management interventions. To progress this further, a contract was let in late 2023 to undertake a survey of the Old Logging Way and identify improvements and enhanced connections between the route and individual visitor attractions / sites. A copy of the final report is included as Appendix 4 to this plan.</p>			
Output	Scale	Expenditure	Additional Information

		(Rough Estimate)	
	TBC	£ TBC	
Estimated total cost		£ TBC	
Project delivery			
Anticipated project lead	CNPA		
Delivery partners	Rothiemurchus Estate, Highland Council, Forestry & Land Scotland, Cairngorm Reindeer Centre, Sustrans.		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Improving the infrastructure that supports active travel will encourage more people to walk or (more commonly) cycle to Glenmore so reducing car kilometres. Much of this will involve improvements to existing infrastructure so impacts on nature should be minimal.		
Potential improvements to accessibility	Designs will incorporate best practice such as “Cycling by Design” standards but with recognition of the need for appropriate development in a rural setting that includes protected sites. Providing wider, barrier free, well graded and improved surfaces will also benefit those who are less mobile.		
Potential barriers	Protected sites may influence scale and designs.		
Potential match funding sources	National Lottery Heritage Fund, Sustrans, RTIF.		
Future revenue streams	None identified.		
Timescale	2025-2028		

Getting around the National Park – public transport

Most public transport in the National Park is focussed on two linear routes – the A9 road corridor and Deeside. While the former has a selection of both rail and bus options these are largely designed around the needs of people travelling through the area between Inverness and Perth / Edinburgh / Glasgow so stops can be limited or at times less convenient for more local journeys. Further bus services on a roughly hourly basis connect Aviemore with communities further down the Spey to Grantown-on-Spey. On Deeside similar frequency services

operate along the Dee between Aberdeen and Ballater with alternate services continuing to Crathie and Braemar.

Beyond these routes public transport is limited. Where it does exist, it is fairly infrequent with many services based around school times so often unsuitable for visitor use. With the exception of buses / trains between Pitlochry or Blair Atholl in Highland Perthshire and Badenoch & Strathspey, direct connections between different visitor areas within the National Park are non-existent.

As described above under “arriving in the National Park” the public transport services themselves are beyond the remit of this infrastructure plan, but there is again a role for this plan to identify infrastructure within the National Park that will support increased use of those services that do exist such as improved shelter for travellers.

As with active travel routes, the Park Authority’s Cairngorms 2030 programme development phase included initial work on sustainable transport options that would enable people to travel more sustainably and reduce car dependency in the Park. This includes ensuring active travel facilities are integrated with public transport provision, making sustainable multi-modal journeys an easy and attractive option. This is anticipated to require investment in public transport infrastructure, but specific projects will only be defined once the development phase is complete. However, where any individual tourism infrastructure projects are being taken forward, consideration will be given to the inclusion of associated infrastructure that supports public transport at the time of the initial work to avoid the need to retrofit any further infrastructure.

One Cairngorms 2030 project is looking specifically at producing a sustainable transport plan for the Glenmore corridor which is widely acknowledged as the area of the National Park facing the most significant visitor related transport and parking pressures. Part of the solution proposed includes Active Travel improvements which are described on pages 25-29 but these need to be complemented by further public transport improvements. Larger scale improvements or any potential longer-term solutions such as Park and Ride services will be delivered through the Cairngorms 2030 Glenmore Transport Plan work but some more immediate work with public transport elements is included in the proposals for Aviemore on page 54.

Project Proposal 5: Public Transport Infrastructure

Location	Various	Priority	High
Current issues / ambition for the location / need for investment	Limited public transport options that allow visitors to access key visitor destinations by public transport. Gaps in the infrastructure that supports the operation of public transport services or the integration between public transport and active travel.		
Ownership	Various owners		
<p>Project summary</p> <p>The Cairngorms 2030 programme includes proposals to improve sustainable transport across the National Park and to integrate this with other modes including active travel. Work is focused on two locations - Upper Deeside and Glenmore, with much of the work be delivered through the Cairngorms 2030 programme but it is anticipated that further tourism related transport infrastructure investment will be required in other areas of the National Park with more specific requirements emerging as the Cairngorms 2030 projects evolve. In the case of Aviemore and Ballater, project proposals 17 and 25 below describe coach parking related projects that could also be integrated with public transport.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Main priorities defined through and delivered by Cairngorms 2030 programme	TBC	£ TBC	Cairngorms 2030 work has identified main priorities, but further work and funding will be required for this work to progress.
Estimated total cost		£ TBC	
Project delivery			
Anticipated project lead			
Delivery partners	CNPA, Local Authorities, Regional Transport Partnerships, Transport Scotland, Transport providers		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Planning Permission <input type="checkbox"/> SEPA <input type="checkbox"/>

	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	Improving the infrastructure that supports public transport services will encourage more people to use public transport to get to and around the Park. Infrastructure is anticipated to be at sites already developed eg roadsides so any impacts on nature should be minimal.	
Potential improvements to accessibility	Infrastructure improvements should be designed to maximise accessibility for those with limited mobility. Improved public transport services should improve access for those from lower economic brackets and non car owners.	
Potential barriers	Some to be identified through Cairngorms 2030 work. Longer term commercial viability of routes in some areas likely to be a barrier.	
Potential match funding sources	Transport providers, Local Authorities, Regional Transport Partnerships, Transport Scotland, National Lottery Heritage Fund, RTIF.	
Future revenue streams	None from infrastructure itself; commercial income from operation of some routes.	
Timescale	2025-2028	

Getting around the National Park – private transport

As with travelling to the National Park it is recognised that for the foreseeable future many people will continue to make some of their journeys around the National Park by private vehicles. Adequate, well managed parking as well as a suitable EV charge point network will be essential to cater for those moving around within the National Park. Many visitors travelling by private vehicles are likely to be doing so in motorhomes or camper vans and as such will have some additional requirements which are considered in the section on park wide issues on page 74.

Electric vehicle charging points

The Cairngorms area faces the challenge of having a low population but high visitor numbers. To date most investment has been based on population density,

which can lead to lower levels of provision than in more populated areas. However, visitors will require a certain level of provision and EV charging availability to confidently visit the area. Much work to deliver a network of EV charging points is already under way with local authorities leading on the strategic planning for EV networks in their areas. In Highland and Perthshire, this is complemented by Transport Scotland’s “Electric A9” project which aims to develop multiple EV charge place hubs along the route, to provide EV charging for long distance journeys. However, a denser network will still be required and so, as well as additional provision in settlements, consideration will be given to providing EV charging at appropriate visitor locations.

With the constantly evolving rollout of an EV charging network across Scotland it can be difficult to predict what infrastructure will be provided by partners such as Transport Scotland and local authorities. Similarly, there is an increased interest from, and funding support to, the private sector to help provide this service to their customers.

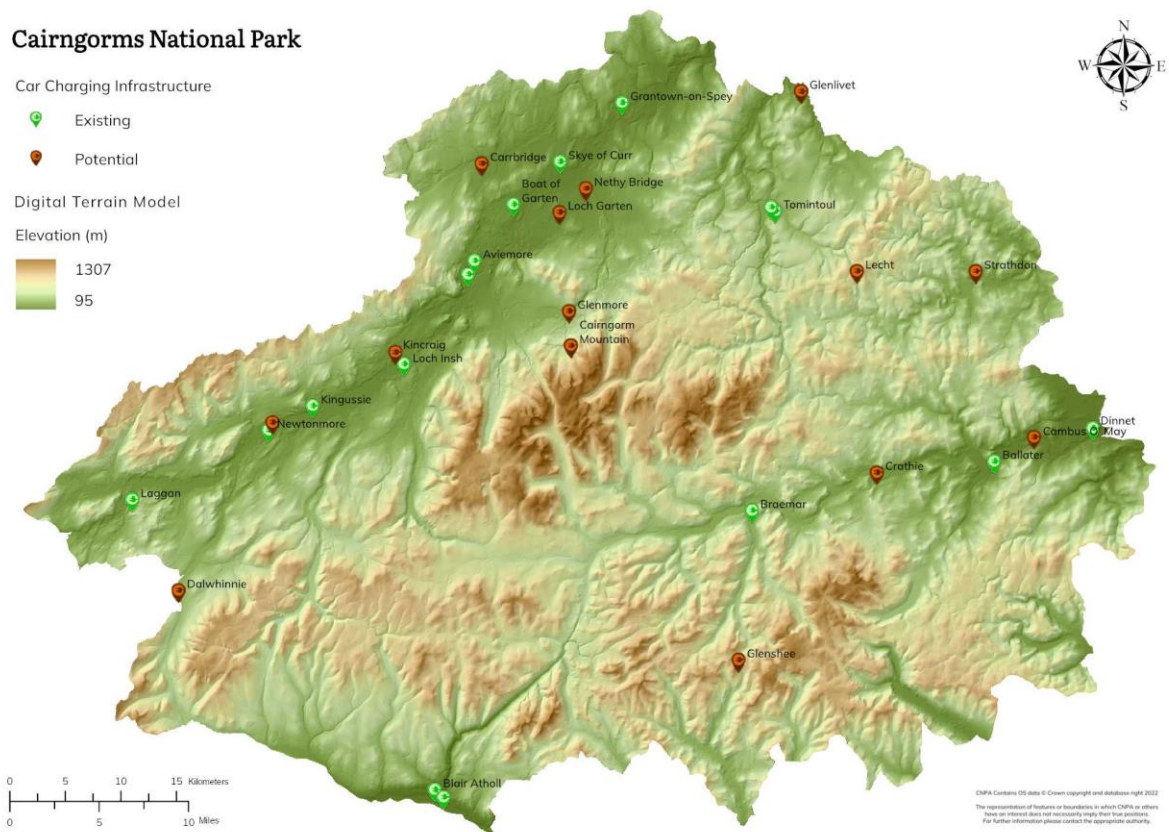
Consequently, it is likely that some businesses such as hotels and visitor attractions will introduce charge points in the coming years. This plan includes a number of areas where it is considered that EV charge points should be provided to ensure a suitable network across the National Park. It is recognised that some provision may be through other initiatives led by either the public or the private sector.



In 2023, the car manufacturer BMW & National Parks UK joined forces in a new 3-year partnership, “Recharge in Nature Project”. This will try and tackle the underlying concern that many EV drivers worry they will run out of charge somewhere remote because the Parks don't have enough public charging points. This partnership will see BMW enhance the EV charging network across all 15 National Parks as well as supporting a range of nature projects. An equal financial contribution to each National Park is expected to deliver around 5 charge points each although this may be less in places such as the Cairngorms where the cost of accessing underlying electricity supply infrastructure could be higher in remoter areas. Decisions on the locations for the charge points in the

Cairngorms will be taken by the Park Authority and not BMW. Since some areas are likely to see provision by other initiatives such as the Scottish Government’s “Electric A9”, it has been proposed that this initiative aims to provide charge points in areas that would otherwise be less likely to see publicly provided charge points.

As the Cairngorms includes many remote, sparsely populated areas, there will be areas where the underlying electricity distribution networks may not allow this. If this proves to be the case a more practical or financially viable location for such facilities may be outside the National Park - for example in places such as Edzell or Kirriemuir that act as the gateways to the Angus glens.



Project Proposal 6: Enhancing the EV Charge Point Network

Locations	Various	Priority	Medium												
Current issues / ambition for the location / need for investment	Limited provision of EV charging, particularly outside the main communities. A denser network of sites is required if EV drivers are to have confidence they can get to and around the area. In some locations the level of provision is low in relation to anticipated demand.														
Ownership	Various														
<p>Project summary</p> <p>Provision of new EV charge points to create a network of sites across the National Park. Sites without provision that could be considered as the highest priorities are:</p> <table border="1"> <tbody> <tr> <td>Dalwhinnie</td> <td>Newtonmore</td> <td>Kincraig</td> </tr> <tr> <td>Glenmore</td> <td>Cairngorm Mountain</td> <td>Carrbridge</td> </tr> <tr> <td>Nethy Bridge</td> <td>Glenlivet</td> <td>Lecht</td> </tr> <tr> <td>Strathdon</td> <td>Cambus o' May / Burn o' Vat</td> <td>Crathie</td> </tr> </tbody> </table> <p>Glenshee has also been identified as a priority location but this is not currently possible due to a lack of a mains supply (the ski centre currently use generators) but could be a longer-term ambition if / when a proposed turbine is installed. In addition, most locations in the main Cairngorm communities that have an existing charge point are likely to need additional points as demand increases.</p>				Dalwhinnie	Newtonmore	Kincraig	Glenmore	Cairngorm Mountain	Carrbridge	Nethy Bridge	Glenlivet	Lecht	Strathdon	Cambus o' May / Burn o' Vat	Crathie
Dalwhinnie	Newtonmore	Kincraig													
Glenmore	Cairngorm Mountain	Carrbridge													
Nethy Bridge	Glenlivet	Lecht													
Strathdon	Cambus o' May / Burn o' Vat	Crathie													
Output	Scale	Expenditure (Rough Estimate)	Additional Information												
EV Charge Point	1 unit per location	£200,000	Costs likely to vary quite considerably depending on power and location.												
Estimated total cost		£200,000													
Project delivery															
Anticipated project lead	CNPA														
Delivery partners	Transport Scotland, Local Authorities, Public sector landowners, Private sector.														
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>													

	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	Increasing the number and range of EV charge points will encourage use of EVs to get to and around the Park. Units are anticipated to be in existing car parks - so no direct impacts on nature are anticipated.	
Potential improvements to accessibility	Infrastructure improvements should be designed to maximise accessibility for those with limited mobility. In particular charging units should be designed to support all users.	
Potential barriers / constraints	Uncertainty over levels of provision through other schemes. Limited electricity network capacity in some areas. Lack of suitable sites in some locations / land ownership.	
Potential match funding sources	Transport Scotland, Local Authorities, RTIF, BMW Sponsorship, Private sector.	
Future revenue streams	Commercial income from use of charge points.	
Timescale	2024-2028	

Although still an emerging technology as far as private transport is concerned, it will, also be important to keep a close watch on the development of Hydrogen fuel technologies and any implications this may have for related infrastructure in the National Park.

Getting to and around the Cairngorms National Park: Cairngorms National Park Partnership Plan Objectives & Actions

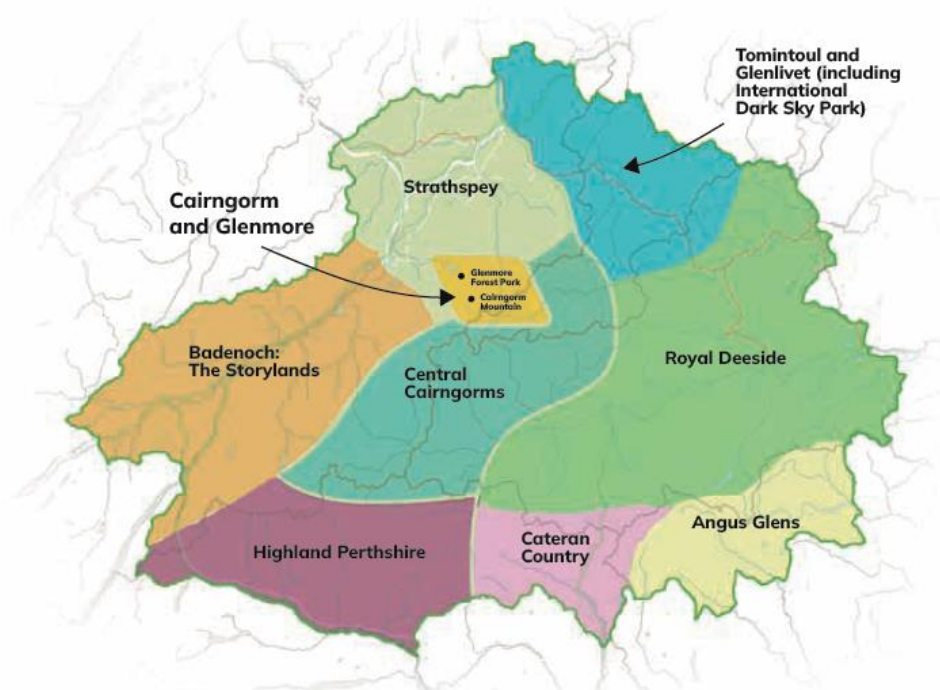
Objective	Actions
C7. Promote a modal shift towards sustainable and active travel in the way visitors and commuters get to, and everyone moves around, the National Park.	<ul style="list-style-type: none"> • Increase active travel and public transport usage within the National Park. • 25% of visitors get to the National Park by public transport by 2045. • E-bike and adapted bike hire and charging facilities will be available in all main settlements and major visitor hubs by 2030. • Support Sustrans-led work on promoting and developing the Lochs and Glens Way (formerly National Cycle Network 7) and National Cycle Network 195.

	<ul style="list-style-type: none"> • Promote low-cost initiatives to access the National Park by public transport • 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.
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Infrastructure investment priorities by area

In recognising the need for visitor infrastructure that is high quality and helps us to give every visitor a great experience, the National Park Partnership Plan identified four broad Visitor Infrastructure areas - Central Cairngorms, Cairngorm and Glenmore, Western Cairngorms and Eastern Cairngorms (including the Snow Roads Scenic Route). These areas are further subdivided into nine "visitor experience" areas as shown in the extract from the National Park Partnership Plan:

Figure 7: Visitor experience areas



Based on the feedback from visitors, partner organisations and the National Park’s family of ranger services as well as through the public consultation on the

National Park Partnership Plan, the Park Authority has identified a number of “hotspot” areas across the National Park. These are locations where there are considered to be particular pressures at multiple neighbouring sites or multiple pressures within a small area rather than simply a single pressure on a single site. They are also typically our iconic locations where the actual numbers of visitors are high and/or where carrying capacity is low so the related pressures can be more severe. Reflecting the strategic remit of this plan, these locations are also ones that might be considered to be of greater tourism prominence nationally and where it might therefore be reasonable to seek national support / funding to assist in addressing the pressures they face.

In other areas of the National Park there may be fewer pressures and/or a need to invest in further infrastructure to support the growth of tourism in that area. This in turn could help relieve pressures elsewhere while supporting the National Park Partnership Plan ambition “to see the benefits of the visitor economy being realised more widely across the National Park” and “more focus on those areas that have the infrastructure and capacity to accommodate additional visitors”.

To give a more local perspective of those differing infrastructure requirements across the National Park, each of the nine visitor experience areas are considered in turn below. Further details are given for specific locations that include any pressures faced or anticipated needs as well as potential solutions, suggested investments and any known constraints.

Central Cairngorms

This is the core mountain area of the Cairngorms and with the exception of some path repair there is a presumption against infrastructure development in this area except at downhill ski areas.

Cairngorm and Glenmore

This is the most pressured area of the Cairngorms, and due to the high concentration of protected sites, is an area where careful planning and management is needed as outlined in existing plans. The Cairngorm Mountain Masterplan was approved in 2021 while a Cairngorm and Glenmore Strategy, approved in 2016 will be updated in 2024.

Project Proposal 7: Cairngorm Mountain parking and active travel improvements

Location	Cairngorm Mountain	Priority	High
Current issues / ambition for the location / need for investment	<p>The previous poor quality of the car park and associated welcome, including pedestrian flows through the Coire Cas parking area at Cairngorm Mountain has largely been addressed by refurbishment of the car park, landscaping and dedicated pedestrian access along the western edge of the car park (summer only) undertaken during 2022. This has been accompanied by parking charges which has led to informal parking and associated damage on the access road adjacent to Cairngorm Mountain estate.</p> <p>The lower Coire na Ciste car park has been successfully used for motorhomes to overnight and dispose of waste. However, many motorhomes still overnight elsewhere on the road and some tensions arise with visitors paying for facilities whilst others enter the site by parking in the vicinity and walking in to use facilities without paying.</p>		
Ownership	HIE via Cairngorm Mountain (Scotland) Ltd		
Project summary	<p>The recent introduction of charges has led to many avoiding the charges by parking on the road verge below the Coire Cas car park entrance and similar patterns are observed with some overnighting motorhomes. To manage this, this proposal considers a clearway order on the access road, verge reinstatement, potentially with physical barriers to limit informal parking and improve safety by taking pedestrians off the access road. Improvements to the viewpoint layby below Coire Cas are included to ensure continued access for short stops without the need to use the paid parking area. As a shorter term measure, the Highland Council are introducing parking restrictions from early 2024 and a feasibility study is being commissioned to consider wider improvements including improvements for active travel access.</p>		
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Clearway order & associated signage	1	£2,000	
Safety barrier or	Approx. 500m	£100,000	

Earthworks / bunding at roadside	Approx. 500m	£5,000	
Physical features to prevent parking elsewhere on approach road	TBC	TBC	Likely to be required to prevent displacement of vehicles to verges further downhill.
Viewpoint layby improvements	1	£20,000	
Estimated total cost		£27,000 - £122,000	Higher cost only if full crash barrier included.
Project delivery			
Anticipated project lead	HIE / CMSL and The Highland Council		
Delivery partners	CNPA / Forestry & Land Scotland		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No direct climate change impact but clearway and parking restrictions would help protect verges and adjacent sensitive habitats further downhill.		
Potential improvements to accessibility	Not applicable to this development but existing car park improvements have improved accessibility.		
Potential barriers / constraints	High cost of crash barrier option.		
Potential funding sources	HIE / CMSL, The Highland Council, Forestry & Land Scotland, CNPA.		
Future revenue streams	None		
Timescale	2024 – 25		

Project Proposal 8: Parking management and visitor improvements			
Location	Glenmore	Priority	High
Current issues / ambition for the location / need for investment	Numbers of vehicles currently visiting Glenmore and Loch Morlich exceeds the available capacity at peak times and also raises environmental concerns. This is most notable with car parking close to the beach. Cumulative visitor pressure overwhelms other facilities including toilets. Vehicles blocking access and paths as well as users being forced to walk on the road to reach their intended destination. A longer-term Glenmore Transport		

	Plan covering the Aviemore – Glenmore – Cairngorm corridor is being developed through the Cairngorms 2030 programme but as this will not provide all the solutions for some time, a more holistic approach to managing parking and other facilities is required in the short term.		
Ownership	Forestry & Land Scotland		
<p>Project summary</p> <p>In the short-term some small-scale investment will be made to improve the management of and use of existing car parks. This will include repairs and maintenance and potential reconfiguration of spaces within the existing footprint of car parks, possible small-scale expansion of the beach and Hayfield car parks as well as improved signage to encourage use of currently underutilised car parks - most notably the Hayfield car park. From 2024 a consistent and enforceable charging regime as well as traffic orders are being introduced in both Forestry & Land Scotland car parks and Highland Council managed roadside parking areas. This is being led by the Highland Council (who have enforcement powers) and will allow inappropriate verge parking to be controlled. Variable message signs will alert visitors to where capacity exists, and improved pedestrian signage will help direct visitors. This will include additional signage to encourage use of the alternative route from the Hayfield to the beach.</p> <p>During 2023 new toilets at Glenmore which are available all year were provided by the Highland Council and improvements made to the seasonal toilets at the beach to help address capacity issues. However, visitor expectations and levels of usage at peak times suggest replacement of the beach toilets will be required in the medium to long term.</p> <p>Longer term public transport and active travel improvements are described above but some smaller scale investments is being undertaken in the short term. This includes better provision for passengers and equipment on the Aviemore – Glenmore – Cairngorm bus route and Old Logging Way improvements particularly links to Loch Morlich beach and from the Badaguish track to Rothiemurchus Bridge.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Car park charging system	1	£TBC	
Variable message signs	2	£6,000	
Improved pedestrian signage from parking areas to beach		£2,000	Includes new signage from Hayfield car park / Allt Ban.

Improved infrastructure to support public transport including shelters	6	£36,000	Rothiemurchus Bridge, Beach car park, Hayfield / Allt Ban.
Glenmore toilets	1	£120,000	Project under way.
Beach toilet improvements	1	£TBC	Upgrade under way. Longer term replacement is considered necessary but not yet costed.
Minor improvements and new access points to old logging way	2 new access points	£TBC	Rothiemurchus Bridge & beach access options included in survey contracted for 2024
Bike racks / cycle parking	10	£3,000	Location TBC but needs to provide beach access.
Estimated total cost		£TBC	
Project delivery			
Anticipated project lead	The Highland Council & Forestry & Land Scotland		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Limiting expansion of the amount of parking and promotion of public transport and active travel will reduce climate and environmental impacts.		
Potential improvements to accessibility	New toilets will include one fully accessible cubicle. Minor improvements to accessibility through signage and improvements to surfaces. Any larger scale developments to be designed with improved accessibility in mind.		
Potential barriers / constraints	Protected area status of many areas may limit options. Care needs to be taken not to deliver short term solutions that negatively impact on longer term proposals.		
Potential funding sources	The Highland Council, Forestry & Land Scotland, CNPA, RTIF.		
Future revenue streams	Income from car parking.		
Timescale	Interventions commenced 2023 and continuing in 2024. Longer term transport plans implemented from 2025.		

Project Proposal 9: Toilets and management of visitor pressures				
Location	Ryvoan		Priority	Medium
Current issues / ambition for the location / need for investment	Increasing numbers of people staying in the bothy and camping in the immediate vicinity as well as day visitors is creating pressures around the bothy. These include toileting issues, campfires (which leads to cutting down young trees) and wildlife disturbance.			
Ownership	RSPB			
<p>Project summary</p> <p>This project proposes extending the bothy to the former size of the dwelling at Ryvoan to accommodate sanitary facilities, storage for tools and firewood and a space which can act as an overnight ranger base. This would improve the visitor experience - assisting in the management of visitors who are staying in the bothy and camping by it in high season as well as those visiting the busy area between Ryvoan and the Green Lochan.</p>				
Output	Scale	Expenditure (Rough Estimate)	Additional Information	
Bothy extension including provision of composting toilet	1	£TBC		
Estimated total cost		£TBC		
Project delivery				
Anticipated project lead	RSPB			
Delivery partners	Mountain Bothies Association (MBA), CNPA			
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/> SEPA <input checked="" type="checkbox"/> SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	The project would reduce wild toileting impacts, wildlife disturbance and habitat destruction as well as supporting the growth of new trees on the edge of the existing woodland.			
Potential improvements to accessibility	No physical access improvements anticipated as the area is remote from roads and proposal doesn't include changes to existing track. Provision of toilet improves accessibility for elderly and female visitors.			
Potential barriers / constraints	Construction challenges and higher costs due to remoteness from public roads.			
Potential funding sources	RSPB, MBA			

Future revenue streams	None identified.
Timescale	2024 - 25

Project Proposal 10: Parking management			
Location	Tullochgrue	Priority	Medium
Current issues / ambition for the location / need for investment	The road end at Tullochgrue has limited parking capacity that has led to frequent verge parking. Overnight stays by motorhomes are also common. A previous option to create further parking including for overnighting was discounted due to environmental concerns but an alternative solution could be explored.		
Ownership	Rothiemurchus Estate		
<p>Project summary</p> <p>This project will deliver improved management of the current parking with possible extension subject to this being deemed appropriate following environmental /habitat assessments. A new link path to connect into the wider path network will be included to replace or upgrade the existing informal route from the road end.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Parking improvements	TBC	£TBC	
New path	200m	£TBC	
Estimated total cost		£TBC	
Project delivery			
Anticipated project lead	Rothiemurchus Estate		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other <input type="checkbox"/>
		Planning Permission <input checked="" type="checkbox"/>	SEPA <input type="checkbox"/>
			SEA / HRA <input checked="" type="checkbox"/>
How does the project help address the climate and nature crises	Improved parking would reduce encroachment onto the adjacent SSSI.		
Potential improvements to accessibility	New path would be more accessible.		
Potential barriers / constraints	Adjacent environmental designations restrict options. Inappropriate and overnight parking likely		

	to continue unless some physical or usage barriers are introduced.
Potential funding sources	Private, CNPA
Future revenue streams	Potential for day and / or overnight parking charges
Timescale	2024 - 26

Project Proposal 11: Active travel infrastructure and accessibility

Location	Loch an Eilean	Priority	High
Current issues / ambition for the location / need for investment	Following continued growth in popularity a number of improvements have been made at Loch an Eilean, most notably increased parking capacity to reduce verge parking and improvements to the toilets. However, despite being fairly easily accessible by other means, most visitors continue to arrive by car and those who come by other means – notably on foot frequently do so by walking on the public road despite alternatives being available as these are not always clear.		
Ownership	Rothiemurchus Estate		
<p>Project summary</p> <p>This project will deliver improved active travel access from Aviemore / Inverdrue and Coylumbridge to Loch an Eilean through linking with the existing Old Logging Way. Complementing path improvement projects undertaken in winter 2022/23 and in 2023/24 related to Beaver reintroduction, further path improvements will be supplemented by improved signage along the route. Improved signage on the Old Logging Way as well as in source locations such as Aviemore will encourage more visitors to get to Loch an Eilean by active travel methods. These improvements will also have the wider benefit of creating a denser network of routes that are accessible to all abilities.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Path improvements at Loch an Eilean	1	£10,000	To increase area that offers all abilities access
Access path improvements to support active travel	2	£35,000	Totalling approx. 1000m
Signposting	network	£10,000	
Estimated total cost		£55,000	

Project delivery													
Anticipated project lead	CNPA												
Delivery partners	Rothiemurchus Estate												
Permissions required	<table border="0"> <tr> <td>Landowner Lease</td> <td><input type="checkbox"/></td> <td>Planning Permission</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Scottish Water</td> <td><input type="checkbox"/></td> <td>SEPA</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other (roads)</td> <td><input checked="" type="checkbox"/></td> <td>SEA / HRA</td> <td><input type="checkbox"/></td> </tr> </table>	Landowner Lease	<input type="checkbox"/>	Planning Permission	<input type="checkbox"/>	Scottish Water	<input type="checkbox"/>	SEPA	<input type="checkbox"/>	Other (roads)	<input checked="" type="checkbox"/>	SEA / HRA	<input type="checkbox"/>
Landowner Lease	<input type="checkbox"/>	Planning Permission	<input type="checkbox"/>										
Scottish Water	<input type="checkbox"/>	SEPA	<input type="checkbox"/>										
Other (roads)	<input checked="" type="checkbox"/>	SEA / HRA	<input type="checkbox"/>										
How does the project help address the climate and nature crises	Improving the signage that supports active travel will encourage more people to reduce car kilometres by walking, cycling or wheeling. Much of this is anticipated to be improvements to existing infrastructure so impacts on nature should be minimal.												
Potential improvements to accessibility	The proposed path improvements increase the network of paths accessible to a wide range of people.												
Potential barriers / constraints	None identified												
Potential funding sources	Private, CNPA												
Future revenue streams	Parking charges already in place												
Timescale	2024 - 25												

Badenoch: The Storylands

Although generally quieter than some neighbouring areas, this area was the focus of investment over a three-year period to 2021 - as part of a Great Place Project that promotes the cultural heritage of the Park. A new brand was identified for the area (based on stories and the connection to the land), an app was developed, and a community-led charity was established to manage the legacy of the project. The project officer worked with local communities to identify a number of sites of heritage interest, some of which could also benefit from small scale infrastructure enhancements to improve access.

Project Proposal 12: Storylands Heritage sites parking			
Location	Badenoch Storylands Heritage sites	Priority	Medium
Current issues / ambition for the	The Badenoch Great Place project was designed to promote Badenoch and develop the area as a visitor destination in part by increasing the awareness of		

location / need for investment	the environment, culture, heritage and history of the area. This has since evolved into the community led “Badenoch - the Storylands” initiative, but some of the sites identified as having the potential to be greater attractions still lack the infrastructure to support increased visits.		
Ownership			
<p>Project summary</p> <p>This project seeks to deliver improved but still small scale infrastructure at a number of sites which will support the Storylands ambition of attracting more visits to this area and in return, reduce pressures elsewhere. Four particular sites have been identified that are considered to offer opportunities for some enhancement:</p> <ul style="list-style-type: none"> • Centre of Scotland stone Glen Truim – the marker stone, as well as the nearby Macpherson monument would benefit from some parking improvements to replace the current informal parking. • Dun da Lamh – Parking is now encouraged at Laggan Wolftrax where good facilities exist but an improved path connection and signage is required. • Ruthven Barracks – Good quality parking exists but can be inadequate and space for motorhomes is limited. Additional capacity and better provision to encourage active travel are proposed. • Torr Alvie, Kinraig – Torr Alvie and the monument atop the hill (as well as the adjacent Speyside Way) are increasingly popular walks but no formal parking exists nearby with visitors often parking in and obstructing the entrance area at Dalraddy Holiday Park. 			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
		£TBC	No project details yet developed.
Estimated total cost		£TBC	
Project Delivery			
Anticipated project lead	Various		
Delivery partners	TBC		
Permissions required	Landowner Lease <input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Unknown as no project details yet developed.		

Potential improvements to accessibility	Unknown as no project details yet developed.
Potential barriers / constraints	Unknown as no project details yet developed.
Potential funding sources	Unknown as no project details yet developed.
Future revenue streams	None anticipated as facilities likely to be very small scale.
Timescale	2024 - 28

Project Proposal 13: Parking management

Location	Glen Feshie Eastern access	Priority	Medium
Current issues / ambition for the location / need for investment	Visitor numbers to Glen Feshie have increased in recent years with many accessing the upper glen on foot or bike. Also, increasing numbers of both walkers and mountain bikers are accessing the hills to the east of the glen from the road on the east side of the river. Despite a new car park being provided at Achlean some years ago, the parking area is often at capacity. A further parking area at Allt Ruadh on the neighbouring Invereshie National Nature Reserve which also serves the northern approach to the same hills is also at capacity at times. This leads to some verge parking on the adjacent single track road at both locations.		
Ownership	Forestry & Land Scotland / Coranstillbeg Estate		
<p>Project summary</p> <p>This project would deliver improved parking at both locations. The nature of this location and highly variable visitor numbers depending on conditions suggest public transport is not a realistic option here so small scale improvements to better manage parking and improve capacity within existing footprint at Allt Ruadh and a small scale extension at Achlean should be investigated.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Parking extension at Achlean	10 spaces	£50,000	Estimate only as options still to be discussed with landowner.

Parking management improvements at Allt Ruadh	1	£2,000	
Estimated total cost		£52,000	
Project Delivery			
Anticipated project lead	TBC		
Delivery partners	CNPA, Forestry & Land Scotland, Landowners		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	No specific climate change benefits identified. Minor environmental benefits from reducing informal parking.		
Potential improvements to accessibility	None identified but car parks are already largely accessible.		
Potential barriers / constraints	No formal discussions with landowner to date so level of support unknown.		
Potential funding sources	CNPA, Forestry & Land Scotland, RTIF, landowner.		
Future revenue streams	Potential for charging at Achlean; unlikely to be viable at Allt Ruadh.		
Timescale	2024 - 26		

Project Proposal 14: Parking management			
Location	Uath Lochans, Glen Feshie	Priority	Medium
Current issues / ambition for the location / need for investment	Uath lochans has become a popular destination in recent years due to it being a developed site. It offers marked low level walks, longer walks, access to the Speyside Way, informal bike trails and excellent viewpoints, many of which are well featured on social media and by organisations including VisitScotland. However, the car park has become degraded as vehicles try to park off the main surfaced area and overflow parking along the access track is increasingly common. Some use including overnighting by larger motorhomes is also evident. Forestry & Land Scotland previously indicated they had ambitions to review the site and identify improvements to offer a better experience for the		

	increasing numbers of visitors but this may require to be reconsidered following significant storm damage in this area in winter 2023-24.		
Ownership	Forestry & Land Scotland		
Project summary Precise details are to be identified by Forestry & Land Scotland's consideration of different options but this project would deliver additional and / or improved parking as well as improving access to the car park and the adjacent trails. The relatively easy access from nearby communities including via some parts of the Speyside Way suggest some active travel access could be encouraged.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
TBC		£TBC	Options to be identified via Forestry & Land Scotland.
Estimated total cost		£TBC	
Project delivery			
Anticipated project lead	Forestry & Land Scotland		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Active travel improvements could benefit climate while improved facilities and management of the site (e.g. trail access improvements) could benefit nature.		
Potential improvements to accessibility	Any car park improvements and improved access to trails should improve access for those with limited mobility.		
Potential barriers / constraints	None identified but internal FLS funding not yet allocated and environmental assessments may identify constraints.		
Potential funding sources	Forestry & Land Scotland, RTIF, CNPA.		
Future revenue streams	Potential for car park charging.		
Timescale	Potentially 2024 - 25		

Project Proposal 15: Parking management & trail improvements			
Location	Feshiebridge	Priority	Medium
Current issues / ambition for the location / need for investment	No formal parking adjacent to the bridge itself leads to some inappropriate parking disrupting residents and pedestrians on the public road. Forestry & Land Scotland do have a formal car park 500m to the south, but this is not clear to those approaching from the north. An alternative car park 100m along the road to Lagganlia is also underutilised		
Ownership	Highland Council / Forestry & Land Scotland		
<p>Project summary</p> <p>A small-scale project to improve signage to limit roadside parking and promote one or both of the nearby car parks and connecting path improvements (including signage) would deliver benefits to local residents and reduce pedestrians on the public road. Significant storm damage in this area in late 2023 may mean the scope of this project may require to be reconsidered</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Improved road signage	4	£3000	Signage to restrict parking at bridge and signpost alternatives.
Path improvements	2	£6,000	
Path signage	2	£1,000	
Estimated total cost		£10,000	
Project delivery			
Anticipated project lead	Highland Council (on road) / Forestry & Land Scotland (paths)		
Delivery partners	CNPA, NatureScot.		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other <input type="checkbox"/>
		Planning Permission <input type="checkbox"/>	SEPA <input type="checkbox"/>
		SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No significant benefits. Minor benefits if verge parking is reduced.		
Potential improvements to accessibility	None identified.		
Potential barriers / constraints	None identified.		
Potential funding sources	CNPA / Highland Council / Forestry & Land Scotland.		

Future revenue streams	None identified.
Timescale	2024 - 25

Project Proposal 16: Parking and river access			
Location	River Spey	Priority	High
Current issues / ambition for the location / need for investment	<p>Uniquely in Scotland, the River Spey is listed as a “core path” in the Cairngorms Core Path Plan, reflecting its importance in terms of public access most notably for canoe touring. However, good public access points are limited and this can lead to competing demands and potential conflicts with other users at those points. Two locations are of particular significance – Kincaig and Aviemore.</p> <p>The small (8-9 vehicle) parking area 100m south of the bridge over the Spey at Kincaig is well used for access to both the river and loch, notably for canoes. (This is a common start point for multi day river trips down the Spey, including those run by commercial operators). Some longer-term use is seen including multi day parking of canoe trailers while trips are in progress. It is also used by walkers (it is on the Speyside Way) and general visitors as well as some overnight parking by tent campers or motorhomes. The limited parking space can lead to visitors using the neighbouring church car park. There are no public toilet facilities.</p> <p>In Aviemore the previous parking area opposite the Old Bridge Inn on Dalfaber Road, now largely used as a beer garden is also a popular access and egress point with limited roadside parking.</p>		
Ownership	Alvie & Dalraddy Estates / Old Bridge Inn		
Project summary	<p>While the existing parking area at Kincaig is not adequate for current levels of demand, the need for some longer-term parking for canoe trailers / commercial operators needs consideration of alternative options other than simply expanding the existing parking area. Similarly alternative options need to be considered for Aviemore.</p>		

To identify the best solutions for river access on the whole of the Spey within the Cairngorms (including at these two sites) and to consider where additional facilities such as information / interpretation or toilets might be provided, an options appraisal contract was advertised in late 2023. No bids were received so this is being retendered in spring 2024.

Output	Scale	Expenditure (Rough Estimate)	Additional Information
Spey Access study	1	£7,000	
Improved parking provision	Multiple sites	£TBC	Final options to be dependent on findings of Spey access study.
Toilet facilities (Kincaig)	1	£TBC	
Information / interpretation	Multiple sites	£TBC	
Estimated total cost		£TBC	
Project delivery			
Anticipated project lead	Alvie & Dalraddy Estates (Kincaig)		
Delivery partners	CNPA, Community, other adjacent landowners		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input checked="" type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	Information and guidance would be provided on SOAC and measures included to avoid wildlife disturbance at adjacent sites.		
Potential improvements to accessibility	TBC		
Potential barriers / constraints	TBC		
Potential funding sources	Alvie & Dalraddy Estates, CNPA.		
Future revenue streams	Potential for parking or toilet charges.		
Timescale	From 2024		

Strathspey

Stretching from Aviemore to Carrbridge and Grantown on Spey, this area includes many of the Park's busiest communities for tourism. While many of the pressure points created by visitors to this area are found at the visitor destinations in the neighbouring Cairngorm and Glenmore area there are also a number of pressure points around the Strathspey communities that would benefit from further investment.

Project Proposal 17: Parking and transport facilities				
Location	Aviemore		Priority	High
Current issues / ambition for the location / need for investment	<p>Although commonly visited by tour coaches, Aviemore has no dedicated coach parking. While those overnighing are generally catered for by the accommodation providers, the nature of much of the public parking available means it is unable to be used by coaches that make transit stops.</p> <p>Emerging options for transport to and through the Glenmore corridor recognise the need to reduce private car journeys and increase public transport and / or services such as shuttle buses.</p>			
Ownership	Various			
<p>Project summary</p> <p>This project would provide a dedicated parking area for visiting coaches. Depending on the outcome of other developments proposed for Aviemore and vicinity, this could involve parking provision in a reasonably central area of Aviemore or a central coach drop off area and remote parking. As the current work on a Glenmore Transport Plan is anticipated to involve a need for some car parking in Aviemore and onward bus transport to Glenmore, a single “transport hub” facility could be designed to cater for both coaches and cars as well as linking with Active Travel opportunities. Such a facility would most likely need to be on the outskirts of the town but the proposals for dualling of the A9 and the creation of a new junction to the south of Aviemore may provide opportunities to create a hub there that combines these facilities on one site.</p>				
Output	Scale	Expenditure (Rough Estimate)	Additional Information	
Dedicated coach park	1	£TBC	Scale of project yet to be defined so costs difficult to predict.	
Estimated total cost		£TBC		
Project Delivery				
Anticipated project lead	Highland Council			
Delivery partners	CNPA, Business community			
Permissions required	Landowner Lease	<input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water	<input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other	<input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	<p>The project itself has limited direct climate benefits but would support wider initiatives to reduce car use. Being a more urban development, nature impacts are</p>			

	considered to be negligible if an appropriate site is used.
Potential improvements to accessibility	Site design should cater for a wide range of accessibility need in particular as the coach tour market is likely to attract larger numbers of people who may be less mobile.
Potential barriers / constraints	Although need has been identified, no single site has yet been identified. Discussions with Highland Council over taking a lead role have yet to be held so level of support unknown.
Potential funding sources	Highland Council, RTIF, CNPA, Private.
Future revenue streams	Parking charges.
Timescale	Potentially 2025 but likely 2026 or later if delivered alongside Glenmore Transport Plan or A9 improvements

Project Proposal 18: Parking and improved access

Location	Loch Pityoulish	Priority	Medium
Current issues / ambition for the location / need for investment	Loch Pityoulish has recently seen a significant increase in visitor numbers particularly to canoe, paddleboard or swim in the loch leading to issues around parking and access. The lack of any formal parking has led to informal parking using an extended passing place and verge at the point closest to the loch which has been known to restrict through traffic and which leads to more pedestrians on the public road. Even when using the informal options, the quantity of parking is often inadequate, so new dedicated parking and access is proposed nearby.		
Ownership	Pityoulish Estate		
<p>Project summary</p> <p>This project will deliver a dedicated parking area using an existing area of hard standing approximately 500m to the north of the existing informal parking area. New and safer off-road access to the loch would also be provided through an upgrade of an existing access.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information

Parking and access path	1	£15,000	
Estimated total cost		£15,000	
Project Delivery			
Anticipated project lead	Pityoulish Estate		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No significant benefits identified. Minor environmental improvements from reducing informal parking.		
Potential improvements to accessibility	No significant benefits identified.		
Potential barriers / constraints	None identified.		
Potential funding sources	Pityoulish Estate, CNPA.		
Future revenue streams	None identified.		
Timescale	2024 - 2025		

Project Proposal 19: Parking and improved access

Location	Loch Vaa	Priority	Medium
Current issues / ambition for the location / need for investment	Loch Vaa has recently seen a significant increase in visitor numbers particularly to paddleboard or swim in the loch leading to issues around parking. This can affect the car park, block the gated cemetery access and cause layby and verge parking on the adjacent A95 trunk road. The lack of a formal path has led to multiple informal paths forming between the car park and the loch.		
Ownership	Seafield Estates / Highland Council / Transport Scotland		
<p>Project summary</p> <p>This project is intended to deliver improved parking and access largely through management of parking within the existing footprint of the site and an upgrade of one access path to create a single formal route to the loch. Initial car park work will focus on improved signage and better management of the main car park space, with the adjacent cemetery car park remaining closed as it is required for internments. As part of the A9 dualling project a non-motorised user route is being constructed from Aviemore to Carrbridge – this was expected to be in the next 2 – 3 years but the reprofiling of the A9 upgrade may</p>			

delay this. As the proposed route passes immediately outside the site, the addition of bike racks in advance will be included.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Improved signage and markings	TBC	£2,500	
Bike racks	5	£500	
Estimated total cost		£3,000	
Project delivery			
Anticipated project lead			
Delivery partners	Seafield Estates, Highland Council, CNPA, Transport Scotland		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other <input type="checkbox"/>
		Planning Permission <input type="checkbox"/>	SEPA <input type="checkbox"/>
		SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No significant benefit from car park work but longer-term benefit from NMU route. Environmental benefits from rationalisation of informal paths.		
Potential improvements to accessibility	Minor accessibility improvements created through construction of new path.		
Potential barriers / constraints	Multiple ownership which includes a private estate, Transport Scotland (land adjacent to the A95) and Highland Council (cemetery and surrounds).		
Potential funding sources	Highland Council, CNPA, Seafield Estate.		
Future revenue streams	Potential for car park charging.		
Timescale	2024 – 2025		

Project Proposal 20: Trail improvements & car park connections			
Location	Loch Garten	Priority	High
Current issues / ambition for the location / need for investment	Loch Garten Nature Centre is the most visited location in the wider Abernethy Nature Reserve and an ERDF project completed in 2022 aims to increase visits. Many come to the centre itself, but the surrounding area including neighbouring Loch Mallachie is also popular for walking and has recently seen an increase in users coming for water-based activities such as paddleboarding or wild swimming. Recent RSPB investment is intended to		

	make the location a high quality, family friendly, quiet enjoyment destination with an increasing emphasis on access for all and active travel. This has included an expanded car park with EV charging and new changing places toilets.		
Ownership	RSPB		
<p>Project summary</p> <p>Although recent investment has and will improve facilities at the main car park and some path improvements are to be undertaken in early 2024, further improvements are proposed that will protect designated land while delivering improved access for a wider range of visitors and management of activities such as overnighting in motorhomes, water access and wild camping. Active travel will be encouraged through providing e-bike charging, while an improved all ability off road route and road crossing will allow access between the main car park and the Loch Mallachie car park, avoiding the need to extend that parking area. Upgrades to existing path to the Nature Centre and 750m of boardwalk will be added to form the loop trail at the Nature centre catering for all abilities.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
All abilities trail system			
1. Upgrade existing access track to nature centre	500m	£25,000	
2. Add accessible boardwalk to form a loop	500m	£175,000	
All abilities trail system	850m	£42,500	Upgrade to increase accessibility as close as possible to providing 'access for all' – in conjunction with off-road wheelchair and scooter hire
3. Upgrade existing 'Large Pines Trail' from Nature Centre car park to Loch Mallachie car park			
4. safe road crossing at Mallachie car park	1	£5,000	
5. Upgrade 'Loch Mallachie Trail'	2,900m	£145,000	
Benches along more accessible trails	5	£12,500	
National Nature Reserve entry signage	2	£12,000	Where road enters NNR

Estimated total cost	£417,000
Project delivery	
Anticipated project lead	RSPB
Delivery partners	CNPA
Permissions required	Landowner Lease <input type="checkbox"/> Planning Permission <input checked="" type="checkbox"/> Scottish Water <input type="checkbox"/> SEPA <input type="checkbox"/> Other <input type="checkbox"/> SEA / HRA <input checked="" type="checkbox"/>
How does the project help address the climate and nature crises	Routes will be designed to encourage visitors to remain in less sensitive areas and signage will encourage appropriate behaviours. Access and bike charging improvements are expected to lead to a small decrease in car use.
Potential improvements to accessibility	Path improvements are designed specifically to provide access for a wider range of abilities.
Potential barriers / constraints	None identified if funding can be sourced.
Potential funding sources	RSPB, CNPA, RTIF, others to be identified.
Future revenue streams	Potential for car park and / or motorhome overnight charging, income from visitor centre.
Timescale	From early 2024

Project Proposal 21: Parking management			
Location	Grantown on Spey riverside	Priority	Medium
Current issues / ambition for the location / need for investment	The riverside between the A95 Grantown bypass and Inverallan House / Inverallan Cemetery is well used for parking to access the river Spey. It is also frequently used for overnight stops by motorhomes. A car park by the A95 trunk road provides some parking but this is frequently full at peak times.		
Ownership	Highland Council / Seafeld Estates		
Project summary	No specific project details have been proposed but the need for improved parking alongside the river has been identified and this may also require consideration of better management of overnight use.		
Output	Scale	Expenditure (Rough Estimate)	Additional Information

Improved parking provision	TBC	£TBC	Further discussions with THC & estate required
Estimated total cost		£TBC	
Project delivery			
Anticipated project lead	Highland Council		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission* <input checked="" type="checkbox"/>	
	Scottish Water * <input checked="" type="checkbox"/>	SEPA* <input checked="" type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
	* Would only be required if overnight facilities included		
How does the project help address the climate and nature crises	No significant benefits identified.		
Potential improvements to accessibility	Minor improvements possible through surfacing and / or reduced verge parking.		
Potential barriers / constraints	Level of landowner support currently unknown. Further consideration and local consultation would be required if any overnight parking arrangements were to be proposed.		
Potential funding sources	TBC		
Future revenue streams	None identified.		
Timescale	TBC		

Tomintoul and Glenlivet (including International Dark Sky Park)

As one of the quieter areas of the National Park, this area has the capacity to accept more visitors. There are no notable pressure points but investment, including in facilities for those in motorhomes and / or travelling the Snow Roads could be used to slow visitors down and encourage longer stays in the area. The International Dark Sky Park was developed as part of an ambitious landscape partnership project, delivered over five years to 2020.

Project Proposal 22: Motorhome facilities			
Location	Tomintoul / Glenlivet	Priority	Medium
Current issues / ambition for the	This area doesn't face the same level of pressures seen in many other areas of the Park but		

location / need for investment	opportunities exist to reduce pressures elsewhere by encouraging visits through the improved provision of facilities. This could also capitalise on the numbers of people who pass through the area when travelling between Strathspey and Deeside.		
Ownership	Various		
<p>Project summary</p> <p>A project or multiple projects to offer improved facilities for motorhomes including a waste facility could build on the existing provision at Glenlivet Hall and at Tomintoul and make the area a recognised area for motorhome stopovers. Similar ambitions exist within the community for a campsite although this may be a larger scale commercial facility. There may however be opportunities to provide shared facilities at one location for example a toilet block for campers with motorhome waste facility. With the range of walks available and the area's increasing profile as a mountain biking area consideration should also be given to how these leisure options are connected to any new overnight facilities.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Motorhome waste unit	1	£20,000	Estimated cost if a standalone facility
Community campsite		£TBC	
Estimated total cost		£TBC	
Project Delivery			
Anticipated project lead	Tomintoul & Glenlivet Development Trust		
Delivery partners	CNPA, landowners		
Permissions required	Landowner Lease <input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input checked="" type="checkbox"/>	SEPA <input checked="" type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No significant benefits but better management of motorhomes and their waste would provide minor benefits.		
Potential improvements to accessibility	None identified as location and details not yet developed.		
Potential barriers / constraints	None identified as location and details not yet developed.		
Potential funding sources	RTIF, CNPA, Community funds.		
Future revenue streams	Overnight charges and charges for waste disposal.		
Timescale	Potentially 2024 - 26		

Royal Deeside

The busiest part of the Eastern Cairngorms sees a mix of both overnight visitors and day visits particularly from the more heavily populated Aberdeen area. The Snow roads, Highland Tourist Route and North East 250 all traverse the area bringing a number of touring visitors. As well as a number of pressure points which are particularly well visited at weekends there are some quieter areas that have some capacity to accept more visitors, notably in the north / Strathdon but infrastructure to support this is limited.

Project Proposal 23: Parking & access improvements			
Location	Auchnerran	Priority	Medium
Current issues / ambition for the location / need for investment	Auchnerran Farm is managed by the Game and Wildlife Conservation Trust as a demonstration farm but also acts as the access point to the popular hill Morven. Parking is currently limited and in relatively poor condition due to periodic flooding that causes degradation and can even prevent access. GWCT have plans to make a number of improvements to the site and while some relate to their commercial operations some are considered a tourism infrastructure improvement including improved visitor parking and a new path avoiding a sensitive wader breeding area.		
Ownership	Game and Wildlife Conservation Trust		
Project summary This project will deliver a bird hide incorporating an information centre for GWCT's conservation work on waders, improved parking and a new rerouted section of path which will form the main access to the hill Morven.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Bird Hide / information	1		
Parking improvements	1		
Path improvements			
Estimated total cost		£46,000	
Project Delivery			
Anticipated project lead	Game and Wildlife Conservation Trust		

Delivery partners	CNPA
Permissions required	Landowner Lease <input type="checkbox"/> Planning Permission <input checked="" type="checkbox"/> Scottish Water <input type="checkbox"/> SEPA <input type="checkbox"/> Other <input type="checkbox"/> SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	The proposed path improvement is designed to reroute walkers around a sensitive wader breeding area.
Potential improvements to accessibility	GWCT plans include one disabled / blue badge holder parking space and all abilities path to bird hide.
Potential barriers / constraints	None identified.
Potential funding sources	Game and Wildlife Conservation Trust, CNPA.
Future revenue streams	None identified.
Timescale	2024

Project Proposal 24: Parking management & access improvements

Location	Cambus o' May	Priority	High
Current issues / ambition for the location / need for investment	<p>Cambus o' May is a popular area on the River Dee to the west of Dinnet but essentially operates as two separate sites rather than one. The first of these is a small but busy parking area formed by a section of old road immediately above the historic Cambus o' May suspension bridge which is also a popular point for access to the water. Approximately a mile to the west is a purpose-built Forestry & Land Scotland car park providing access to a range of forest walks. Both sites offer access to the Deeside Way although from the FLS car park this involves crossing the main road.</p> <p>Access to the Cambus o' May bridge parking is poor being unsigned and on a bend on a high speed road. It is not uncommon for those approaching from the east to miss the entrance and have to turn beyond the site while peak times can also see cars parking on the main road verges.</p> <p>The FLS site further west doesn't face capacity issues but is commonly used by overnighting</p>		

	motorhomes although this is not one of the recognised FLS “stay the night” locations and contains no facilities.		
Ownership	Aberdeenshire Council / Dinnet Estate / Forestry & Land Scotland.		
<p>Project summary</p> <p>A detailed project plan has not yet been developed but a more holistic project that considers the two sites together, improves parking and wider traffic management as well as opportunities to use public transport is recommended. Wider promotion of and provision for access from the nearby communities of Dinnet and Ballater via active travel methods along the Deeside Way should also be incorporated to reduce car usage.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Parking improvements at bridge	1	£30,000	Indicative costs for some potential elements of a project based on costs elsewhere. These assume improved management of space and public transport and active travel improvements rather than car park expansion
Access improvements to Deeside Way	2 sites	£10,000	
Public transport infrastructure	2 sites	£15,000	
Road signage / variable message signs	2 VMS	£15,000	
Road crossing safety improvements at FLS car park entrance	1	£5,000	
Bike racks	20	£2,000	
Improved management of motorhomes	1	£3,000	
Estimated total cost		£80,000	
Project Delivery			
Anticipated project lead	TBC and could vary for different sites		
Delivery partners	Aberdeenshire Council, Forestry & Land Scotland, CNPA, Dinnet Estate.		
Permissions required	Landowner Lease <input type="checkbox"/> Scottish Water <input type="checkbox"/> Other (Traffic orders?) <input checked="" type="checkbox"/>	Planning Permission <input type="checkbox"/> SEPA <input type="checkbox"/> SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	Inclusion of appropriate infrastructure and improved access to the Deeside Way could reduce car use by providing for /promoting public transport and active travel.		

Potential improvements to accessibility	Access to the Deeside Way from the car park above the bridge could be improved as could access to the bridge which currently has historic turnstiles that limit access to some users.
Potential barriers / constraints	Uncertainty over ownership of some areas and consequent uncertainty over the appetite for further parking development. Potential impacts on road safety need detailed consideration.
Potential funding sources	Aberdeenshire Council, CNPA, Forestry & Land Scotland, RTIF, Landowners.
Future revenue streams	None explored to date but parking charges may be an option. Likely to need traffic management measures to avoid displacement to road verges.
Timescale	2025 - 26

Project Proposal 25: Ballater Coach Parking

Location	Ballater	Priority	Medium
Current issues / ambition for the location / need for investment	Parking for visiting coaches in Ballater is limited and the recent expansion of Aberdeen as a cruise port and increased coaches visiting Balmoral Castle are likely to lead to more coaches also visiting Ballater.		
Ownership	TBC – dependent on preferred site		
<p>Project summary</p> <p>This project will deliver coach parking outside the village allowing tour coaches to drop off passengers in the village but park up away from the centre avoiding congestion in the village centre. Through the Cairngorms 2030 programme areas of the village centre are anticipated to see improvements to manage parking and facilitate pedestrian access while existing work by Aberdeenshire Council is considering options for a new bus and coach drop off point both of which would complement this project. Previous work by the community has considered the opportunities available and proposes a coach park, toilets, connecting path to the village, central drop off point and repurposing of the existing village centre coach parking to provide additional car parking.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Coach Park	1	£250,000	
Toilets	1	£25,000	
Connecting paths	750m	£20,000	

Village centre drop off point	1	£0	Not currently priced. Opportunity exists to link with proposed transport hub
Estimated total cost		£295,000	
Project Delivery			
Anticipated project lead	Ballater (Royal Deeside) Ltd		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input checked="" type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Potential to reduce car use through improved access for coaches		
Potential improvements to accessibility	None identified.		
Potential barriers / constraints	None identified.		
Potential funding sources	Ballater (Royal Deeside) Ltd, Aberdeenshire Council, CNPA, RTIF		
Future revenue streams	Income from coach parking		
Timescale	2025 - 2026		

Project Proposal 26: Parking management & pedestrian access improvements			
Location	Balmoral	Priority	High
Current issues / ambition for the location / need for investment	Balmoral Estate has seen an increase in the number of visitors in recent years – both to Balmoral Castle (which operates as a paid attraction) but also to the wider estate. Of particular note are the numbers now visiting the hilltop cairns around the estate known informally as the “Balmoral pyramids”. The car parks cater well for castle visitors but the number of pedestrians on the road bridge is increasing and the South Deeside road and adjacent “distillery brae” are seeing frequent inappropriate roadside parking often from those walking to the cairns.		
Ownership	Aberdeenshire Council, Balmoral Estate, Invercauld Estate		

Project summary			
This project will deliver parking management & pedestrian access improvements. A clearway order is proposed by Aberdeenshire Council to restrict roadside parking, and this is complemented by repair works to the nearby historic suspension bridge due for completion in spring 2024. On completion of these, visitors will be encouraged to use the main car parks and follow a pedestrian route over the suspension bridge to access the recognised walking routes to the cairns.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Traffic order and associated road signage	1	£	Fully funded by Aberdeenshire Council
Pedestrian signage		£2,000	
Initial path improvements		£10,000	More significant path improvements on the route to Prince Albert's cairn are likely to be required but are not costed here.
Estimated total cost		£12,000	
Project Delivery			
Anticipated project lead	Aberdeenshire Council		
Delivery partners	CNPA		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other (traffic order) <input checked="" type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No significant benefits but the revised route to the cairns will be more accessible by public transport. Location is under consideration for EV charging (project proposal 6)		
Potential improvements to accessibility	None identified.		
Potential barriers / constraints	None identified.		
Potential funding sources	Aberdeenshire Council, CNPA, Landowners		
Future revenue streams	Income from car parking		
Timescale	2024-25		

Angus Glens

The upper reaches of these long glens stretch into the National Park but due to the nature of the roads which are essentially long “cul de sacs” there is little through traffic except on foot or occasionally by bike. However, in addition to visitors from further afield they can be popular day trip or even weekend destinations from the nearby Angus towns and Dundee which leads to parking, camping or toileting pressures at some of the road ends particularly in fine weather.

Project Proposal 27: Parking and sense of arrival improvements			
Location	Angus Glens	Priority	Medium
Current issues / ambition for the location / need for investment	<p>A number of the Angus glens that broadly run south to north have upper parts that fall within the National Park. Of these, only Glen Clova and the adjoining Glen Doll have significant facilities to welcome visitors. This includes parking, toilets, a visitor centre operated by Angus Alive and formal forest trails managed by Forestry & Land Scotland. Some work has been funded in 2023/24 to provide a peak time overflow parking area.</p> <p>Glen Esk offers some road end parking where it runs into Glen Mark with a National Park entry marker a little in advance and there are public toilets and further parking 3 miles / 5km south at Tarfside (outside the Park boundary). However, there is no real sense of arrival and little indication to the visitor that they are in a National Park.</p> <p>The other two glens are noticeably quieter and there is no sense of welcome or indication that the area is a National Park apart from entry point markers further down the glen. Glen Prosen does have a small Forestry & Land Scotland parking area and limited interpretation at the road end but there is no formal parking at the road end in Glen Isla. Indeed, it is not even clear where the public road ends and estate roads begin and where visitors ought to park.</p>		
Ownership	Various landowners, including Forestry & Land Scotland in Glen Doll and Glen Prosen.		

Project summary

Forestry & Land Scotland acquired additional land in the area in late 2022 and in the medium term propose to develop plans for an improved visitor offer in Glen Prosen and on the adjacent new land. Broad proposals for the area are included in a Visitor Experience Plan produced for Forestry & Land Scotland in summer 2023. The plan proposes a range of infrastructure and “softer” interventions that would deliver an improved sense of welcome and some additional parking and facilities at or around the roadheads in Glen Clova / Glen Doll and Glen Prosen. Following some community interest proposals may also come forward for toilet facilities in Glen Isla which lies beyond the Forestry & Land Scotland estate. The distances involved and inconsistent visitor numbers suggest public transport services are unlikely to be viable in any of the glens and so public transport infrastructure is not proposed. However, parking suitable for larger vehicles so as to welcome motorhomes and also minibuses that might be used by groups such as walking clubs is proposed. Similarly, the distances involved suggest that while there will be some who come by bike, the journey is likely to be undertaken as their main activity rather than as a means of accessing the area for other purposes. Some small scale provision for bikes is proposed in Glen Esk, Glen Clova / Glen Doll and Glen Prosen. EV charge points could be considered for the busier Glen Doll car park but may be dependent on suitable electricity infrastructure.

Output	Scale	Expenditure (Rough Estimate)	Additional Information
Glen Doll overflow parking and facilities	1	£105,000	Overflow parking being provided from early 2024. Other improvements including active travel to follow
Glen Esk sense of welcome improvements / signage	1	£5,000	
Parking improvements – Glen Prosen	TBC	£TBC	Proposals being developed through FLS plan
Glen Isla – sense of welcome improvements	TBC	£2,000	Indicative project ideas only – no discussion with landowners to date but toilet proposal is from community.
Glen Isla parking area	TBC	£25,000	
Composting toilet, Glen Isla	1	£25,000	
Estimated total cost		£62,000	Excludes existing work in Glen Doll

Project Delivery													
Anticipated project lead	Varies with location.												
Delivery partners	Landowners, Forestry & Land Scotland, CNPA.												
Permissions required	<table border="0"> <tr> <td>Landowner Lease</td> <td><input checked="" type="checkbox"/></td> <td>Planning Permission</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Scottish Water</td> <td><input type="checkbox"/></td> <td>SEPA</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td><input type="checkbox"/></td> <td>SEA / HRA</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Landowner Lease	<input checked="" type="checkbox"/>	Planning Permission	<input checked="" type="checkbox"/>	Scottish Water	<input type="checkbox"/>	SEPA	<input type="checkbox"/>	Other	<input type="checkbox"/>	SEA / HRA	<input checked="" type="checkbox"/>
Landowner Lease	<input checked="" type="checkbox"/>	Planning Permission	<input checked="" type="checkbox"/>										
Scottish Water	<input type="checkbox"/>	SEPA	<input type="checkbox"/>										
Other	<input type="checkbox"/>	SEA / HRA	<input checked="" type="checkbox"/>										
How does the project help address the climate and nature crises	No significant benefits identified. Minor opportunity to reduce pressures elsewhere.												
Potential improvements to accessibility	No significant benefits identified.												
Potential barriers / constraints	Preferred options and level of support from some landowners unknown at present.												
Potential funding sources	Forestry & Land Scotland, CNPA, RTIF, private landowners.												
Future revenue streams	None identified.												
Timescale	2024 - 26												

Cateran Country

Although the main settlements in this area lie outside the National Park, the area sees a lot of through traffic from those heading northwards into the Park to Glenshee, Braemar and beyond. The area also forms the southern section of the Snow Roads scenic route. There are relatively few pressures at present but opportunities to slow visitors down to spend longer in this area do exist, most notably at sites that form part of the Cateran Eco museum or at Spittal of Glenshee which could become more of a gateway to the National Park.

Project Proposal 28: Motorhome, toilet and active travel facilities			
Location	Spittal of Glenshee & area	Priority	Medium
Current issues / ambition for the location / need for investment	Stretching across a wider area of which the northern part is in the National Park, the Cateran Eco museum is a “museum without walls” that aims to provide a welcome to visitors through telling the story of its people, places and landscapes. Recent funding will allow the project to be expanded and will include further developments that showcase Highland culture, community arts and the landscape as well as		

	encouraging people to walk and cycle more. There has also been a recognition that increasing numbers of motorhomes are visiting the area yet there are no facilities beyond the main towns such as Alyth and Blairgowrie on the southern fringes of the area.		
Ownership	Various		
Project summary			
This project will see an improved sense of welcome and additional activity to encourage visits by public transport and active travel (largely active travel in the National Park part of the area as there is no regular public transport). In addition, there is an ambition to provide new visitor facilities at Spittal of Glenshee which is a gateway to the National Park. The old hotel site here is privately owned but the owners and community had previously indicated a wish to collaborate to offer facilities such as a motorhome stopover and public toilets. With changed circumstances in 2023 adding some uncertainty over future development and with no detail developed to date, this is identified as a project for possible public sector support if it becomes a community led project or if a future private development incorporates some publicly available facilities.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
TBC	TBC	£TBC	
Estimated total cost		£TBC	
Project Delivery			
Anticipated project lead	Cateran Ecomuseum, Community, private sector.		
Delivery partners	Community, CNPA, Perth & Kinross Council		
Permissions required	Landowner Lease	<input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>
	Scottish Water	<input checked="" type="checkbox"/>	SEPA <input checked="" type="checkbox"/>
	Other	<input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>
How does the project help address the climate and nature crises	Cateran Ecomuseum developments are planned to include work around climate conscious communities and active travel that would help address the climate crisis.		
Potential improvements to accessibility	Redevelopment of Spittal of Glenshee site provides the opportunity to create fully accessible facilities.		
Potential barriers / constraints	Spittal of Glenshee site currently in private ownership. Details around likely level of community involvement currently unclear.		
Potential funding sources	Private sector, community sourced funds, CNPA		
Future revenue streams	Charges for usage depending on facilities included.		
Timescale	2025 - 26		

Highland Perthshire

As well as being the southern gateway to the National Park on the A9 and the Highland Main Line railway, this area encompassing Killiecrankie and Blair Atholl is a popular holiday and day trip destination in its own right. As well as publicly provided infrastructure in Blair Atholl, major private sector attractions at Blair Atholl and Bruar provide significant tourism infrastructure, but some pressure points remain.

Project Proposal 29: Parking and active travel improvements				
Location	Blair Atholl		Priority	Medium
Current issues / ambition for the location / need for investment	Atholl estate currently has an excellent network of paths with many of these accessed from the car park near Old Bridge of Tilt. This is also the most common access for Glen Tilt with those walking and cycling into the glen often starting here meaning the car park is full at peak times.			
Ownership	Atholl Estates			
<p>Project summary</p> <p>This project would deliver improved parking, potentially with some additional spaces. Upgrading routes from the village including re-decking and reopening the Lower Tilt Bridge along with improved signage could encourage more people to park and start from the village – particularly those using bikes. This would also support those arriving by public transport. Through the Cairngorms 2030 active travel work and Sustrans work to refresh the National Cycle network routes described on P20, community connection improvements between Killiecrankie & Blair Atholl are being identified which could complement this project.</p>				
Output	Scale	Expenditure (Rough Estimate)	Additional Information	
Car parking improvements	TBC	£TBC		
Active travel improvements and associated signage	TBC	£TBC		
Re-decking of bridge	1	£7,500	Proposed in 2024	
Estimated total cost		£TBC		
Project Delivery				
Anticipated project lead	Atholl Estates			

Delivery partners	CNPA
Permissions required	Landowner Lease <input type="checkbox"/> Planning Permission <input checked="" type="checkbox"/> Scottish Water <input type="checkbox"/> SEPA <input type="checkbox"/> Other <input type="checkbox"/> SEA / HRA <input type="checkbox"/>
How does the project help address the climate and nature crises	The project should help increase rates of active travel.
Potential improvements to accessibility	Improved access travel routes would be anticipated to also offer improved all abilities access.
Potential barriers / constraints	None identified.
Potential funding sources	Atholl Estates, CNPA, RTIF.
Future revenue streams	Potential for parking charges.
Timescale	2024 - 25

Park-wide infrastructure investment priorities

While in some circumstances, specific infrastructure like a car park or public transport is required at a specific location, for other types of infrastructure it makes sense to create a network of facilities across the National Park. Precise locations may be of less relevance as long as the network of facilities is adequately promoted. Examples of this include waste facilities for motorhomes or EV charge points as self-contained motorhomes can travel for around three days before needing to empty their waste tanks and most EV drivers will tend to gravitate towards the main communities for charging facilities. Another reason for developing some tourism facilities in networks is that suitable locations will often be dependent on other underlying infrastructure such as a suitable mains sewage system or a sufficiently high-capacity power supply – things that may be less commonly found in remoter areas.

Park-wide issues and themes: Cairngorms National Park Partnership Plan Objectives & Actions	
Objective	Target / Indicator / Action
C5. Work to stabilise visitor numbers in the peak season, focusing growth on quieter months and on those areas that have the infrastructure and capacity to accommodate additional visitors	<ul style="list-style-type: none"> • Develop a Strategic Tourism Infrastructure Plan to provide high-quality infrastructure at key visitor hotspots and for key sectors (e.g. camping and motorhomes)
C9. Welcome visitors and provide a high-quality experience while managing their impacts through providing better infrastructure	<ul style="list-style-type: none"> • Number of public toilets within the National Park is maintained. • Increased public toilet facilities for people with additional needs. • Number of managed facilities for campervans increases. • Map accessible facilities, so people can identify in advance of their journey available accessibility support.

Campervan and motorhome facilities

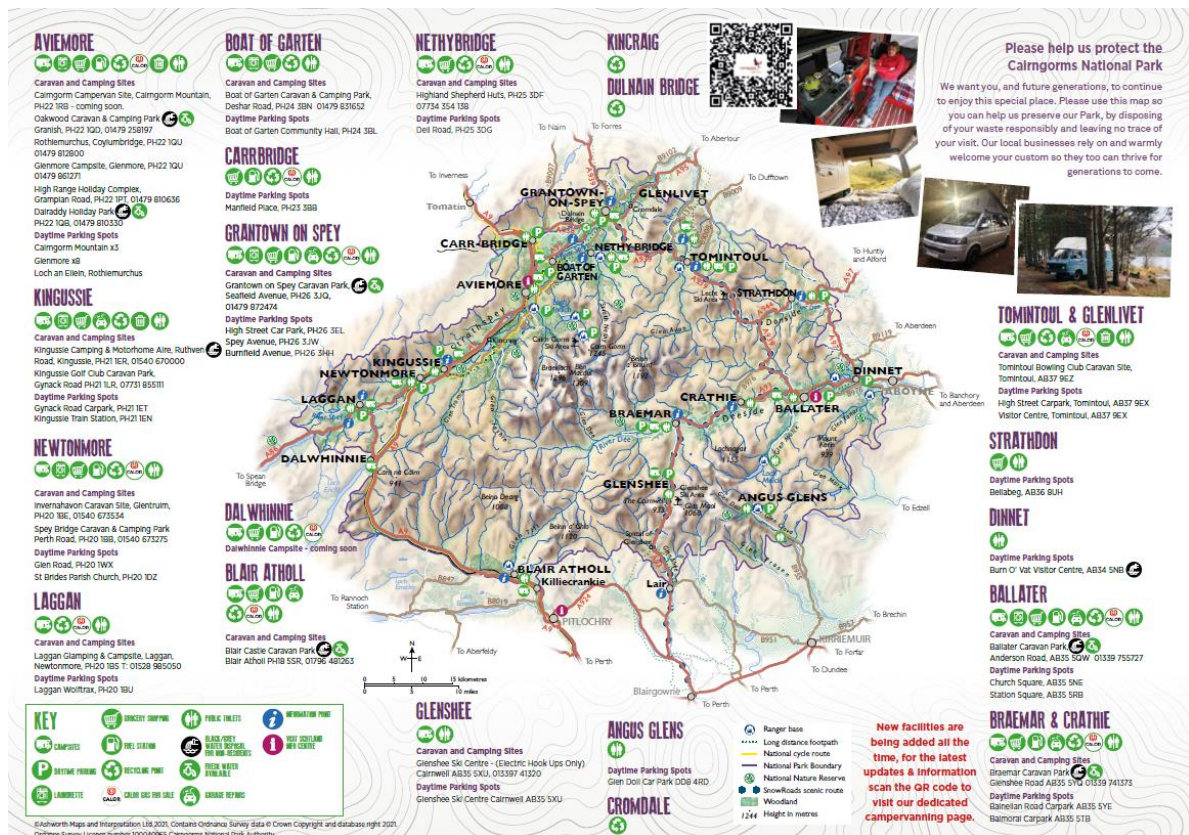
It is estimated that there are over a quarter of a million motorhomes registered in the UK and in recent years this has been increasing by almost 15,000 per year while many European countries have similar numbers relative to their population. Scotland is regarded as a key destination for Motorhomes both with domestic markets and in some of the main source countries for our international visitors. Unlike more traditional caravan holidays where visitors based themselves at a single location for much of the time, modern motorhome users (including those in hire vehicles) commonly tour around a larger area and stop overnight in many locations. These visitors may also spend some or even most of their time overnighing informally in places other than full-service campsites.

Overnight Parking: There is already a commercial market in terms of both existing caravan and campsites, and the emerging network of privately operated stopovers often described using the French name “Aire” but despite this some gaps in provision still exist.

To some extent, addressing this can be considered a business opportunity rather than a public infrastructure need. For example landowners, farmers or crofters who have suitable land may wish to diversify their business while businesses such as restaurants or bars may wish to offer such an overnight stopover service to drive additional trade to their core business. Most provision of these types of sites is therefore anticipated to be taken forward by the private sector but there may also be instances where there is a general need for more provision and a community organisation may seek to provide these. Recognising the National Park Partnership Plan ambition to increase the number of assets in community ownership or management, the Park Authority will support communities to provide such infrastructure through enhanced funding and training support.

Waste disposal facilities: Although some motorhome users overnight some of the time in places other than full-service campsites, there is still a need for them to dispose of their waste responsibly. Some campsites do offer this service to non-staying guests (normally at a cost) but more facilities are still required to provide a suitable network. Those facilities which do currently exist are well promoted through the printed and online “Campervanning in the Cairngorms” guide produced by the Cairngorms Business Partnership which includes the map of facilities shown below.

Consideration therefore still needs to be given to the provision of a network of standalone facilities, particularly in areas where there may not be campsites nearby. Where a visitor site is identified for other improvements, consideration will be given to whether such provision is feasible and appropriate at that location.



One particular area where provision of a waste facility has been proposed is around Tomintoul and this could help support tourism and business growth in one of the areas of the Park receiving fewer visitors at present. This area currently has no full-service caravan and camping sites but two small, certified locations that cater for motorhomes overnighing as well as a number of areas are used for informal overnight parking. There are therefore no waste disposal facilities unless visitors travel to Strathspey or Deeside.

In some cases, most notably in the Angus Glens, the lack of underlying drainage infrastructure in the upper reaches of these glens may mean these are better provided in or near gateway communities such as Edzell or Kirriemuir. This need is identified in a similar Strategic Tourism Infrastructure plan to this one being

produced by Angus Council, and it is expected that the Park Authority would support these proposals and help promote such facilities when created.

Daytime parking: As well as overnight parking there is a need to consider the different needs of motorhomes for daytime parking. Most notably this is likely to relate to the additional space required for larger vehicles, but designs do need to consider elements such as turning space and the use of height barriers which can inadvertently restrict use of some sites by motorhomes. Where car parks are being improved, realigned or extended as part of any of the above projects, consideration should be given to whether dedicated spaces in an appropriate and more easily accessible part of the car park might be required.

Project Proposal 30: Network of Motorhome Facilities			
Location	Various	Priority	Medium
Current issues / ambition for the location / need for investment	The recent growth in motorhome ownership and the increased availability of hire vehicles has led to more motorhomes visiting the National Park. Many of these will stay overnight in full service campsites of which there is a good network around the Park but others park up overnight on an informal basis or seek the more basic stopover commonly found on the continent and known as an "Aire". While this plan makes some specific proposals for the Tomintoul / Glenlivet area there is also a need to try and grow a network of "Aires" across the Park. As well as offering what some visitors are already seeking this could assist in the management of informal parking in areas that are inappropriate.		
Ownership	Various		
<p>Project summary</p> <p>This project will see support delivered to increase the availability of overnight stopovers or "Aires" across the National Park. This could take the form of private sector led developments or supporting community led provision. These would be small scale and sensitively designed with more limited facilities so as to complement but not duplicate the offer from full service caravan and camping sites. The Aberdeenshire Tourism Infrastructure Plan currently in preparation recognises this need with two areas of Aberdeenshire seen as priorities for some form of provision – one of which is Deeside. This would complement the community interest previously indicated in Tomintoul,</p>			

<p>Strathdon and CATERAN country and could be replicated in the Western Cairngorms where this is the wish of the community. Recognising that not all may contain waste disposal facilities and that some visitors will still overnight informally, some standalone waste units are likely to be required. Specific locations for these have yet to be identified and will likely be driven by community demand. To help manage impacts and assist in the promotion of waste facilities that are publicly available this project will also include signage of all standalone facilities using the recently approved road signs which are already being rolled out to sites in Highland.</p>			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Overnight "Aire" type stopovers	TBC	£TBC	Cost likely to vary depending on location, scale and facilities offered.
Standalone waste units		£20,000	Typical cost per unit but likely to vary depending on existing waste infrastructure
Waste unit signage	TBC	£200	Cost per location
Estimated total cost		£TBC	
Project Delivery			
Anticipated project lead	Individual communities		
Delivery partners	Local Authorities, CNPA		
Permissions required	Landowner Lease <input checked="" type="checkbox"/>	Planning Permission <input checked="" type="checkbox"/>	
	Scottish Water <input checked="" type="checkbox"/>	SEPA <input checked="" type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input checked="" type="checkbox"/>	
How does the project help address the climate and nature crises	Provision of more low cost overnight options and more waste disposal facilities should reduce the negative environmental consequences of inappropriate informal camping and illegal waste disposal.		
Potential improvements to accessibility	None identified at present as no sites identified but any sites proposed should cater for a range of abilities.		
Potential barriers / constraints	Need to be aware of impacts on full-service sites and avoid unfair levels of competition.		
Potential funding sources	Communities' own funds and community development grants, RTIF, CNPA, Local Authorities.		
Future revenue streams	Usage charges		
Timescale	2024 - 28		

Affordable camping

The National Park has had a good network of commercially run caravan and camping sites for many years, while those seeking a “wilderness” experience have commonly camped in the high mountains and remoter glens. However, a more recent pattern of informal camping which doesn’t always fall within the Scottish Outdoor Access Code definition of wild camping (defined as lightweight, done in small numbers, only for two or three nights in any one place and well away from buildings and roads) has emerged. This is most notable around Loch Morlich and Loch Kinord. Some efforts to manage this through things like parking management are under way through the managing for visitors activity by the Park Authority and partners but there is a recognition that there will still be some demand for some form of “affordable camping”.

A good example of this, provided by the local landowner can be seen on the edge of the Park at Tarfside in Glen Esk and exploring further options for such sites should be considered. This could address pressures elsewhere while also making access easier for sections of society who may otherwise be unable to visit the National Park. While this type of facility has been publicly provided in conjunction with camping bylaws that were introduced by Loch Lomond and the Trossachs National Park this approach is not being considered in the Cairngorms where the scale of pressures is different. Instead, this is currently seen as a potential business diversification opportunity for landowners, rather than a priority for public sector provision. Public investment to support their provision should however be considered.

Public toilets

In relation to the areas’ population, the Cairngorms has a reasonable number of publicly available toilets but when considered alongside the number of visitors and the geographic scale of the national park it is clear that some gaps remain. In addition, some facilities are becoming dated so don’t meet modern standards and quality and accessibility for some groups could be improved, for example by increasing the number of facilities that are fully accessible and/or meet the Changing Places standard. Where there is a need for new or improved facilities at a specific site, this is referred to in the table for that site above. However, options for improvements through partnerships with other providers including those in the private sector should also be considered so as to provide a suitable network across the National Park.

Cairngorms National Park



The Snow Roads Scenic Route

The [Snow Roads Scenic Route](#), running from Blairgowrie to Granttown-on-Spey was designed as a touring route that would take visitors through the quieter eastern Cairngorms in order to see the benefits of tourism spread more widely and evenly across the National Park. While much of this was achieved through signposting and marketing activity, three architectural installations were also constructed adjacent to the route to help create a sense of place and reasons to stop. Some small scale improvements to these sites is now required and there may be further opportunities to enhance the experience through some small scale infrastructure improvements to existing features or attractions on the route.

Highland Tourist Route

The [Highland Tourist Route](#) connecting Inverness and Aberdeen via the Cairngorms is one of Scotland's 12 National Tourist Routes. These formally

designated routes are designed to provide alternatives to the main trunk roads and introduce visitors to less frequented areas. When travelling eastwards, the route follows the Snow Roads route between Grantown and Cockbridge before following the River Don towards Aberdeen.

North East 250

The [North East 250](#) is a circular touring route developed by Visit Aberdeenshire. Going clockwise and starting at Glenshee this route also follows the Snow roads route northwards as far as Tomintoul before heading north eastwards via Glenlivet to reach the coast. After following the north and east coasts of Aberdeenshire the route swings back westwards to follow Deeside back into the National Park.

Where there is a need for new or improved facilities at a specific site that lies on any of the three touring routes, these are referred to in the tables for individual sites above. To complement these investments and ensure consistency of provision and enhance the quality of the experience of travelling any of those routes, some provision by private sector operators could be supported and /or promoted alongside public infrastructure e.g. an EV charge point at a garage, hotel or attraction.

Project Proposal 31: Snow Roads summit signage			
Location	Snow Roads Scenic Route	Priority	Medium
Current issues / ambition for the location / need for investment	Road summit signage on the Cairnwell, Crathie to Gairnshiel, Gairnshiel to Cockbridge and Lecht roads to improve the sense of place at the summit.		
Ownership	Aberdeenshire Council		
<p>Project summary</p> <p>On European mountain passes (cols) it is common to have a sign at the highest point of the road which shows the name of pass and the height above sea level. These are popular as photo stops, particularly with cyclists but also other travellers. Recognising that many of the best cols in Scotland for cycling are in this area, the Aberdeenshire Cycling Climbs project has already seen signage and promotion of some of these routes to help attract cyclists, but summit signs of this type were not included. This project would see signs added at 4 road summit locations in the National Park, all of which are on the snow roads scenic route.</p>			

Output	Scale	Expenditure (Rough Estimate)	Additional Information
Summit signs	6	£2,500	Based on 2 back to back and 2 single signs
Estimated total cost		£2,500	
Project delivery			
Anticipated project lead	Aberdeenshire Council		
Delivery partners	CNPA, Ski Centre operators		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No direct impacts but forms part of wider promotion of cycling		
Potential improvements to accessibility	None but access would be as already provided by public road network		
Potential barriers / constraints	Liaison with ski centres required as 2 locations already include parking and associated facilities		
Potential funding sources	Aberdeenshire Council		
Future revenue streams	N/A		
Timescale	2023 - 24		

The Core Path network

The Land Reform (Scotland) Act 2003 placed a duty on the Cairngorms National Park Authority to draw up a plan for a system of paths (“core paths”) sufficient for the purpose of giving the public reasonable access throughout their area – which is known as the “Core Paths Plan”. The first Core Paths Plan was approved by the Park Authority Board and the Minister for the Environment in 2010 with a more recent revision of the plan being adopted in 2015. A further review of the Core Path Plan will commence during 2024/25 with a view to it being formally adopted in 2025 / 26.

The objectives of the Core Path network are to:

- a) help to conserve the Park’s natural and cultural heritage and encourage people to enjoy it in a responsible way

- b) help those living and working on the land manage access
- c) help to deliver the priorities for each area identified in Active Cairngorms
- d) provide for a wide range of activities
- e) provide for a wide range of abilities
- f) include a wide range of popular routes; and
- g) include paths within, around and between communities and to public transport connections and places of local importance.

A summary of the Core Path Plan is included as Appendix 5.

Accessible Path & Cycle network: Cairngorms National Park Partnership Plan Objectives & Actions	
Objective	Actions
C8. 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.	<ul style="list-style-type: none"> • Complete the extension of the Deeside Way to Braemar. • Increase promotion of the Speyside Way and provide options for cycling. • Consider all potential mechanisms to reduce disturbance on key species and recreational impacts on high ground.

In describing the path network and the related future infrastructure investment it is convenient to consider paths in three groupings – low level or community paths, upland paths and long distance routes.

Community paths

There are over a hundred community paths and trails across the National Park. As well as providing an important resource for local residents, these paths are an essential part of the infrastructure used by visitors to the National Park and are therefore well promoted through a series of community path leaflets.

Responsibility for the management and maintenance of the majority of these paths rests with the landowner or land manager but in certain circumstances support is provided by the Park Authority. In a small number of cases the Park

Authority is responsible for maintenance through management agreements and details of these commitments are included as Appendix 6.

An assessment of the core path network commenced in 2023 (see Project Proposal 33) but a need for two new / improved community paths has also been identified following other recent visitor infrastructure investments – one to connect the town of Aboyne to Glen Tanar and another connecting the village of Dinnet with the new Clarack car park and Muir of Dinnet.

Upland paths

There are also many upland paths across the National Park and while in broad terms these are less heavily used than the community paths some are still subject to heavy use, most notably on some of the more popular hills. As their use is predominantly by more experienced walkers these are not as actively promoted by the Park Authority, but many are commonly promoted through hillwalking guidebooks and websites. As with low ground paths, responsibility for their management and maintenance rests with the landowner or land manager but in certain circumstances support can be provided by the Park Authority. However, one upland path in the National Park – Meall a’ Bhuachaille is considered unique in that, despite its “upland” status, it is used by visitors in a way that is consistent with low ground / community paths.

Project Proposal 32: Meall a’ Bhuachaille path			
Location	Glenmore	Priority	Medium/High
Current issues / ambition for the location / need for investment	Due to its accessibility from the most popular area of the National Park and the relatively moderate height gain due to a high altitude start Meall a’ Bhuachaille sees usage including bike use that is more like a low ground / community path rather than that seen on other upland paths in the Park. This leads to significant erosion as well as a need for further investment around the route start points.		
Ownership	Forestry & Land Scotland, RSPB		
Project summary This project will see an initial path survey undertaken in 2024 which will identify and provide indicative costs for further interventions to improve the path.			
Output	Scale	Expenditure	Additional Information

		(Rough Estimate)	
Path Survey	1	£0	Being undertaken 2024
Path improvements			TBC – dependent on survey findings
Estimated total cost		£0	
Project delivery			
Anticipated project lead	CNPA		
Delivery partners	Forestry & Land Scotland, Outdoor Access Trust Scotland		
Permissions required	Landowner Lease <input type="checkbox"/>	Planning Permission <input type="checkbox"/>	
	Scottish Water <input type="checkbox"/>	SEPA <input type="checkbox"/>	
	Other <input type="checkbox"/>	SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	Limited direct benefits expected but it's location in one of the most important and protected areas of Caledonian pinewood in Scotland means the location already sees significant visitor management. Improvement of the path could reduce impacts in neighbouring areas of the forest.		
Potential improvements to accessibility	Survey could help identify some future accessibility improvements but the nature of the path as a hill path means these are likely to be minor.		
Potential barriers / constraints	None identified.		
Potential funding sources	CNPA, Forestry & Land Scotland, Outdoor Access Trust Scotland, RTIF		
Future revenue streams	None directly but access is typically from car parks where the charges levied do support path works.		
Timescale	2025		

Long distance routes

Speyside Way

[The Speyside Way](#) is one of four official Long Distance Routes in Scotland, the route links the Moray coast with the edge of the Grampian Mountains, following the valley of the River Spey, spanning a distance of approximately 85 miles/137 km. It is one of four National Long Distance routes formally designated under the Countryside (Scotland) Act 1967 and as such the local access authorities (Moray Council and the Park Authority) have a statutory duty to manage the route. To fulfil this obligation the Park Authority have developed a plan for the future improvement as well as management and maintenance of the route which includes priorities for investment over the next five years. A copy of this plan is included as Appendix 7.

Dava Way

[The Dava Way](#), another of Scotland's Great Trails, linking Forres in Moray with Grantown-on-Spey, a distance of 24 miles / 38 km. It follows the old Highland Railway line and winds its way up to the Dava summit at 320m before descending into Strathspey. A small section of approximately 4 miles / 6km at the southern end of the route lies within the National Park. This allows walkers to connect to the Speyside Way through Grantown-on-Spey. The route is managed and maintained by the Dava Way Association, a Scottish Charitable Incorporated Organisation (SCIO) run by a board of Trustees.

A range of improvements to the Dava Way and the Speyside Way in parts of Moray are included as part of Moray Council's Strategic Tourism Infrastructure Development Plan which focusses on enhancing all six long distance active travel / leisure routes in rural Moray.

Deeside Way

[The Deeside Way](#) runs from near the centre of Aberdeen to Ballater. It largely follows the line of the Old Royal Deeside Railway through woodlands and farmlands, for a total distance of 41 miles / 66 km. Approximately 7 miles / 11km of the route falls within the National Park running westwards from the Park boundary to the current terminus in Ballater. Within the National Park the route is currently managed and maintained by Aberdeenshire Council with support from

the Park Authority. The Cairngorms National Park Partnership Plan 2022-27 includes a commitment to extend the route from Ballater to Braemar. The new path between Braemar and Keiloch expected to be completed in 2024 may be able to form part of this route.

Cateran Trail

[The Cateran Trail](#), one of Scotland’s Great Trails, is a 64 mile / 102 km long route through Perthshire and the Angus Glens. This is a circular route divided into five stages, following old drove roads and ancient tracks across farmland, forests, and moors. A small section of approximately 6 miles / 10km at the north end of the route passes through the National Park near Spittal of Glenshee. The route is managed and maintained by Perth and Kinross Countryside Trust who are engaged in a programme to install multi-user gates along the route to allow better access for all visitors as well as for landowners.

Project Proposal 33: Core path network condition surveys			
Location	Various	Priority	High
Current issues / ambition for the location / need for investment	As well as being responsible for recording the network of core paths, the Park Authority also have an ambition that all core paths should be in good condition and accessible to the widest possible range of users. However, with paths under varied ownership and management no definitive record of current condition and fitness for purpose exists.		
Ownership	Various		
<p>Project summary</p> <p>This project will see all low ground core paths in the National Park assessed in terms of condition using the following standards: -</p> <ul style="list-style-type: none"> • Barriers and obstructions – the path should be the least restrictive possible. • Path surface condition – the overall path surface condition should cater for likely and potential users. • Directional paths signs – the path should have appropriate fingerposts and intermediate waymarking. <p>Outdoor Access trust for Scotland have been funded to deliver a similar piece of work for upland paths with the required standards reflecting the different nature of these paths and their users. The resulting findings from both surveys</p>			

will be used to define path infrastructure investment priorities for the remainder of the period of this plan.			
Output	Scale	Expenditure (Rough Estimate)	Additional Information
Core Path Survey	1	£0	To be undertaken in house using existing GIS, ranger and access team staff resource.
Upland Path survey	1	£10,000	Estimated cost but costs are part of a broader package of work which OATS are funded to deliver
Estimated total cost		£10,000	
Project delivery			
Anticipated project lead	CNPA (community paths and long distance routes) Outdoor Access Trust Scotland (upland paths)		
Delivery partners	Landowners / managers		
Permissions required	Landowner Lease <input type="checkbox"/>	Scottish Water <input type="checkbox"/>	Other <input type="checkbox"/>
		Planning Permission <input type="checkbox"/>	SEPA <input type="checkbox"/>
		SEA / HRA <input type="checkbox"/>	
How does the project help address the climate and nature crises	No direct impacts but ensuing projects will in some cases form part of active travel routes.		
Potential improvements to accessibility	Survey work will help identify future accessibility improvements.		
Potential barriers / constraints	None identified.		
Potential funding sources	CNPA – in house.		
Future revenue streams	N/A		
Timescale	2023 - 24		

Summary of proposed projects

Tourism Infrastructure Investment Proposals – Summary Table			
No.	Location	Project type	Priority
1	Various	Rail Entry Point Signage	Medium
2	Various	Signage at Main Bus / Coach Entry Points	Medium
3	Various	Active Travel Infrastructure	Varies
4	Glenmore	Old Logging Way Active Travel Improvements	High
5	Various	Public Transport Infrastructure	High
6	Various	Enhancing the EV charge point network	Medium
7	Cairngorm Mountain	Cairngorm Mountain parking and active travel improvements	High
8	Glenmore	Parking management & visitor improvements	High
9	Ryvoan	Toilets and management of visitor pressures	Medium
10	Tullochgrue	Parking management	Medium
11	Loch an Eilean	Active Travel infrastructure and accessibility	High
12	Badenoch	Storylands Heritage sites parking	Medium
13	Glen Feshie	Parking management	Medium
14	Uath Lochans	Parking management	Medium
15	Feshie Bridge	Parking management & trail improvements	Medium
16	Kincraig Bridge	Parking and river access	Medium
17	Aviemore	Parking and transport facilities	High
18	Loch Pityoulish	Parking and improved access	Medium
19	Loch Vaa	Parking and improved access	Medium
20	Loch Garten	Trail improvements & car park connections	High
21	Grantown-on-Spey	Parking management	Medium
22	Tomintoul / Glenlivet	Motorhome facilities	Medium
23	Auchnerran	Parking & access improvements	Medium
24	Cambus o' May	Parking management & access improvements	High
25	Ballater	Coach Parking	Medium
26	Balmoral	Parking management & pedestrian access improvements	High
27	Angus Glens	Parking and sense of arrival improvements	Medium
28	Spittal of Glenshee	Motorhome, toilet and active travel facilities	Medium

29	Blair Atholl	Parking and active travel improvements	Medium
30	Various	Network of motorhome facilities	Medium
31	Snow Roads	Summit signage	Medium
32	Glenmore	Meall a' Bhuachaille path	Med/High
33	Various	Core path network condition survey	High

Management of Cairngorms National Park

Authority assets

The Cairngorms National Park Authority does not own any land in the Park but, as the responsible party for a number of “assets”, is considered as an ‘occupier’ of that land and consequently has a duty to show care towards people visiting that land. This duty of care forms the level at which it is reasonable to foresee any interventions that may be needed so that people do not suffer injury or damage. The occupier must consider injury or damage which may be caused as result of any dangers due to the condition of the property, or of anything done or omitted to be done by the occupier which is his legal responsibility. (Occupiers Liability (Scotland) Act 1960).

The Park Authority as the responsible occupier, is thereby obliged to ensure that any fixed asset it is legally responsible for is maintained in a way that avoids potential harm to the public. The Park Authority assumes this responsibility and will discharge it through an agreed set of procedures that ensure appropriate management and maintenance of these assets.

Beyond office accommodation, which is out with the scope of this paper, the Park Authority are the custodian of three different types of fixed asset: -

- National Park Entry Point markers – where the Park Authority has agreements with landowners
- ‘Snow Roads’ Scenic Route installations – where the Park Authority has agreements with landowners

- Paths directly managed by the Park Authority – through the Park Authority having voluntarily entered into a path agreement with the landowner or because of legislation associated with national long distance routes.

National Park entry point markers

There are 29 granite markers at all road and National Cycle Network entrances to the Cairngorms National Park, except for the A97 approach. The granite markers belong to the Park Authority and, although largely located on privately owned land or in the road corridor, are the Park Authority’s responsibility to manage. Agreements with land managers include the area around the markers and the view along the immediate verge. View clearing of the markers is generally undertaken by the relevant road authority (Transport Scotland and the five local authorities).

In addition to the road entry points, all of the Highland main line railway stations within the National Park – Blair Atholl, Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge have branded signs on the platforms to welcome visitors arriving by rail.

There are 3 types of entry markers: -



Type A: 4.5x3m Full Brand
(10 installations)



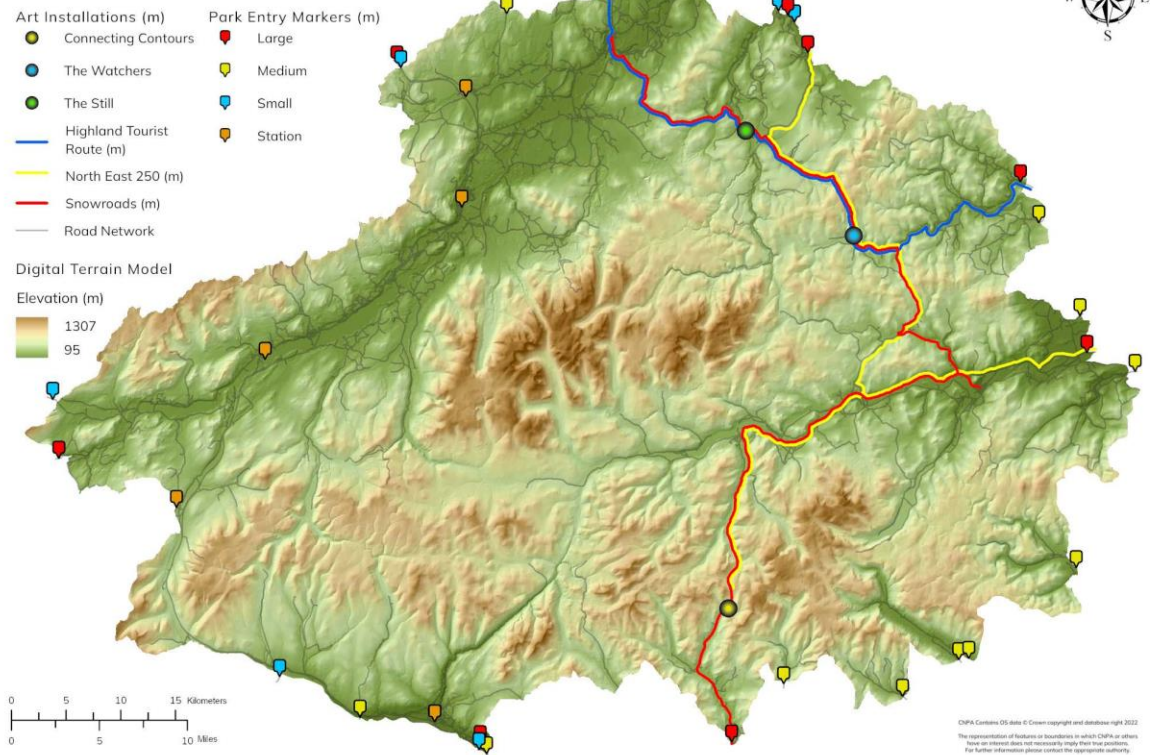
Type B: Boulder
Osprey only (13
installations)



Type C: Small
Boulder Osprey only
(6 installations)

National Park Entry Point Markers					
Location	Road	Type	Location	Road	Type
Grantown	A939	A	Advie	B9102	B
Mains of Dalvey	A95	A	Advie	Speyside Way	C
Drumin	B9136	C	Glenlivet	B9008	A
Glenlivet	Speyside Way Spur	C	Tomnavoulin	B9008	A
Glenkindie	A97	A	Rippachie	Unclassified	B
Ordie	B9119	B	Dinnet	A93	A
Bridge O' Ess	B976	B	Glen Esk	Unclassified	B
Glen Clova East	B955	B	Glen Clova West	B955	B
Glen Prosen	Unclassified	B	Glen Isla	Unclassified	B
Glenshee	A93	A	Killicrankie	B8079	B
Garry Bridge, Killicrankie	Unclassified	C	Blair Atholl	A9	A
Struan	B847	B	Dalnacardoch	Unclassified	C
Kinloch Laggan	A86	A	Garva Bridge	Unclassified	C
Slochd	NCN7	C	Slochd	A9	A
Carrbridge	B9007	B			

Cairngorms National Park



“The Snow Roads” Scenic Route installations

There are three viewpoint installations on the Snow Roads route that are owned and managed by the Park Authority. These interactive art installations which are designed to be sat on/climbed into were constructed in 2015/6. All were built by approved contractors in accordance with detailed technical design and constructions drawings and planning permissions.



The Still
A939 at Tomintoul
quarry



The Watchers
A939 at Corgarff



Connecting Contours
A93 at Devil's elbow

Paths

The paths (and associated infrastructure such as fencing, gates and signposts) considered as Park Authority assets are limited to those with path agreements or for which the Park Authority has direct maintenance responsibilities arising from legislation (e.g., The Speyside Way). It should be noted that while obliged by legislation to produce a Core Paths Plan, the designation of any route as a core path does not lead to any direct management or maintenance implications for the Park Authority. This liability still rests with the relevant landowner or occupier. The path network is however a Park Authority priority for maintenance through grant aid. Where any safety or routine maintenance issue is picked up by Park Authority staff, these are passed directly to the relevant land manager to address.

Procedures for inspection and reporting

In order to ensure public safety and legal compliance, the Park Authority has developed an inspection and reporting system that includes three areas of activity each of which includes supporting actions. These areas of activity are: -

- Creating and maintaining a register of infrastructure
- Inspection procedures
- Management review

Full details of these procedures, which have been considered and approved by the Park Authority's Health & Safety Committee and Senior Management Team are included as Appendix 8.

Monitoring and review

Many of the priorities and projects identified in this plan are derived from the more strategic objectives and related actions in the National Park Partnership Plan, while others are anticipated to be delivered through the Cairngorms 2030 Programme. As such these will be subject to the monitoring and review processes in place for each. Other projects will relate to specific areas of work where an existing reporting process is in place - for example activity related to paths and

long distance trails is reported to the Cairngorms Local Outdoor Access Forum on a regular basis. To avoid duplication, additional monitoring is not proposed for this plan but to complement the existing monitoring and to provide a single overview of tourism infrastructure related activity an annual summary of infrastructure investment will be presented to the Senior Management Team and relevant external groups such as the Cairngorms Tourism Partnership.

While this plan includes ambitions and a range of projects that were considered the main priorities in autumn 2022, and which were updated in early 2024 it is recognised that visitor patterns may change or the range of facilities available may change eg, through private sector developments or business closures. Similarly, the National Park Authority's powers, partners policies and public finance priorities may change so this plan should be subject to continual review. In particular, certain elements may require to be refreshed to reflect the Cairngorms 2030 programme's delivery of transport and active travel projects taking place from 2024 to 2028.

Appendices

Appendix 1 – Active Cairngorms Action Plan 2024

Appendix 2 – Recent Cairngorms National Park Infrastructure Projects

Appendix 3 – Cairngorms Active Travel Plan

Appendix 4 – Old Logging Way Survey

Appendix 5 – Cairngorms Core Path Plan summary

Appendix 6 – Cairngorms National Park Authority current low ground path maintenance commitments

Appendix 7 – Draft Speyside Way Action Plan 2023 - 2027

Appendix 8 – Procedures for Inspection and Reporting

Version 2 – March 2024



Cairngorms
National Park

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Mhonaidh Ruaidh