Topic: Sustainable transport

Engagement version November 2024

Requirements addressed in this section

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

Section	Requirement
Section 15(5)(b)	the principal purposes for which the land is used,
Section 15(5)(d)	the infrastructure of the district (including communications, transport and drainage systems, systems for the supply of water and energy, and health care and education facilities),
Section 15(5)(e)	how that infrastructure is used,
Section 15(5)(f)	any change which the planning authority think may occur in relation to any of the matters mentioned in paragraphs (a) to (be)

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

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

Links to evidence

- National Park (Scotland) Act 2000
  https://www.legislation.gov.uk/asp/2000/10/contents

- National Planning Framework 4
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  https://www.transport.gov.scot/media/52681/final-summary-report-28-december-2022-stpr2.pdf

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  https://www.transport.gov.scot/publication/a-network-fit-for-the-future-vision-for-scotland-s-public-electric-vehicle-charging-network/

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Summary of evidence

Policy context

National Parks (Scotland) Act 2000

The National Park has four distinct aims as set out in The National Parks (Scotland) Act 2000). All of the aims are relevant within the context of sustainable transport and active travel. These are:

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

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

National Planning Framework 4

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

Policy 13 addresses the need for the Local Development Plan to identify and prioritise sites for further development that can be accessed through sustainable travel modes. The Local Development Plan's spatial strategy needs to deliver a place-based approach that aims to reduce private vehicle use. The Cairngorms National Park Authority is currently looking at options to deliver low traffic schemes, bus / cycle priority in

[1] See Plan outcomes evidence paper for further information: https://cairngorms.co.uk/wp-content/uploads/2024/11/Topic-paper-Plan-outcomes-Engagement-version.pdf

settlement centres and pedestrianisation of busy car dominated spaces as part of the Cairngorms 2030 work (discussed later in this section).

Scottish Government Local Development Planning Guidance states that in relation to Policy 13:

'The Evidence Report is an opportunity for the authority to establish their transport baseline, present evidence of their commitment to produce a transport appraisal and to demonstrate that discussions have taken place with Transport Scotland to establish next steps'.

The Park Authority will undertake a transport appraisal to support the preparation of the Proposed Plan in line with local development planning guidance.

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

Policy 18 specifically addresses the infrastructure first approach intended to ensure infrastructure considerations are addresses at the earliest stage of the development plan process. Local development plans need to ensure existing infrastructure assets are being used sustainably and make provision for prioritising low-carbon solutions in development. Proposed infrastructure interventions need to ensure they meet the needs of the community they are indented to serve.

According to the policy local development plans must:

- Reflect evidence-based decisions about the current infrastructure's capacity, condition, needs and deliverability within the Plan area.
- Consider the need for additional cross boundary infrastructure where a need is identified.
- Put forward a spatial strategy that reflects the infrastructure priorities, and where, how and by whom they will be delivered.

- Put forward a method of calculation for the type, level and location of the financial or in-kind contributions required, specifying which development (sites) these will be required for.

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

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

National Transport Strategy (NTS2) 2020

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

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

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

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

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

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

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

Strategic Transport Projects Review 2 2022

This review of the strategic transport network's performance informs the transport investment in Scotland for the next 20 years (2022 – 2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.

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

These needs are reviewed from national and regional perspectives to reflect their different geographies, travel patterns and demands. It provides an overview of transport investment, mainly infrastructure and other behavioural change recommendations, that are required to deliver the National Transport Strategy priorities and objectives of the Review. It aims to:

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

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

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

The Review recommendations are grouped under six themes:

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

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

The expansion of 20mph limits and zones. These have been rolled out across all the main settlements in the Highland region of the National Park. Scottish Government has committed to reduce the speed limits on most of Scotland's urban roads by 2025. With regard to the Highland Main Line rail corridor enhancements no specific recommendations are put forward for passengers between Inverness and Perth, the report simply states: 'Future passenger rail investment should, therefore, be targeted on the strongest city-to-city markets as these are the routes where the greatest value from improvements would be realised. Freight investment should be targeted on corridors from the Central Belt towards Aberdeen, Inverness and cross-border routes.' (page 26).

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

National Transport Strategy: Third Scottish Government Delivery Plan 2023 – 2024

This is the third annual Delivery Plan for Scotland's National Transport Strategy, setting out the key actions taken by the Scottish Government to deliver the Strategy's vision and priorities for 2023 – 2024.

Since 2022, the Caledonian Sleeper train services have been transferred into public control and ownership in June 2023. This service serves the stations of Blair Atholl, Dalwhinnie, Newtonmore, Aviemore and Carrbridge on the Highland Mainline in the National Park.

In terms of reducing inequalities priority Scottish Government are pursuing a new multi-annual approach to the Accessible Travel Framework Delivery Plan, following completion of an evaluation project by Disability Equality Scotland. The Plan sets out the commitment to delivering accessibility improvements by providing step-free access to Aviemore and Kingussie in the National Park.

In relation to the priority to tackle climate change In August 2023, Scottish Government published Transport Scotland's Approach to Climate Change Adaptation and Resilience (ACCAR) which outlines the key climate risks affecting Scotland's transport system and sets out Scottish Government strategic outcomes for road, rail, aviation and maritime transport networks. Alongside this, the second Scottish Climate Change Adaptation Programme (SCCAP2) sets out the strategic approach to climate adaptation and resilience across all sectors of the economy. A draft of the third iteration of the programme, which will be rebranded as the Scottish National Adaptation Plan (2024 – 2029) – or SNAP3 – is due to be finalised for publication in autumn 2024.

There is also a commitment to develop and publish a Trunk Roads Adaptation Plan and carry out an assessment of climate impacts on trunk roads using the latest UK climate projections. In relation to the National Park the A9, A86, A899 and A95 form part of Scotland's trunk road map[2].

In the current five-year railway funding period (2019 – 2024), Scottish Government have allocated £4.85 billion to maintain, operate, enhance and decarbonise Scotland's railway, in part to support Network Rail Scotland's Weather Resilience and Climate

[2] See https://www.transport.gov.scot/publication/scottish-trunk-road-network-map/

Change Adaptation (WRCCA) strategies. The investment in rail includes the support for Scotrail and the Caledonian rail services.

Scottish Government outlines their commitment to remain firmly committed to completing the dualling of the A9 between Perth and Inverness (See Figure 2 for a detailed expected delivery timeline).

Scottish Government have also made a commitment to test the viability of the MaaS concept in Scotland with five projects including in the Highlands and Islands area.

In June 2023, Scottish Government published its Vision for Scotland's public electric vehicle (EV) charging network, setting out what an ideal public charging offer for cars and vans would look like across Scotland. It also sets out Scottish Governments ambition that Scotland's public EV charging network will gradually evolve over the coming years to be less focused on ChargePlace Scotland, while retaining the ability for drivers to seamlessly travel across a more diverse charging network with greater charging opportunities and even better levels of driver experience.

Improvements to the roads network in the National Transport Strategy Delivery Plan include the continued work to complete the dualling of the A9 between Perth and Inverness. When completed the dualling programme will bring many benefits to the Cairngorms National Park's businesses, visitor access and road users living, travelling and working along the corridor including reduced journey times, improved journey time reliability, improved road safety.

A Network Fit for The Future: Vision for Scotland's Public Electric Vehicle Charging Network 2023

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

The Vision divided into five key themes:

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

Infrastructure Commission for Scotland – Key findings report 2020

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

Recommendations include:

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

Infrastructure Investment Plan 2021 – 2022 to 2025 – 2026

The Infrastructure Investment Plan outlines the strategic approach to delivering Scotland's National Infrastructure Mission to increase economic growth by increasing

annual investment in Scotland's infrastructure. In delivering this vision, the Infrastructure Investment Plan focuses on three core strategic themes for guiding investment decisions in Scotland namely:

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

The first theme: Enabling the transition to net zero emissions and environmental sustainability under the Plan aims to deliver a decarbonisation of the transport system and improvements to the active travel networks.

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

The document provides an update to the 2018 Climate Change Plan. Since that Plan Scottish Government have set new ambitious targets to end its contribution to climate change by 2045. Scottish Government have committed to reduce emissions by 75% by 2030 (compared with 1990) and to net zero by 2045. As Scotland emerged from COVID-19 the Government identified an opportunity to rebuild the economy in a way that delivers a greener, fairer and more equal society. This Plan sets out the Governments approach to delivering a green recovery and sets out a pathway to deliver its climate change targets. In line with the 2018 plan, the focus is on the period up to 2032. It sets out a number of outcomes, that are supported by policies and proposals, relating to sustainable transport and active travel. These are as follows.

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

- If the health pandemic has moved to a phase to allow more certainty on future transport trends and people's behaviours – and work and lifestyle choices future forecasting – Scottish Government will publish a route-map to meet the 20% reduction by 2030 in 2021.
- Commit to exploring options around remote working, in connection with the work on 20-minute neighbourhoods and work local programme.
- COVID-19 has impacted on how we work. Scottish Government launched a Work Local Challenge to drive innovation in work place choices and remote working to support flexible working and our net zero objectives.
- Scottish Government will work with the UK Government on options to review fuel duty proposals, in the context of the need to reduce demand for unsustainable travel and the potential for revenue generation.

- Scottish Government will work with local authorities to continue to ensure that their parking and local transport strategies have proper appreciation of climate change, as well as the impact on all road users, including public transport operators, disabled motorists, cyclists and pedestrians.
- To support the monitoring requirement for the National Transport Strategy set out in the Transport (Scotland) Act 2019, and to further understanding of how and why people travel, Scottish Government will develop a data strategy and invest in data.
- Continue to support the Smarter Choices, Smarter Places (SCSP) programme to encourage behaviour change. Continue to support the provision of child and adult cycle training, and safety programmes including driver cycling awareness training through Bikeability.
- Support transformational active travel projects with a £500 million investment, over five years, for active travel infrastructure, access to bikes and behaviour change schemes. Enabling the delivery of high quality, safe walking, wheeling and cycling infrastructure alongside behaviour change, education and advocacy to encourage more people to choose active and sustainable travel. Support the use of E-bikes and adapted bikes through interest free loans, grants and trials.
- Scottish Government have re-purposed almost £39 million of active travel funding for the Spaces for People; this is enabling local authorities to put in place the temporary measures such as pop-up cycle lanes and widening walkways that are needed to allow people to physically distance during transition out of the COVID-19 lockdown.
- Support increased access to bikes for all including the provision of public bike and e-bike share.
- Mobility as a Service and increased use of peer-to-peer car sharing which will help reduce the number journeys made by car. To do this Scottish Government are harnessing innovation within our transport system through investing up to £2 million over three years to develop 'Mobility as a Service' (MaaS) in Scotland. Scottish Government will provide support for travel planning through Travelknowhow Scotland, which is an online resource which offers employers access to sustainable travel planning tools to develop and implement workplace Travel Plans and encourage ride-sharing in order to start changing travel behaviour within organisations.
- Scottish Government will work to improve road safety, ensuring people feel safe with appropriate measures in place to enable that. Scottish Government will publish Scotland's Road Safety Framework to 2030, following consultation on an ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050.

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

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

- Scottish Government will consider and develop new financing and delivery models for electric vehicle charging infrastructure in Scotland and working with the Scottish Future Trust to do so.
- Have invested over £30m to grow and develop the ChargePlace Scotland network which is now the 4th largest in the UK. Scottish government will continue to develop the capacity of the electric vehicle charging network.
- Our Low Carbon Transport Loan has provided over £80m of funding to date to support the switch to low carbon vehicles. Scottish Government will continue to support the demand for ultra-low emission vehicles (ULEVs) through the Low Carbon Transport Loan scheme, which is now being expanded to include used electric vehicles.
- Continue to promote the uptake of ultra-low emission vehicles in the taxi and private hire sector.
- Continue to promote the benefits of electric vehicles to individuals and fleet operators (exact nature of promotion to be decided annually).
- Work with public bodies to phase out the need for any new petrol and diesel light commercial vehicles by 2025.
- Support the public sector to lead the way in transitioning to electric vehicles, putting in place procurement practices that encourage electric vehicles. In the Programme for Government Scottish Government is committed to work with public bodies to phase out the need for any new petrol and diesel light commercial vehicles by 2025.
- Create the conditions to phase out the need for all new petrol and diesel vehicles in Scotland's public sector fleet by 2030.

- Continue to invest in innovation to support the development of ultra-low emission vehicle technologies and their adoption.
- Take forward the initiatives in respect of connected and autonomous vehicles set out in A CAV (Connected and Autonomous Vehicle) Roadmap for Scotland.
- With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra-low emission cars and vans.

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

- To support businesses by establishing a Zero Emission heavy duty vehicle programme and will invest in a new zero drivetrain testing facility in 2021.
- Explore the development of green finance models to help business and industry to invest in new road transport technologies.
- Engage with industry to understand how changing technologies and innovations in logistics (including consolidation centres) can help to reduce carbon emissions, particularly in response to the increase in e-commerce.
- Continue to investigate the role that other alternative fuels, such as hydrogen, and biofuel can play in the transition to a decarbonised road transport sector. Consider the scope for testing approaches to alternative fuels infrastructure and supply.
- Launched the new Hydrogen Accelerator Programme to attract technical experts to help scale up and quicken the deployment of hydrogen technologies across Scotland.

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

- Scottish Government have introduced a revised green incentive of the Bus Service Operators Grant.
- Launched a £9 million Scottish Ultra Low Emission Bus Scheme (SULEBS).
- In the context of the National Transport Strategy Delivery Plan and Transport Act, Scottish Government will examine the scope for climate change policies, in relation to buses, across the public sector in high-level transport legislation strategies and policies.
- Work to align government financial support of £120 million over the next 5 years with private sector investment to decarbonise the bus sector.

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

- Scottish Government's commitment to decarbonise (the traction element of) Scotland's railways by 2035 will be delivered through investment in electrification and complementary alternative traction systems. Transport Scotland has published the Rail Services Decarbonisation Action Plan (July 2020) which will be updated as appropriate. Work is ongoing by industry partners to develop the initial schemes.
- Establish an international rail cluster in Scotland to unlock supply chain opportunities using the interest at Longannet as a catalyst. This will be built around existing strengths in rail in Scotland and will seek to enhance the innovation and supply chain in the decarbonisation of our rolling stock and wider network.
- Continue to deliver the national Rail Freight Strategy.

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

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

Just Transition Commission: A National Mission for a fairer greener Scotland 2021

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

The report includes 24 headline recommendations including:

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

Hydrogen Action Plan 2022

The Hydrogen Action Plan, published in 2022, sets out Scottish Governments five-year Action Plan to support the development of a hydrogen economy in Scotland supporting the countries transition to net zero by 2045. The ambition is to transform Scotland into a

leading producer and exporter of hydrogen. The Plan aims to support the uptake and use of hydrogen as a primary fuel in both public and private vehicle use, to support a reduction in transport related Green House Gas emissions

A long-term vision for active travel in Scotland 2030

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

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

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

- Main roads into town centres all have either segregated cycling provision or high quality direct, safe and pleasant alternatives.
- Rural and suburban minor roads need to have low speed limits, linking nearby communities and services so opening up new travel opportunities and choices.
- Active travel networks need to ensure the continuity of routes and linking of key destinations, encouraging people to travel safely on foot or by bicycle within and between settlements.
- Services and main trip attractors and generators need to all be accessible by foot and by bicycle, with appropriate cycle parking and changing facilities available.
- Lighting, active and natural surveillance of routes will increase the perception of safety along pedestrian and cycle routes.
- All schools should have safe routes for pupils who are confident to walk or cycle to them along with 20 mph or lower speed limits.

The vision goes on to state that:

- Active travel should be integrated with public transport to provide an attractive alternative to car use for longer journeys.
- There needs to be easy, safer access by foot and bike to public transport stops and stations.

- A supportive environment needs to be in place to ensure this, for example through the provision of multi-modal interchanges, including in rural areas - so that walking and cycling are a key part of a truly integrated transport network, with appropriate supporting infrastructure such as real time information, seating, Car Club provision, cycle storage and cycle hire schemes.
- Adequate and bookable facilities for bike carriage on trains and inter-urban and rural buses should be the norm.

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

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

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

Scotland's public health priorities 2021

There are six priorities, of which five are relevant to active travel:

- A Scotland where we live in vibrant, healthy and safe places and communities. Planning changes to places where people live which support people to be healthy will contribute to achieving this priority. This includes measures to increase access to greenspace, reduce the dominance of motor traffic and co-designing changes with communities so they feel empowered to make decisions that directly affect them.
- A Scotland where we flourish in our early years. Measures that facilitate children's independent mobility can contribute to achieving this priority as will creating safe, accessible outdoor spaces for play in streets and parks.
- A Scotland where we have good mental wellbeing. Enabling active travel and improving access to greenspace can contribute to improved mental wellbeing.

- A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all. Plans to reduce transport poverty through enabling uptake of active travel options, particularly in areas of socio-economic disadvantage, will support this.
- A Scotland where we eat well, have a healthy weight and are physically active. Measures to enable people to work active travel into their daily routines will contribute to achieving this priority, in particular focusing on the least active in order to reduce health inequalities.

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

Active Travel Framework 2020

The Active Travel Framework brings together the key policy approaches aimed at increasing the uptake of walking and cycling in Scotland as an alternative travel mode. It has been produced by Transport Scotland and key delivery partners3. It identifies five high level outcomes to help realise its goal:

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

Active Travel Strategy Guidance 2023

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

The 2023 Active Travel Strategy Guidance reflects key changes to national policy with implications for active travel strategies in the Cairngorms National Park. The definition

[3] Cycling Scotland; Cycling UK; SUSTRANS; Paths for All; the Energy Saving Trust; Living Streets; Forth Environment Link, RTPs, and local authorities.

of Active travel has been updated (journeys made by modes of transport that are fully or partially people-powered, irrespective of the purpose of the journey. It includes walking, people using wheelchairs, cycling (including e-bikes).

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

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

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

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

Let's get Scotland Walking – The National Walking Strategy 2014

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

The strategic aims within the strategy are:

- To create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being.

- To deliver better quality walking environments with attractive, well designed and managed built and natural spaces for everyone.
- To enable easy, convenient and safe independent mobility for everyone.

The strategy accepts that in order to realise the vision partnership working is vital. It suggests the involvement of variety of delivery partners including: Scottish Government and its agencies, Regional Transport Partnerships, Safety Partnerships, local authorities (transport, urban and land use planners and those in development management, health improvement, education and town centre renewal, sports development and access), Health and social care sector, national and local politicians, third sector organisations, private developers, employers, business, estate and greenspace managers, community groups and trusts, grant funding bodies, those involved in carbon reduction and sustainability planning including those responsible for workplace travel, carbon reduction and sustainability plans to deliver the vision.

Cycling by Design 2019

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

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

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

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

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

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

Cycling Scotland: Annual Cycling Report 2023

The Annual Cycling Monitoring Report tracks and reports on key information on everyday cycling in Scotland. The indicators were reproduced in the latest strategy – Cycling Framework for Active Travel – a Plan for Everyday Cycling. The report includes data from January 2012 to March 2023, providing a national picture of cycling behaviour, road safety, access to bikes and attitudes to cycling as well as snapshots of cycling at a local authority level. The official statistics data provided in the report have been sourced from the Scottish Household Survey 2021 (SHS), Key Reported Road Casualties and Transport and Travel in Scotland research.

Road safety

Data from Transport Scotland indicates that on average between 2017 and 2021, there were 119 reported pedal cycle casualties of all severities in areas with a 20mph speed limit. This is compared with 378 pedal cycle casualties in areas with a 30mph speed limit.

Facilities

The report found that over a third of households in Scotland are likely to have no safe and secure place to store their bikes. This is one of the main findings of an independent report on residential cycle storage commissioned by Cycling Scotland.

The report does not provide data on the specific geography of the Cairngorms National Park however a summary of the five local authorities that traverse the National Park from the report is given here.

In the Highland area, 68% of all mode journeys are under 5km, with 58% of households having access to one or more bikes. 11% of households do not have access to a private car. In Highland 9.5% of primary school pupils cycle to school and 7.0% of secondary school pupils cycling to school, higher than any of the other local authority examples shown here.

Moray similar to Angus 67% of all mode journeys are under 5km, with 59% of households having access to one or more bikes. 9% of households do not have access to a private car. 6.9% of primary school pupils cycle to school and 5.0% of secondary school pupils cycling to school

In Aberdeenshire 38% of journeys are under 5km, with 54% of household having access to one or more bikes. Only 9% of households do not have access to a private car. 7% of primary school pupils cycle to school compared to 2% to secondary school.

In Angus – 67% of all mode journeys are under 5km, with 52% of households having access to one or more bikes. 12% of households do not have access to a private car. 3.5% of primary school pupils cycle to school just slightly higher than the 3% of secondary school pupils cycling to school.

Perth and Kinross 61% of all mode journeys are under 5km, with 55% of households having access to one or more bikes. 14% of households do not have access to a private car. 5.8% of primary school pupils cycle to school compared to just 1% of secondary school pupils cycling to school.

Cycling Framework for Active Travel – A Plan for Everyday Cycling 2023

The Plan has been developed using the information gathered through the evidence review, from stakeholder engagement and the Cycling Action Plan for Scotland review. The Plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium-term actions that will be delivered by 2030 or within the life of the framework and actions for the longer term.

In terms of delivering the cycling infrastructure, the actions the National Park Authority can undertake to align with the Plan are:

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

In terms of monitoring, the Plan states there should be continuous monitoring and evaluation of the impacts of active travel investment and embed learning in future investment decisions.

Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030

Scotland's has published a draft version of the route map to achieve a national reduction in car kilometres, in order to enable healthier, fairer and more sustainable lives. This was subject to a public consultation which ended in April 2023 and is now in the process of being reviewed and updated to reflect responses.

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

It also recognises the benefits that re-thinking the way people travel can have on our individual and community health and wellbeing, as well as the fairness of our society and the inclusiveness of our economy. The route map builds on the vision for Scotland's transport system set out in the second National Transport Strategy, aimed at protecting our climate and improving our lives.

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

- The provision of good connectivity and digital access to services.
- The way we plan and invest in our public places.
- Where we locate key services such as healthcare.

- How we support our children and young people to make healthy, fair and sustainable travel choices from an early age.

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

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

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

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

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

Proposed interventions to help people switch travel modes include:

- Increased investment in active travel
- Improving access to cycles and the transportation of cycles
- Road safety improvements for cycle users

- Investment in improving local bus services
- Investment in the rail network.

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

Rail Services Decarbonisation Action Plan 2020

The actions in this Plan set out an initial, indicative programme of interventions which will secure benefits towards Scotland's climate change objectives, local environmental objectives (including air quality) and for Scotland's rail network and rail users.

It is expected that additional benefits will be realised through a modal shift to rail as passengers and freight customers can take advantage of the improved journey times and additional services secured through electrification.

With regard to the Cairngorms National Park area the Plan sets out a plan to decarbonise the Highland mainline from Perth to Inverness by 2035. The includes a map of the Highland mainline electrification which is expected to be completed before 2035.

The Plan outlines significant benefits from electrification and from connecting all of Scotland's seven cities together through an electrified rail network.
These benefits include:

- Local environmental benefits delivering improved air quality, reduced noise and vibration.
- Direct passenger benefits of journey time reductions/ better connectivity and access to markets - through superior acceleration which will generate particular benefits on more hilly routes such as the Highland Mainline.

The electrification of the network is also expected to deliver improved network resilience - through the electrification of diversionary routes – improving the network's performance and reliability for both passengers and delivering substantial freight benefits.

Sustainable Travel to Stations Strategy 2023

The Sustainable Travel to Stations Strategy presents a vision and sets a mission to help increase passenger numbers, contribute to a net zero economy, and help people to live locally. The document states that 'delivering the strategy will better integrate railway

stations into the communities they serve, anchoring them to their station, and increasing passenger numbers getting to the station actively and sustainably'.

It puts forward the recommendation that rail stations should be considered in all planning within a radius of 5 kilometres of a station, which is the target distance for everyday cycle trips in Scotland, concentrating down to 1 kilometre for walking and 500 metres for wheeling.

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

Scotland's Road Safety Framework to 2030: Together, making Scotland's roads safer 2021

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

Measures to segregate people cycling and walking from motor traffic are encouraged under the 'Safe Roads and Roadsides' outcome, along with speed limit reductions and promoting positive, safer behaviours in places where this is not possible.

Strategic actions proposed in the Framework to address the emerging and existing challenges that the National Park Authority could assist with in the Spatial Plan include:

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

Historic Environment Scotland Climate Action Plan 2020 – 2025

In this action plan Historic Environment Scotland have set out how they plan to transform the way they operate in response to the growing climate emergency. The actions focus on:

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

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

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

Regional transport strategies

Regional transport strategies are the conduit between National Transport Policy and the local aspirations of the local authorities the regional strategies cover geographically. Regional Transport Strategies must therefore reflect the prevailing National Policy context, most notably the new National Transport Strategy 2 (NTS2) and its four priorities of:

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

Tactran Regional Transport Strategy 2015 – 2036 Refresh

The Strategy covers the period of 2008 – 2023 covering the local authorities of Angus and Perth and Kinross which overlap with the boundary of the Cairngorms National Park. The Strategy has three key strategic aims, namely:

- Economic prosperity.

- Connecting communities and being socially inclusive.
- Environmental sustainability and promoting health and well-being.

Rail links and services are highlighted as key to delivering economic prosperity and as such the Strategy commits to improvements in the Highland Main Line rail improvements as well as improvements to the Caledonian Sleeper services. It also commits to supporting improvements to the A9 between Dunblane and Inverness (page 28). The Strategy highlights the need for the rail network to be integrated with the wider public transport network.

In terms of Health and Safety it commits to improving the rate of road accidents casualties and improving road safety. It also commits to improving air quality (P30).

There is a commitment to deliver high quality infrastructure in relation to walking and cycling routes in the region (page 32).

In relation to bus services, it states that new developments in the region should be either located close to existing good public transport services or can be linked in using financial contributions and other funding and partnership mechanisms involving developers and others.

The draft Tactran Regional Transport Strategy 2024 – 2034 is currently in the consultation stage.

Draft Tayside and Central Scotland Regional Transport Strategy 2024 – 2034

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

The Strategy sets out the following key outcomes:

- Reduce estimated CO_2 emissions from transport in the region.
- Increase the share of electric vehicle and low emission vehicle use.
- Reduce car kilometres driven.

- Reduce fatalities and injuries.
- Increase the levels of walking and cycling in the least affluent Scottish Index of Multiple Deprivation (SIMD) data zones.
- Reduce transport emissions in declared air quality management areas.
- Improve ability of all in the least affluent Scottish Index of Multiple Deprivation data zones targeted by the respective Council to access jobs, education and services.
- Improve journey times and journey time reliability on strategic road and rail routes to key destinations for public transport and freight.

Key transport networks that traverse the National Park highlighted in the Plan include the A9 Road from Perth to Inverness, the A93 from Perth to Braemar, Ballater and Dinnet and the Highland Main Line which is the rail line connecting Perth to Inverness. The outcome to reduce CO_2 emissions from transport, reduce freight milage by road and reduce car kilometres driven in the area has a bearing on the traffic traveling up the A9 through the National Park and to a lesser extend the route following the A93 from Blairgowrie into the National Park.

To reduce inequalities the Strategy aims to deliver inclusive economic growth by improving public transport journey times on strategic roads (in the National Park the A9 and A93) and rail routes (Highland Main line). In terms of road infrastructure in the National Park this means ensuring adequate infrastructure that supports the decarbonisation of vehicle transmissions and introduction and adoption of low and zero-emissions technologies.

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

There are no declared air quality management areas within the National Park area covered by the strategy.

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

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

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

The strategy sets out the need to:

- Reduce the impact of pinch points on these strategic networks for local and national freight, bus and coach services.
- Improve public transport along these strategic corridors within and through the region. Provide opportunities for people to access these strategic coach and rail services at the earliest opportunity to reduce car km both across Scotland and neighbouring areas.

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

Tactran Regional EV Strategy 2021

Tactran is one of seven statutory Regional Transport Partnerships covering the whole of Scotland, created under the Transport (Scotland) Act 2005. In relation to the boundary of the National Park, the strategy covers the areas of Angus and Perth and Kinross which overlap with the Cairngorms National Park boundary. The Tayside and Central Scotland Transport Partnership (Tactran) is tasked with producing the Regional Transport Strategy. The Strategy sets out the vision for the medium and long-term future of transport in the region and the Partnership will oversee its implementation.

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

The Objectives set out in the Strategy include the need for:

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

Nestrans 2040 Regional Transport Strategy for the North East of Scotland 2021

The Regional Transport Strategy is a long-term strategy for the areas of Aberdeen and Aberdeenshire, which sets the vision and direction for transport in the region up to the year 2040. A significant area of Aberdeenshire falls within the area covered by the Cairngorms National Park.

The key priorities set out by the Strategy are:

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

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

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

Key policy headings to which the Local Development Plan will have regard to include:

- Increasing the number of people travelling actively for health and the environment.
- Reducing transport emissions.
- Improving accessibility in rural areas.

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

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

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

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

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

In terms of reducing carbon emissions from public transport, Aberdeenshire operates bus services between settlements in the Aberdeenshire area of the National Park and services that connect services within the National Park to settlements and cities (notably Aberdeen) outside the National Park. One of the desired outcomes of the Strategy is the decarbonisation of the transport fleet that would impact the services operating tin the National Park. There is also the need to increase the resilience of the regions transport network and the need to identify where upgrades and enhancements are required to

fulfil the aspirations of the region in terms of economic development and growth, resilience and casualty reduction targets. In relation to the bus services serving the main settlements of Ballater and Braemar, an assessment of the existing bus services is included in this report.

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

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

In terms of new development, it further states that:

'Sustainable communities should be walkable in scale and design with access to green space for health and wellbeing. Jobs, schools and services should be within a reasonable distance, working towards the Scottish Government's concept of 20-minute neighbourhoods, and designed to engender an active travel culture, reduce air and noise pollution, contributing to the wider health and social care agenda to increase levels of physical activity and improve health generally. Urban environments should not be dominated by traffic, rather we must put people before vehicles, invest in the public realm and reprioritise road space for the benefit of the health and wellbeing of the population as well as the economic success of our city and town centres.' (page 100).

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

HITRANS Regional Transport Strategy 2018

HITRANS Regional Transport Strategy was approved by Scottish Ministers in July 2008. A refresh of the Regional Transport Strategy was undertaken in 2018 which covered the period of 2018 – 2022.

A full update of the Regional Transport Strategy is currently underway. The HITRANS case for change report provided direction for the Local Development Plan in terms of key issues in the HITRANS area. It is expected that the new Strategy will be published during the Proposed Plan preparation stage and it will be taken into account during the Proposed Plan's preparation.

HITRANS Regional Transport Strategy: Case for Change Report 2022

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

The proposed Strategy objectives in the case for change report that could potentially impact the National Park[4] are as follows:

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

The analysis offered by the report is delivered by the Travel-to-Work areas (TTWA)[5] to provide sub local authority data level information. The TTWA's are defined as broadly self-contained labour markets, the report looks at Aviemore and Grantown-on-Spey in respect to this. The analysis, however, utilised the 2011 Census data, data which pre-

[4] Note: Object 5 has been omitted deliberately as it specifically addresses the connectivity of Island and peninsular communities, areas not within the National Park boundary.
[5] https://ons.maps.arcgis.com/apps/MapSeries/index.html?appid=397ccae5d5c7472e87cf0ca766386cc2

dates the effects of broadband and mobile telephony improvements since 2011 and the COVID-19 pandemic.

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

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

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

The HITRANS area is served by the Highland Mainline (rail line) which connects Perth to Inverness. ScotRail provides the vast majority of services across the network. LNER provides one Inverness – London Kings Cross connection and the Caledonian Sleeper operates six nights per week between Inverness and London Euston.

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

In relation to transport innovation the report points to the main change being brought by the increased use of Electric Vehicles. The reports highlight the fact that 'within rural areas, electric vehicles are not viewed as a practical alternative by some people due to concerns around range and range reliability, evidenced by the HIE research'.

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

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

Moray Routes Strategic Infrastructure Plan 2022

The Plan identifies key priorities and offers a package of measures for the local authority's routes infrastructure over the medium term (two to five years).
Moray Routes comprises of a network of key enabling walking and cycling leisure routes across Moray. Equally, the descent of the River Spey through Moray is a popular canoe journey.

The key routes identified in the Plan that traverse the National Park boundary, include the Dava Way (24.6km), the Speyside Way (68.9km) and the lesser known / used Tomintoul Spur (25.2km). By 2030, the strategy sets out the vision that the 'Moray Routes will be seen as a vibrant, distinctive, and responsible network of trails valued for their connectedness, ease of use, and warm welcome alongside the natural beauty, wildlife, exceptional coastline, landscapes, and outstanding heritage found in Moray. The trails provide a year-round sustainable network for both tourism and active travel, where adjacent businesses are growing and embed walking, cycling, and wheeling best practice in their operation. Trails are increasingly connected by low-carbon transport options and are creating economic and social value for Moray citizens and supporting the area's transition to a low carbon economy.

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

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

Moray Council Active Travel Strategy 2022 – 2027

The vision set out by the Strategy is 'To create a culture and environment where active travel is embedded within our communities as the automatic and obvious choice for

everyday journeys to school, work and leisure by providing a safe, integrated and accessible network for all.'

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

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

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

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

Angus Council: Local Transport Plan 2017

The Plan sets out the broad vision and aims for tackling problems and opportunities in Angus, building on the need for Sustainable Transport, Integrated Transport and Inclusive Transport.

The vision sets out the following aims which may be applicable to the small area of the National Park that is covered by the Angus local authority area:

- To promote a pattern of development and land use which encourages sustainable methods of transport and supports a choice of travel across the close network of towns, villages and countryside throughout Angus and linking to other areas
- To promote walking as an important mode of travel throughout Angus and to encourage people to walk more, particularly for short journeys for all purposes, including reducing barriers which discourage trips on foot and improving links with other forms of transport.
- To promote cycling as an important, healthy mode of travel throughout Angus and to encourage people to cycle more, particularly for journeys to work and school.
- To provide local bus services to meet the needs of local residents and visitors to the area, providing access for those without a car and an attractive and sustainable alternative for those with access to a car.
- To improve road safety and reduce the number of people killed or injured on Angus roads as a result of road traffic accidents.

The key objectives of the Strategy are:

- To maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way.

- To promote greater integration within and between transport modes and across transport, land use, social, economic and environmental policies aimed at reducing the need for travel.
- To widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses.
- To take full account of the effect of transport movements on the environment and to reduce adverse environmental impacts.
- To reduce accident casualties associated with the transport network, improve road safety and assist safe travel throughout Angus.

Angus Active and Sustainable Travel Strategy Report

The report sets out Angus Council's aspirations to increase the use of walking, cycling, public transport and support more sustainable car use for everyone in Angus. It highlights the fact that many parts of Angus suffer from poor accessibility in terms of transport provision. The vision set out by Angus Council is that 'Partners are working together to provide and promote active and sustainable travel choices that connect everyone in Angus to jobs, education, services and leisure and also improve the area's environment, economy, and the health and wellbeing of its people' (page 6).

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

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

Aberdeen City and Shire Local Transport Strategy 2012

The Strategy identifies the key transport issues affecting Aberdeenshire and sets out a series of actions to support the Councils overarching vision.

It was developed to support the delivery of a range of wider strategic transport objectives and priorities as set out in the Nestrans Regional Transport Strategy (RTS), its associated Action Plans and the Scottish Government's National Transport Strategy (NTS). The Strategy also supports the Aberdeen City and Shire Economic Forum's

(ACSEF) Economic Action Plan, the Aberdeenshire Economic Development Strategy and the Council's wider aims as set out in the Single Outcome Agreement.

The aims of the current Strategy include the need to:

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

The key objectives of the Strategy are to:

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

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

The actions outlined in the Delivery Plan for the Strategy are non-specific to the geography of the Aberdeenshire local authority area within the National Park. However, many of the actions outlined would have benefit and application to those living and working in this area.

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

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

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

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

In terms of car and motorcycle parking actions E20, to support the Regional Parking Strategy and particularly the ongoing introduction of Park and Choose / Interchanges where appropriate and action E22, to implement motorcycle parking in town centres where appropriate may be applicable in the settlements of Braemar and Ballater in the National Park.

Aberdeenshire Draft Transport Strategy 2023

Aberdeenshire is currently in the process of developing their next Transport Strategy which is currently in the post consultation stage of development.

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

- Mobility as a Service (MaaS)
- Public Transport
- E-Bikes, E-Scooters and Cargo Bikes
- The Value of Walking, Cycling and Wheeling
- Low Emission Vehicles
- Changing Behaviours
- Freight Movements and Last Mile Deliveries
- Making Place and Planning
- Road Network and Safety.

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

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

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

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

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

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

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

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

Draft Aberdeenshire Passenger Transport Strategy 2025

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

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

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

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

The strategy presents data on the connectivity provided by the above bus networks for all the Aberdeenshire localities (in descending order of size) to its nearest 'service town' or towns. Table 3 shows the data for the localities in the National Park. Service towns are identified as a settlement with a population of over 10,000 people.

Table 3 Connectivity provided by the above bus networks for each Aberdeenshire locality within the Cairngorms National Park (March 2024).

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

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

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

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

The strategy objectives to deliver the strategy outcomes are:

- To address the barriers which stop people travelling by bus or prevent people from using the bus more often.
- To improve the quality of the bus-user experience.
- To decarbonise public transport.
- To deliver a more financially sustainable network of passenger transport services.

The transport objectives set out in the document aim to:

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

- To attract investment to enhance transport connections between our towns and villages.

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

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

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

Perthshire Tourism Action Plan 2021 – 2025

The Perthshire Tourism Action Plan was originally developed in response, and as a contribution to, wider national and regional tourism objectives and aligned to the new National Tourism Strategy 'Scotland Outlook 2030', the Tay Cities Regional Tourism Strategy 2019 – 2024 and in contribution to the Perth and Kinross Community Plan and Perth City Plan 2020 – 2040.

The 2021 – 2025 Plan, although still responding to the above themes, was renewed with a focus on the need to support response and recovery for the sector, which has been so badly impacted by the events since the Covid-19 Pandemic.

Although the majority of the action outlined in the Plan relate to short-term tourist related infrastructure delivery (before March 2023), the action to develop Perthshire as a leading responsible tourism destination in Scotland includes the need to develop and electric vehicle charge point network across Perth and Kinross Council which includes areas of the Cairngorms National Park.

Active Travel Strategy for Perth and Kinross

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

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

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

Perth and Kinross Council and its partners aim to:

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

Perth and Kinross Council: Lets Talk Transport 2023

Lets Talk Transport is the main issues report produced by Perth and Kinross which constituted part one of a three stage approach to delivering their Mobility Strategy The document identifies problems and opportunities across Perth and Kinross Council's transport network in line with Scottish Transport Appraisal Guidance (STAG)[6].

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

[6] https://www.transport.gov.scot/publication/scottish-transport-appraisal-guidance-managers-guide/

The problems identified within the document include:

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

These present opportunities for improvements including;

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

Perth and Kinross Local Action Plan for Highland and Strathtay

Highland and Strathtay Partnership lies to the north of the city of Perth and consists mainly of a rural area, most of which is outwith the National Park, however it does cover the key settlement of Blair Atholl.

Perth and Kinross have five Local Action Partnerships, each representing one of the area's localities. Each Action Partnership is made up of representatives from public services, the local community, and Councillors from the area. The Partnerships' purpose is to tackle local inequalities by setting priorities to work for and with the community. The Community Empowerment Act (Scotland) 2015 requires each area to prepare and publish a Local Action Plan for an area that it has identified as experiencing inequalities.

The Plan highlights that transport is a key issue impacting people in Highland and Strathtay. The access indicator which is calculated using travel time to key services has identified that Blair Atholl is in the top 10% most access deprived areas in Scotland (2016).

Perth and Kinross Local Action Plan for Eastern Perthshire

The Local Partnership for Eastern Perthshire also overlaps the southern edge of the National Park; however, this covers a large uninhabited area. Worth noting however are

that the Glens (which partially covered by the National Park boundary) were identified in the Plan as a locality that is in the top 10% most deprived areas in Scotland in terms of travel time to services.

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

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

Perth and Kinross Mobility Strategy 2024

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

The proposed Transport Planning Objectives set out in the document with relevance to the areas within the National Park include the need:

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

Alongside the Mobility Strategy, the Council have produced a Mobility Strategy Action Plan to support the delivery of the Strategy containing 234 actions The following

proposed strategic actions set out in Action Plan affecting areas in thin and across the boundary of the Cairngorms National Park are:

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

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

- Action 33: Together with partners, continue to develop and deliver Flood Protection Schemes under the Flood Risk Management Strategy - Tay Local Plan District to reduce flood risk across the identified vulnerable areas. Ensure to consider transport network resilience and accessibility issues as well as dwelling flooding.
- Action 55: Support partners to develop and roll out Mobility-as-a-Service (MaaS).
- Action 72: Provide high quality and inclusive (i.e. safe, segregated, direct) active travel infrastructure, focusing on the delivery of active freeways between Perth City Centre / rural areas to employment, health facilities, services, leisure and tourism activities, to encourage more people to walk, wheel and cycle more often.
- Action 137: Work with partners to develop smart, integrated ticketing and payment services, to modernise, simplify and enable convenience for passengers accessing public transport. Provide alternatives (for example, physical ticket machines) for those without digital access at key public transport interchanges.
- Action 148: Ensure new / improved infrastructure avoids increasing flood risk and reduces risk of flooding.
- Action 166: Assess the potential options for smart parking to facilitate effective location of available parking spaces, and in doing so, reduce adverse impacts on congestion and air quality.
- Action 168: Establish Tayside Physical Activity and Green Health Network with partners to develop pathways to support people to be active in their own community.
- Action 153: Ensure developments consider place and prioritise the needs of people before the movement of motor vehicles in line with national and local design guidance. This includes prioritising sustainable and active travel choices, and

including fully accessible paths and routes which are well connected with the wider environment beyond the site boundary.
- Action 154: Ensure developments consider the impact on the path network and be consistent with the Scottish Outdoor Access Code.
- Action 159: Develop a rural approach/equivalent to the 20-minute neighbourhood concept in and around villages and towns to enhance local accessibility, help tackle societal causes of inequality, and reduce social isolation and loneliness.

The Highland Council: Active Travel Strategy 2024 – 2030

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

To achieve its vision, the Highland Council's Active Travel Strategy follows the four principles of the Scottish Government's National Transport Strategy 2:
- To reduce inequalities.
- To take climate action.
- To help deliver inclusive economic growth.
- To improve our health and wellbeing.

The Strategy sets out a list of actions (Appendix 3) that will be undertaken to achieve the key objectives which are:
- Increasing the number of journeys made by active travel and including an active travel element.
- Contributing to a just and fair transition to a more sustainable transport network with an appreciation of the Highlands challenging and being fully inclusive our approach to active travel.
- Provide support and advice to other partners, including community groups, to help deliver active travel infrastructure and behaviour change projects.

Actions that have relevance to the Proposed Plan relating to the areas of the National Park within the Highland Council local authority area have been highlighted here.

In relation to the theme of connecting the Highlands, the Strategy includes the following actions:
- The need to further develop the active travel networks across the Highlands.

Under the theme of active travel in rural and semi-rural area the strategy sets out the actions:

- To continue work on establishing 'Quiet Routes' to reduce speed limits on minor rural roads.
- To encourage multi-modal journeys by providing integrated active travel links to public transport.
- Focus on infrastructure improvements which will have the most impact on everyday journeys to local goods and services.

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

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

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

Finally in terms of tourism and leisure the strategy sets out the action to continue to work with the Sustrans National Cycle Network team to make improvements and to improve accessibility on National Cycle Network routes within Highland, where they also have a positive impact on everyday journeys.

Highland Council Road Safety Plan 2024

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

The Plan highlights the progress made to date, along with the work of both the Highland Council and its partners towards achieving a lasting reduction in road casualties on Highlands Roads. Particular focus is placed on the Safe Systems approach to Road Safety, which focusses on the 5 pillars of Safe Road Use, Safe Vehicles, Safe

Speeds, Safe Roads and Roadsides and Post-Crash Response and is widely recognised as the best practice approach to road safety and casualty reduction.

Highland Council Local Transport Strategy Case for Change Report 2023

Highland Council have published their Case for Change document which is the first stage in the development of the next Highland Council Local Transport Strategy. The document sets out proposal objectives for the Local Transport Strategy include:

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

The report includes a summary review of the Highland Council's current Local Transport Strategy with evaluation notes (August 2023).

With regard to Active Travel Core Policy, Highland Council reports that "there has been some increase in infrastructure; there has been an increase in car travel and a reduction in all other modes". Regarding bus and rail travel the Council states that "there has been an increase in car travel and a reduction in all other modes. Rail passenger numbers have almost recovered to pre-pandemic levels, but patterns of usage are changing." Highland Council reports that there "has been a steady increase in car ownership and use and an increase in average car size, leading to pressure on parking".

Reflecting on the Core Policy: Design Guidelines Highland Council notes that "there is still significant scope for better integration of transport and planning: many communities have seen peripheral development for housing, retail, services and business / industry, which risks inducing demand for car travel and a weakening of the centres of communities. Some developer contribution remains unspent due to capacity issues."

The Highland Strategic Tourism Infrastructure Development Plan 2022

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

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

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

The Plan highlights that in the longer-term, a sustainable transport solution for the corridor needs to be developed which may include the consideration of an Aviemore to Glenmore (or Cairngorm) Park and Ride service.

Cairngorms National Park Partnership Plan 2022 – 2027

While the National Park Partnership Plan must be considered as a whole, the following objectives are of particular relevance to this topic:

- B9. Mental and physical health, which needs to be considered in terms of delivering the infrastructure to encourage and support self-led and GP prescribed green health activities in the National Park. The Local Development Plan' spatial strategy should identify opportunities for new and improvements to deliver high-quality active travel routes (Policy B3).
- B10. A Park for All, which seeks to provide better opportunities for everyone to enjoy the National Park and the visitor profile will be more diverse, especially with regards to people who are disabled, from lower socioeconomic backgrounds, LGBTQ+ and from minority and ethnic groups. This is delivered through the production and publication of the Active Cairngorms Action Plan, Infrastructure Plans and Tourism

Action Plan (also delivering Objective C9). Also, through developing targeted support programmes to overcome specific barriers to enjoying the National Park, including looking at business and infrastructure capacity.

- C4. Village and town centres, which aims to deliver the concept of 20-minute neighbourhoods in the National Park, the Local Development Plan will need support and encourage development to supports residents meeting their day-to day needs by walking and cycling. This may include new cycle or pedestrian paths or upgrades and improvements to existing networks to serve both existing communities and new planned developments.
- C5 and C6 objectives address visitors to the park and ensuring the National Park is a sustainable destination. To ensure visitor satisfaction remains high appropriate visitor infrastructure improvements or interventions may be identified and should be reflected in the Local Development Plan Strategy. To ensure the National Park is a sustainable destination - the Strategic Tourism Infrastructure Plan which will be delivered through the Cairngorms 2030 work.
- C7. Transport to and around the National Park, which aims to improve public transport networks within the National Park for both residents and visitors. The Local Development Plan needs to reflect the need for increased e-bike and adapted bike hire facilities in the National Park to meet future demand. The Local Development Plan also needs to promote innovative approaches based on 'mobility as a service', demand-responsive transport initiatives, improved connectivity of bus routes, e-scooters, electric car schemes, car-share schemes etc, though provision of new and improved infrastructure to support these models of transport. This work is expected to be delivered through the Cairngorms 2030 project work.
- C8. The Accessible path and cycle networks, which aims to increase the number of kilometres of safe and inclusive off-road or segregated on-road routes between communities by 2030. The Local Development Plan needs to support new and improvements to existing infrastructure to ensure all core paths are in good condition and accessible to the widest possible range of users.

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

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

Options for improvements, identified in the Partnership Plan include:

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

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

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

The car manufacturer BMW and National Parks UK have joined forces in a new 3-year partnership, 'Recharge in Nature Project'. This will try and tackle the underlying concern that many electric vehicle 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 electric vehicle charging network across all 15 National Parks as well as supporting a range of nature projects.

Cairngorms National Park Strategic Tourism Infrastructure Development Plan 2023 – 2028

The Aim of 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.

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

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

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

Cairngorms 2030

The Cairngorms 2030 projects will support the delivery of the National Park Partnership Plan 2022 – 2027. In Partnership Plan, the Park Authority have committed via objective C7 – 'Transport to and around the Park' to promote a modal shift towards sustainable and active travel and this work also supports delivery on objectives C4 – 'Village and town centres' (notably a rural approach to the 20-minute neighbourhood concept) and C8 – 'Accessible path and cycle network'. This ambition has subsequently led to eight of

the original projects in the Cairngorms 2030 bid being sustainable or active travel related.

There are a number of projects within the Cairngorms 2030 project portfolio which relate to the topic of mobility infrastructure discussed in this section. These include the active communities project, which focuses on developing active travel infrastructure. This project is split into four projects based on the following localities: Aviemore, Badenoch and strathspey, Ballater and Braemar, and Blair and Atholl and Killiecrankie (see Table 4).

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

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

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

The list of potential projects identified by the National Park Authority, as part of the Cairngorms works to improve active travel in the National Park are shown in Table 4.

Table 4 List of potential projects identified to improve active travel in the Cairngorms National Park.

Location	Option / route	Brief description
Aviemore	Town core	Minimum of segregated bi-directional cycle lane (420m) and enhanced pedestrian public realm.
Aviemore	Grampian Road - Santa Claus Drive to Dalfaber Drive	Segregated footpaths and bi-directional cycle lane (,1000m).
Aviemore	Grampian Road South 1	Railway Station to underpass layby (300m) – active travel Link to Glenmore corridor.
Aviemore	Dalfaber Drive West	Segregated bidirectional cycle lane from traffic lights to Hospital (440m).
Wider network	Dulnain Bridge to Grantown non-motorised user (NMU) path	New 3.2km route, mix of upgraded path, old road, new off-road multi-user path and roadside multi-user path.
Ballater	Eastfield	School route, Deeside way and housing development site.
Braemar	Village Centre	Redistribute road space (including relocating parking) to improve centre for active travel.
Kingussie	A86 multi-user path National Cycling Network route 7 (NCN7) extension	Widening existing path for shared use from end National Cycling Network route 7 (NCN7) to A86 / B970 junction.
Wider network	Aviemore to Colylumbridge	Improve connections to the Old Logging Way (approximately 1,000m)
Dulnain Bridge	A938 and Bridge area junctions and Village green placemaking	Improve junction lay-out and overall access and safety for people traveling actively.
Grantown on Spey	Active, Accessible and Attractive (AAA) Grantown project	Multiple recommended options – will be broken down into clear sub projects. Project run by a local community group – The Grantown Society.

Location	Option / route	Brief description
Ballater	Village Centre	Active travel connectivity Bridge Street (Victoria and Albert Halls to River Dee.)
Carr-bridge	Station road traffic calming	Active travel safety improvements including new section of pavement, traffic calming etc.
Nethy Bridge	Bridge and Dell Road	New pedestrian bridge and link to riverside path.
Aviemore	Neighbourhoods – Dropped kerbs	203 dropped kerbs and tactile paving across Neighbourhoods.
Aviemore	Neighbourhoods – Existing pavements	Resurfacing (and kerbing) 12,450m^2 x 6 neighbourhoods.
Aviemore	Neighbourhoods: village parking	Holistic review of parking provision in Aviemore.
Boat of Garten	Deshar Road	Package of measures including traffic calming and crossings.
Carr-bridge	B9153 active travel improvements	Package (crossings, traffic calming measures new / widened pavement sections).
Kingussie	Ruthven Bridge	Multi-user path with traffic control.
Wider network	Glenmore and Aviemore Community Trust – Aviemore to Carr-bridge non-motorised user path (NMU)	10Km off road non-motorised user path (NMU) between village 30mph boundaries.
Wider network	Deeside Way	Ballater to Braemar.
Wider network	Rothiemurchus – Loch an Eilein	Surfacing improvements.
Aviemore	Neighbourhoods: Hospital footpath	New section of path - connect underpass route to existing pavement.
Kingussie	Spey Street Junction	Junction improvements for active travel.
Aviemore	Dalfaber Drive East	Segregated bidirectional cycle lane Hospital to near Corrour Road (460m).

Location	Option / route	Brief description
Blair Atholl	B8079 village centre to Glen Tilt Bridge	Package of measures excluding 2 long new sections of pavements.
Boat of Garten	Drumuillie path	Upgrade of core path, improving access between Drumuillie and Boat of Garten.
Newtonmore	A86 Main Street	Improving school access and safety; National Cycle Network entry point.
Wider network	Glenmore – Old Logging Way	Upgrade to 2m wide and resurfacing (8km long).
Aviemore	Grampian Road South 2	Bidirectional cycle lane (400m). Underpass layby to roundabout.
Braemar	A93 crossing	New crossing near the school.
Kingussie	Pitmain Burn Bridge and B970	Multi-user path with traffic management.
Kingussie	High Street	Multiple interventions to improve active travel along High Street.
Wider network	Tomintoul Village	Improvements (traffic calming, crossings, pavements, gateway features, etc).
Aviemore	Neighbourhoods – seating	Seating to support active journeys at nine locations.
Blair Atholl	Station access	Improved station access
Dulnain Bridge	Skye of Curr Road	Providing footpath connecting with Laundry path.
Laggan	Strathmashie non-motorised user (NMU) path	Active travel crossing of Spey Bridge and new section.
Nethy Bridge	Footpath along B970 to Broomhill Court	From bridge junction to Broomhill Court (approximately 265m).
Wider network	A9 multi-user path	Kingussie – Highland Wildlife Park (to join up with existing A9 multi-user path).
Wider network	Cromdale Connections	Cromdale to Grantown multi-user path via Old Spey Bridge.
Aviemore	Neighbourhoods – Barrier removal	10 x active travel barriers to be removed.

Location	Option / route	Brief description
Aviemore	Grampian Road North 2	Off Road multi-user path - Old Meall Rd to Dougal Drive (275m).
Aviemore	Grampian Road North 1	Segregated bidirectional cycle lane – Dalfaber Drive junction to Old Meall Road (200m).
Braemar	School Street	School Street trial.
Newtonmore	Centenary Gardens	Path and Placemaking.
Wider network	Blair Atholl to Pitlochry	Repurpose Quarry Road as a traffic free multi-user route.
Wider network	Dulnain Bridge to Skye of Curr via Broomhill	Multi-user path.
Wider network	A95 Drumuillie	Footpath through community alongside A96
Aviemore	Neighbourhoods: Glen Centre / School	Access ramp and footpath to connect community facilities.
Newtonmore	A86 Laggan Road	New 1.5m wide pavements to 30mph limit.
Wider network	Speyside Way North	Nethybridge to Grantown - removal of barriers and gates. Surfacing and drainage improvements.
Aviemore	Neighbourhoods multi-user path orbital	Widening and improvement of orbital path (estimated 6,500m^2).
Blair Atholl	B8079 Station to Sawmill	New footway.
Blair Atholl	B8079 Eastbound near Caravan Park	New footway.
Blair Atholl	Bridge of Tilt Westbound	New / improved footways.
Killiecrankie		Footpath and gateway features.
Kingussie	Lynchat link	Multiuser path to connect Lynchat to Kingussie.
Aviemore	Neighbourhoods: Railway. All abilities access between platforms	No wheelchair access between platforms. New provision required (for example lift and bridge).
Nethy Bridge	Causer and Lynstock Crescent	Improvement to junction for active travel.
Wider network	Cairngorm Club Footbridge	Improve accessibility.

Location	Option / route	Brief description
Wider network	Street of Kincardine to Boat of Garten	multi-user path improvements (alongside B970) to improve safety.
Wider network	Glenmore – junctions and crossings	Improve safety at junctions and crossings.
Wider network	Dinnet to Loch Kinord	Path accessibility improvements to Clarack Loch and Loch Kinord.
Wider network	A95 Lackghie carriageway realignment	Realignment of 2km (Drumuillie toward Gaich). To including multi-user path in existing verge.
Wider network	Carrbridge to Dulnain Bridge	New multi-user path required.
Wider network	Boat of Garten to Dulnain Bridge (North end)	Multi-user path.
Nethy Bridge	Footpath along B970 beyond Broomhill Court	From Broomhill court to Golf club turning (approx. 140m).
Wider network	Laggan to Newtonmore	New multi-user path (to link to existing National Cycling Route 7 (NCN7) / Speyside way).
Aviemore	Neighbourhoods – industrial estate pavement	Approx 300m new pavement west side of industrial estate road.
Aviemore	Neighbourhoods - Milton Park ramp	Accessible ramp near bus stop.
Dulnain Bridge	A938 Memorial Garden	Placemaking improvements including new footpath.
Wider network	Strathdon	Bellabeg to Poldullie Bridge footpath upgrades.
Wider network	Skye of Curr	Walking, wheeling and cycling (WWC) friendly road.
Wider network	National Cycling Network Route 7 (NCN7) – Calvine to House of Bruar	New multi-user path.
Wider network	Strathdon	Bellabeg to Strathdon medical centre multi-user path via Lonach Hall.
Wider network	National Cycling Network Route 7 (NCN7) – Newtonmore	Through Newtonmore.

Location	Option / route	Brief description
Aviemore	Neighbourhoods – Underpass Lighting	Improve lighting at 9 underpasses in the village.
Aviemore	Neighbourhoods – Burnfield Park	Shelter, picnic tables and seating in local playpark.
Blair Atholl	Memorial Park	New paths.
Carrbridge	Footpath near fire station	New 2m wide footpath to community orchard.
Wider network	Tomintoul to Glenlivet	New Multiuser path to Glenlivet bike trails centre.
Wider network	National Cycling Network Route 7 (NCN7) – Ralia to Newtonmore	New multi-user path.
Wider network	Speyside Way South	Insh to Kingussie – surfacing improvements.
Wider network	Speyside Way North	Spey Bridge connections to Speyside Way.
Wider network	Strathdon	Bellabeg to Strathdon medical centre multi-user path via Strathdon Church.
Aviemore	Neighbourhoods – Dalnabay	1400m^2 additional sections of pavement.
Braemar	Games Centre to Village centre via woodland	New 500m off road path through the wooded area.
Laggan	Catlodge	Active travel connection to Laggan.
Wider network	Killiecrankie to Pitlochry	New footpath Aldclune to Killiecrankie.
Wider network	Cromdale Connections	Cromdale to Balmenach Distillery multi-user path.
Wider network	Speyside Way North	Cromdale to Cromdale church – new footpath.
Aviemore	Neighbourhoods – Dalfaber Road	New footway between Dell underpass and end Dalfaber Road.
Laggan	Balgowan	Active travel connection to Laggan.
Wider network	Speyside Way South	Aviemore South – crossing and path improvements.

Location	Option / route	Brief description
Wider network	Speyside Way South	Kincraig – alternative route through Kincraig.
Wider network	Braemar to Linn of Dee	Off road multi-user path.
Wider network	National Cycling Network Route 7 (NCN7) – Glentruim	Surfacing improvements.
Wider network	National Cycling Network Route 7 (NCN7) – Drumochter	Surfacing improvements.
Wider network	Laggan Wolftrax to Loch Laggan	New multi-user path.
Wider network	Tomintoul Village	A939 Multiuser path to junction with Old Military Road and Old military road resurfacing.
Wider network	Dinnet	Formalise pedestrian crossing at B9158 / B976 junction.

Other projects identified by the National Park Authority include:

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

Local Development Plan 2021 Action Programme 2022

The Action Programme, updated annually, gives updates on the progress infrastructure projects within or affecting the Cairngorms National Park. The following projects were reported on in the 2022 Action Programme.

A9 dualling

The Action Programme reported on the status of the A9 dualling, an update of this project is included later in this document provided by Transport Scotland.

The action Programme reported that work was continuing across the A9, with road users already benefiting from the dualled stretch between Kincraig and Dalraddy (operational since September 2017) and between Luncarty and the Pass of Birnam, which opened fully to traffic on 28t August 2021. The section between Tomatin and Moy is currently in procurement, and it is expected that the construction contract will be awarded in the second half of this year.

Design work is progressing on the rest of the programme, with the statutory process well underway for seven of the remaining eight schemes. Determination of the optimal procurement approach for delivery of the remaining sections of the A9 Dualling is ongoing.

The Cairngorms National Park Authority and Highland Council removed objections to the Dalraddy to Slochd section of the A9 dualling when Transport Scotland agreed to fund the planning and development of an alternative non-motorised user route between Aviemore and Carrbridge. A virtual public engagement was held in November and December 2020 to present emerging route options. The preferred non-motorised user route was announced in November 2021 with pre-planning public exhibitions held in May 2022 in Aviemore and Carrbridge, and online.

Highland Mainline rail improvements
Transport Scotland, on behalf of Scottish Ministers reported completion of phase two of the scheme (2019) which delivers:

- An hourly service.
- Average journey time reductions of around 10 minutes between Inverness and Perth extended to Edinburgh and Glasgow.
- More efficient freight operations that better respond to the needs of customers.
- Decarbonisation of Rail line.

The long-term goal of the Highland Mainline enhancements programme is to achieve a fastest journey time of 2 hours 45 minutes between Inverness and the Central Belt with an average journey time of 3 hours and an hourly service by 2025.

Strathspey Railway extension to Grantown on Spey
Strathspey Railway Company's project 'Rails to Grantown', is focussed on bringing steam railway to Grantown-on-Spey from Broomhill. Project also requires crossing of A95 Trunk Road, with opportunities for upgrading a section of the A95 and off-road link between Dulnain Bridge and Grantown on Spey.

Progress to date includes: the Environmental Impact Assessment scoping which was completed and the Transport and Works (TAWS) application comprising the road crossing, railway and railway still to be submitted. The lead agency on this project is Strathspey Railway Company in partnership with Transport Scotland.

Development of 'Active Aviemore' project

Following Scottish Governments funding of the new £15m hospital in Aviemore, The National Park Authority has identified this investment as a catalyst to deliver other strategic developments including the Active Aviemore project. The project aims to improve Aviemore's walking and cycling infrastructure, promote active travel and enhance the integration of social and health care facilities.

This will be delivered through the following actions:

- Recruitment of a dedicated infrastructure manager (now in post).
- Preparation of a five-year Cairngorms National Park Infrastructure Plan (now adopted).
- Delivery of the Cairngorms 2030 Active Travel and Sustainable Transport projects.

To date the following projects have been completed:

- Grampian Road / Dalfaber Drive Junction – redesign and construction.
- Path upgrade from Primary School to new Hospital site (rail underpass) – design and construction.

In the longer term (2022 – 2028) the project to deliver segregated cycle paths on Grampian Road (as part of broader Active Travel Place making review within Aviemore) is underway.

Projects supporting the Strategy, relating to transport, which have been completed include:

- New tarmac path linking car parks and visitor sites in Glenmore, along with traffic calming measure and improvements to beach car park (funded by the Rural Tourism Infrastructure Fund via the Cairngorms National Park Authority).
- Reduced speed limits and Variable Message Signs (VMS) have been introduced.

Cairngorm Mountain Masterplan

In Cairngorm Mountain Masterplan was published in 2021, by the Highlands and Islands Enterprise setting out the 25-year vision for the Mountain Estate.

The Masterplan comprises of ten key strategies that will shape development of the publicly owned Cairngorm Estate. It will act as a framework shaping future plans for ecology, sustainable transport, mountain biking, electrification, facilities development and more. The strategies relating to transport are:

- Promote active travel and sustainable transport (with specific focus on the Aviemore / Glenmore / Cairngorm corridor).
- Mountain biking.
- De-carbonise the mountain.
- Access from Ptarmigan
- Monitoring

The projects will or have been delivered in partnership with the Cairngorms National Park Authority, The Highland Council, NatureScot, Highlife Highland and the Scottish Government.

In 2023 the Cairngorm Mountain Bike Park opened offering three trails (beginner, intermediate and advanced), a conveyor to reach the beginner and mid-way on the intermediate trails and bike hire and storage facilities. This supports the strategy to deliver an all-year round sustainable operating model.

Work to decarbonise the mountain in terms of sustainable travel access has in part been delivered through introduction of the new Aviemore Adventurer bus service runs regularly from Aviemore to the facilities at Cairngorm Mountain. The service also provides bike storage racks and delivers part of the strategy to deliver and promote active travel and sustainable transport (with specific focus on the Aviemore / Glenmore / Cairngorm corridor).

The funicular railway was completed and reopened in January 2023, providing access to the new Ptarmigan gin bar.

No Action Programme was produced in 2023, due to changing legislative requirements. The Delivery Programme will replace the Action Programme and be produced every two years, from 2025, in line with the new guidance.

Cairngorms National Park Core Paths Plan 2015

The Core Paths Plan, adopted in 2015, was produced to meet the requirements under the under the Land Reform Act to prepare a Core Paths Plan. Section 17 (1) of the Land Reform (Scotland) Act 2003 states that the core paths network should be: '... sufficient for the purpose of giving the public reasonable access throughout the area'.

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

The Core Paths network:

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

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

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

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

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

The Cairngorms Core Paths Plan will be reviewed concurrently with the preparation of the Proposed Plan.

Active Cairngorms Action Plan 2024 – 2028

The Active Cairngorms Action Plan 2024 – 2028, sits within the wider context of the National Park Partnership Plan 2022 – 2027. The Active Cairngorms Action Plan will support the delivery of Cairngorms 2030 an ambitious programme to deliver by 2030 a National Park where people and nature thrive together.

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

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

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

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

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

Community action plans

The following action plans identified issues and / or priorities relating to transport and active travel.

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

The action plan contains a number of priorities and actions relating to sustainable transport and active travel. Under the Climate Conscious Community theme, the following priorities / actions are of relevance:

- Improve public transport to reduce need for / use of cars (leisure and work).
  - Commission electric buses for regular access to Glenmore / Cairngorm Mountain.
  - Allowance /s pace for bikes on buses.
  - Ensure timetables are integrated and can be relied upon.

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

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

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

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

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

Ballater and Crathie Community Action Plan 2023

The Plan has been developed under the lead of the Ballater and Crathie Community Council working with Marr Area Partnership and Aberdeenshire Council. A Steering Committee, known as the Community Action Plan Team, representing various community groups was established and this group has undertaken the task of engaging extensively with the community and stakeholders to produce the Action Plan. The Plan will be at least a five-year plan with some Strategic Projects requiring a longer-term investment. The Plan sets out a number of 'focus areas'. The Environment focus area includes the goal of delivering low carbon transport.

Blair Atholl Community Action Plan: Looking to 2030

Blair Atholl and Struan Community Council, together with Blair Atholl and Struan Initiative, Blair Atholl Village Hall, Blair Atholl Primary School, Blair Atholl Country Life Museum, Atholl Estates and local businesses renewed the Plan in 2023.

The Community Action Plans set out the community's vision for the longer term (up to 10 years) with more detailed activity across the 3 specified themes:

- A Socially Connected Community.
- A Climate Conscious Community.
- An Economically Thriving Community.

Priorities under the Socially Connected Community theme in the Blair Atholl Plan include:

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

Priorities under the Climate Conscious Community theme include:

- Improvements to the crossing bridge at Tilt for pedestrians and cyclists.
- Better path network from Blair Athol to House of Bruar.

- Path extension to Calvine and Pitlochry with safer access onto and on the cycle path.
- Improve accessibility of footpaths within and around the village.
- Replace or repair the footbridge on the west bank of the River Tilt, adjacent to the caravan park.

Priorities under the Economically Thriving Community theme include:

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

Boat of Garten Action Plan Review 2018

The Boat of Garten Action Plan 2018 includes a list of priorities, high, medium and low. Those relating to mobility include:

- High - Reduction of speeding offences in village and Drumuillie (to possibly include the use of chicanes). Improve pavement access for wheelchairs / buggies. Integrate and improve off road cycle paths and woodland trails. Improve transport links – integrated buses and trains. Sort out car parking congestion (especially lower Deshar / Kinchurdy Rd and Church Drive). Complete safe footpath between Spey Bridge and Nethy crossroads.
- Low - Parking for the steam train at Golf Course (signage). Improve look of substation railings.

Braemar Community Action Plan

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

- Nature Trail – to create self-guided nature trails in the natural pinewoods of Creag Choinnich close to the village centre.
- Cycle trails – to develop and publicise family friendly cycle trails.
- Mar Lodge Braemar Path Link – to develop an off-road path from Braemar to Mar Lodge Estate, White Bridge.
- Dee Footbridge – to construct a footbridge over the River Dee and associated paths to connect with the existing network.
- Bus links to the South – to secure a bus service serving Braemar from the South.
- Coach and Car Parking – Identify new coach and car parking protocols for the village.

Carrbridge Community Action Plan

In 2022, Carrbridge Ahead, together with Carrbridge and Vicinity Community Council, Carrbridge Village Hall and Carrbridge Primary Parent Council reviewed the Action Plan

undertaken in 2016. The purpose of revisiting and updating the plan was primarily aimed at giving these key community organisations, along with a range of other groups in the village, plus public and private sector stakeholders, a strong mandate to move forward with tackling current and emerging issues, as well as leading on new community projects as identified by the residents and businesses in Carrbridge in spring 2022.

High Priorities (identified through the survey data) for actions were grouped into four themes.

Under the theme of Climate Conscious Community, the following mobility related priorities where identified:

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

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

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

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

- Improvements to Public transport locally and nationally.

- Prioritise pedestrians in centre of village.
- EV Charging at Car Park.
- A9 Dualling.
- A new Car Park.
- Bike Hire / e-Bike Hire

Cromdale and Advie Community Action Plan: Big Conservation

The Cromdale and Advie 'Big Conversation' was attended by 18 members of the Cromdale community who, following extensive 'whole group' discussion and open voting, prioritised the issues into high, medium and low categories. In relation to mobility the following priorities were identified:

- High - Speyside Way requiring a community notice board, more surfacing work, signage at Cromdale end. Better signage in the village for cycle/walking routes to Grantown / Balmenach / Speyside Way. Signed mountain Bike Trails (Anagach).
- Meduim - Walking Trails (for example the whisky trail from Cromdale to Balmenach with interpretation). Revised speed limit for Kirk Road. Bus stop sign to prevent parking.
- Low - Road sign to indicate 3-way traffic lights on crossing bridge. Railway walk and viewpoint (behind Cambrae).

Dulnain Bridge Action Plan Review 2016

A number of high priorities were agreed by the community for Dulnain Bridge relating to mobility related issues, there include (in order of community agreed priorities):

- Safe cycle / footpaths to Grantown, Muckrach, Carrbridge, Broomhill.
- Enforce speed limits and extend by 200m to east and west.
- Install traffic calming measures.
- Improved and integrated bus service for work and leisure.
- Manage village parking through controls including 'No Parking' marked areas.
- Grass cutting to improve visibility at Ballintomb and Skye of Curr junctions (Cllr Douglas to take up with the Highland Council).
- Repairs to riverside walk.

One of the main issues after cycling routes and connections was the issue surrounding speeding through the village, improvements to and integrating the bus service and lack of safe car parking in the village.

Dulnain Bridge's Community Action Plan is due to be reviewed in December 2024.

Mount Blair Community Action Plan 2013 – 2018

This Community Action Plan summarises community views about: Mount Blair now, the vision for the future of Mount Blair, the issues that matter most to the community and the community's priorities for projects and action. The Trust led the preparation of this Action Plan as a way of finding out what the main priorities of the community are and to help identify the role for the Trust in developing a sustainable community. The Trust worked closely with Mount Blair Community Council (MBCC), representatives from local village halls, the Session House, the local tourist associations, and local councillors from Perth and Kinross Council in carrying out the consultation that has informed this Action Plan.

The Plan highlighted the issue that a lack of local jobs in the rural localities can leave people vulnerable to rising fuel prices.

Access to services, facilities and opportunities outside the area was also highlighted with residents suggesting there was a need for better transport links to Blairgowrie and Pitlochry to connect with rail services, schools, shops, and medical and recreational activities. Mian transport priorities include:

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

Grantown on Spey Community Action Plan

The Action Plan sets out proposals to rejuvenate Grantown-on-Spey to make the most of the town's social, economic and physical assets. It was commissioned by the Grantown Initiative, the town's community development company, in response to a number of issues identified during previous consultations carried out in Grantown on Spey. The overriding aim of the Action Plan is to put Grantown on Spey back on the map – to revitalise the town and its visitor economy, building on its unique cultural heritage and its historical association with the surrounding woods. The Plan sets out key themes around which lines of activity will be based. It contains proposals to strengthen community action in Grantown on Spey giving it more focus and better co-ordination, supporting the community's efforts to secure additional funding for the development of the town. Key themes identified in the Plan are:

- Town centre – a plan to protect and enhance the built heritage, and to provide an attractive offering for those who work, live and visit Grantown on Spey.
- Tourism – a plan to develop Grantown on Spey as an attractive tourist destination to a broad range of visitors, providing quality facilities and attractions.

- Community – a plan to strengthen community action, and to address issues raised by the community.

Parking and traffic problems were identified in previous consultations in Grantown on Spey, and have been raised on a number of occasions with a local Councillor. The High Street and The Square / Seafield Avenue have been highlighted as the two main areas of concern. It has been highlighted that some cars park on the High Street beyond the free one-hour limit denying other town centre visitors access to these spaces. This is perceived as inconveniencing visitors by increasing the distance they have to walk, which is seen as particularly problematic for those with mobility issues, and making it more difficult to load or unload bulky items. It has been suggested that town centre business owners are among those that exceed the one-hour parking limit. The lack of enforcement of the one-hour limit has been highlighted as a key factor in perpetuating this practice. It has also been reported that there is a growing problem of heavy goods vehicles parking on the High Street. Parking enforcement has recently transferred from Police Scotland to Highland Council and the local authority plans to recruit a team of 11 Parking Enforcement Officers to cover their entire area, including Grantown on Spey. Previously suggested actions included enforcing the one-hour parking restriction and marking parking bays for deliveries. There are traffic management concerns around the Co-op store in The Square and Seafield Avenue with customers and delivery vehicles reportedly making access difficult for others. There are also concerns this could, potentially, lead to accidents involving vehicles and / or pedestrians although accident data shows that the area has not been the scene of any significant incidents. Previously suggested actions included re-painting yellow lines around the Co-op and adopting a one-way system to improve traffic flow and reduce parking congestion.

Kincraig Community Action Plan

Theme four of the Kincraig Community Action Plan addresses the need for an 'Efficient commuter bus service and more shelters' with the aim of improving the local bus service through Kincraig with particular regard to tailoring timetables for easier commuting to and from work and provision of more shelters / stops.

Theme nine of the action Plan is to address the Railway Halt at Kincraig. The aim is to secure a stopping service for trains passing through Kincraig at appropriate times for locals to access north and south bound trains.

Other priorities relating to mobility outlined in the plan include:

- Medium priorities - Improve Tromie Bridge parking (extend current space). Reopen the railway path. Widen the footpath from the Knoll to the Brae.
- Low priorities - Improve winter road maintenance in Feshiebridge area for school bus access. Develop a mountain bike track. Footpath from Macrae Crescent to railway underpass. Footpath at Spey Bridge on Speyside Way. Welcome to Kincraig road signs. Defined parking and amenity planting for Insh village green. Improve resident parking at Suidhe Crescent.

A new Community Action Plan for Kincraig and locality is due to be published in November 2024.

Kingussie Community Action Plan

Theme two of the Plan specifically addresses transport in Kingussie with the aim of improving public transport links to enable work and further education opportunities. Theme six of the Plan looks at the need to improving cycle paths and footpaths with the aim of ensuring that paths in and around Kingussie are well used and maintained. Theme seven looks at the congestion in the High Street, with the aim of improving traffic flow / parking issues / disabled parking spaces in the town to work better especially on High Street.

Othe priorities highlighted in the Plan include:

- High - Improve disabled access on pavements. All abilities path to Dell and Ruthven Barracks (link with Badenoch Way). Reduce number of lorries on main road.
- Low - Reduce manoeuvring of school buses near school.

Kingussie's Community Action Plan is due to be reviewed in November 2024.

Laggan Community Action Plan: Looking to 2023

In Autumn 2022 Laggan Community Council, together with Laggan Forest Trust, Laggan Community Housing Ltd, Laggan Village Hall and Laggan Heritage reviewed the Laggan Community Action Plan. The Plan sets out the community's vision for the longer term (up to 10 years), similar to other Plans centred around the following three themes:

- A Socially Connected Community.
- A Climate Conscious Community.
- An Economically Thriving Community.

In relation to 'a socially connected community' the Plan sets a priority looking at sustainable transport provision with the aims of better connections to longer distance provision for example bus and rail transport and to get around the Laggan area without the need for a personal car, utilising an on-demand service.
Under the theme of 'a climate conscious community' the Plan sets a priority for active travel. The aim is to deliver walking and cycling paths in the community area, including Newtonmore and to provide electric vehicle fast charging points.

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

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

Newtonmore Community Action Plan: Looking forward to 2023

In spring 2022, Newtonmore and Vicinity Community Council, together with Newtonmore Business Association, Newtonmore Village Hall, Newtonmore Primary Parent Council, Newtonmore Community Woodland and Development Trust, St Bride's Parish Church and Newtonmore Golf Club reviewed the Community Action Plan. Following Newtonmore's Big Conversation, which took place over 3 days in April 2022 at the Village Hall priorities were identified under the following four themes:

- A Socially Connected Community.
- A Climate Conscious Community.
- An Economically Thriving Community.
- A Culturally Vibrant Community.

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

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

The Plan also seeks to improve the accessibility of paths for wheelchair and pram users.

The Plan also sets the aim of installing more electric vehicle charging points at the main car park.

Strathdon Community Action Plan 2016

This Plan brings together a wide range of issues, actions and projects which the community of Strathdon has identified as important to its members. The Plan is split into themes, one of which addresses Access, Infrastructure and Transport.

The public bus service is extremely limited: there is currently one service that runs on weekdays only and which has recently been further limited so that it runs during the school term only. The Dial-a-Bus service to Alford runs one day per week, leaving Bellabeg at 9.30am and 1.10pm. Currently, there is no weekend service and no link to facilities on Deeside.

Residents responded that the established bus service is not well used as the timetable does not enable people to access larger settlements on its route (Aberdeen and Alford) for normal working hours (9am till 5pm) or for further education or at peak social and recreation times; residents have raised this issue with bus forums previously, but no action has been taken. Young people wishing to access further education and work opportunities were most vocal in expressing their concern.

Residents have also expressed a desire for further development to path networks and walkways linking the settlements. This would not only allow local young people and other residents to cycle and walk safely to and from the various settlements and facilities but would encourage tourism in the area.

Further issues relating to services and signage for those using private transport were raised by residents, particularly with regard to the lack of access to fuel between Glenkindie and Ballater or Grantown-on-Spey, and the provision of accurate information about fuel access and road closures due to winter weather.

Key points from the Plan on the topic of mobility are:

- Extremely limited public transport – only one bus from Alford to Bellabeg, Strathdon and no service for the majority of the area.
- No access to larger settlements in the evening and/ or during working hours for people without private transport.

- No transport options between settlements in the area.
- Need to improve / develop paths and cycle ways between settlements.

Strathdon's Community Action Plan is due to be reviewed in November 2024.

Inclusive Design in Town Centres and Busy Street Area 2024

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

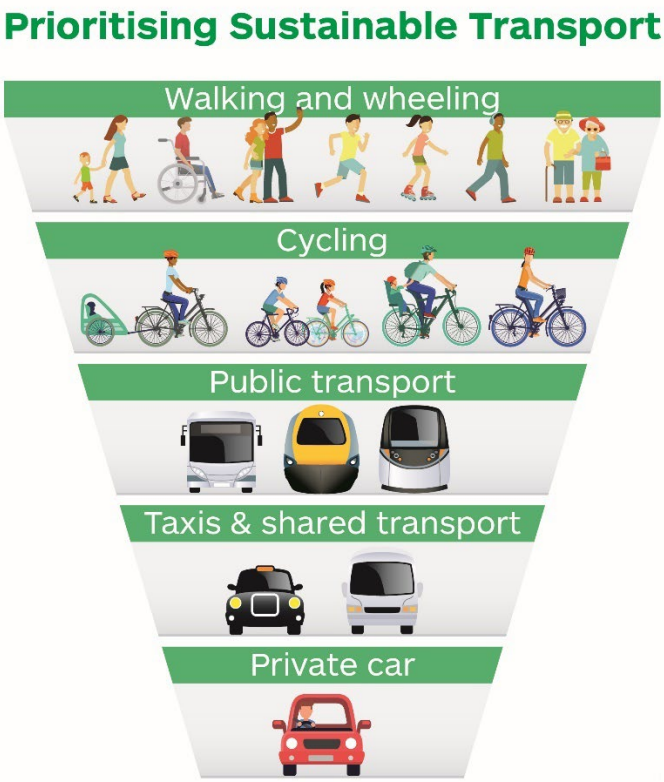

Figure 1 The sustainable Transport Hierarchy, Transport Scotland.

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

includes people on low incomes, people living in rural and island communities, women and disabled people.

Walking for everyone – making walking and wheeling more inclusive

The guide is designed to support national and local governments including transport and spatial planning professionals, organisations helping to improve the lives of people who may be marginalised, and anyone helping to make walking and wheeling more inclusive. The document supports the need for improved governance, planning and decision making with regard to walking and wheeling. In terms of the development of the next Local Development Plan for the Cairngorms National Park the guidance points out the importance of:

- Actively engage communities in policymaking and the design process ensuring marginalised communities are listened to, including paid Lived-Experience Advisory Panels with direct contact to decision makers.

The document sets out specific recommendations for local authorities to:

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

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

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

The document set out a number of recommendations, some of which should be considered in the development of next Local Development Plan, including:

- Improve decision making through better evidence and public engagement.

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

Inclusive design at bus stops with cycle tracks 2024

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

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

Wheels of change: Promoting fair and green transport in rural Scotland 2024

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

The report provides the following set of principles to guide transport policy making in Scotland:

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

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

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

Active Travel Task Force Report 2017

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

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

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

The 'Active Travel Task Force Report', which was published in June 2018, set out eighteen recommendations, spread across four themes.

1. Infrastructure

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

2. Policies, processes and resources

- 2.1 Increased, continuous, multi-year funding and resources, is required, along with simplifying the current bidding processes and conditions.
- 2.2 The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding should be widened to ensure an open, fair and transparent process.
- 2.3 The collective impact of active travel strategies / plans, and related policies across national, regional and local levels, should be measured, and monitored longitudinally.
- 2.4 National, regional and local ownership and planning and delivery of active travel projects between policy departments must be more coordinated, and include as a minimum, planning, environment, health and education departments within central and local governments. Regional Transport Partnerships need to be better resourced to address cross-boundary issues, in partnership with other stakeholders.
- 2.5 There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the often unpopular, but right decisions.
- 2.6 Professional training in community engagement and consultation and planning, delivering and maintaining active travel projects should be made available as CPD accredited courses to all public and private sector professionals, including elected members.
- 2.7 A policy of reducing urban traffic and transferring carriageway space to active travel should be considered, including workplace parking levy, road user charging and encouraging more car-sharing.
- 2.8 The National Transport Strategy Review must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies.
- 2.9 The Strategic Transport Project Review should include Active Travel as a theme for nationwide projects, for example the National Walking and Cycling Network.

3. Community engagement

- 3.1 The active travel message should be promoted clearly to the general public and politicians, as being primarily about 'place', and having pride in their communities and local environment. Infrastructure projects are not just about walking or cycling. Community Planning Partnerships and local communities need to be included from the outset and consider wider public transport requirements, such as walking routes to bus stops.
- 3.2 Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must

be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved. This will include community groups, businesses and Police Scotland and must follow the legislation in the The Fairer Scotland Duty.

4. Behaviour change and culture

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

Baseline of transport and active travel infrastructure

This section provides baseline information on the following matters:

- Road infrastructure
- Transport related deprivation
- Traffic flows
- Electric vehicle infrastructure
- Car parking
- Road safety
- Air quality
- Rail infrastructure
- Bus services
- Cycling and walking
- Visitors and visitor infrastructure.

20-minute neighbourhoods / local living will be covered in a separate evidence paper.

There are links between this policy area and climate change, blue and green infrastructure, economic development, energy[7], health and safety, housing, living well locally [8], and Tourism[9].

Transport infrastructure

The Cairngorms National Park benefits from relatively good major transport infrastructure links compared to many other rural areas in Scotland. A mainline railway between Perth and Inverness and three main A-Class trunk roads (A9, A95 and A86) and a number of other A roads that connect the National Park with Highland, Moray, Aberdeenshire, Perth and Kinross and the west of Scotland (Figure 3). There are also a numerous cycle and walking opportunities in the National Park.

Roads and private vehicle use

A9 dualling project

The main considerations regarding roads within and across the National Park boundary is currently the work underway towards the completion of the A9 dualling. Since the work on the A9 dualling project began, completed works pertinent to the National Park

[7] See https://cairngormsldp.commonplace.is/en-GB/proposals/energy-survey/step1
[8] Topic papers on climate change, economic development, health and safety, housing, living well locally, and blue and green infrastructure will be engaged on in 2025.
[9] See https://cairngorms.co.uk/wp-content/uploads/2024/11/Topic-paper-Tourism-Engagement-version.pdf

include the section from Kincraig to Dalraddy that was operational in 2017. In December 2023 the Cabinet Secretary for Transport, Net Zero and Just Transition announced the delivery plan for the remaining A9 dualling projects in Parliament.

Plan for future progress in the Cairngorms National Park

Completion of the whole A9 Ddalling project will be delivered via a hybrid approach, combining use of capital funded design and build contracts with, subject to ongoing due diligence and further decision making in late 2025, use of resource funded mutual investment model (a form of public-private partnership) contracts.

Delivery Plan – key stages affecting the National Park:

- Procurement of Design and Build contracts for Pitlochry to Killiecrankie – procurement is planned to commence in Summer 2025, contract award is expected in Autumn 2026 and dualling is expected to become operational by the end of 2030. Although predominately outwith the National Park boundary, works affecting this section of the A9 may affect traffic entering or leaving the National Park.
- Subject to confirmation in late 2025, procurement of two mutual investment model contracts, for (in order of procurement):
  - A9 North, comprising the Crubenmore to Kincraig and Dalraddy to Slochd projects – procurement is planned to commence in Winter 2026 / 2027, contract award is expected in Autumn 2028 and dualling is expected to become fully operational by the end of 2033, at the earliest.
  - A9 Central, comprising the Killiecrankie to Glen Garry, Glen Garry to Dalwhinnie and Dalwhinne to Crubenmore projects – procurement is planned to commence in Winter 2028 / 2029, contract award is expected in Autumn 2030 and dualling is expected to become fully operational by the end of 2035, at the earliest.

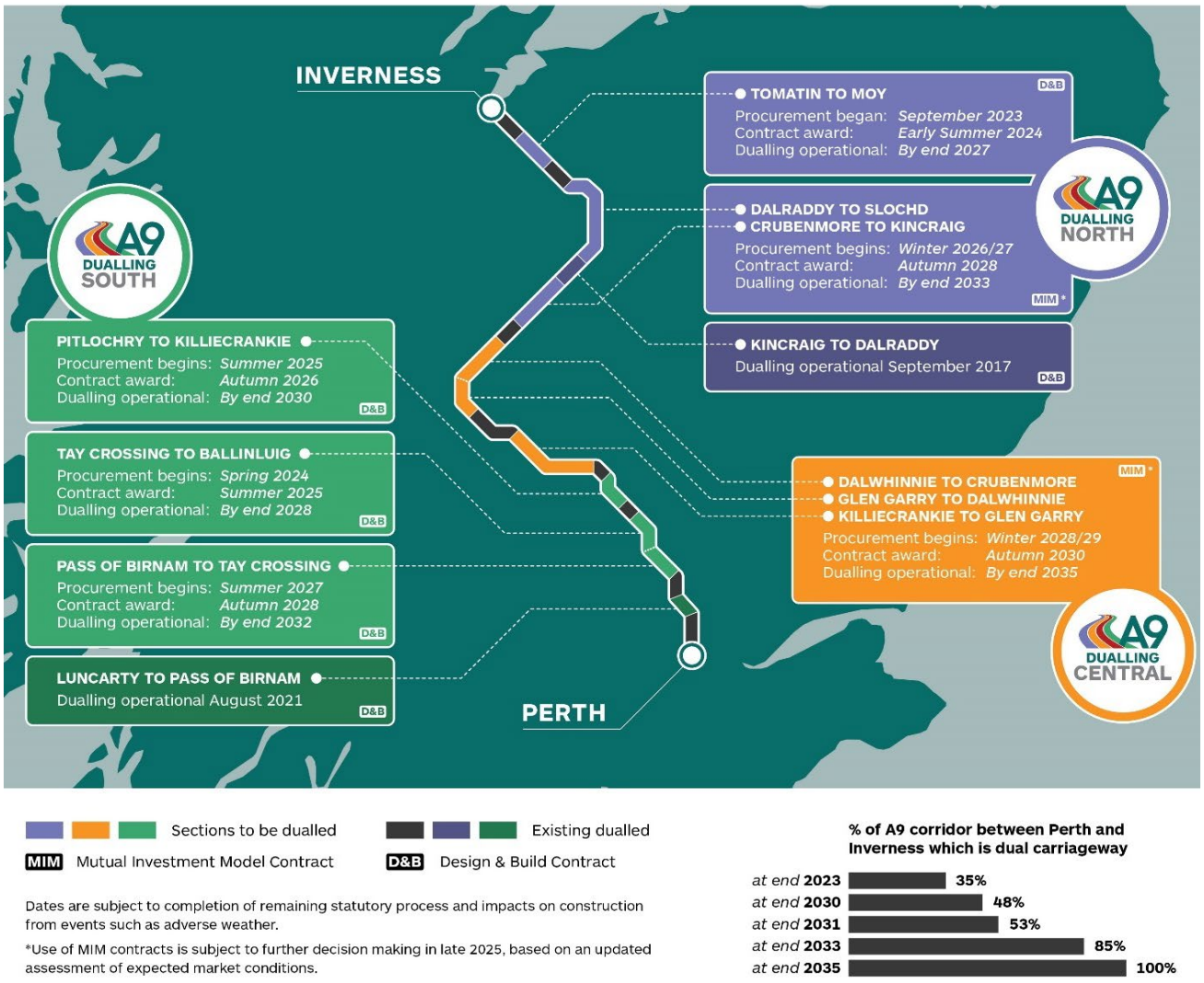

Figure 2: Graphic illustration showing the procurement timeline for each section in a table format alongside map of route, with total percentage of A9 corridor completed by each year. Transport Scotland 2023.

Transport Scotland expect that nearly 50% of the A9 between Perth and Inverness will be open as dual carriageway by the end of 2030, rising to 85% by the end of 2033 and 100% by the end of 2035 (Figure 2).

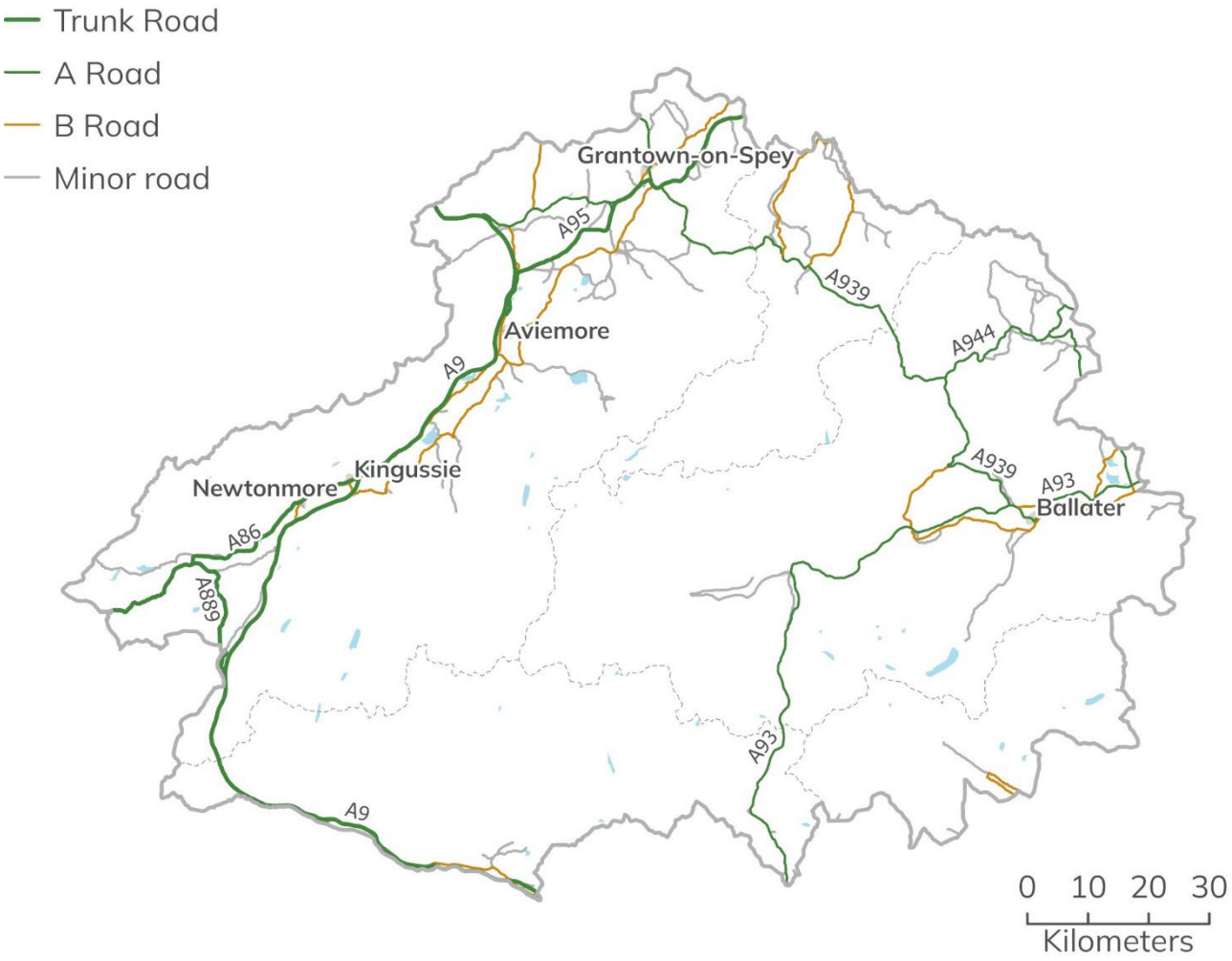

Figure 3 Major road links outwith / into the National Park. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

When completed the A9 dualling project will link up the road's existing sections of dual carriageway to create a continuous Category 7 'All Purpose Dual Carriageway' between Inverness and Perth. It's one of the biggest infrastructure projects in Scotland's history involving:

- Full grade separation of junctions to remove at-grade junctions[10].
- Grade separated junctions to provide direct links, over and under, the A9 for non-motorised user crossing / access.
- No gaps in the central reserve, to prevent right-turns across carriageways.
- Hard shoulder strips at least 1m width.

[10] An at-grade junction or intersection is a junction where two or more roads converge, diverge, meet or cross at the same height.

- Route, signage and lighting design to minimise overall visual impact.

Once complete, the project is anticipated to provide the following benefits:

- Improved road safety and reduction in accident severity.
- Improved journey times and reliability.
- Safe crossing points to link non-motorised user touts and public transport facilities.
- Improved access to tourist and recreation sites.
- Improved trunk road transport infrastructure supporting sustainable economic growth, and resilience to climate change (Transport Scotland, 2023).
- It is therefore anticipated that the programme will have significant implications for the Local Development Plan, which may result in cumulative effects that demand consideration.

Table 5 Available approximate road infrastructure (in km), and the local authority responsible for its maintenance, in the Cairngorms National Park (source: Angus, Highland, Moray and Perth and Kinross Councils)[11].

Local Authority	A Class (Trunk)	A Class	B Class	C Class	Unclassified	Total[12]
Angus[13]	0	0	65.363	49.499	5.979	120.841
Highland[14]	128	40.7	106.7	69.9	169.9	515.2
Moray	0	18.1	24.4	10.6	24.6	77.7
Perth and Kinross	43.54[15]	16.6	15.16	0.34	23.0	124.3

Networks of other A, B, C and unclassified roads provide access to other parts of the Cairngorms National Park. The geography of the area means that links between certain parts of the National Park are relatively poor due to topography and climate affecting their travel times and navigation in poor weather. A notable example is the route between Badenoch and Strathspey and Deeside, with the principal road, the A939 being susceptible to inclement weather Networks of other A, B, C, and unclassified roads provide access to other parts of the National Park, although many are narrow and

[11] No data provided by Aberdeenshire Council.
[12] Figures may not sum due to rounding.
[13] Angus Council does not keep a record of road length within the National Park. Therefore, the figure quoted are for public roads in Angus that cross into the National Park.
[14] Figures refer to the Badenoch and Strathspey Area of Highland Council.
[15] Trunk A Roads value managed by Perth and Kinross Council includes only one side of the dual carriageway along Glen Garry.

twisty, increasing journey times. The travel times influence access to services for residents and visitors.

Scottish Index of Multiple Deprivation

The Scottish Index of Multiple Deprivation (SIMD) gives an indication some of the accessibility issues faced by certain parts of the National Park, with 11 of the 24 data zones used to define the National Park falling within the Index's most deprived 10% in terms of geographic access to services (Figure 4). It should be noted that such a situation is not unexpected for such a rural area, and none of the National Park's data zones rank highly in terms of overall deprivation.

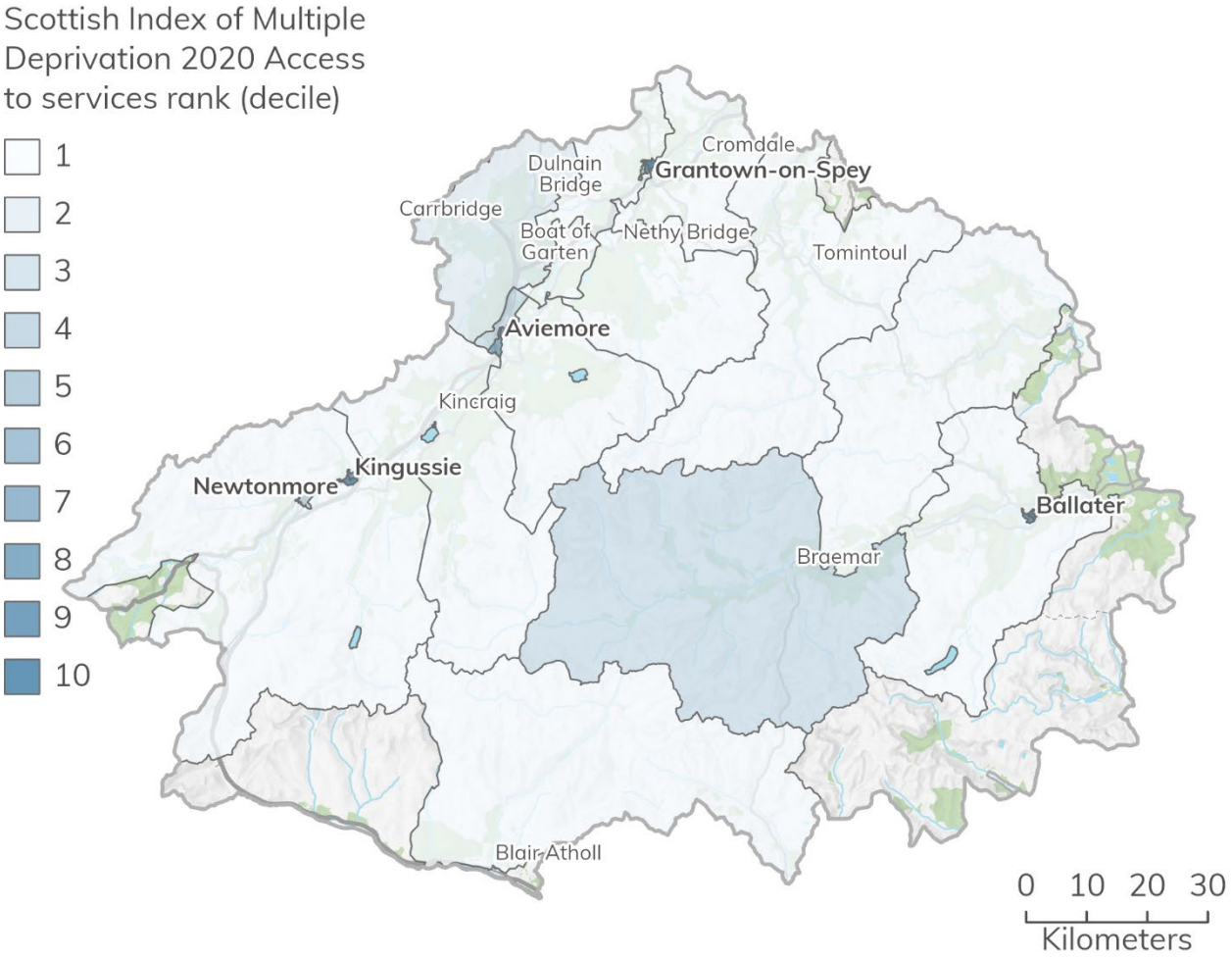

Figure 4 Scottish Index of Multiple Deprivation (SIMD) 2020 Rank by decile of data zones within Cairngorms National Park according to the Geographic access to services domain (higher the number / darker the colour the lower the relative deprivation). Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

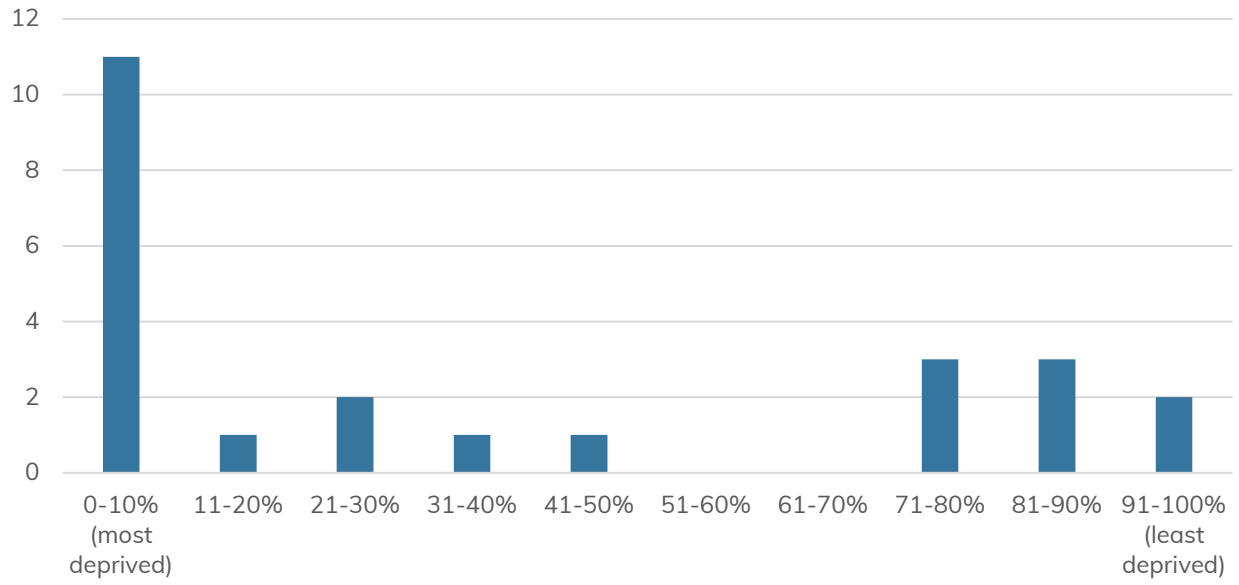

Figure 5 Data zone distribution by decile according to Geographic Access to Services Deprivation (Scottish Index of Multiple Deprivation, 2020).

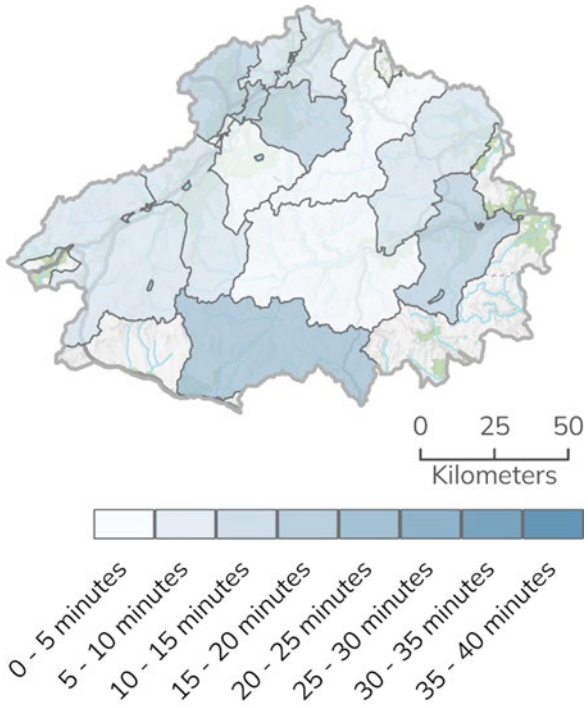

Figure 6 Average drive times to a GP surgery (SIMD, 2020).

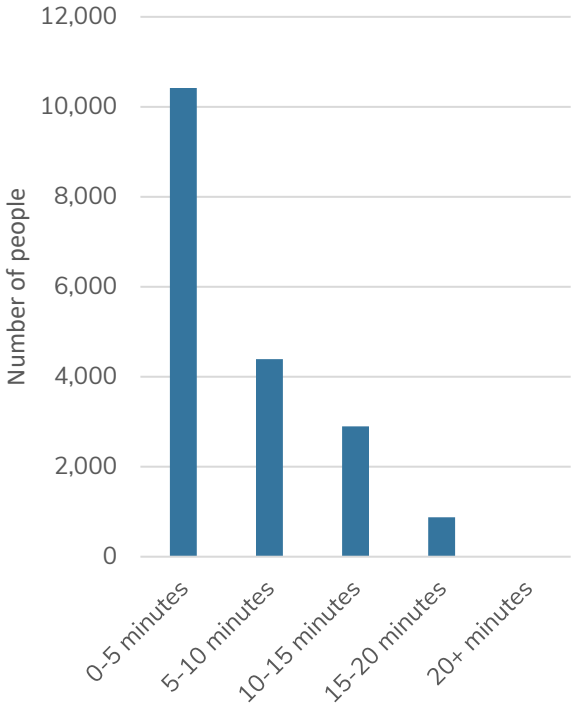

Figure 7 Population distribution by average drive time (minutes) to a GP surgery (SIMD, 2020)[16].

[16] To maintain consistency with Scottish Index of Multiple Deprivation data, the population estimates used in figures 7, 9, 11, 13, 15, and 18 are based on 2020 mid-year estimates.

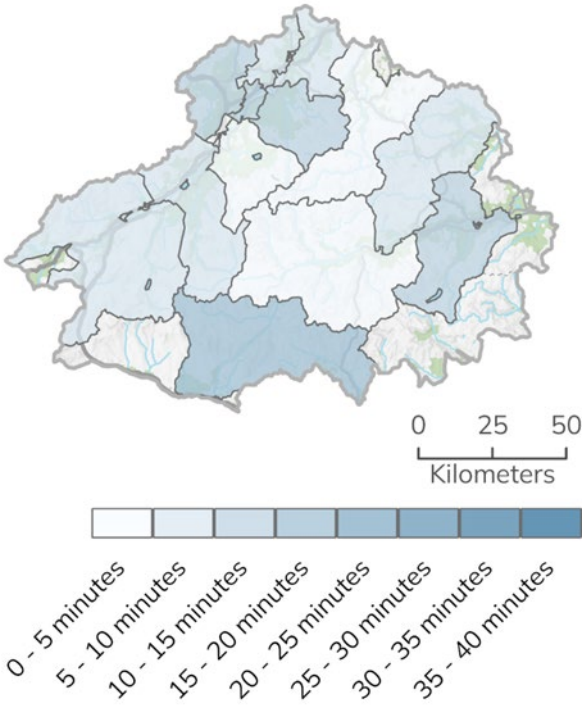

Figure 8 Average drive times to a general practitioner's surgery (SIMD 2020).

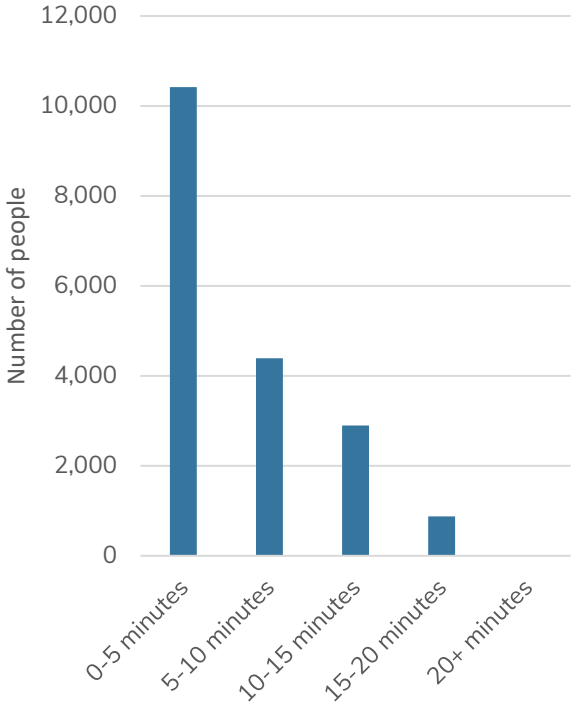

Figure 9 Population distribution by average drive time (minutes) to a GP surgery (SIMD, 2020).

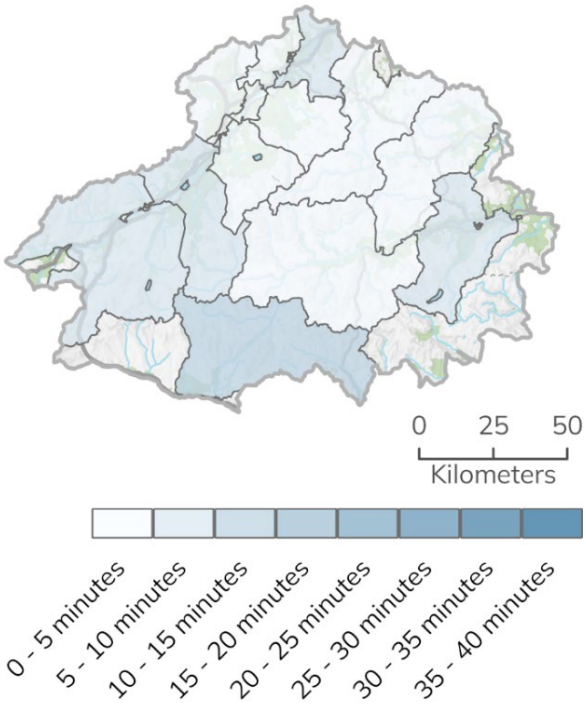

Figure 10 Average drive times to a post office (SIMD, 2020).

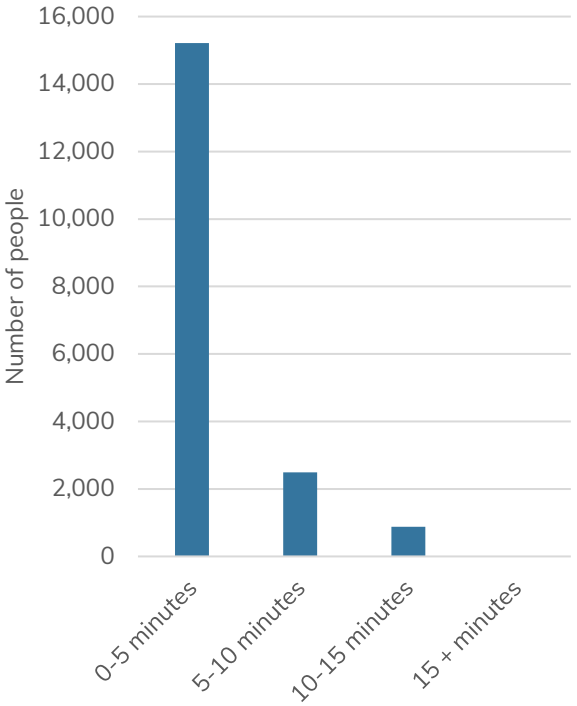

Figure 11 Population distribution by average drive time (minutes) to a Post Office (SIMD, 2020).

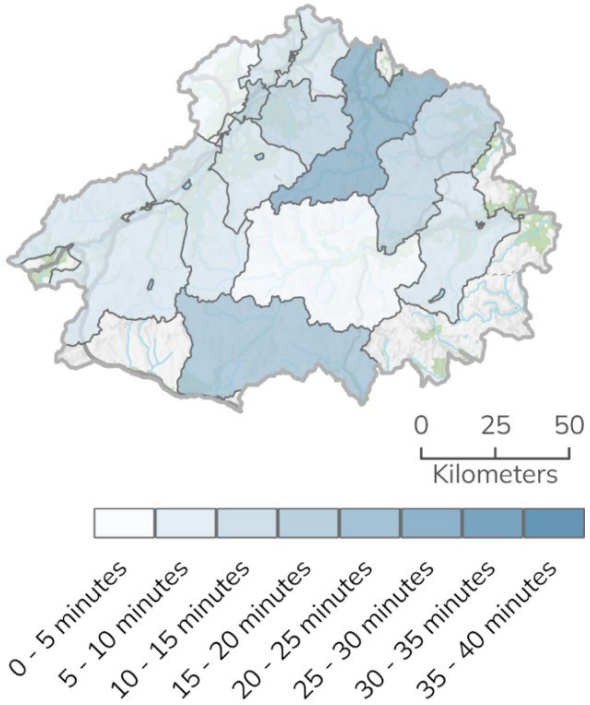

Figure 12 Average drive times to a petrol station (SIMD, 2020).

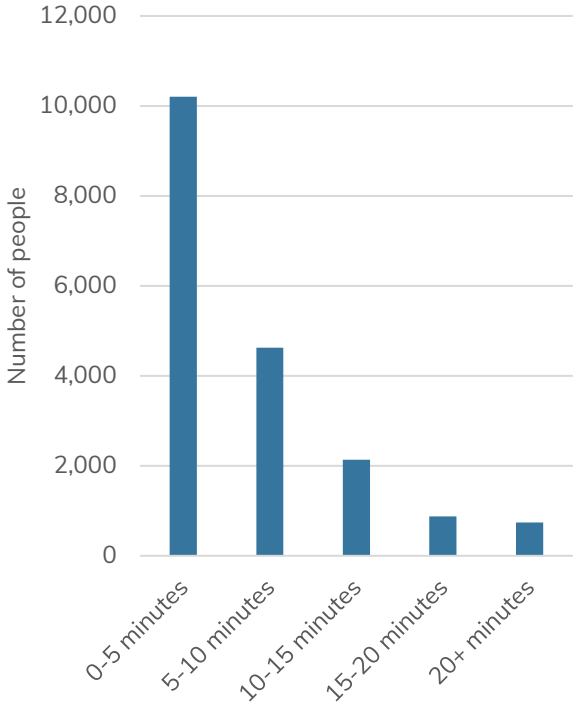

Figure 13 Population distribution by average drive time (minutes) to a Petrol Station (SIMD, 2020).

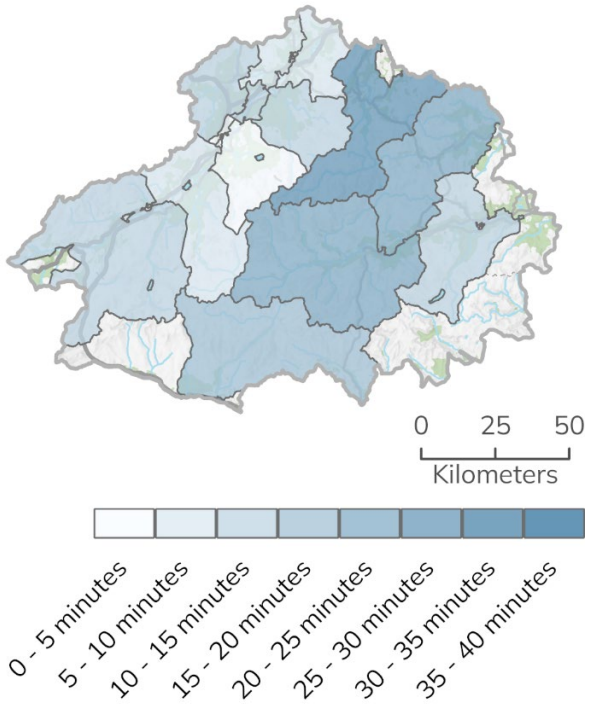

Figure 14 Average drive times to a retail centre (SIMD, 2020).

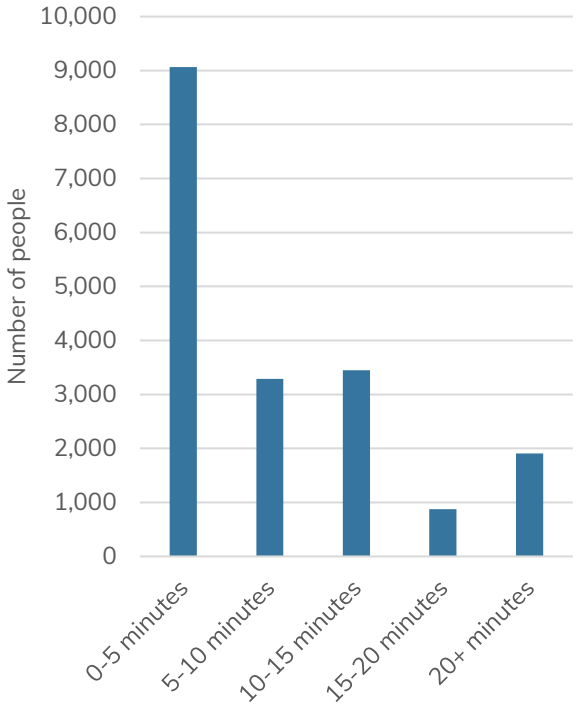

Figure 15 Population distribution by average drive time (minutes) to a Petrol Station (SIMD, 2020).

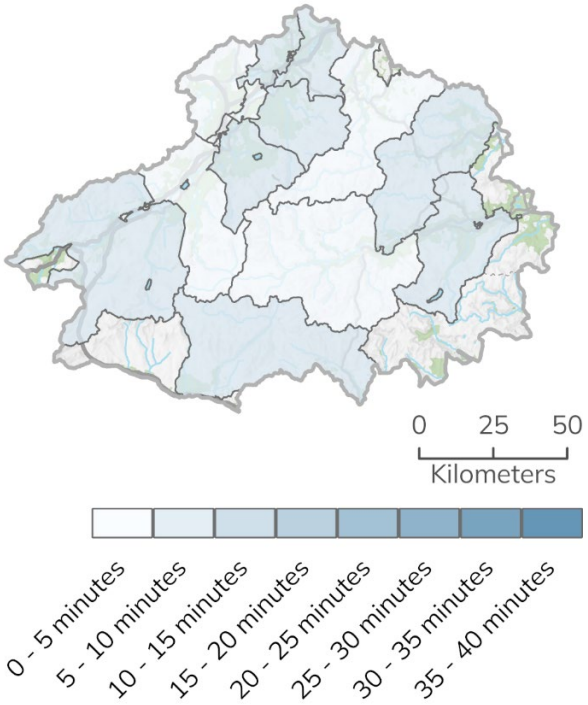

Figure 16 Average drive times to a primary school (SIMD, 2020).

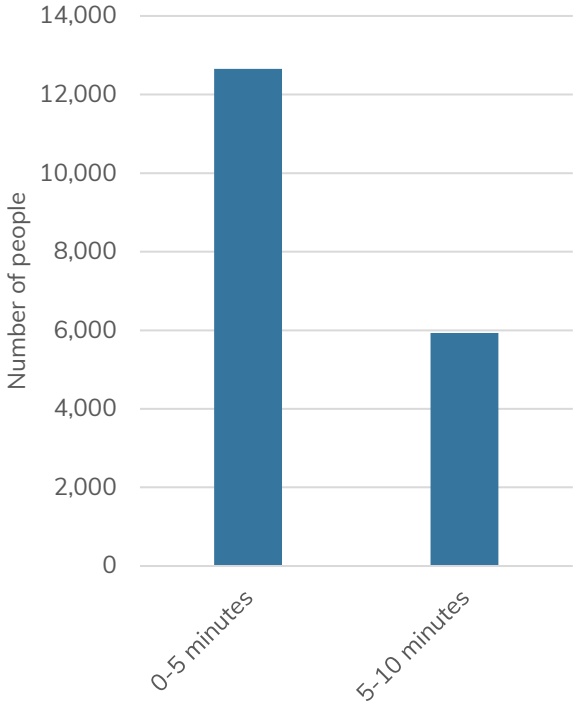

Figure 17 Population distribution by average drive time (minutes) to a Primary School (SIMD, 2020).

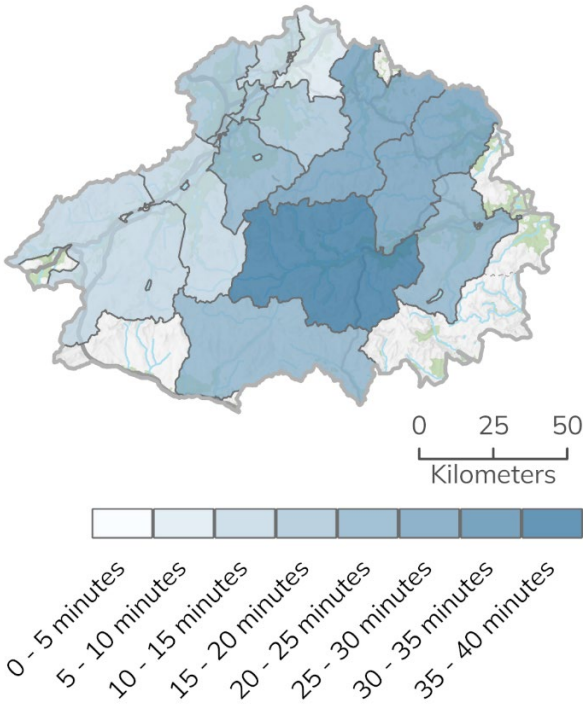

Figure 18 Average drive times to a secondary school (SIMD, 2020).

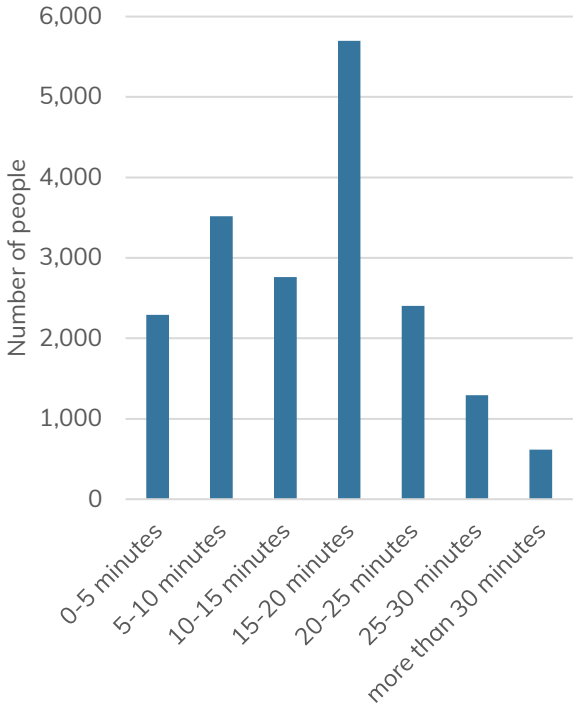

Figure 19 Population distribution by average drive time (minutes) to a Secondary School (SIMD, 2020).

The drive times reflect the nature of the road infrastructure in the Cairngorms National Park, with the population often having to travel for a long time to reach key services.

The rurality of the area is also demonstrated through the relatively high instances of car ownership within the Cairngorms National Park. According to the 2022 Census around 87% of households had access to a car or van, which is higher than the Scottish level of around 74%. This is a slight increase since 2011 when car or van access was 85% and 70% in the National Park and Scotland respectively (Figure 20 and Figure 21 and Figure 22).

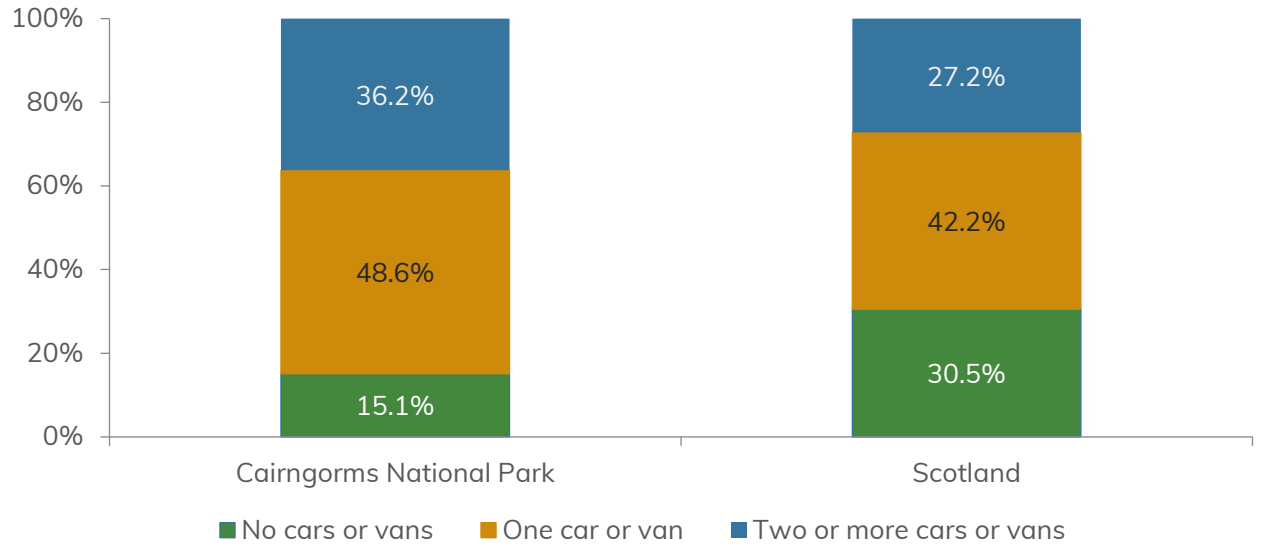

Figure 20 Proportion of households with access to a car or van in 2011 (Census table LC1401SC).

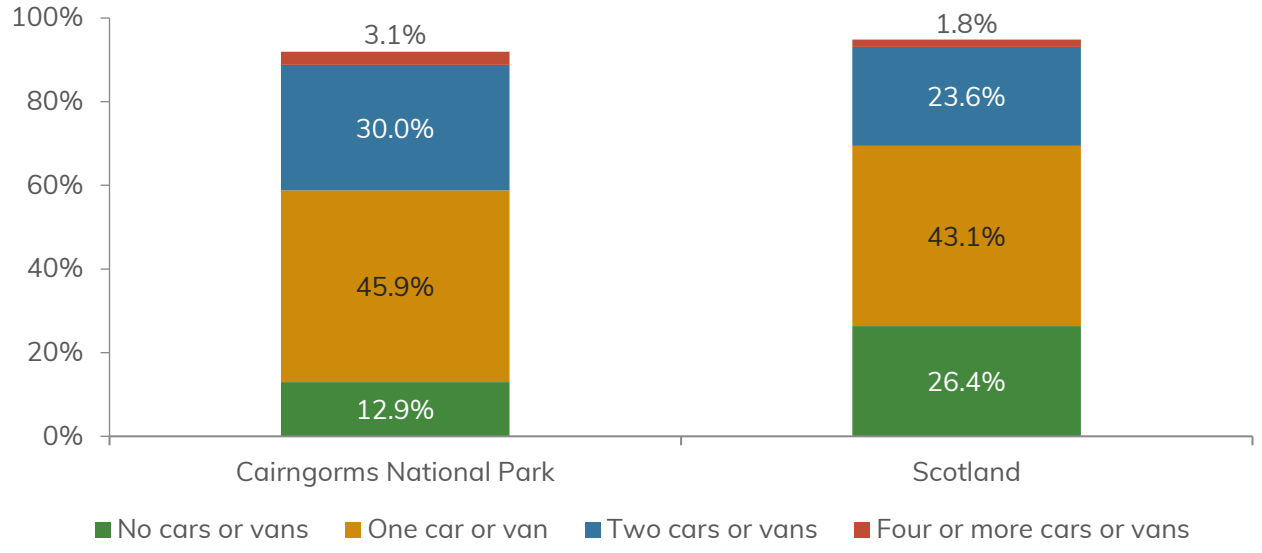

Figure 21 Proportion of households with access to a car or van in 2022 (Census table UV405).

Information on the composition of households by car ownership is not available for the 2022 Census yet. 2011 Census estimates indicated that one person households were more likely to have no cars or vans than other types of households (Figure 22). Census estimates demonstrate that a high proportion of the National Park's population have a reliance on the area's road infrastructure.

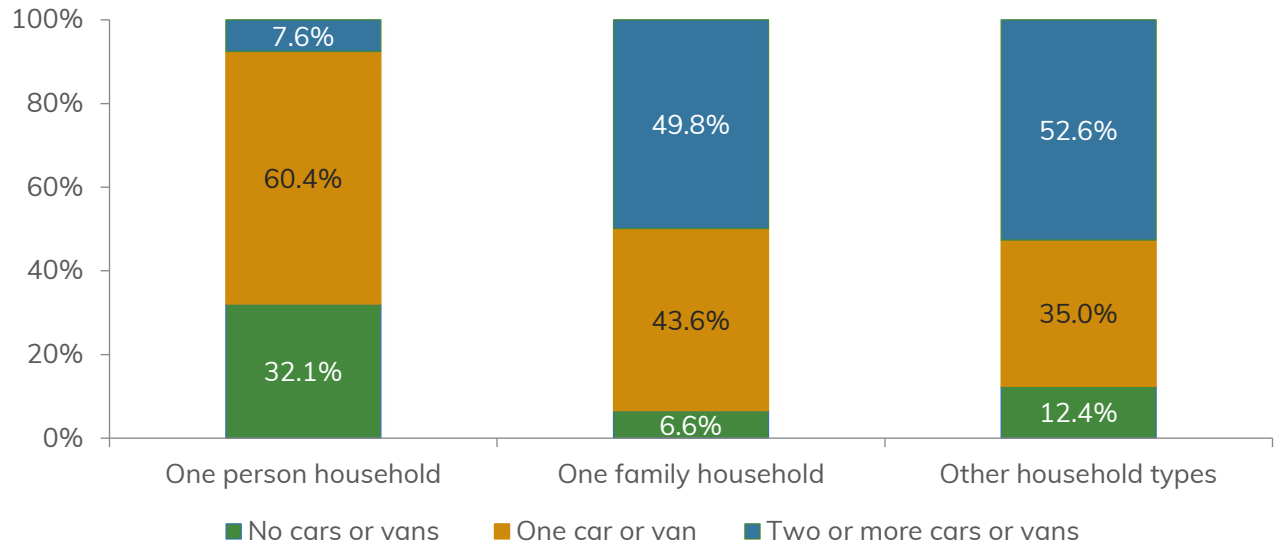

Figure 22 Household composition by car or van availability in the Cairngorms National Park in 2011 (Census table LC1401SC).

Traffic flows in the Cairngorms National Park

Road traffic open data (provided by the UK Department of Transport) provides street-level data for every junction-to-junction link on the motorway and 'A' road network, and for some minor roads in Great Britain.

Data covering a selection of points in the Cairngorms National Park (Figure 23) has been extracted for the A-roads in the National Park. The data point references shown in Figure 23 correspond to the graphs Figure 24 – Figure 45. For the purposes of this report the data from selected points on the B-roads in the National Park have been included here. Data points where traffic is only measured in one direction, and / or covers the same section of road with no significant differences in numbers have been excluded. The raw data also includes data on cycle traffic however, due to the small numbers these figures have been excluded from the graphs.

All traffic flow numbers represent the daily traffic volumes as averaged over an annual period (Average Annual Daily Traffic – AADT). Information on the methodology and

vehicle definitions used by the Department of Transport in the collection of the data can be accessed here:

- https://roadtraffic.dft.gov.uk/about

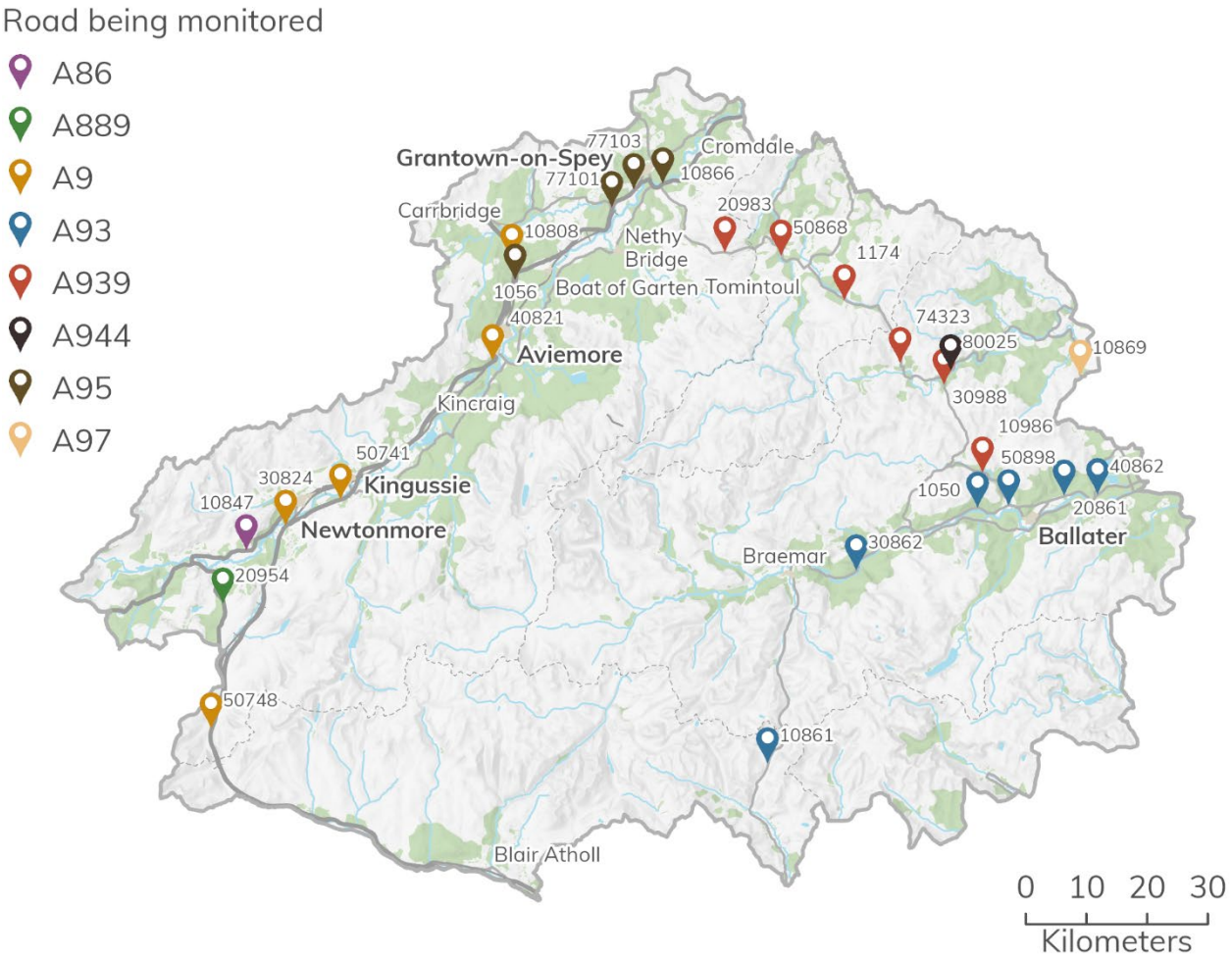

Figure 23 Traffic flow monitoring points in the Cairngorms National Park (Road traffic statistics, Department for Transport, 2024). Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

A9 traffic flows

The busiest section of the A9 in terms of average annual daily traffic flows is between Calvine and Dalwhinnie (map point reference 50748 see Figure 23) which in 2023 recorded 10,190 motorised vehicles traveling in both directions (Figure 24). This Part of the A9 coming north from Perth also serves the A990 connecting to the A86 to Spean Bridge. From 2004 to 2023 there has been a modest increase in two-wheel motor vehicles.

At point 50748, the large increase in reported traffic flows in 2017 may not necessarily represent a significant increase from 2016 rather a correcting of the exact numbers as from 2009 to 2016 the figures were based on estimates with the 2017 figures produced from an automatic counter (please refer to the methodology for details on how count figures are derived). Average annual daily traffic flow for the sum of all motorised vehicles at all points along the A9 despite reducing significantly in 2020, in 2023 exceeded those reported in previous years (Figure 24). From 2004 to 2019 there was an increase in the number of two-wheeled vehicles, and cars and taxis, which declined sharply in 2020 and in 2023 the figures remain lower than in 2019.

The number of buses and coaches using this stretch of the A9 (Calvine to Dalwhinnie) had already started to decline before the Covid-19 Pandemic peaking in number in 2017 (92 per day) and reducing year on year in 2018 (89 per day) and 2019 (85 per day). They reduced significantly in 2020 (52 per day) and have since began to increase to a number on par with the 2016 figures (73 per day in 2023, compared to 71 per day in 2016). The largest increases have been in light goods vehicles and heavy good vehicles (HGVs) from 2004 to 2023. Both categories of vehicle were steadily increasing until 2020 and in 2022 both categories of vehicles were higher than in 2019 and continued to increase in 2023. In 2023 the number of light goods vehicles increased 16.9% from the 2019 figures and 241.0% from the 2004 figures. heavy good vehicles increased 4.7% between 2019 – 2023, and 104.6% since 2004 (Figure 24).

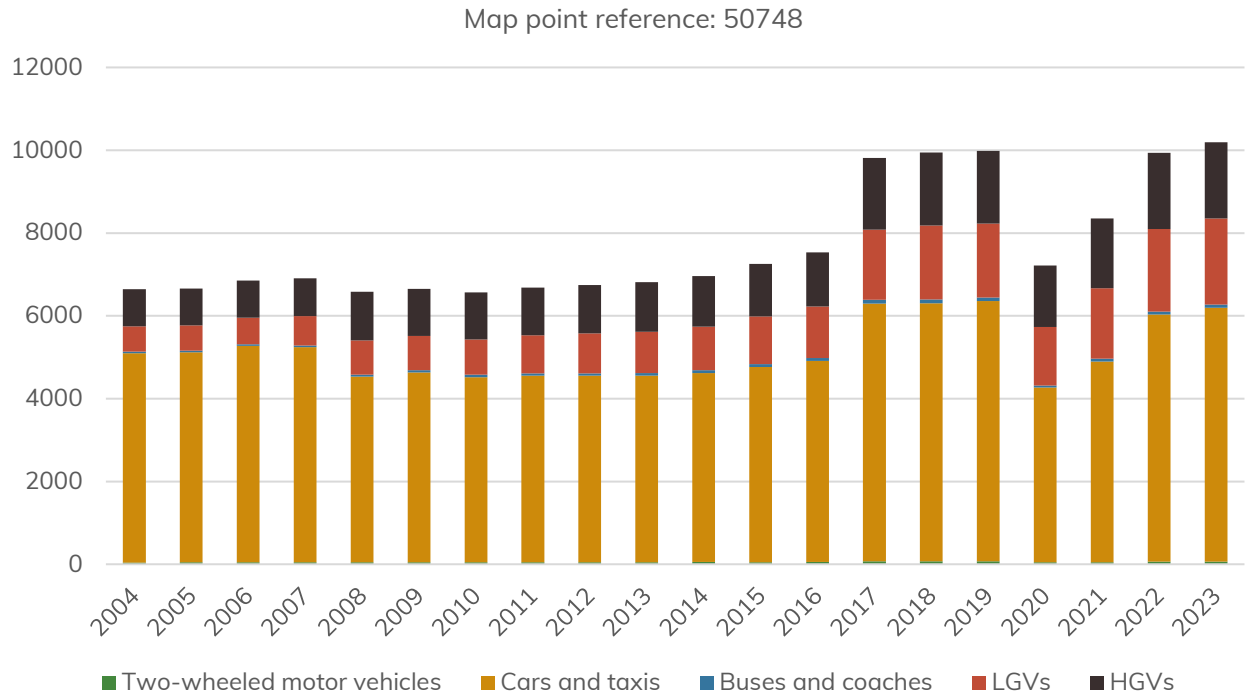

Figure 24 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 50748 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Traveling north to point 30824 (Figure 23) the overall traffic figures reduce slightly with average annual traffic flows between the Dalwhinnie A889 Junction and Newtonmore, in 2023 the combined total (all vehicle categories) was 9,039 per day (Figure 25). The number of cars and taxis reported passing this point are significantly higher in 2023 (5,491 per day) than in 2019 (5,087 per day). There has been little change in the number of two-wheeled vehicles, a trend being harder to establish due to the low number recorded. Similar to the figures reported at point 50748, the numbers of buses and coaches were already declining before the events of 2020. In 2017 the number of buses and coaches was recorded at 110 per day. Falling to 102 per day in 2019, by comparison in 2022 and 2023 the number was stable at 97 per day.

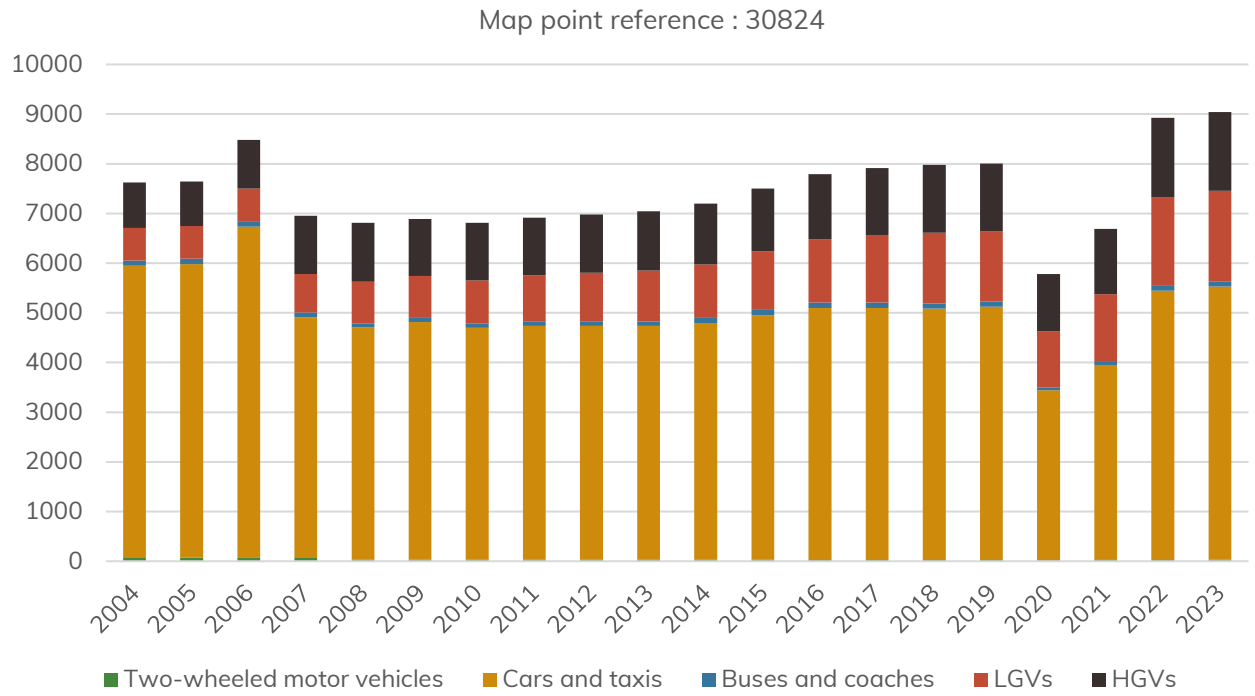

Figure 25 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 30824 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

The data collected at point 50741 (Figure 26) relates to the portion of A9 between Newtonmore and Kingussie. Here we note a similar pattern in terms of two-wheeled vehicles and cars and taxis remaining below the figures record in 2019 compared to 2023. There was also a reduction in the number of buses and coaches per day in 2019. Comparing the figures for light goods vehicles and heavy good vehicles from 2019 to 2023 both categories have increased with a more significant gain evident in the number of light goods vehicles.

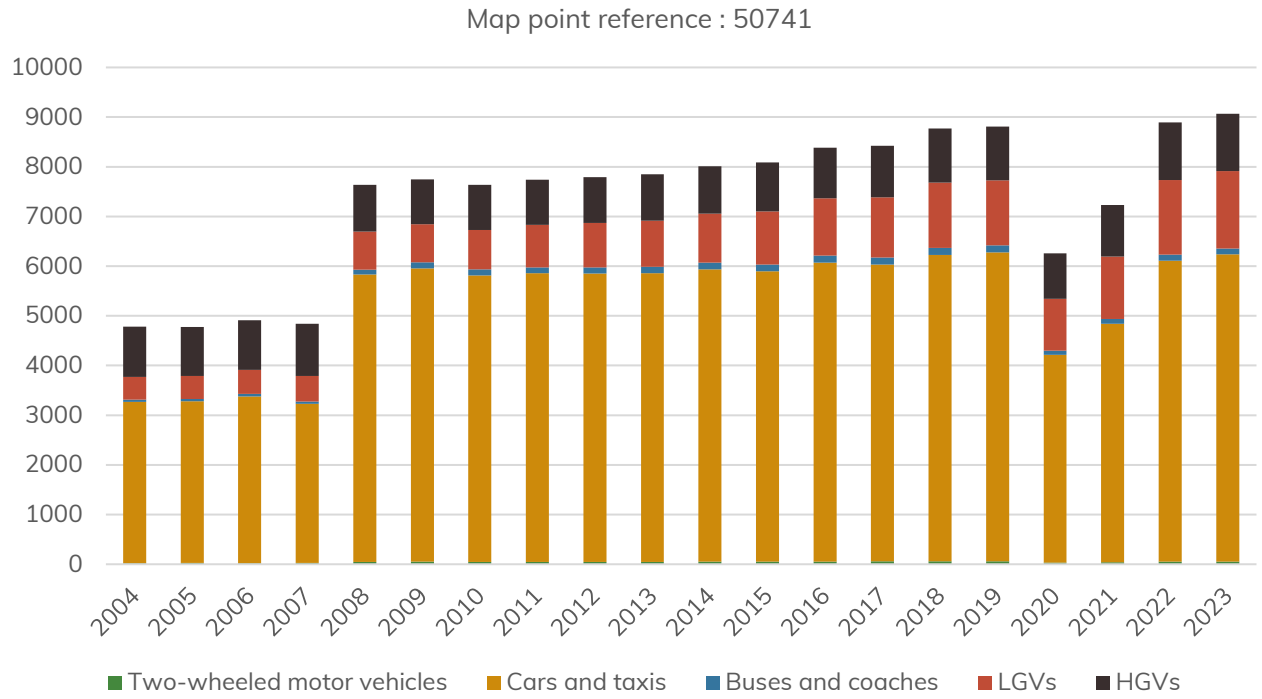

Figure 26 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 50741 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 40821 is on the section of A9 between Kincraig and Aviemore reflects the trends seen at point 50741 however the total number of motorised vehicles reported at point 40821 was 8,800 per day (Figure 27) slightly lower than the 9,069 per day recorded at point 50741 in 2023 (Figure 26).

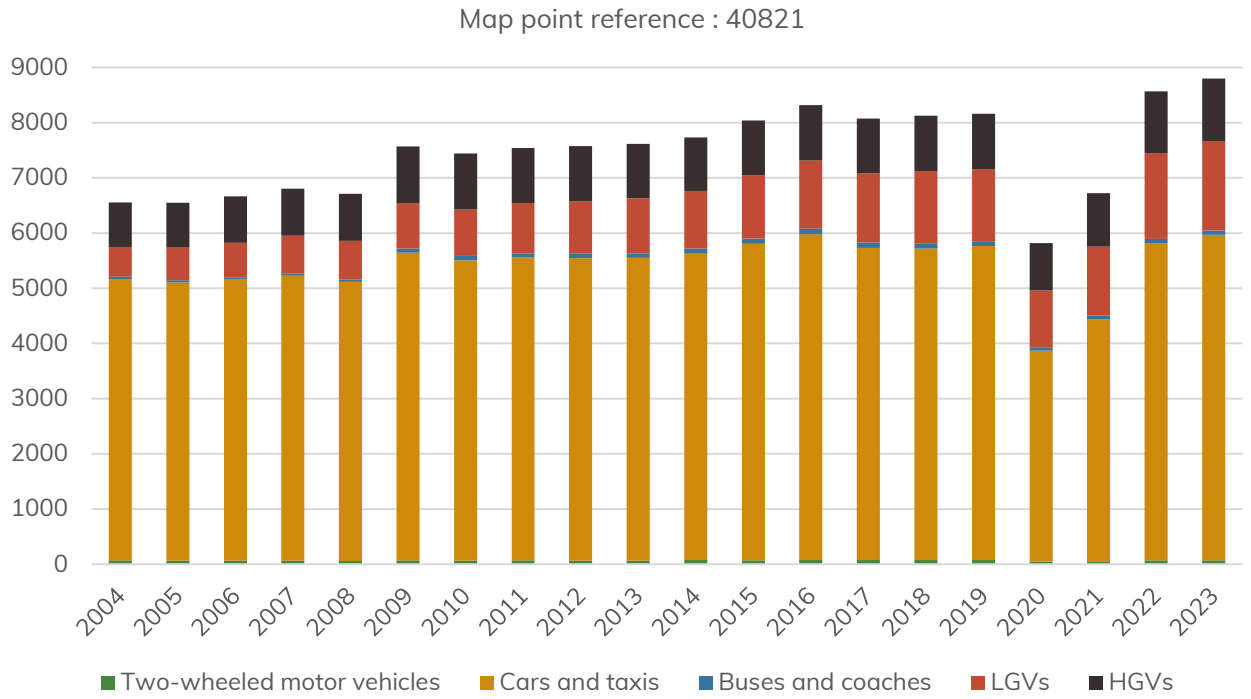

Figure 27 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 40821 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 10808 is located on the stretch of road between Aviemore and the Slochd, which monitors traffic entering and leaving the Cairngorms National Park from the North (Figure 23). Between 2010 and 2019 the average annual daily traffic flow levels of two-wheeled vehicles and buses and coaches remained relatively stable (Figure 28). What is interesting at this point is the number of cars and taxis from 2004 to 2023 was highest in 2013 when 5,824 per day were reported. This reduced to 5574 per day in 2019 and in 2023 was recorded at 5,440 per day. Similar to other points along the A9 within the National Park the number of light goods vehicles and heavy good vehicles have been increasing, both reducing slightly in 2020, but have now surpassed the 2019 figures (17.0 % increase in light goods vehicles and 5.5% increase in heavy good vehicles, 2019 – 2023).

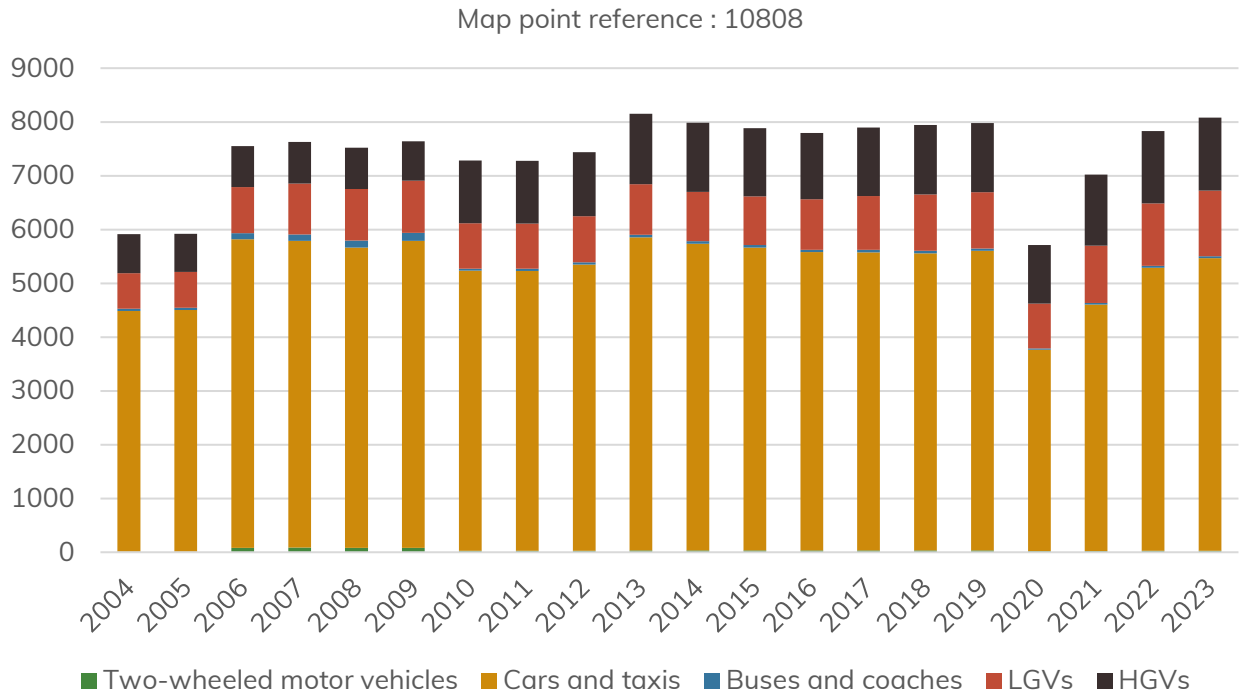

Figure 28 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 10808 on the A9 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

A9 Summary

The increase in overall traffic flow numbers on the A9 within the National Park can be, in part, attributed to increases in the number of light goods vehicles (Approximately 21% increase, a mean value across all five points) and heavy good vehicles (approximately 9% increase) using the route. Other modes of transport are generally still below the levels seen in 2019 but are growing and therefore it is uncertain yet if in terms of transport numbers, they will continue to grow and surpass the pre-Covid figures or are an early indication of a change proportionally to the way people move around.

A95 traffic flows

Four points along the A95 between Aviemore and Cromdale have been included in this report (Figure 23), and the data is presented here (Figure 29, Figure 30, Figure 31 and Figure 32). The A95 is a key route linking Aviemore, With the settlements of Boat of Garten, Nethybridge and Dunlain Bridge, as well as Carrbridge, and directly to Grantown on Spey and Cromdale existing the Cairngorms National Park to the East out to Charlestown of Aberlour and connecting the National Park to Elgin and Keith in Moray.

Point 1056 – between Aviemore and Drumillie was the busiest in terms of average annual daily traffic flows (by a significant margin) compared to the other points along the A95. At point 1056 the total flow in 2023 was 6,785 per day (representing a 10% increase from the 2018 figure (6,127). Similar to the data presented for the A9 the data suggests that buses and coach numbers on this stretch of road were already declining prior to the Covid-19 Pandemic. The figures for cars and taxis, light goods vehicles and heavy good vehicles are all higher in 2023 than reported in 2019. The largest categorical increase, on this stretch of the A95, between 2018 and 2023 was in the number of light goods vehicles which increased by 26% from 1,372 to 1,723 per day.

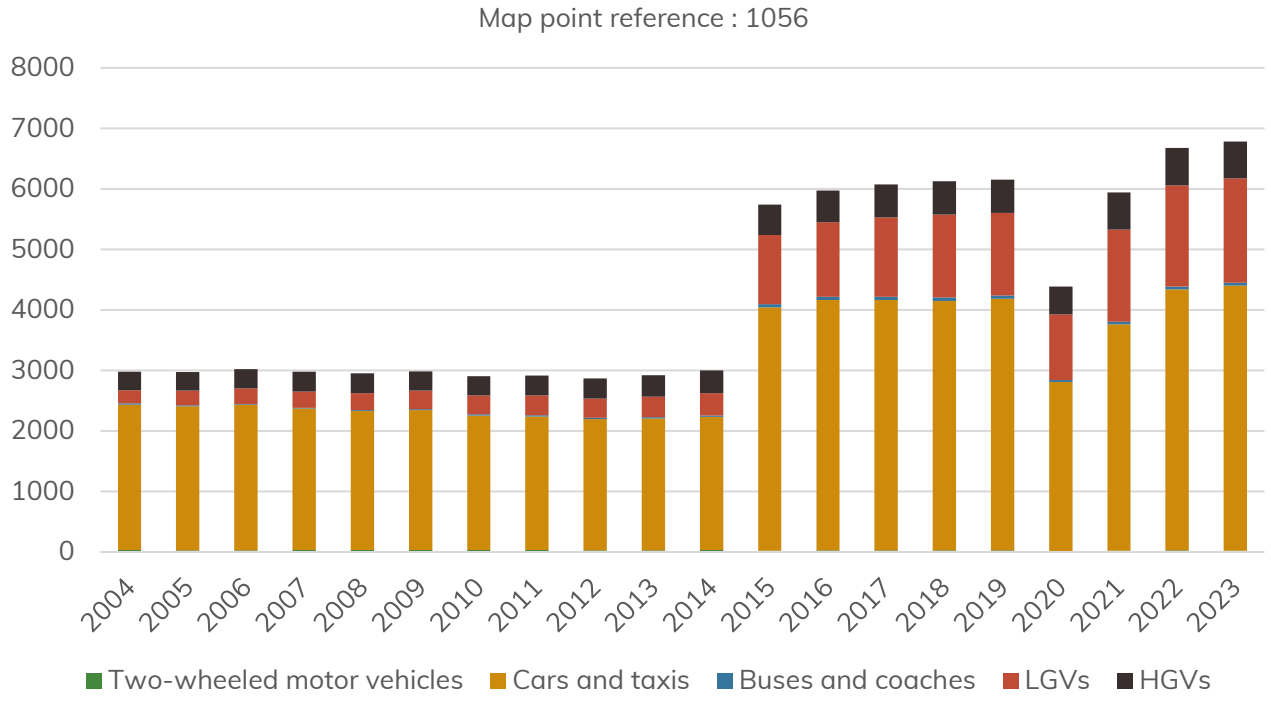

Figure 29 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 1056 on the A95 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 77101 between Broomhill and before the exit for Dunlain Bridge experiences significantly less traffic than the stretch of road from Aviemore to Drumillie (Figure 28 and Figure 29). The number of cars and taxis and heavy good vehicles were all lower in 2023 compared to the figures for 2018. The data trend for light goods vehicles differs for the 2018 – 2023 period from other points in that the number of light goods vehicles reduced by 19% from 905 per day in 2018 to 734 per day in 2023. The number of buses and coaches reported was 34 per day in 2023, compared to 42 per day in 2019 when it had been steadily increasing since 2005.

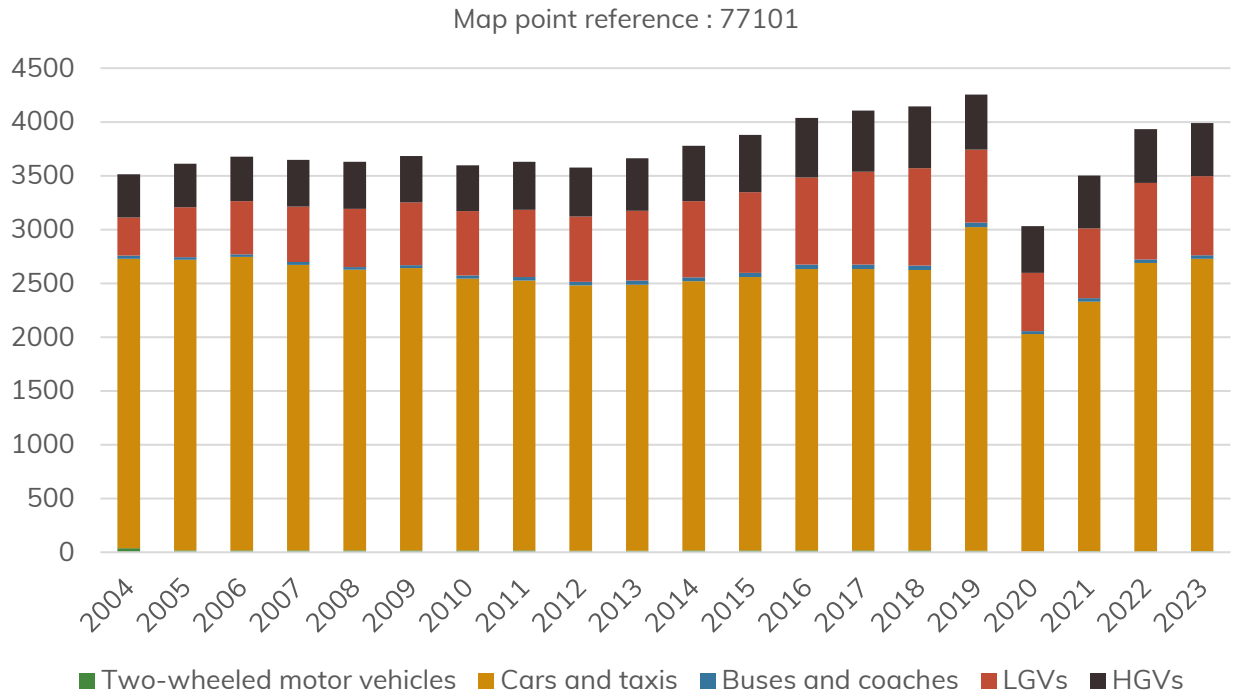

Figure 30 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 77101 on the A95 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 77103 lies between Dunlain Bridge and Grantown on Spey, the average annual daily traffic flow data is shown in Figure 31. The data on the number of two-wheeled vehicles was reducing from 54 per day in 2016 to 31 per day in 2019 pre-Covid-19 and was reported as 24 per day in 2023 (Figure 31). The number of buses and coaches also decreased from 2016 to 2019 (-49.0%) and although increasing from 2020 - 2023, are still lower than the figures for 2019. The number of cars and taxis, in 2023 (2,059) is lower than the number recorded pre-Covid in 2019 (2,212). It should be noted that the figures pre-2017 were estimated values and potentially corrected in 2017. Comparing the categories of motorised vehicle traffic flow numbers from 2023 to the pre-Covid figure of 2019, only the number of light goods vehicles has increased. Between 2018 and 2023 the number of light goods vehicles increased 11% from 889 per day to 987 per day.

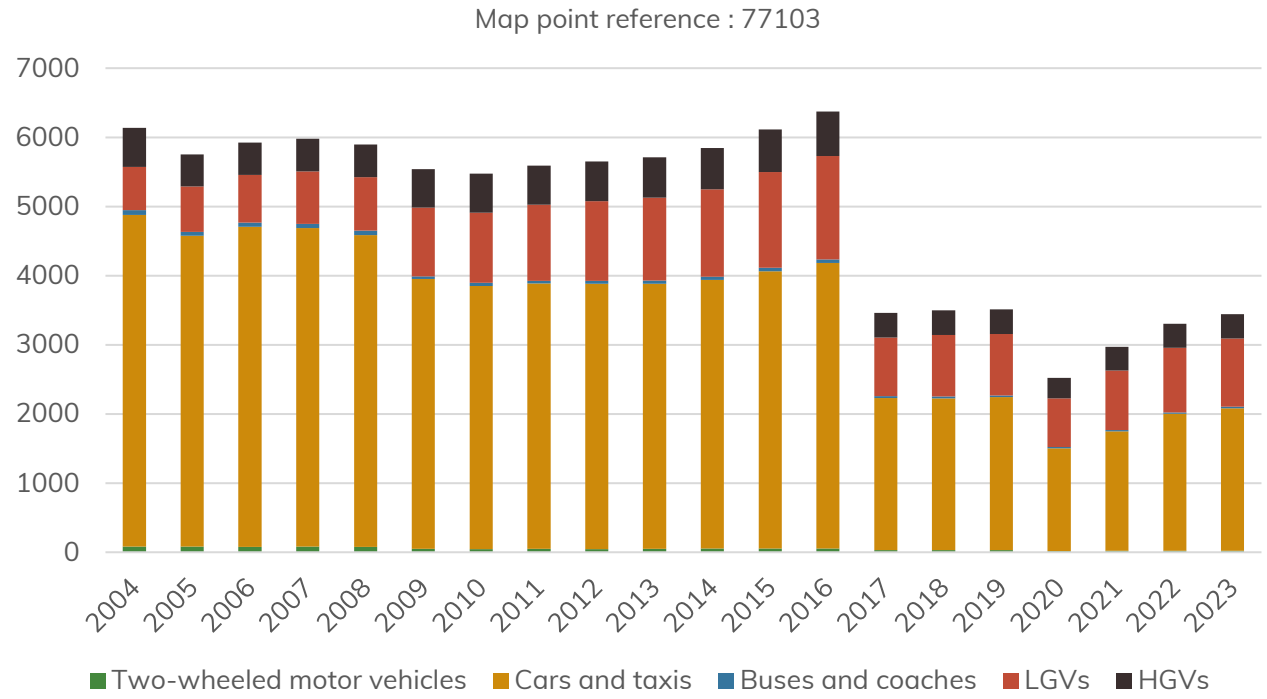

Figure 31 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 77103 on the A95 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

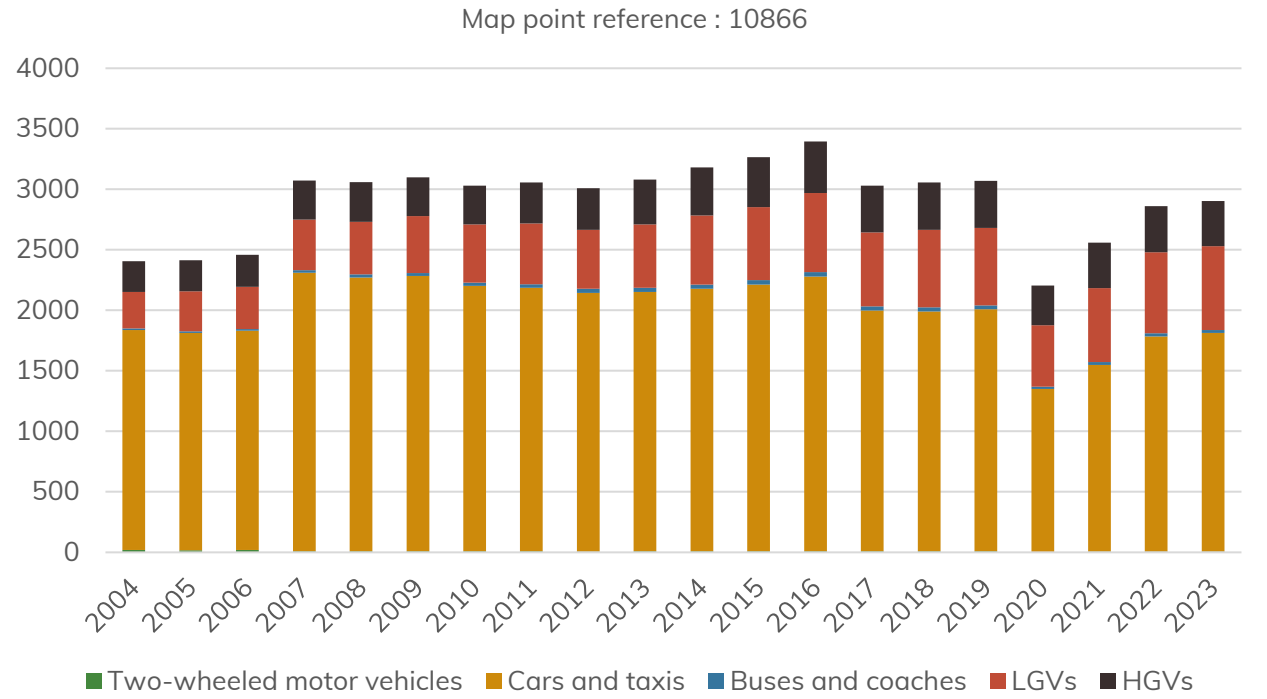

Figure 32 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 10866 on the A95 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

The data collected for point 10866 (Figure 32) between Grantown on Spey and Cromdale follows the same trends in terms of 2023 figures compared to pre-Covid-19 figures. The total sum of all categories of motorised vehicular traffic flow numbers at point 10866 was 2,902 per day, 542 vehicles per day lower than at point 77103 (between Grantown and Aviemore).

Aviemore is the largest settlement in the National Park and the data on traffic flow numbers reflects that with the busiest count point closest to the town. The total average daily traffic flow numbers for 2023 decrease the further they are from point 1056, significantly at first (reducing by 2,796 per day from point 1056 to point 77101) then less pronounced manner (reducing approximately 500 less vehicles per day up to the first point outwith the National Park). The point closest to Aviemore shares the trend of increasing heavy good vehicles and light goods vehicles seen along the A9.

A93 traffic flows

The A93 originates in Perth and enters the southern boundary of the Cairngorms National Park near Glenshee. It follows a northerly route to Braemar, then on to Ballater and exits the National Park near Dinnet. Six data points along this strategic route have been included in this report.

Point 10861 (see Figure 23) is the first point surveyed entering the National Park from the south before one reaches the settlement of Braemar. Figure 33 shows the Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions from 2004 to 2023. Of all the count points surveyed on the A93 in the National Park, in 2023 the lowest combined vehicle traffic figure reported was at this point (814 per day in 2023). The figures for the number of two-wheeled vehicles, buses and coaches and heavy good vehicles were slightly lower in 2019 compared to 2023. light goods vehicles were estimated have slightly increased, however cars and taxis were lower in 2023 compared to 2019. It should be noted that at this site no manual or automatic count has been performed since 2012. General trends at this point follow the wider traffic trends of increasing light goods vehicles and levels of most modes of transport still below the levels reported for 2019 before the Pandemic.

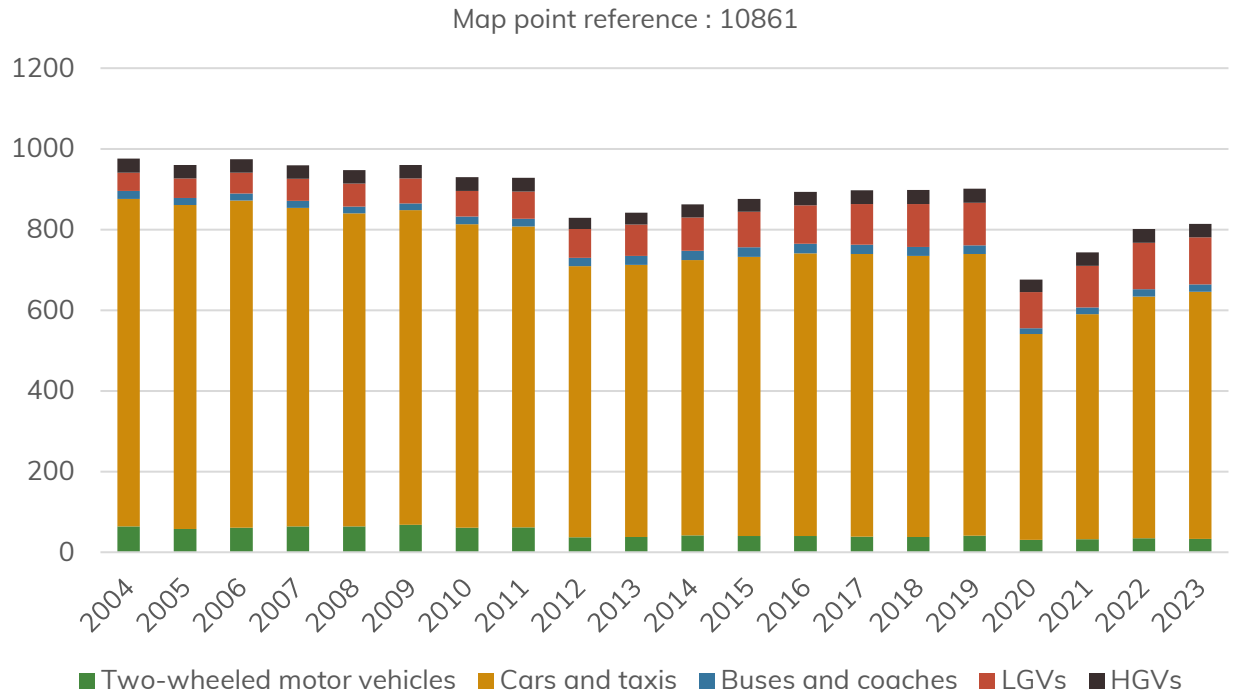

Figure 33 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 10861 on the A93 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 30862 (see Figure 23) on the A93 is located between Braemar and Balmoral. At this point over twice the number of average annual daily traffic was reported in 2023 compared to point 10861 (Figure 33 and Figure 34). From 2013 to 2019 overall traffic levels were increasing very slightly, with all modes reducing in 2020. In 2023 cars and taxis, and light goods vehicles numbers surpassed those reported for 2019. In 2019, 966 cars and taxis were reported using the road per day which increased to 1,312 per day in 2023. The number of two-wheeled vehicles reported using the road has declined since 2014 from 134 per day to 77 per day in 2023. Similarly, the number of buses and coaches has also declined from 50 per day in 2015 to 16 per day in 2023.

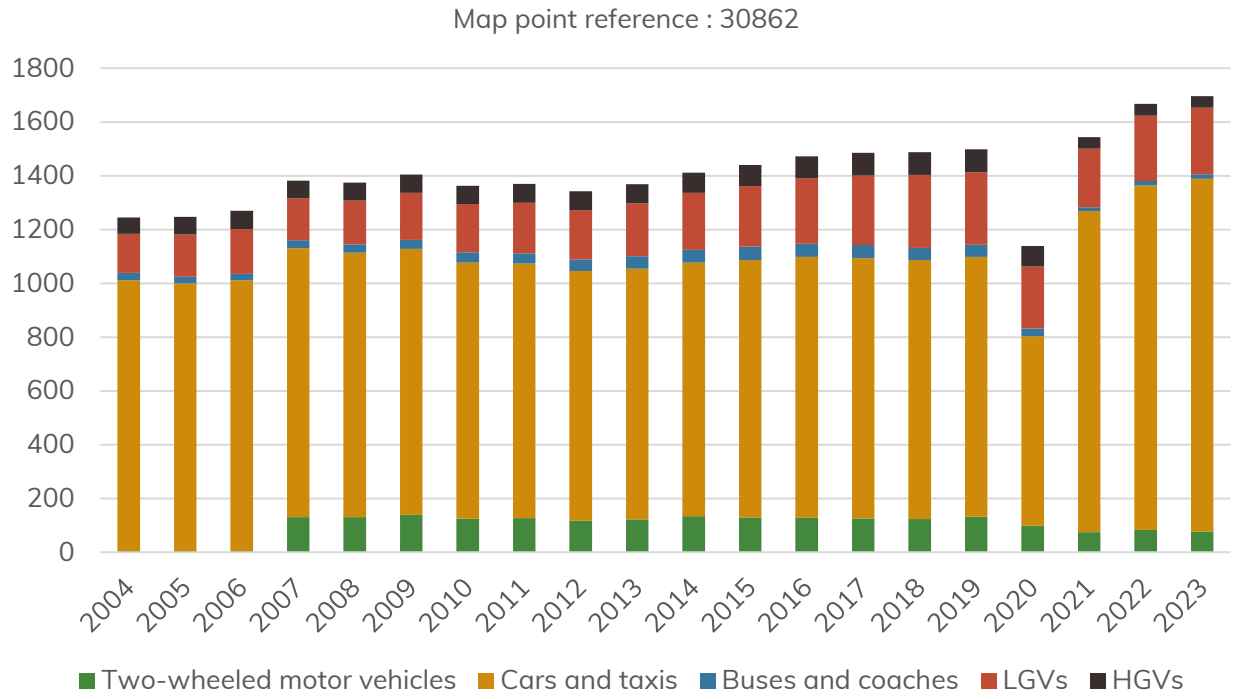

Figure 34 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 30862 on the A93 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024)

Point 1050 (see Figure 23) All years on Figure 35 are for data estimated, with the exception of 2011 which accounts for the increase seen between 2010 and 2011. Using the estimated data all modes of were reported lower in 2023 compared to 2019 with the exception of light goods vehicles. The number of light goods vehicles per day had been increasing steadily since 2013 and in 2023 made up 17.9% of all traffic recorded, cars and taxis constituted 72.6% of all traffic per day recorded.

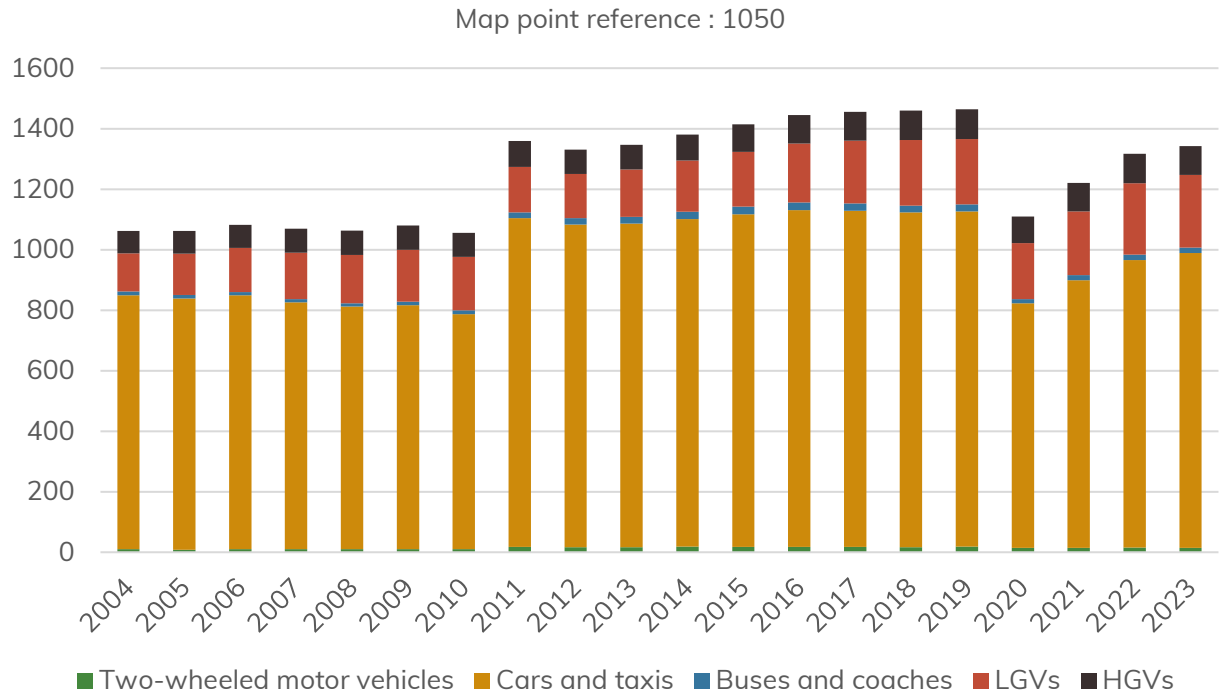

Figure 35 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 1050 on the A93 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Point 20861 and Point 40862 (see Figure 23) are located either side of Ballater and the data on the total number of vehicles passing through these points in 2023 was relatively similar with total average annual daily traffic flows of 2,866 per day at point 20861 and 2,909 per day at point 40862 (Figure 36 and Figure 37). The data set point 20861 was based on estimated data since 2009, whereas at point 40862 a manual count was performed in 2012. Significantly more two-wheeled vehicles were recorded at point 20861 (18 per day) in 2023 compared to 7 per day at point 40862 suggesting more increased traffic by this mode between Ballater and Braemar potentially. There were also more buses and coaches recorded at point 20861, which may also indicate more public transport / movement between the two settlements. The number of cars and taxis was comparatively similar with 1979 per day at point 40862 and 2047 per day at point 20861 in 2023. Similar to other points along this route within the National Park, the number of heavy good vehicles, two-wheeled vehicles, buses and coaches and cars and taxis were lower in 2023 compared to 2019. Notably the number of light goods vehicles increased (despite reducing in 2020) between 2019 and 2023 at both points.

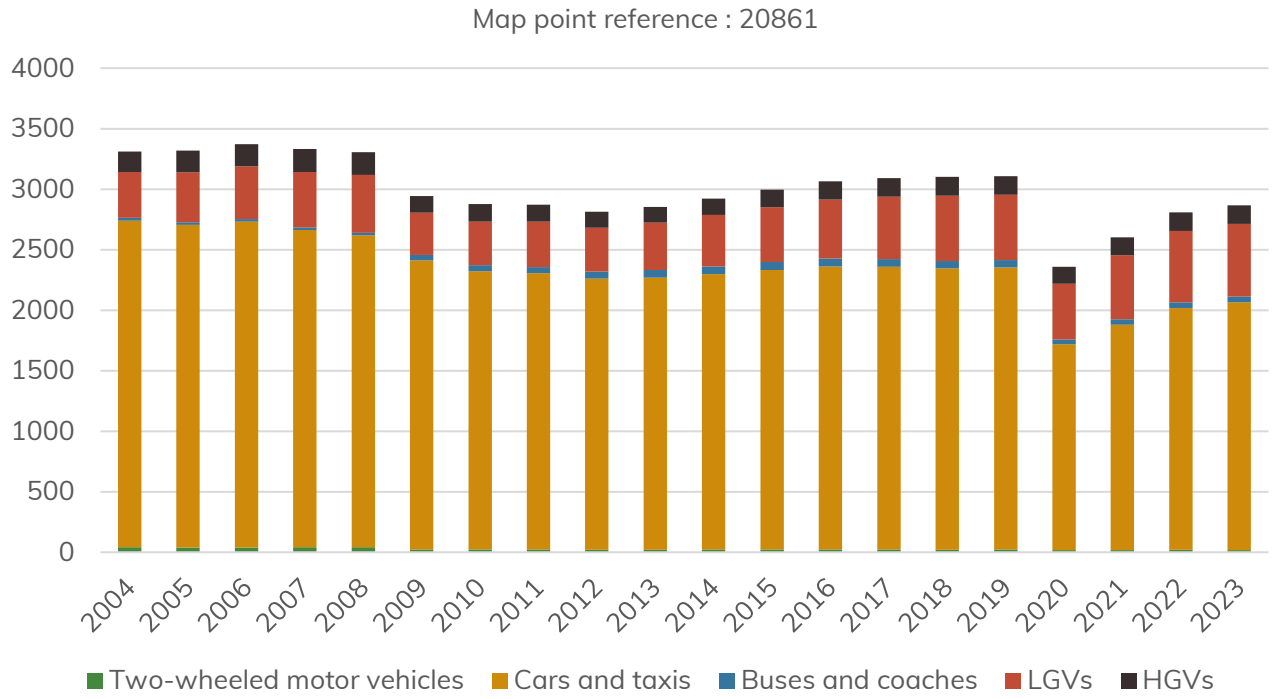

Figure 36 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 20861 on the A93 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

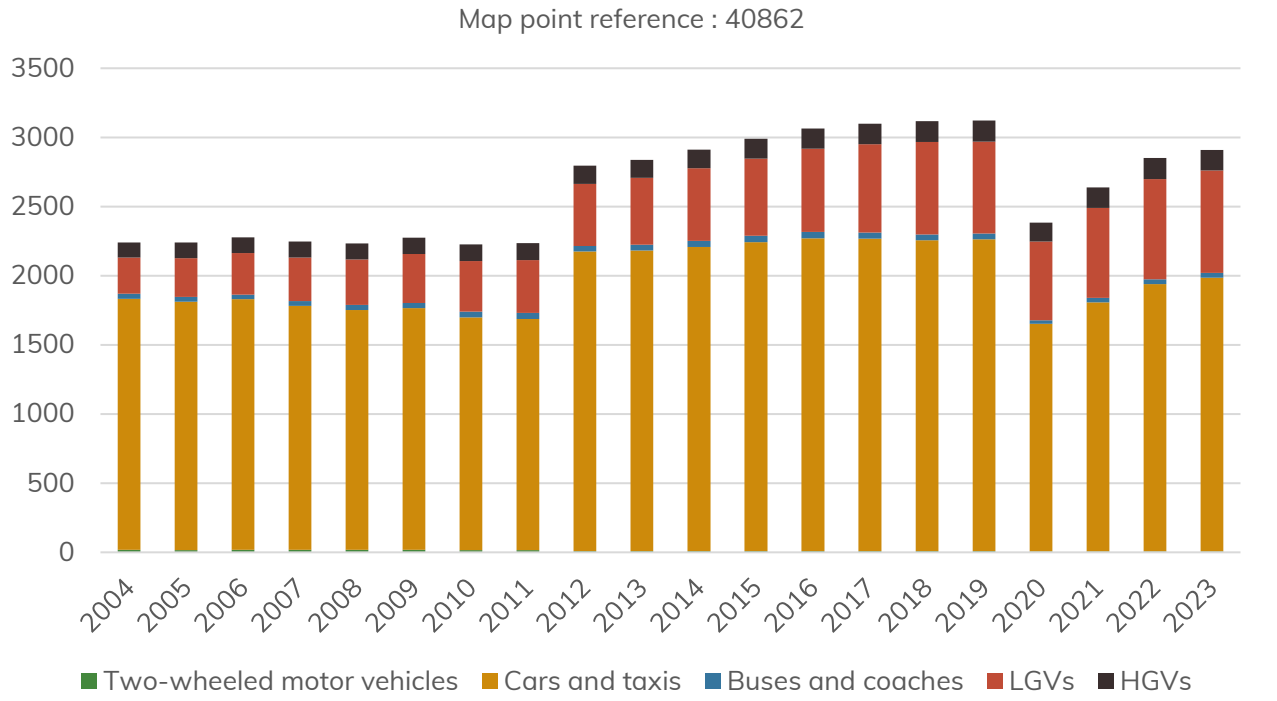

Figure 37 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 40862 on the A93 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024)

Overall traffic at all points along the A93 were lower in 2023 compared to 2019 with the exception of point 30862 (Figure 23) between Braemar and Ballater. Looking at the figures from 2019 pre-pandemic and 2023 across all roads, there appears to be a trend that supports an increase in light goods vehicles vehicles on the A93 with the National Park. Over the longer term, there is a reduction in buses and coaches along this road. It is unclear yet whether the figures for 2023 represent a new normal i.e. a reduction in vehicle traffic overall or simply part of the journey to figures seen before the Covid-19 Pandemic. Data for future years should give us a clearer picture of how the Covid-19 Pandemic has affected overall traffic flow numbers, if at all.

A939 traffic flows

The A939 connects the A93 near Bridge of Gairn to the A95 in the north, near Grantown on Spey. It is the main route used to access the village of Tomintoul and The Lecht Ski resort as well as the settlements in Strathdon. Three points on this route have been included in this report to give an indication of the traffic flow conditions along this main route in the National Park.

Point 30988 is near the junction with the A944 between Tor-na-Haish and Gairnshiel Lodge. It should firstly be noted that Figure 38 shows a significant increase in reported figures between 2008 and 2009 as the data line has been corrected with a manual count in 2009. The number of two-wheeled vehicles using the road has remained fairly stable from 2013 to 2019 (within the range of 57 – 62 per day), however post Covid-19 the level seems to be relatively stable at a lower level (47 – 52 per day). The number of cars and taxis is lower in 2023 (470 per day) compared to 2019 when it was reported as 535 per day). Buses and coaches post Covid have reduced slightly, and heavy good vehicles per day have remained fairly stable since 2009. The most significant change has been the increase in light goods vehicles reported which has increased 10.9% from 110 per day in 2019 to 122 per day in 2023.

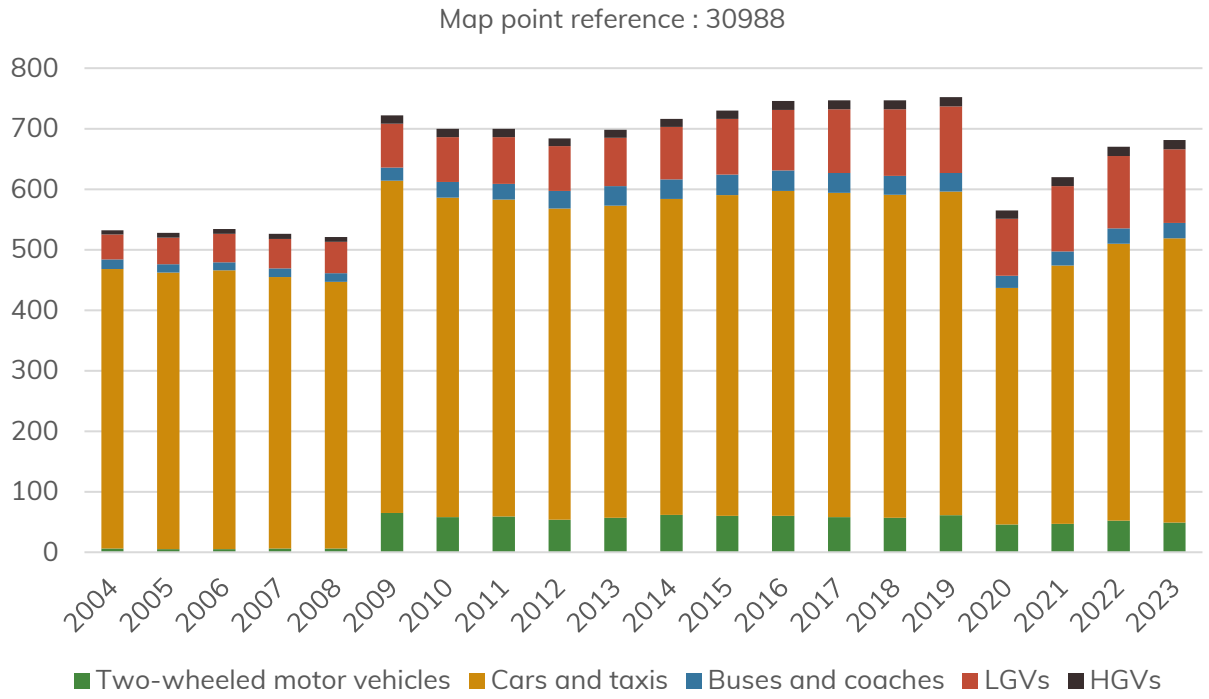

Figure 38 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 30988 on the A939 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

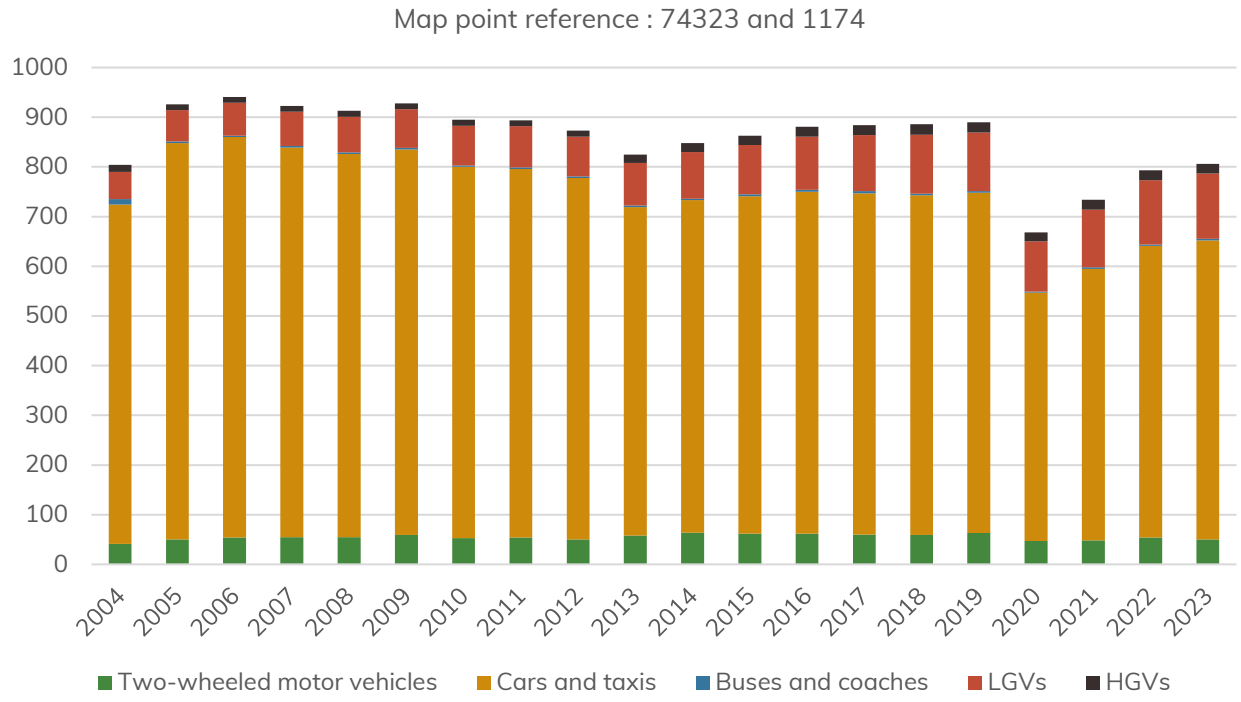

Figure 39 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 74323 and 1174 on the A939 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

There are two points on the A939 offered for statistical analysis, namely points 74323 and 1174 between Ballater and Grantown on Spey that serve, in part, as access routes to the Lecht Ski Centre. The two points are located either side of the Lecht Ski Centre, a popular tourist destination in the National Park. The data is identical for both points as they span the same stretch of road with no significant settlements of alternative destination between them. For the purpose of this report, they will be treated as one set of data. The two points are located either side of the Lecht Ski Centre, a popular tourist destination in the National Park. The data shows that the total number of average annual daily traffic numbers is lower in 2023 compared to 2019, when figures were steadily increasing before the Covid-19 Pandemic. There are significantly less cars and taxis, fewer two-wheeled vehicles and slightly less heavy good vehicles when comparing the figures from 2019 to 2023. The number of Buses and Coaches has remained fairly level since 2005 and given the low numbers (2 – 4 buses per day) no significant conclusions can be drawn from the data on buses and coaches. Similar toother roads and point data there has been a reported increase in light goods vehicles throughout the period and from 2019 (118 per day) to 2023 (132 per day).

Point 50868 lies between Tomintoul and the A939 / B9136 junction which connects the A939 with Ballindalloch and the A95 leaving the National Park. In 2023 the combined (all modes of transport) average annual daily traffic flow was 719 per day (Figure 40), significantly lower than Point 20983 (851 per day). Point 20983 sits between the Bridge of Brown and Grantown on Spey on the A939. Both points follow a similar pattern in terms of less cars and taxis reported in 2023 compared to 2019 and an increase in light goods vehicles from 2019 to 2023. In terms of buses and coaches there has been little change reported in the last 5 years and given the low numbers / range little significance can be attributed to the small fluctuations.

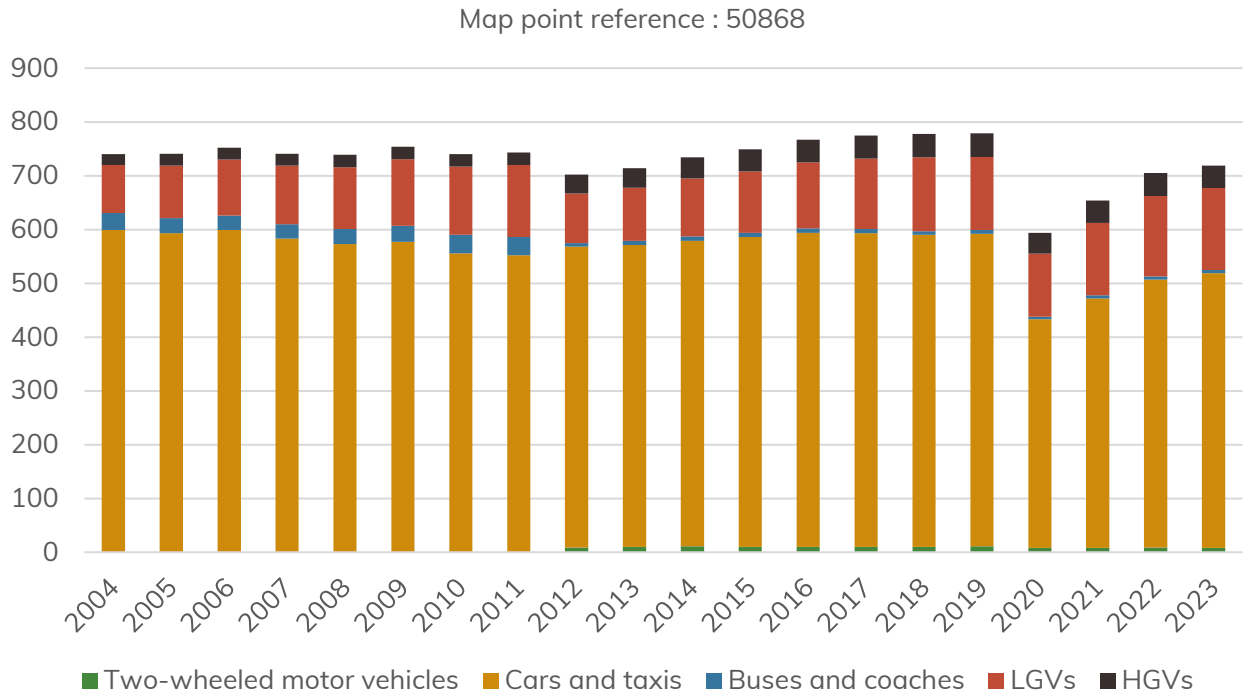

Figure 40 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 50868 on the A939 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

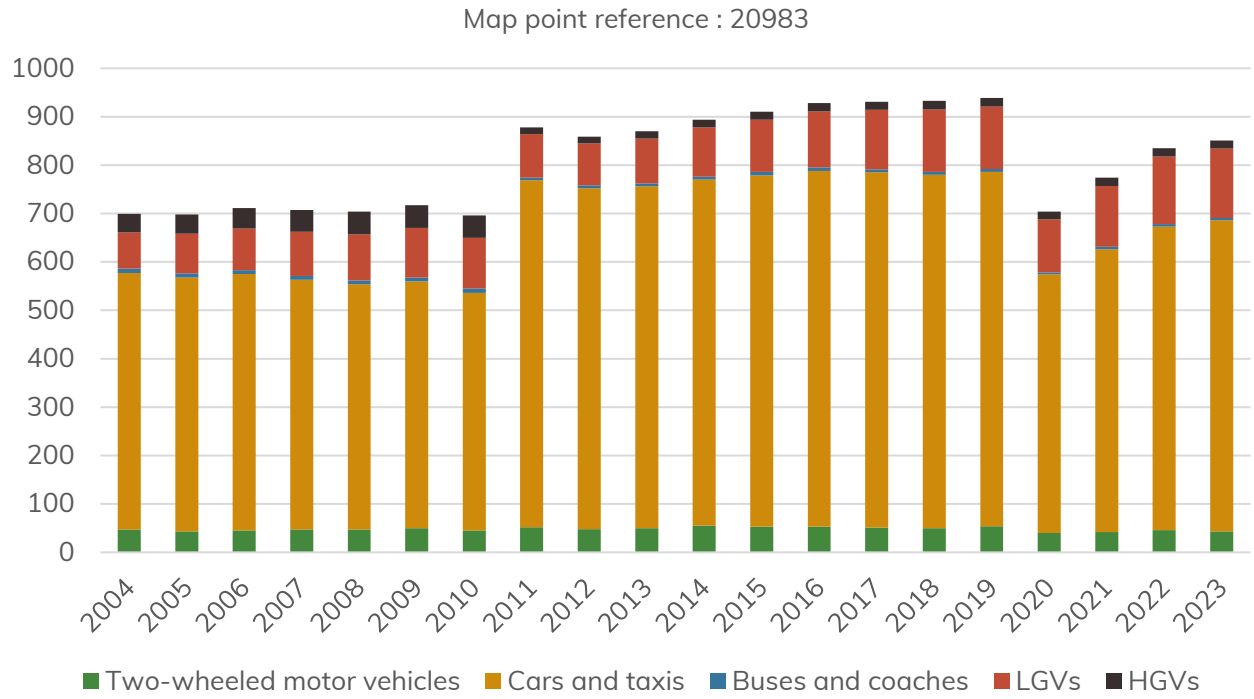

Figure 41 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 20983 on the A939 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

Total traffic on the A939 has reduced since the Covid-19 Pandemic, however it is unclear whether levels will remain lower or surpass the 2019 figures. In any case figures for cars and taxis and light goods vehicles are increasing post Covid on the A939.

A97 traffic flows

The A97 runs from the A93 at Dinnet, exits the National Park briefly and goes north through Logie Coldstone before re-entering the National Park at Pronie Loch and connecting to the A944 between Strathdon and Glenbuchat Castle.

Figure 42 shows the average annual traffic flows for point 10869 (Figure 23) It should be noted that all years except 2009 are estimates for this monitoring point. Looking at 2009 onwards the data suggests little change in the number of cars and taxis or two wheeled vehicles using the road until 2020. From 2020 to 2023 there have been annual increases but the levels of cars and buses, and two-wheeled vehicles are still below the levels in 2019. From 2019 to 2023 there has been little change in the number of heavy good vehicles using this road and no change in the number of buses or coaches (which suggests there could be a single bus service using the road daily). The most notable change at this traffic monitoring point is the increase in light goods vehicles, which has been steadily increasing (based on estimated figures) since 2009.

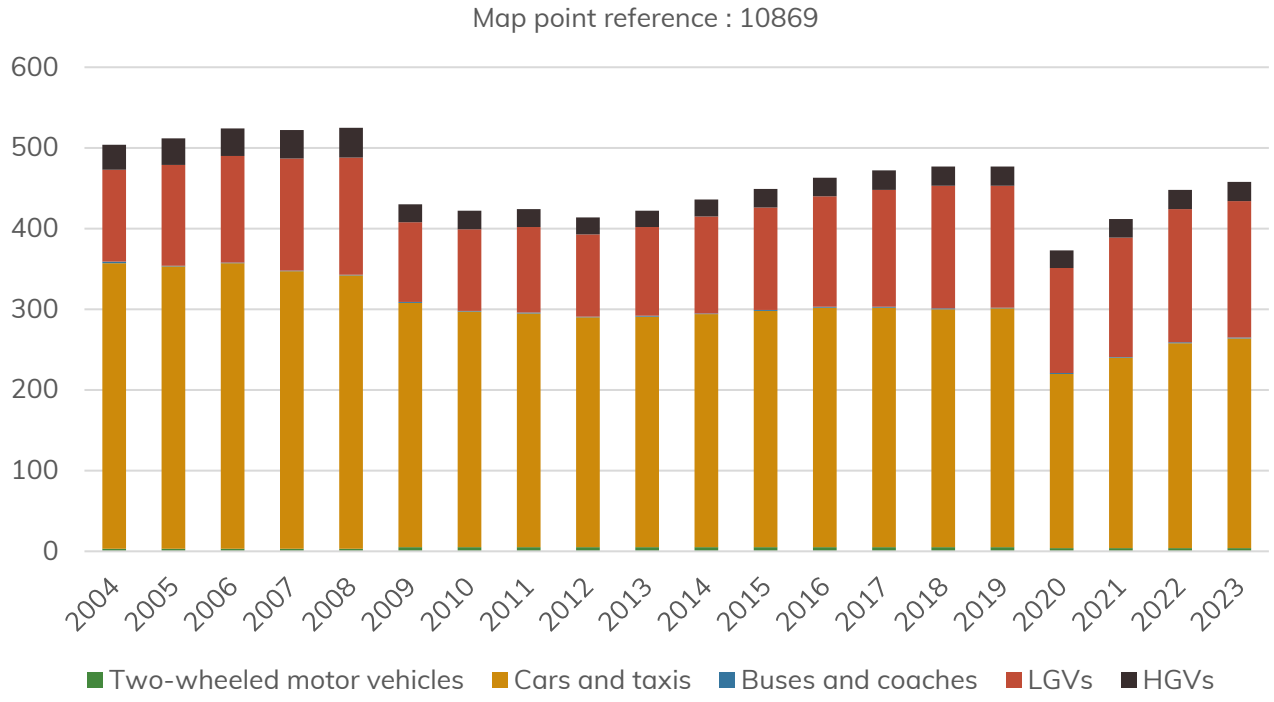

Figure 42 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 10869 on the A97 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024)

A944 traffic flows

The A944 runs from the A939 / A944 junction northwest to the A97. The traffic flow data in Figure 43 is based on estimates for all years except 2006 and 2019. The traffic flow data shown for this road is based on data collected at point 80025 (Figure 23).

The total estimated traffic flows for 2023 are lower than those recorded in 2019. Using the 2006 and 2019 years (manual / counted data) for comparison of longer-term change there has been significant increases in two-wheeled vehicles from 6 per day in 2006 to 21 per day in 2019, and a marked reduction in buses and coaches from 7 per day in 2006 to 3 in 2019. Between 2019 and 2023 there has been a slight estimated increase in light goods vehicles, while the number of heavy good vehicles per day has remained relatively stable. The number of car and taxis using the road in 2023 (368 per day) is estimated to be lower than those recorded in 2019 which was 419.

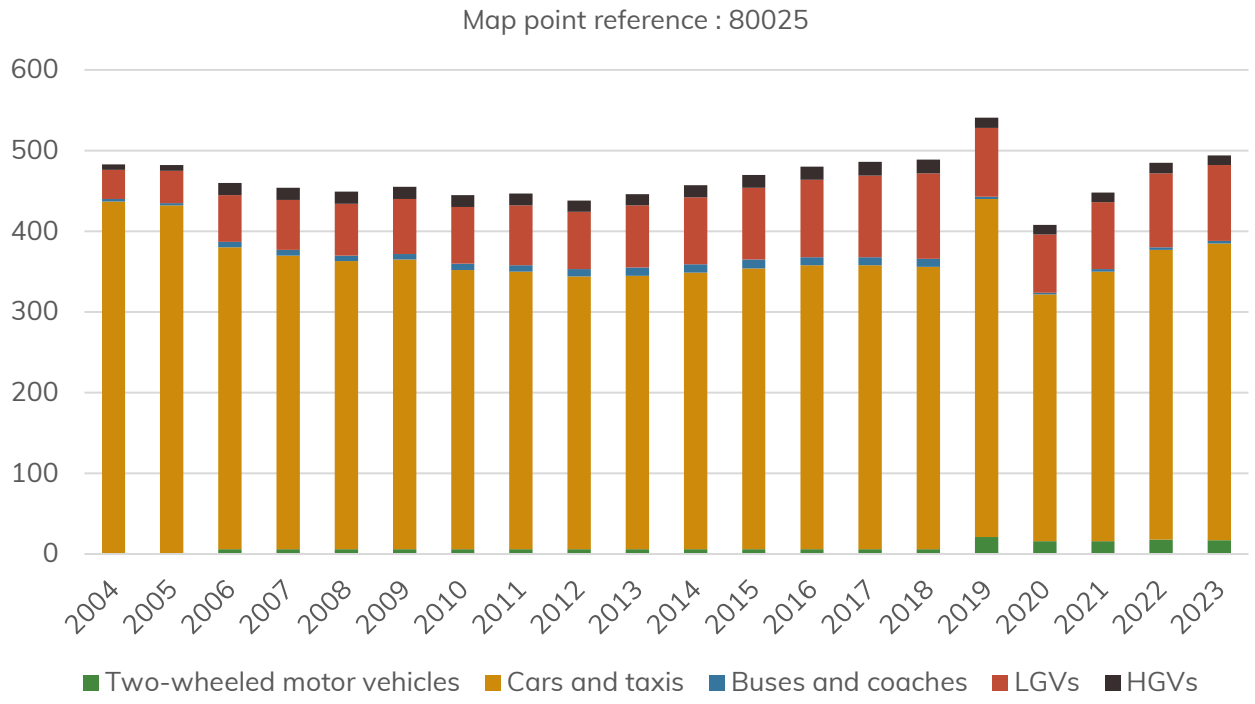

Figure 43 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 80025 on the A944 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

A96 traffic flows

The A86 starts at the A9 junction at Kingussie connecting to Spean Bridge southwest and outwith of the National Park where it connects to the A82. The count point (10847, see Figure 23) is located between Kingussie and Newtonmore. The years which actual

physical counts were performed (as opposed to estimated data) was in 2015, 2021, 2020, and 2023.

Figure 44 shows that at point 10847 the numbers of two-wheeled vehicles and buses and coaches have remained relatively stable between 2015 and 2023 (with the exception of a reduction in two-wheeled vehicles in 2020). The largest gains in vehicle category accounting for an increase in traffic on this road are the modest increases in heavy good vehicles (26% increase between 2015 and 2023) and an increase in light goods vehicles (increasing by 52% from 2015 to 2023). The number of cars using the A86 has increased since 2015 when 622 per day were counted which in 2021 was recorded at 661 per day and has been steadily increasing to 2023 (682 per day).

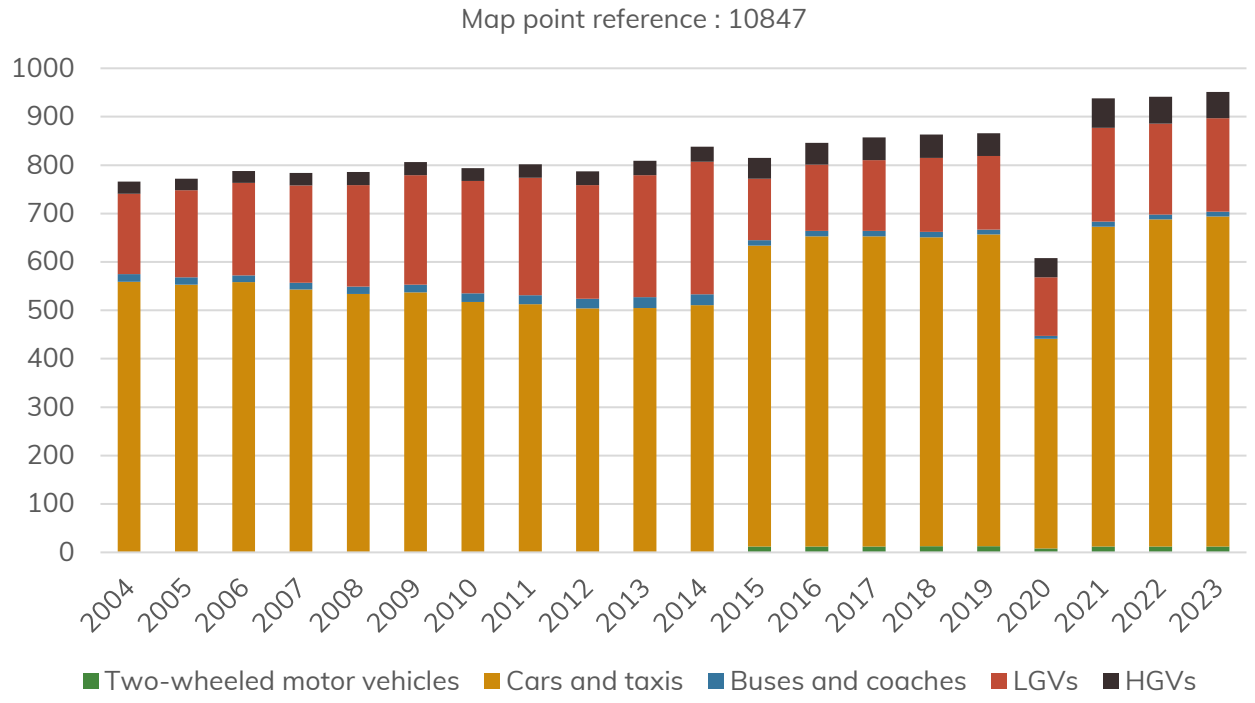

Figure 44 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 10847 on the A96 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024).

A889 traffic flows

The A889 exits the A9 just south of Dalwhinnie and joins the A86, between Laggan and Strathmashie. The data for point 20954 is based on estimated data until 2015 when a manual count was undertaken, further automatic counts were undertaken in 2022 and 2023 (Figure 45). For the purposes of analysis here, the report will comment on the data between 2015 to 2023. As has been the case with all the data shown for traffic flows, in 2020 during the Covid-19 Pandemic there was a reduction in all modes of transport.

Between 2015 and 2023, there has been little change in the number of buses and coaches or two-wheeled vehicles using the road. The number of car and taxis (+5.6%) has been steadily increasing as have the number of heavy good vehicles for the same period (+19.7%). The largest increase in vehicles between 2015 and 2023 using the road has been light goods vehicles which has increased 46.6% from 2015 to 2023 (from 73 per day to 107 per day).

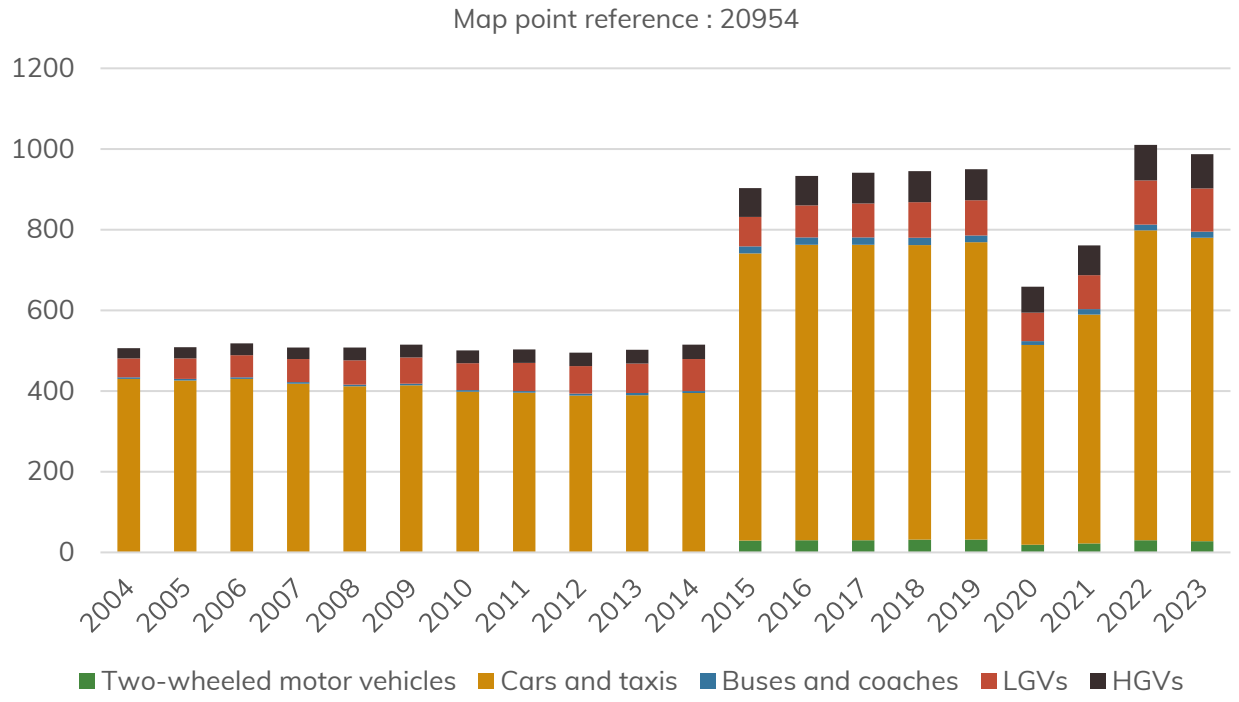

Figure 45 Average Annual Daily Traffic (AADT) numbers for all motorised vehicles in both directions at point 20954 on the A889 in the Cairngorms National Park from 2004 to 2023. (UK Department for Transport, 2024)

Electric vehicles

According to UK vehicle licensing statistics, at the end of March 2024 there were 97,856 (Figure 46) plug-in electric vehicles (which includes hybrids petrol and diesel or purely electric cars) registered in Scotland. This is a significant increase in terms of numbers over the last five years, at the end of March 2019 there were 13,202 electric vehicles registered, representing a 641% increase.

The majority of the total electric plug-in vehicles quoted above are electric plug-in cars, which increased from 11,586 to 93,035 over the last 5 years (end of March 2019 to end of March 2024) representing an increase of 703.0%. During the last five years (end of March 2019 to end of March 2024) electric buses and coaches have increased from 26 to 580 (+2130.8%), electric light good vehicles have increased from 540 to 3,244 (+500.7%) and electric heavy goods vehicles have increased from 5 to 32 (+540%).

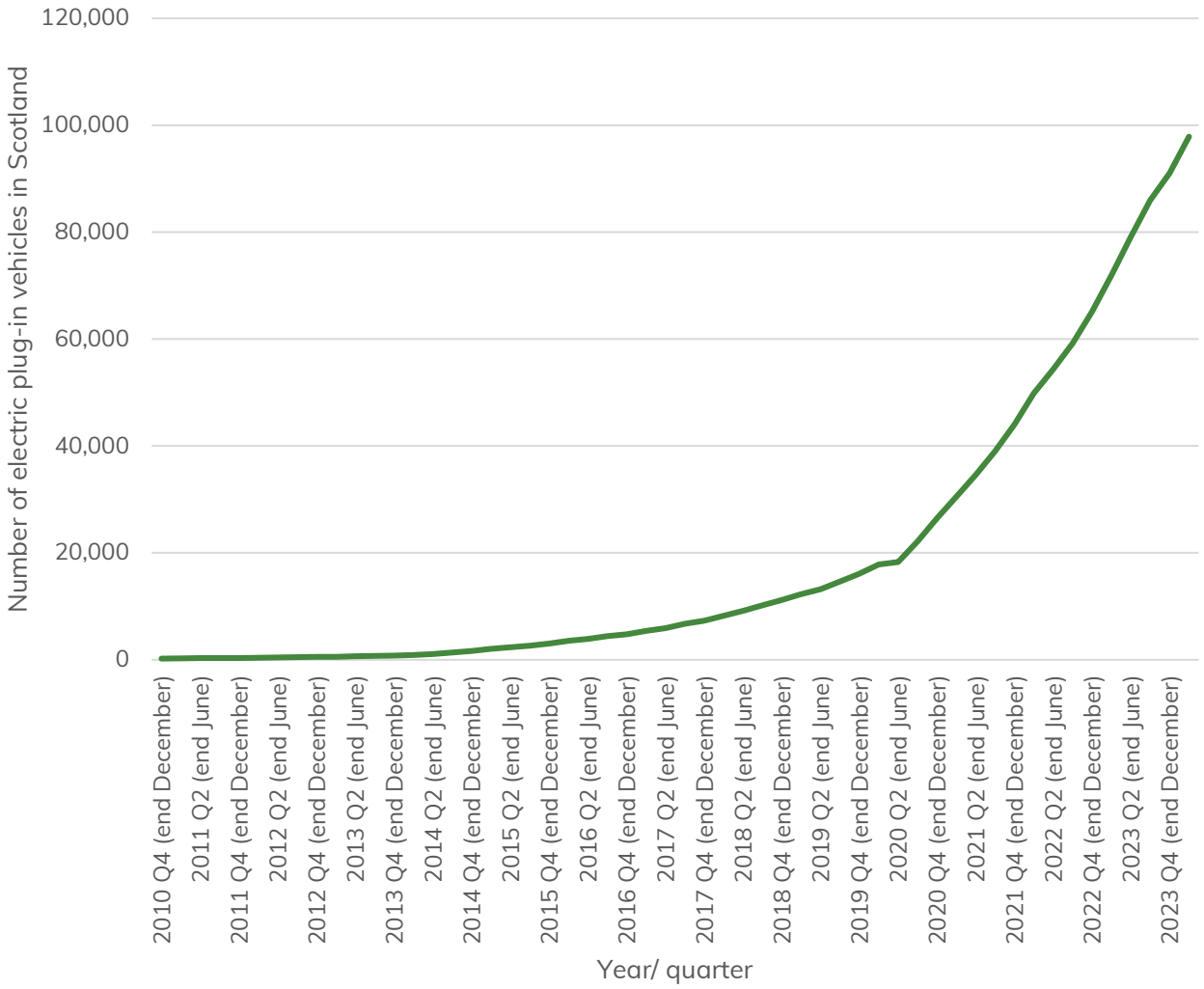

Figure 46 Total number of all vehicle types plug in electric, and hybrid plug in vehicles registered in Scotland from 2021 to March 2024. Department for Transport (Department of Transport and Driver and Vehicle Licensing Agency (DVLA).

Scotland's public charging network comprises almost 4,000 public charge points[17] , and provides the greatest coverage of charge points per head of population than any other region of the UK outside of London. Over the coming years the network will need to continue to scale-up and grow at pace to meet the needs of a mass electric car and van fleet. The right type of charging infrastructure needs to be available in the right number and at the right locations across all areas of Scotland where it is required, making charging as convenient and reliable as possible to meet the needs of local communities, businesses and visitors. As a popular visitor destination, the Cairngorms National Park

[17] Zap Map data 31 May 2023, quoted in the Vision for Scotland's Public Electric Vehicle Charging Network.

needs to ensure it can provide a sufficient electric vehicle charging network to not only cater for residents, but also the increasing number of visitors the National Park receives.

Scotland set out their vision for delivery of the electric vehicle charging network in 'a network fit for the future: Vision for Scotland's public electric vehicle charging network, in June 2023. Scottish Government aim to build upon the progress made over the past decade with the ChargePlace Scotland network, and move beyond that strategy, to an approach centred on accelerating private investment in the public charging network, at scale and pace, across the length and breadth of Scotland. The vision sets out the acknowledgement that the network needs to be financed, grown and operated by the private sector as well as being integrated within a clean, green electricity system, harnessing Scotland's abundant renewable energy resources.

The report: My Life in the Highlands and Islands by the Highlands and Islands Enterprise (HIE)[18] found that, in 2022, 7% of households had already bought or leased an electric vehicle / hybrid, with a further 6% planning to do so in the next 2 – 3 years, with a further 24% 'considering' an electric vehicle. The main barriers to uptake were noted as:

- High capital cost of these vehicles.
- The availability of public electric vehicle charging.
- Low range of current models.

Current electric vehicle charging infrastructure

Figure 47 shows the electric vehicle charging provision in the Cairngorms National Park based on the available data. There are electric vehicle charging points at all the strategic settlements and within or near to over half of the intermediate settlements; namely Boat of Garten, Braemar, Kincraig (Insh), Tomintoul and Blair Atholl (Castle). The settlements of Dinnet and Laggan both have accessible electric vehicle chargers.

It should be noted that the large number of connections available in Grantown on Spey for employees represents the offices of the Cairngorms National Park Authority. Kingussie has the best provision of publicly accessible electric vehicle charging connections compared to other settlements in the National Prak. Aviemore has more connections overall with a large majority of the provision being met by hotels, resorts and other recreation businesses offering charging facilities to customers.

It is worth noting that currently none of the rail stations in the National Park offer electric vehicle charging provision. Also, although Glenshee Ski Resort did historically advertise

[18] See https://www.hie.co.uk/research-and-reports/our-reports/2022/october/13/myliferesearch/

electric vehicle charging being available for its patrons, it currently does not nor does Cairngorm Mountain.

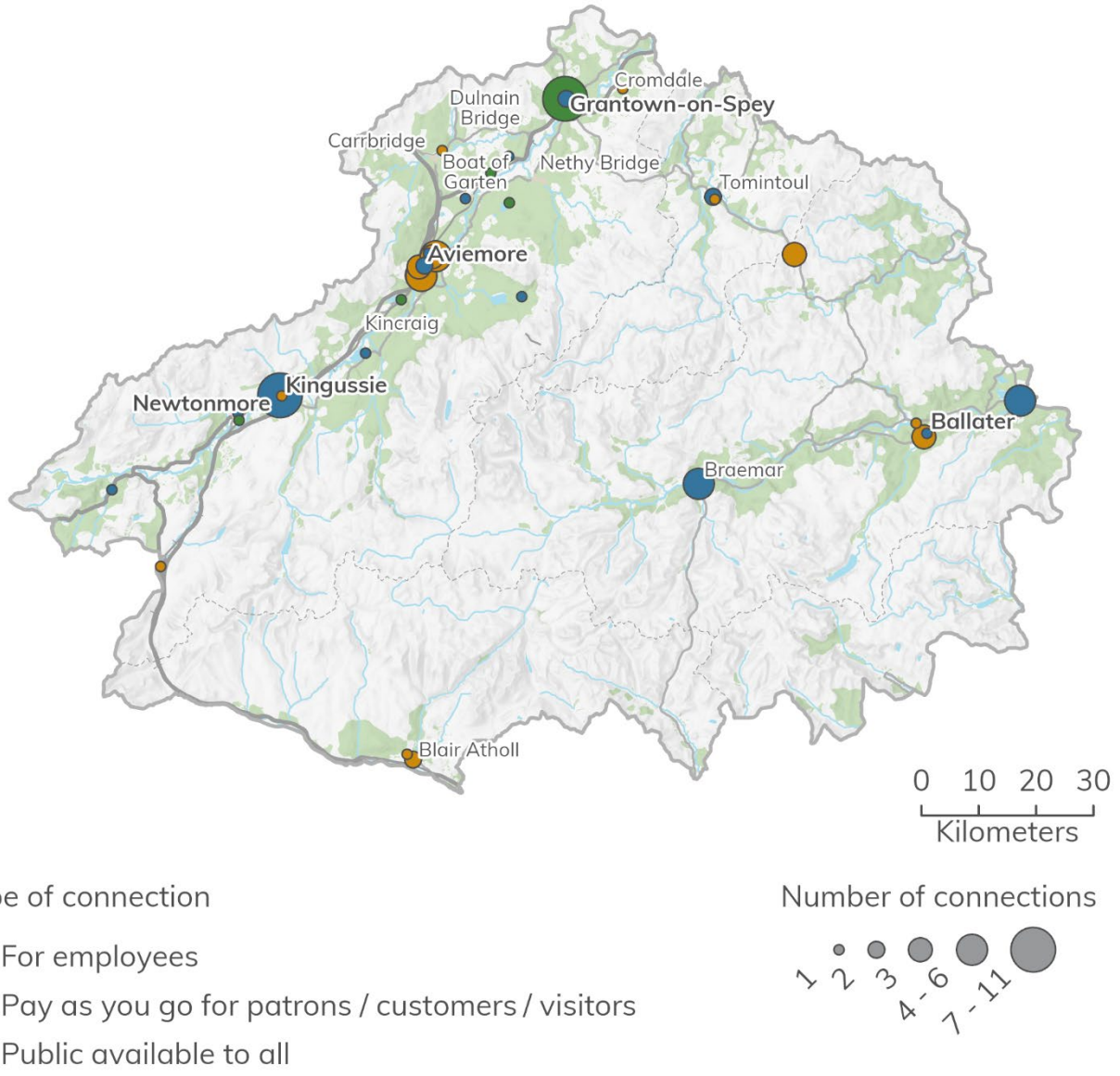

Figure 47 Electric vehicle Charging provision (on readily available public data) within the Cairngorms National Park as of August 2024. Data obtained from Zapmap, Carwow, ChargePlace Scotland and ABRP websites, 20 August 2024. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

The majority of the electric vehicle charging points are owned and managed by Chargeplace Scotland (which is part of the Swarco network). Chargeplace Scotland is a publicly owned and operated network of electric vehicle charging points. There are however numerous other providers including Tesla, Pod Point, Connect, Cora-Colt, Rich-Elmo and Joel-Olaf.

The ChargePlace Scotland network will not be funded after 2025 at the latest, although the Scottish Government is seeking to retain a single access method across any additional networks. Funding is also transitioning from public to private investment. All local authorities are therefore being encouraged to work together to develop strategies to attract private investment in electric vehicle infrastructure.

There is also a wide range of charging prices across the various points ranging from free at Loch Insh to 85p per kW (peak price) at the Aviemore Petrol Station on Grampian Road.

There are four types of chargers available across all locations: tesla chargers, CHAdeMO, Type 2 and CCS connections. There are also two points in Blair Atholl which have untethered connection where users need to bring their own cables.

Charging capacity also differs significantly across the National Park from 7kW up to 150 kWh (Tesla and CCS only).

Table 6 Electric vehicle charging locations in the Cairngorms National Park (August 2024).

Settlement	Available connections	Cost details	Provider	Address
Aviemore	2 x Type 2 22kW	£0.45 per kWh. Minimum charge of £1.00. Connection fee of £1.00. An overstay fee of £5.00 applies after 3 hours.	ChargePlace	Wilderness Scotland Ltd, Dalfaber Industrial Estate, Aviemore
Aviemore	1 x Type 2 43kW 1 x CCS 50kW 1 x CHAdeMO 50kW	£0.70 per kWh. Minimum charge of £1.00. An overstay fee of £1.00 per minute applies after 45 minutes.	ChargePlace	Public Toilet Car Park, B9152 Grampian Road, Aviemore
Aviemore	2 x CCS (Up to 150kW)	85p/kWh	BP Pulse	Aviemore Petrol Station

Settlement	Available connections	Cost details	Provider	Address
Aviemore	4 x Type 2 22kW	One of connection fee of 50p then 55p per kWh	EVC	Macdonald Spey Valley Resort, Aviemore, PH22 1ST
Aviemore	6 X Type 2 22kW	58p per kWh + 50p connection fee	EVC	Spey Valley Aviemore Golf Club, Dalfaber Drive, Aviemore, PH221ST
Aviemore	4 X Tesla (Up to 120kW)	Payment: Tesla Public Supercharger	Tesla	MacDonald Highland Resort, Aviemore, Scotland, PH22 1PN
Aviemore	4 X CCS (Up to 150kW)	Unknown	Unknown	MacDonald Highland Resort, Aviemore, Scotland, PH22 1PN
Ballater	2 x Type 2 22kW	47p per kWh / 27p per kWh 8pm-8am	ChargePlace	Church Square Car Park, Ballater, Aberdeenshire , AB35 5NE
Ballater	2 x Type 2 22kW	Connection fee - 50p, then 60p per kWh	EVC	Ballater Golf Club, Victoria Road, Ballater, AB35 5QX
Ballater	2 x Type 2 22kW	Connection fee - 50p, then 60p per kWh	EVC	Ballater Golf Club, Victoria Road, Ballater, AB35 5QX

Settlement	Available connections	Cost details	Provider	Address
Ballater	Type 2 11 kW	No payment info	EVC	Craigendarroch Lodges, Ballater, AB35 5XA
Blair Atholl	3 x Type 2 7kW	30p / kWh – Untethered connection. Users need their own cable.	Cora-Colt	Blair Castle Caravan Park, Blair Atholl, PH18 5SR
Blair Atholl	2 x Type 2 7kW	30p per kWh – Untethered connection. Users need their own cable.	Pod Point	Blair Atholl Castle, Blair Atholl, PH18 5TH
Boat of Garten	2 x Type 2 22kW	£0.35 per kWh. Minimum charge of £2.00.	ChargePlace	Reidhaven Park Boat of Garten, PH24 3BL
Braemar	1 x Type 2 44kW 1 x CCS 43kW 1 x CHAdeMO 43kW	47p per kWh. Overstay fee of £30.00 applies after 1 hour	ChargePlace	Balnellan Road Car Park, Braemar Braemar, AB35 5YE
Braemar	2 x Type 2 22kW	47p per kWh / 27p per kWh 8pm-8am	ChargePlace	Balnellan Road Car Park, Braemar Braemar, AB35 5YE
Carrbridge	2 x Type2 22 kW	One of connection fee of 50p then 55p/kWh	EVC	Lochanhully Resort, PH23 3NA
Cromdale: Lochan Lodge (Tesla)	1 Tesla Connectors up to 13kW.	Free for Tesla customers, 24 / 7. Self-Park.	Tesla	Balnafettach Estate, Cromdale, PH26 3LW

Settlement	Available connections	Cost details	Provider	Address
Dalwhinnie	Type 2 7kW	Payment details unknown	Other	Tronius Apiary Cafe, Station Road, Dalwhiniie, PH19 1AB
Dinnet	1 x Type 2 7kW	180p per kWh for the first kWh then 30p/kWh. Min Charge £1.50	ChargePlace	Loch Kinord Hotel Aboyne, Ballater Road, AB34 5LW
Dinnet	2 x Type 2 7kW 2 x Type 2 11kW	180p per kWh for the first kWh then 30p per kWh. Min Charge £1.50	ChargePlace	Loch Kinord Hotel Aboyne, Ballater Road, AB34 5LW
Drumuillie	2 x Type 2 22kW	Not Available - employer charging	Zap-work	Pilmuir, Drumuillie, Scotland, Boat of Garten, PH24 3BX
Glenmore Lodge	2 x Type 2 22kW	40p per kWh	ChargePlace	Glenmore Lodge, Aviemore, Highland, PH22 1QZ
Grantown On Spey	1 x Type 2 44kW 1 x CCS 43kW 1 x CHAdeMO 43kW	70p per kWh. Min charge £1.00. Overstay charge £1.00 per min after 45 minutes.	ChargePlace	Burnfireld Avenue Car Park, Grantown on Spey, PH26 3HF
Grantown on Spey	2 x Type 2 7kW	Price Unknown, open 9.00 - 17.00 Monday - Sunday	ChargePlace	The Speyside Heather Centre, Skye of Curr Road, PH26 3PA
Grantown on Spey	10 X 7.4kW	Free to employees	ChargePlace	14 The Square, Grantown On

Settlement	Available connections	Cost details	Provider	Address
				Spey, PH26 3HG
Aviemore	2 x CHAdeMO 50kW 2 x Type 2 22kW 2 x CCS 50kW	64.8p per kWh	Swarco E	High Range Hotel, Grampian Road, Aviemore, PH22 1PT
Kingussie	2 x CCS 51kW 2 x CHAdeMO 51kW 5 x Type 2 22kW 1 x CHAdeMO 43kW 1 x CCS 43kW	£0.70 per kWh. Minimum charge of £1.00. An overstay fee of £1.00 per minute applies after 45 minutes.	ChargePlace	Ardvonie Car Park, Gynack Road, Kingussie, PH21 1ET
Kingussie	2 x Type 2 7.36kW	Payment: refer to Monta App	Monta	17 High Street, Kingussie, PH12 1HR
Laggan	2 x Type 2 22kW	£0.70 per kWh. An overstay penalty of £1.00 per minute, applies after 4 hours, with a 10-minute grace period.	ChargePlace	Laggan Wolftrax, Forestry Houses, Laggan, PH20 1BU
Lecht Ski Centre	4 x Type 2 7kW	60p per kWh	Project EV	Lecht Ski Centre, AB36 8YP
Loch Alvie	2 x 22kW	40p per kWh. Available 24hours	Luke-Orla	Rowan Tree Country Hotel
Loch Garten	2 x Type 2 7kW	Prices not available	Pod Point	Loch Garten RSPB, Scotland,

Settlement	Available connections	Cost details	Provider	Address
				Nethy Bridge, PH25 3HA
Loch Insh	2 x Type 2 7kW	Payment: ChargePlace Scotland	ChargePlace	Loch Insh Outdoor Centre, Kincraig
Newtonmore	CHAdeMO up to 50kW CCS Up to 50kW Type 2 22kW	70p per kWh	ChargePlace	Glen Road, Newtonmore, PH20 1DA
Newtonmore	2 x 22kW	30p per kWh. Available 24hours	Milo-Scot	Russwood Ltd, Station Road, Newtonmore, PH20 1AR
Aviemore	2 x CHAdeMO 50kW 2 x Type 2 43kW 2 x CCS 50kW	79p per kWh. Off-peak charges 8pm - 8am are 75p per kWh Overstay charge £10.00 after 90 minutes and £10.00 for every 90minutes thereafter.	GeniePoint	Premier Inn, Aviemore, PH22 1PX
Tomintoul	1 x CHAdeMO 22kW 1 x CCS 22kW 1 x Type Unknown 22kW	56p per kWh	ChargePlace	Tomintoul Car Park, Tomintoul, AB37 9EX
Tomintoul	2 x Type 2 22kW	Prices not available	ChargePlace	Glenlivet Estate Office, Tomintoul, Scotland, AB37 9EX

Publicly owned and managed parking

Parking in the National Park is operated and maintained by a number of organisations including local councils, Forestry and Land Scotland, community groups and trusts and private estate and landowners.

Highland Council

Table 7 shows the off-street car parks operated by Highland Council in the Badenoch and Strathspey area of the National Park.

Table 7 Off-street car parks in the Badenoch and Strathspey area of the National Park managed by Highland Council.

Car park Reference	Location	Name	Primary Purpose	Car spaces	Coach spaces	Pay (Y / N)
CP0001	Carrbridge	Ellan Wood Car Park	Walk	6	0	N
CP0002	Aviemore	Grampian Road Car Park	Shopping	50	0	Y - Pay and display
CP0003	Carrbridge	Village Car Park	Visitor	30	0	N
CP0004	Grantown on Spey	High Street Car Park	Shopping	30	0	N
CP0005	Grantown on Spey	Spey Avenue Car Park	Visitor	20	0	N
CP0006	Grantown on Spey	Village Car Park	Visitor	30	0	N
CP0007	Kingussie	Ardvonie Car Park	Community	50	0	N
CP0008	Kingussie	Church Car Park	Community	50	0	N
CP0009	Kingussie	Spey Street Car Park	Visitor	35	0	N
CP0010	Newtonmore	Glen Road Car Park	Shopping	14	0	N
CP0011	Newtonmore	St Brides Parish Church Car Park	Community	10	0	N

Perth and Kinross Council

Perth and Kinross Council do not currently operate any parking in the National Park[19] (Blair Atholl). Just outwith Blair Atholl, to the north is the Glen Tilt Car Park near the old bridge of Tilt.

[19] See https://www.pkc.gov.uk/article/20720/Map-of-car-parking

Moray Council
Moray Council operate and maintain the Tomintoul Main Street Car Park. It can accommodate 25 cars, and includes 1 disabled space.

Aberdeenshire Council
Aberdeenshire council operate and maintain the main car parks in Ballater and Braemar20 (Table 8).

Table 8 Car parks managed by Aberdeenshire Council in the National Park.

Location	Name	Car spaces	Lorry / bus / over-sized vehicle spaces	Disabled spaces	Pay (Y / N)
Ballater	Church Square Car Park	40	7 (x2 oversized vehicle spaces)	2	N
Ballater	Station Square (Front) Car Park	16	0	2	N
Ballater	Station Square (Rear) Car Park	28	0	0	N
Braemar	Balnellan Road Car Park	31	0	3	N
Braemar	The Mews Car Park[21]	18	2	3	N

Dedicated tourism and outdoor access parking
There are a number of further car parks available in the National Park serving both visitors and locals accessing the outdoors.

Forestry and Land Scotland own and manage car parking at Loch Morlich and Glenmore. The following charges apply to Loch Morlich Beach:
- £2 for up to 1 hour
- £3 for up to 3 hours
- £4 for all day (vehicles up to 7 seats)
- £12 for minibus or coach all day
- Blue Badge holders park for free.

[20] See https://www.aberdeenshire.gov.uk/roads-and-travel/car-parking/car-parks/
[21] There are also 14 non-covered cycle spaces.

The nearest 'pay by card' car park ticket machine is located near the front door of the Glenmore Visitor Centre. Car Parking tickets bought at any machine are valid in all Forestry and Land Scotland Car Parks in Glenmore Forest Park. Tickets can also be purchased through the RingGo app. Annual parking passes are also available.

There are a number of other formal and informal parking areas in the National Park, for example the parking in Grantown on Spey by the River Spey and next to Anagach Woods, these are managed by the respective landowners or Trusts responsible for the area.

Road safety

In terms of fatalities on roads serving the National Park and connecting it with other major settlements, the A9 between Perth and Inverness stands out as being particularly problematic in terms of the increasing number of fatal road accidents.

In 2022 Transport Scotland reported that the Scottish Government intends to invest approximately £5m in additional road safety measures for the A9 between now and 2025. As well as the three safety schemes which are already scheduled for delivery, an additional £600,000 of works and campaigns will also be delivered by April 2023, focussed on the A9 between Perth and Inverness.

This will include enhanced road markings, illuminated road studs and improvements to highlight single carriageways and the transitions at dualled sections. Variable message signs will also be deployed along the route. For 2023 / 2024 and 2024 / 2025, the scope and extent of these works will be expanded across the route, coupled with targeted marketing campaigns, which when combined over the next three years will have an estimated value of £5 million.

Transport Scotland's £3.7 billion (at April 2023 prices) programme is designed to deliver improved road safety and economic growth through reliable and quicker journey times, as well as better links to pedestrian, cycling and public transport facilities. In terms of Road safety, the A9 Dualling project aims to:

- Improved safety – three less fatality casualties and eight less serious injury casualties forecast annually.
- Reductions in driver stress and journey times for emergency vehicles.
- Provide safer access to local communities and railway stations.

Road traffic collision data has been obtained from Police Scotland for the purposes of this report as the data obtained from the Department of Transport did not contain

specific location data which enabled it to be used in isolating the collision data pertaining to the geography of the Cairngorms National Park. During 2019 Police Scotland adopted the CRaSH (Collision Recording and Sharing) data recording and management solution. This is one of the first national IT solutions implemented by Police Scotland, which is also used by over half of the police forces in England and Wales. In light of this the data presented here is for the period of January 1 2020 to 3 March 2024. Further supporting information about the data used in the summary for road collision within the National Park can be viewed here:

- https://www.scotland.police.uk/about-us/how-we-do-it/road-traffic-collision-data/

Collision data within the National Park

Figure 48 shows the spatial distribution of road traffic collisions in the Cairngorms National Park from 1 January 2000 to 3 March 2024. Looking at the data for this period seven fatalities (50%) out of the total 14 fatalities occurred on the A9. Two fatalities were recorded on the A93, with one on each of the following roads: B970, A939, A938, A95 (and one on an unclassified road). 82.1% of all collisions occurred on A roads.

Of all the reported collisions covering this period on all roads in the National Park; 60 or 42.9% were located on the A9 (Figure 48). 17 collisions of varying were reported on the A939 representing 12.1% of all collisions in the National Park.

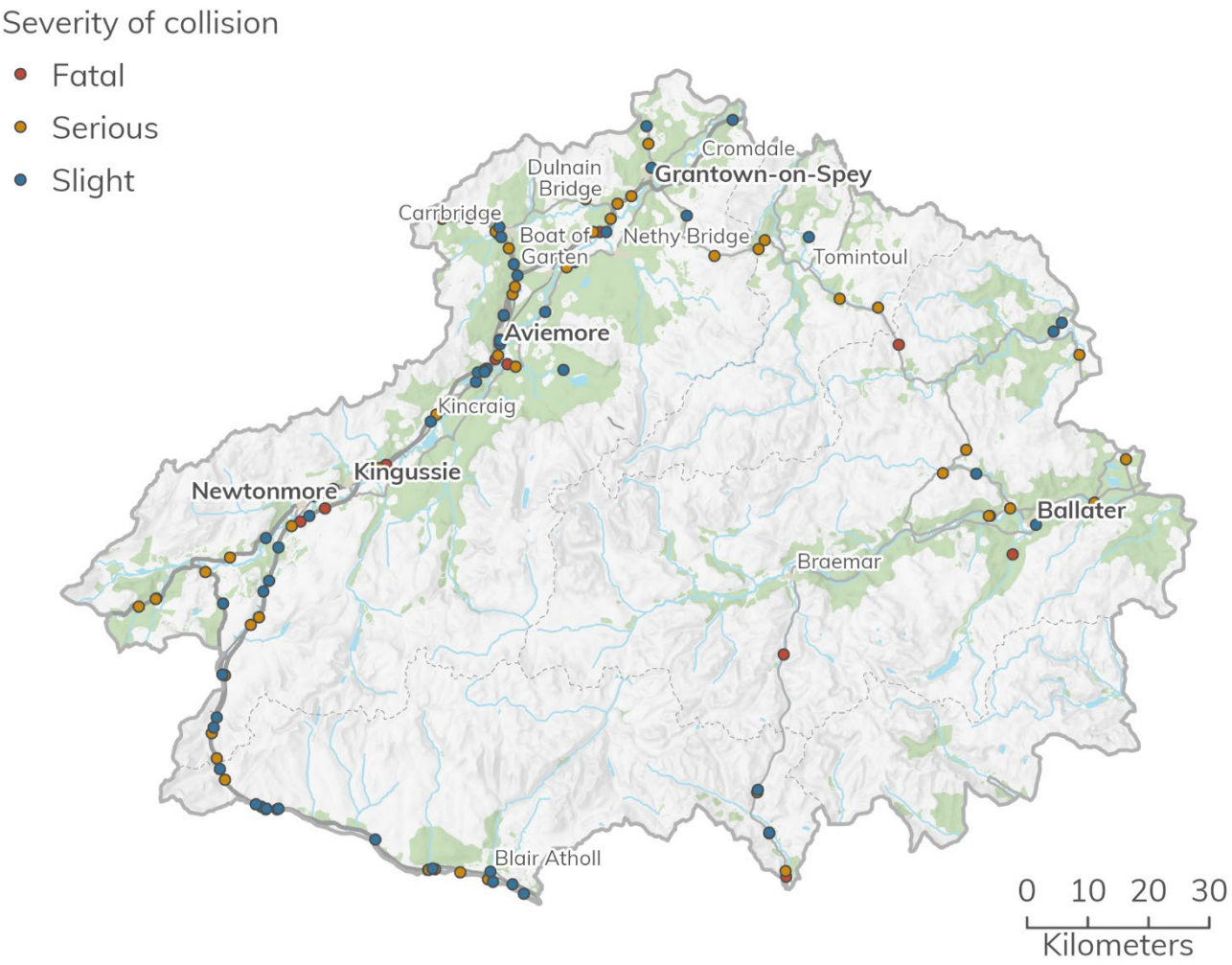

Figure 48 Reported Road traffic collisions, by severity and location, reported to Police Scotland from January 2020 to 3 March 2024. Contains data from Police Scotland 2024. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

Complete data is not yet available for 2024 so Figure 49 shows the year-on-year data for collisions reported to Police Scotland for 2020 to 2023 in the National Park. Overall, the number of collisions in the Road traffic collisions in the National Park has increased from 31 in 2020 to 40 in 2023. No discernible trends are evident in the number of fatal or slight injuries resulting in collisions in the National Park from 2020 to 2023, however the number of serious injuries caused by collisions is increasing.

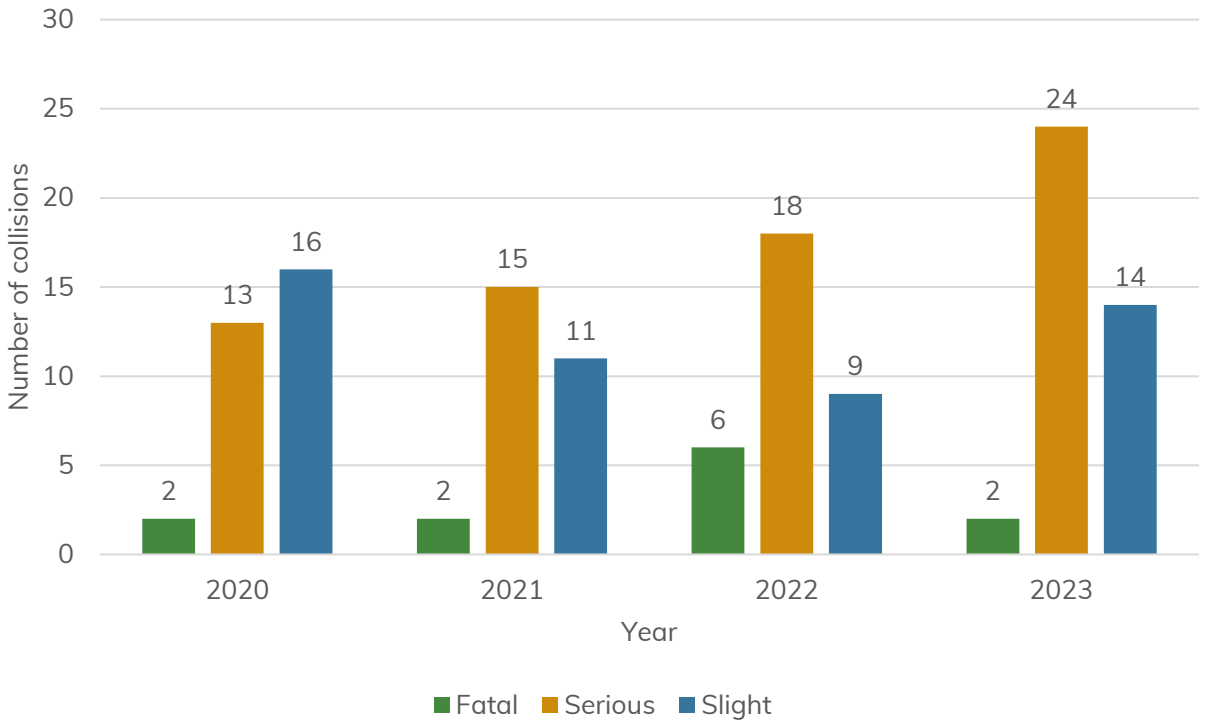

Figure 49 Reported Road traffic collisions, by severity and location, reported to Police Scotland from January 2020 to 31 December 2023

The data provided by Police Scotland also shows there were six collisions reported to have involved cyclists between 1 January 2020 and 31 December 2023.

Collision data for the A9 between Peth and Inverness

This section looks at the collision data obtained by Police Scotland for the Stretch of the A9 from Perth to Inverness from 2013 to 2023. The A9 is a major route and connecting road used by residents in the National Park travelling and commuting to locations and cities outside the National Park as well as Visitors visiting the Park. Collisions on the A9 outwith the National Park affect users of the road accessing or leaving the National Park, affecting journey times and accessibility of the closest cites, namely Perth and Inverness. In relation to Inverness, this is particularly important as Inverness is the location of both the closest airport and main hospital for the NHS Highland Health Care area.

Data has been obtained from an FOI request[22] , on the public record regarding information relating to traffic volumes, road traffic accidents, for road number A9 Perth to Inverness from 2011 to 2022.

[22] https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.scotland.police.uk%2Fspa-media%2Fbq3nggow%2F23-0300-dl-response.docx

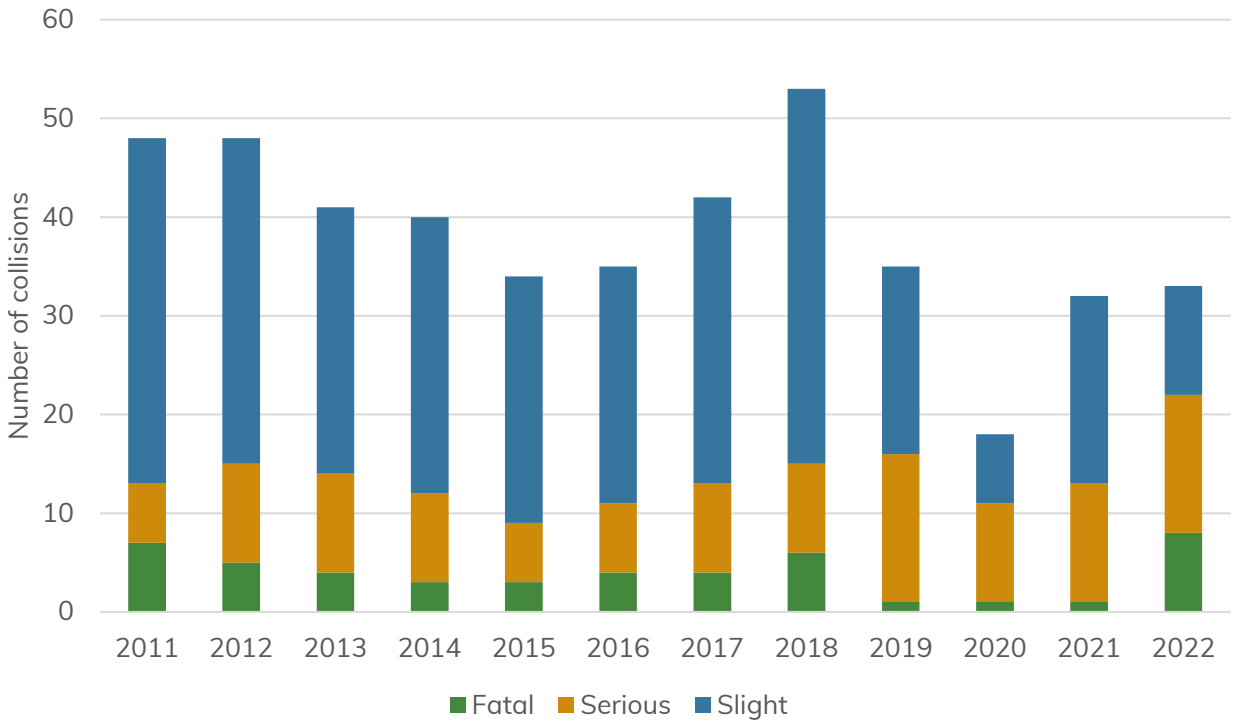

Figure 50 Stacked bar chart showing the number of collisions by severity; fatal, serious and slight on the A9 between Perth and Inverness from 2011 to 2022. Police Scotland, 2023.

Figure 50 shows that the number of reported collisions over the period of 2011 to 2022 (as reported by Transport Scotland[23]) has varied with no discernible trend evident. From 2013 to 2015 there appeared to be decreasing trend, however the number of collisions recorded in 2018 was higher than any previous years. Less accidents were recorded in 2019, far fewer in 2020 due to the Covid-19 Pandemic with a further increase in 2021 (after restrictions on travel had been lifted). In 2022, the overall number of collisions were only slightly higher than in 2022.

The data on the number fatalities per year is presented separately in Figure 51. 2022 was particularly bad for collisions that resulted in fatalities with 8 deaths on the A9 between Perth and Inverness. It is hard to establish a meaningful trend from the last five years with regard to Road Safety data pertaining to collisions due to the effect on Road traffic numbers of the Covid-19 Pandemic. Data in subsequent years will provide a more comprehensive picture of any emerging trends post-pandemic.

[23] https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.scotland.police.uk%2Fspa-media%2Fbq3nggow%2F23-0300-dl-response.docx

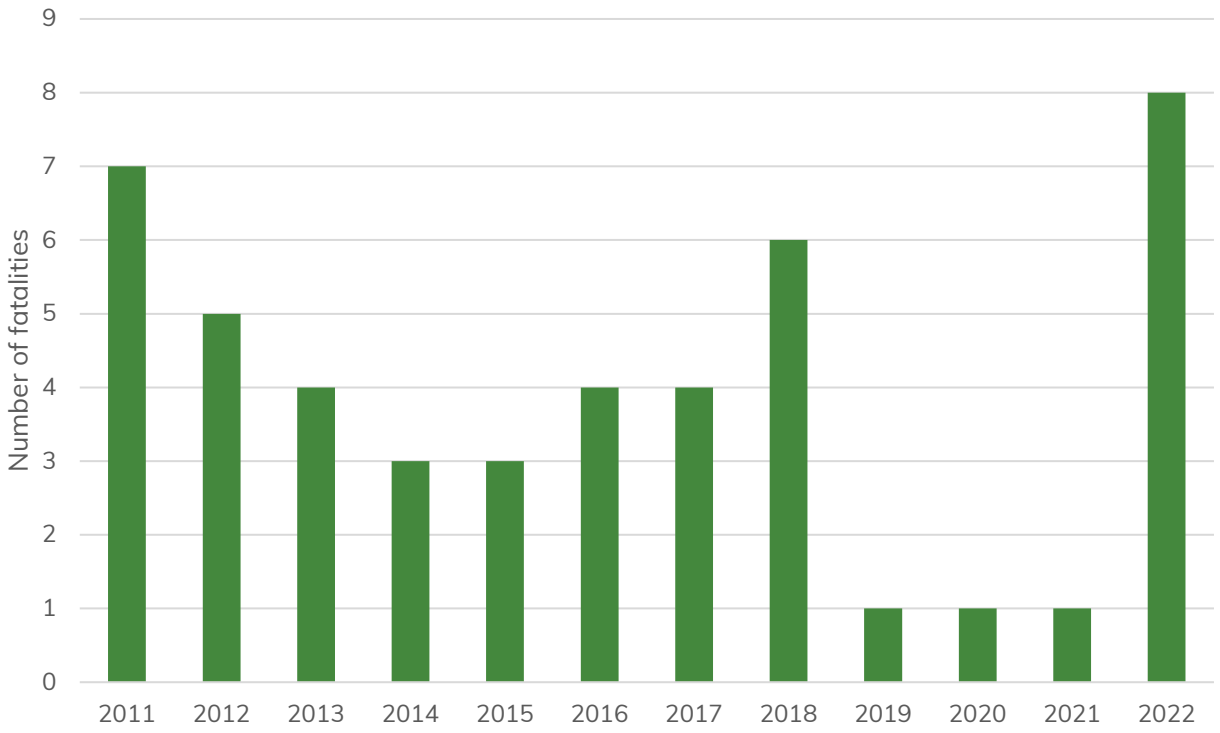

Figure 51 Number of fatalities on the A9 between Perth and Inverness from 2011 to 2022. Police Scotland 2023.

As previously mentioned in 2019, Police Scotland introduced a new system for recording traffic collisions. Due to improved recording and categorisation processes, it is expected that there will be an increase in the number of casualties and accidents on Scottish roads that are classified as serious. The evidence from other police forces within the UK that introduced the same system is that this increase will be around 20%. This increase would not affect an actual change in the severity of accident occurring on Scottish roads but would instead reflect more accurate recording. Statisticians within the Department for Transport have devised a method for adjusting the road casualty figures to ensure that they can be compared over time on a consistent basis.

Air quality

Air pollution results from the introduction of a range of substances into the atmosphere from a wide variety of sources, including industry, transport and power generation.

Particulate Matter, commonly known as PM, refers to a mixture of solid particles and liquid droplets suspended in the air. These particles vary in size, composition, and origin. Sources of PM include natural processes such as dust storms, forest fires, and volcanic eruptions, as well as human activities like industrial emissions, vehicle exhaust, and construction sites.

PM is categorized based on its size, measured in micrometres (μm). The two most commonly discussed categories (and focus of this report, alongside NO2) are $PM_{2.5}$ and PM_{10}. $PM_{2.5}$ refers to particles with a diameter of 2.5 micrometres or smaller, while PM_{10} includes particles with a diameter of 10 micrometres or smaller. To put it into perspective, a human hair is approximately 70 micrometres in diameter, meaning PM particles are invisible to the naked eye.

Poor air quality can have both short term and long-term effects on human health. In general, healthy people may not suffer from any serious ill effects; however, people with pre-existing health conditions such as heart disease, lung conditions and asthma may be adversely affected by day-to-day changes in air pollution levels. The Royal College of Physicians (2016) estimated that particulate matter in the air (PM_{10} and $PM_{2.5}$) could have caused the deaths of 2,500 - 3,500 people per year in Scotland. A more recent study (Abed Al Ahad et al, 2023) found that "higher all-cause mortality was associated with increasing concentrations of $PM_{2.5}$, PM_{10}, NO_2, (and SO_2) pollutants. NO_2, PM_{10}, and $PM_{2.5}$ were also associated with cardiovascular, respiratory, cancer and other-causes mortality24'. The study concluded that there was 'an association between long-term (16-years) exposure to ambient air pollution and all-cause and cause-specific mortality. The results suggest that policies and interventions to enhance air quality would reduce the mortality hazard from cardio-respiratory, cancer, and mental / behavioural disorders in the long-term.'

Air pollution can also damage the wider environment, causing the acidification of soils and water or the deposition of nutrients, negatively affecting plant and animal life. Air pollution can also damage the fabric of buildings and historic monuments.

However, it should be noted that air quality of Scotland is generally better now than it has been at any time since before the Industrial Revolution. Increasingly strict control over industrial emissions, tighter fuel and emission standards for road vehicles and the control of smoke from domestic premises yielding positive results. An independent review of the Cleaner Air for Scotland Strategy (Scottish Government, 2019) found that between 1990 and 2016 significant reductions were seen in the emissions of PM_{10}(-64%), $PM_{2.5}$ (-67%) nitrogen oxides (-72%) and sulphur dioxide (-94%). Human exposure

[24] Mary Abed Al Ahad, Urška Demšar, Frank Sullivan, Hill Kulu,
Long-term exposure to air pollution and mortality in Scotland: A register-based individual-level longitudinal study, Environmental Research, Volume 238, Part 2, 2023,
https://doi.org/10.1016/j.envres.2023.117223.
(https://www.sciencedirect.com/science/article/pii/S0013935123020273)

to air pollution is now largely associated with transport emissions. The effects of this pollution occur more predominately in urban areas.

Air quality management areas

The Environment Act 1995 required the Government to develop a UK National Air Quality Strategy the primary purpose of which is to reduce the levels of eight major pollutants by 2005. At the core of the Strategy was a new duty and responsibility for local authorities to carry out regular reviews and assessments of air quality within their areas, and where air quality objectives are unlikely to be met by 2005, to declare an Air Quality Management Area (AQMA). In such cases, local authorities will have a duty to prepare an action plan for improving air quality in the designated areas. The dominant source of the eight major pollutants is road traffic. The Government has issued guidance to local authorities on Local Air Quality Strategies and Action Plans, Air Quality and Traffic Management, Air Quality and Land Use Planning, and reviewing Air Quality.

Air Quality does not currently present any problems in the Cairngorms National Park and does not require the designation of any Air Quality Management Areas to achieve air quality standards or objectives. Data on the declared Air Quality Management areas (outwith the National Park) can be accessed here: https://www.scottishairquality.scot/laqm/aqma#!/la/469

All air quality objectives are currently being met within the Cairngorms National Park and therefore no AQMAs exist within its boundary (the nearest AQMAs are located in Aberdeen and Inverness). It is therefore unlikely that the Local Development Plan will cause air quality objectives to be exceeded.

Air pollution in the Cairngorms National Park

The air quality objectives for Scotland are set out in the Air Quality (Scotland) Regulations 2000 (as amended). The main pollutants of concern are:

- nitrogen oxides (NO_x)
- particulate matter (PM_{10} and $PM_{2.5}$)
- sulphur dioxide (SO_2)
- non-methane volatile organic compounds (NMVOCs)
- ground-level ozone (O_3) and
- ammonia (NH_3)

The ongoing dualling of the A9 and how this could change traffic levels and visitor numbers in the Cairngorms National Park means that air quality could be a future

concern. In particular, the potential for increasing pollutants associated with traffic emissions such as PM_{10} , $PM_{2.5}$ and nitrogen dioxide (NO_2) needs to be given consideration. Spatial data on the emission of PM_{10} , $PM_{2.5}$ and NO_2 is available from the UK National Atmospheric Emissions Inventory for 2021. The highest emissions are located along the A9 and within the main settlements of Aviemore, Grantown-on-Spey and Ballater, where traffic volumes are greatest (Figure 52 , Figure 53 and Figure 54).

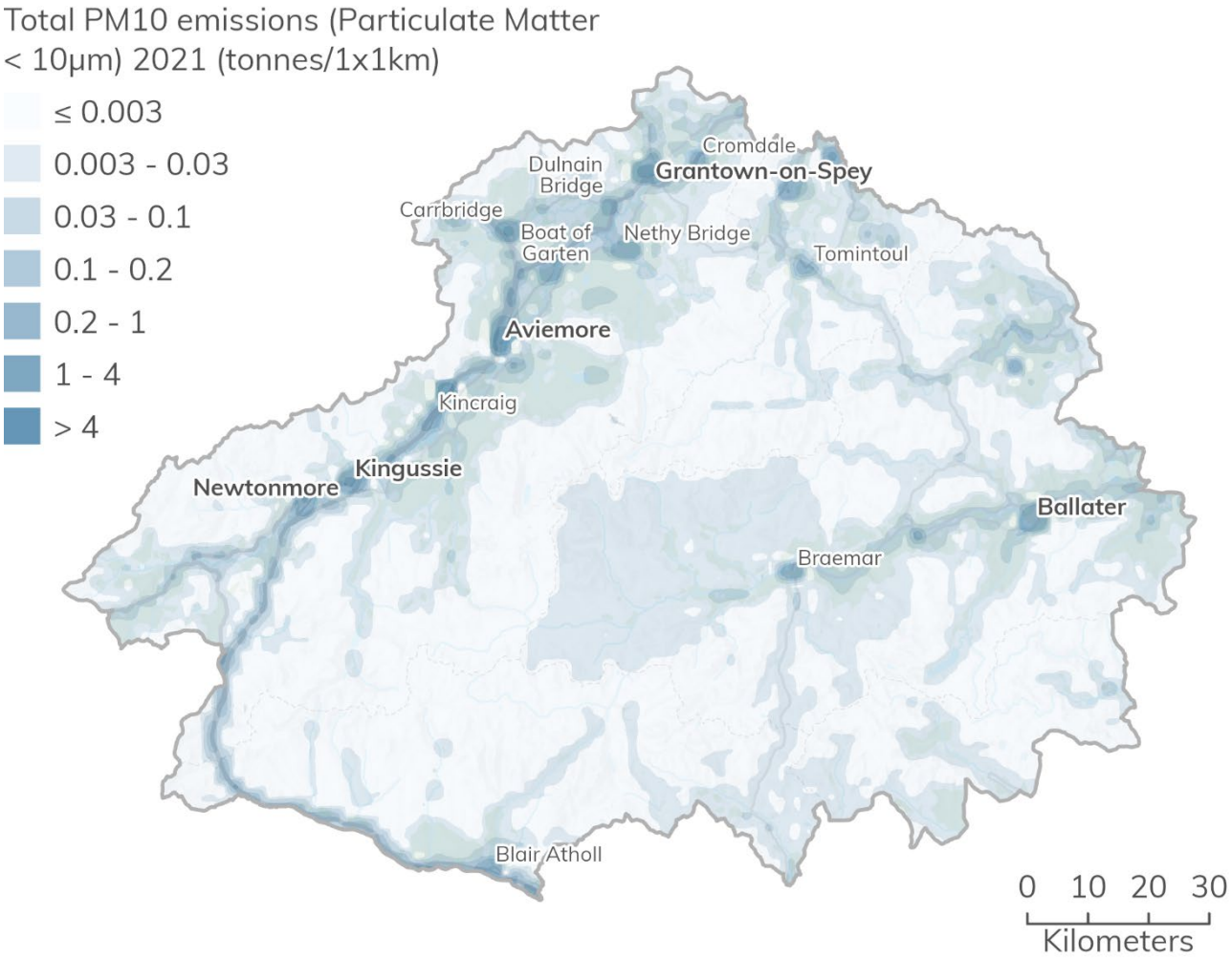

Figure 52 Emissions of PM_{10} in tonnes in the Cairngorms National Park in 2021 (National Atmospheric Emissions Inventory, 2024). Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority. Contains data © National Atmospheric Emissions Inventory 2024.

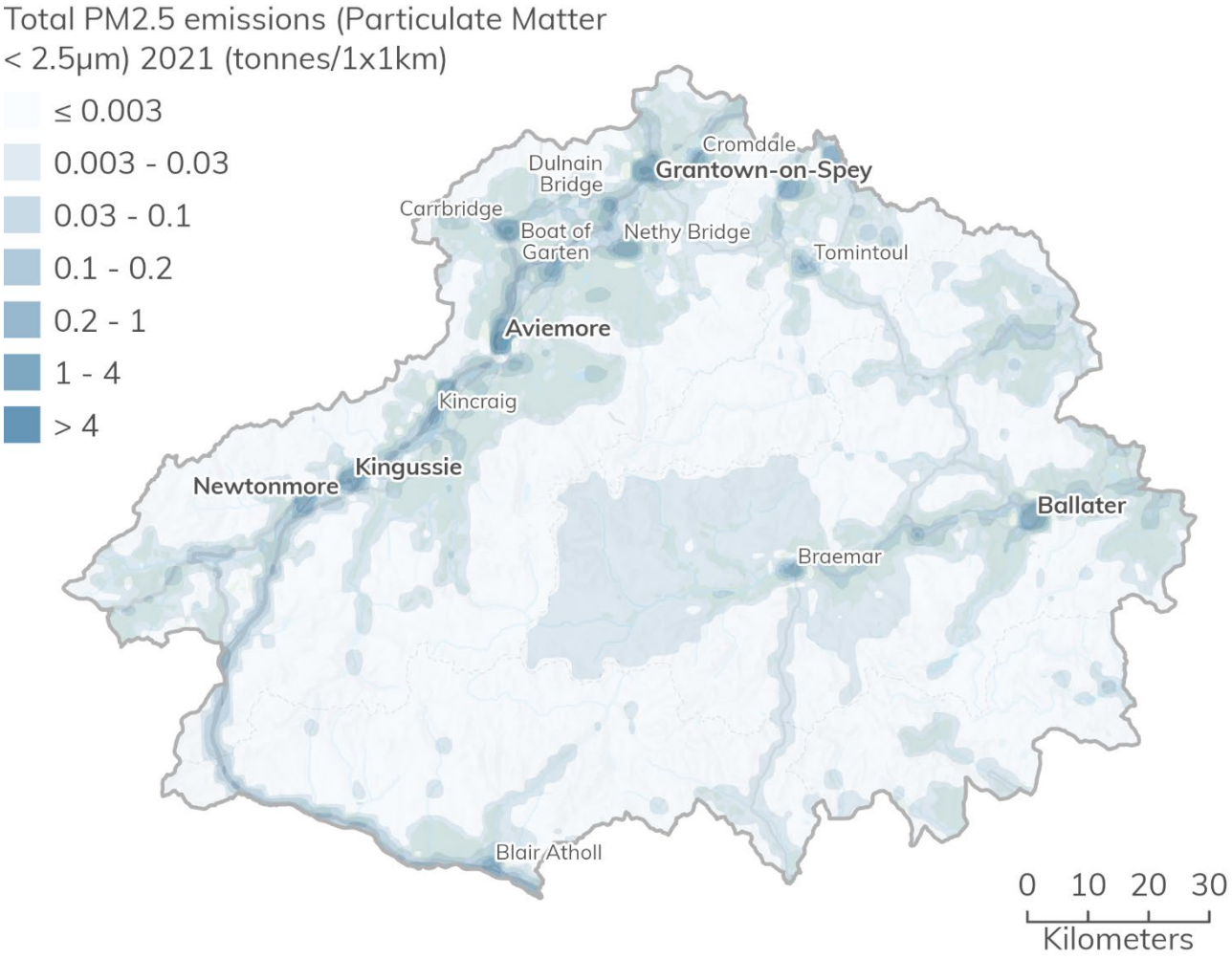

Figure 53 Emissions of $PM_{2.5}$ in tonnes in the Cairngorms National Park in 2021 (National Atmospheric Emissions Inventory, 2024). Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority. Contains data © National Atmospheric Emissions Inventory 2024.

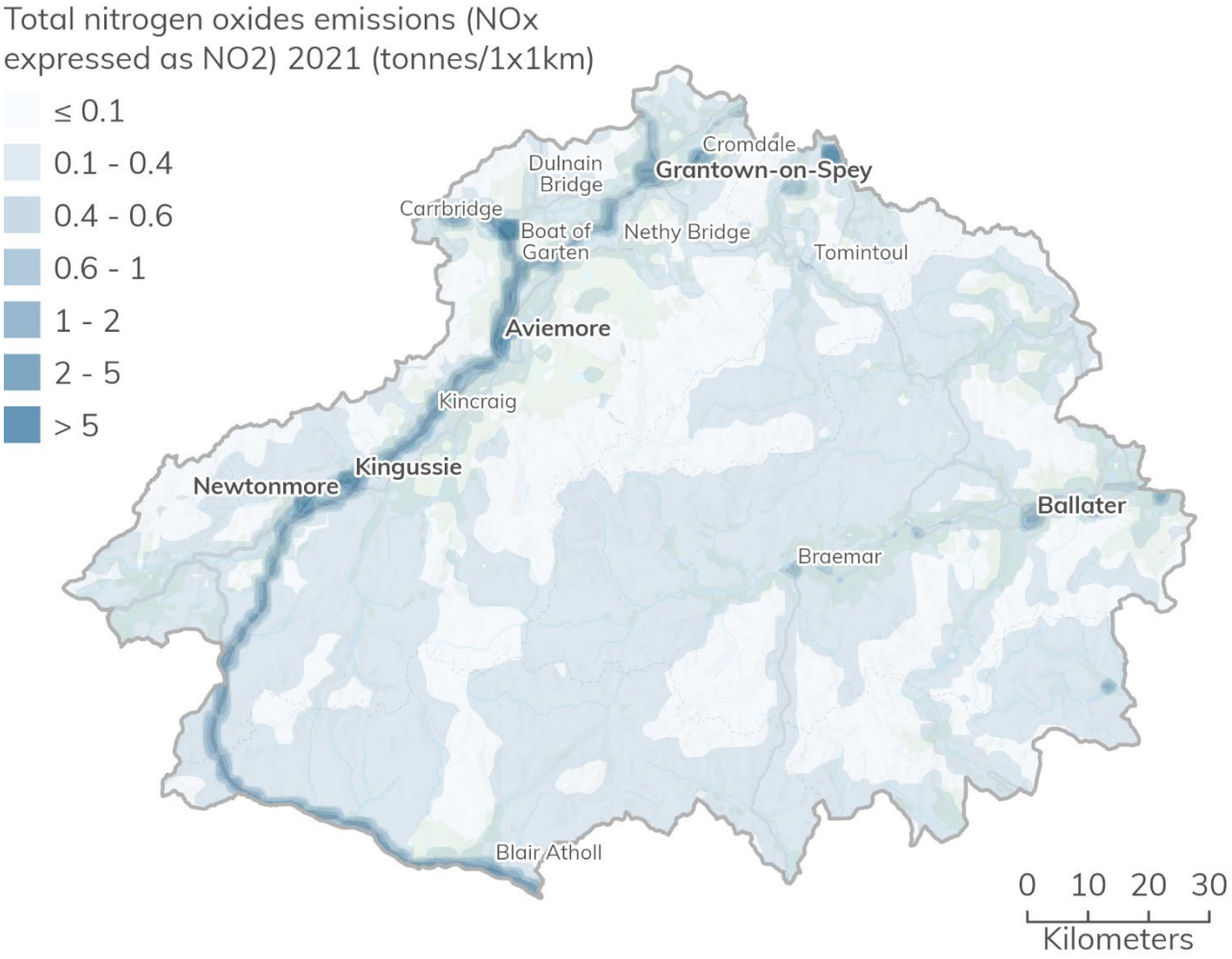

Figure 54 Emissions of NO_2 in tonnes in the Cairngorms National Park in 2021 (National Atmospheric Emissions Inventory, 2024). Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority. Contains data © National Atmospheric Emissions Inventory 2024.

There is higher reliance on driving as a means of transport in rural areas, and journey times are longer. Private motorised vehicle use is the main mode of transport in the Cairngorms National Park for employment purposes, with public transport use being particularly low. Due to population growth and increasing visitor numbers, is likely that travel by private vehicle will increase in the National Park unless there is a modal shift to alternative means of travel.

The main issue affecting the Cairngorms National Park is its low population density spread over a wide area meaning more people are likely to own and use a car compared to urban centres. This is supported by evidence from the Rural Scotland Key Facts[25]

[25] See https://www.gov.scot/publications/rural-scotland-key-facts-2021/documents/

(2021). The higher reliance on driving as a means of transport in rural areas, means drive times to key services including GPs, primary and secondary schools, and shops are often longer than in urban areas. In remote rural areas, 63% people live within a 15-minute drive time to a secondary school, compared to 91% of people in accessible rural areas and 100% of people in the rest of Scotland.

Scottish Government are committed to delivering a 20% reduction in car kilometres by 2030. This will be particularly challenging in rural areas such as the Cairngorms National Park, as the trend is currently for increasing car kilometres per person in rural areas (Department for Transport, 2021). Due to population growth and increasing visitor numbers, this is likely to increase within the National Park over the Plan period. Improving public transport and developing dedicated safe active travel routes will be key to reducing car use in the National Park, however a holistic approach to support people to travel less is also required.

Rail infrastructure

The Highland Main Railway Line runs between Inverness and Perth, through the Cairngorms National Park with stations at Carr-Bridge, Aviemore, Kingussie, Newtonmore, Dalwhinnie and Blair Atholl (Figure 55). The Highland Mainline is not currently electrified. Much of the line is single track, so trains coming in opposite directions are often timed to arrive at stations at the same time, where crossing loops permit them to pass. When trains are delayed and miss the scheduled crossing point, this can cause significant delays for other trains that cannot proceed until the line is clear.

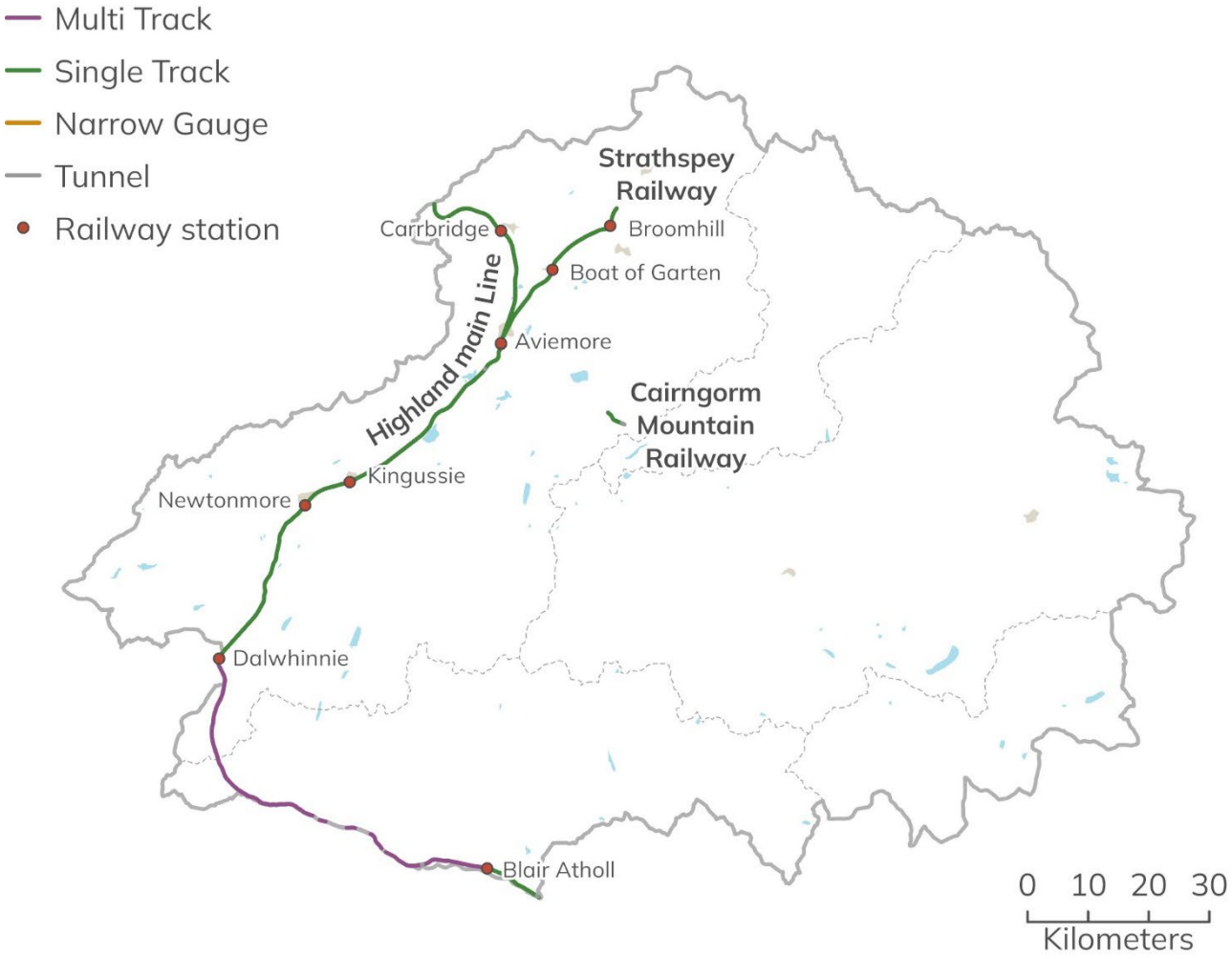

Figure 55 Map of rail lines in the Cairngorms National Park, 2024. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

There are around 13 services per day between Perth and Inverness (2024 timetable), seven connect to Glasgow and five to Edinburgh, with one to London Kings Cross. The line is also used by the Caledonian Sleep connecting Inverness and the stations in the National Park to London Kings Cross via an overnight service.

Using annual passenger usage at stations based on sales of tickets as an indicator of the overall use of the line, then there is an indication that use has increased significantly within the Cairngorms National Park over the last 17 years (Figure 56 and Table 9).

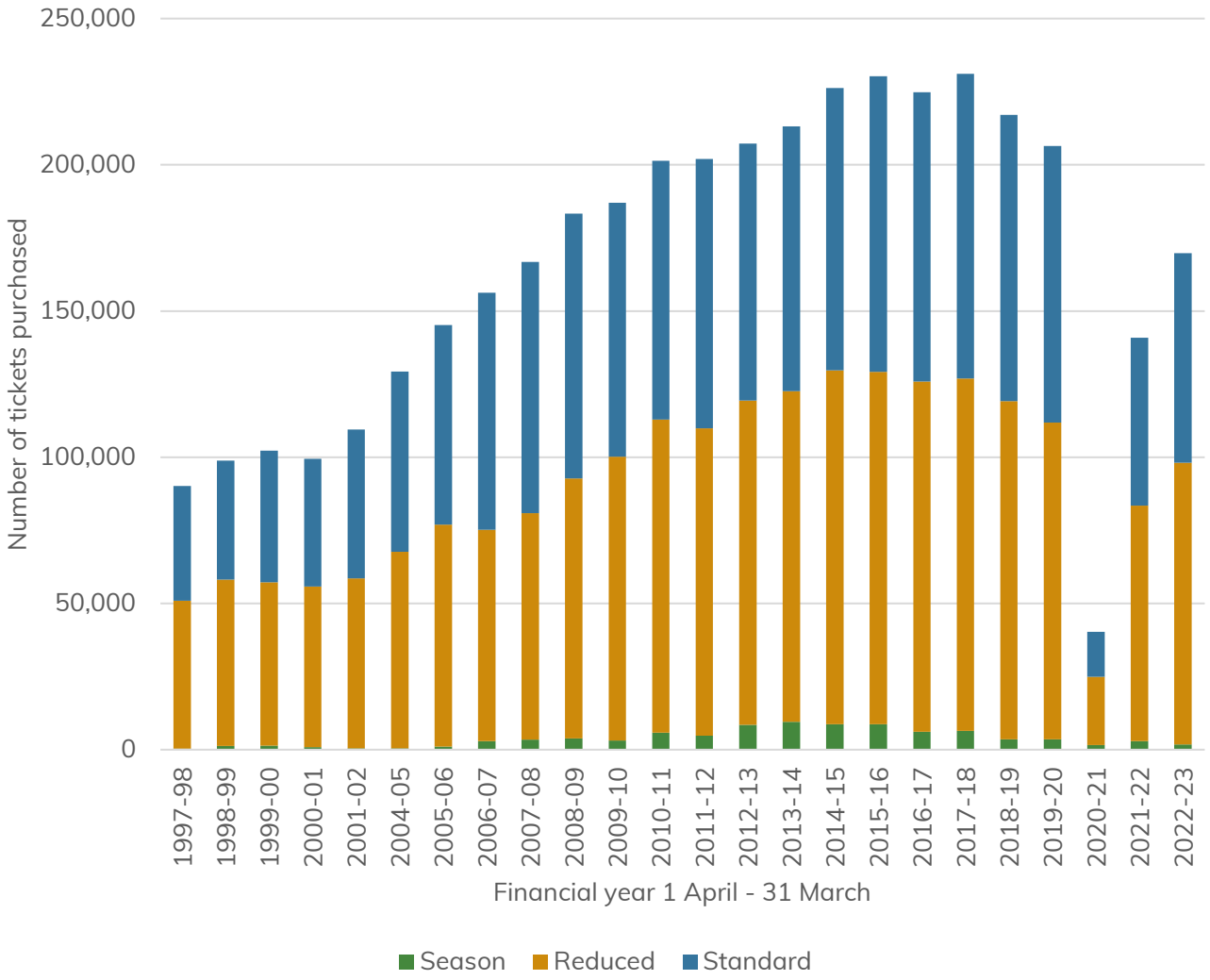

Figure 56 Office of Rail and Road figures for total annual passenger usage (the sum of entrances and exits) by fare type at stations within the Cairngorms National Park from 1997 – 1998 to 2022 – 2023. Note no data available for years 2002 – 2003 and 2003 – 2004.

Figure 56 shows that although the overall number of tickets sold in 2022 – 2023 have increased there has been a reduction in the number of season tickets purchased, from 2,878 in 2021 – 2022 to 1,800 in 2022 – 2023. The number of reduced and standard price tickets purchased have continued to increase since 2020 – 2021, however remain below the figures seen in 2019 – 2020. As the overall number of tickets sold were already decreasing pre-Covid from 2017 – 2018 it is unclear yet whether the figures for 2022 – 2023 represent a return to the normal trend for decreasing passenger numbers or the continued recovery post-Covid-19.

Table 9 Office of Road and Rail annual passenger usage at stations (the sum of entrances and exits) within the Cairngorms National Park 1999 / 2000 – 2022 / 2023.

	Number of passengers using the station						
Year	Carr-Bridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl	Total
1999 / 2000	2,432	61,795	21,196	4,013	1,937	10,893	102,266
2000 / 2001	2,441	62,338	19,207	4,146	2,027	9,341	99,500
2001 / 2002	1,930	70,230	22,585	4,062	2,062	8,573	109,442
2003 / 2004	1,531	70,272	23,815	4,184	2,066	8,613	110,481
2004 / 2005	1,910	80,977	27,725	5,396	1,619	11,708	129,335
2005 / 2006	2,987	91,456	30,045	6,815	2,013	11,896	145,212
2006 / 2007	3,954	101,294	32,135	6,585	1,774	10,491	156,233
2007 / 2008	5,508	108,353	33,416	7,060	1,975	10,443	166,755
2008 / 2009	3,796	121,090	38,054	7,446	2,296	10,580	183,262
2009 / 2010	4,500	124,972	35,838	7,972	2,208	11,572	187,062
2010 / 2011	5,118	132,336	38,544	9,484	1,894	13,948	201,324
2011 / 2012	5,636	132,052	40,298	9,406	1,984	12,608	201,984
2012 / 2013	4,454	136,456	40,954	8,958	2,172	14,280	207,274
2013 / 2014	5,540	141,311	41,400	8,326	2,472	14,084	213,133
2014 / 2015	6,256	150,724	42,522	8,636	2,460	16,062	226,660
2015 / 2016	6,898	152,082	42,850	9,432	2,392	16,652	230,306

	Number of passengers using the station						
Year	Carr-Bridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl	Total
2016 / 2017	5,808	145,200	44,200	8,770	3,188	17,598	224,764
2017 / 2018	6,064	147,964	44,736	9,194	3,372	19,802	231,132
2018 / 2019	5,584	138,490	40,758	7,848	3,368	21,008	211,184
2019 / 2020	5,474	132,618	39,254	7,456	3,226	18,388	214,436
2020 / 2021	1,622	25,492	7,352	1,498	614	3,688	40,266
2021 / 2022	3,714	92,240	25,682	5,400	1,960	11,870	140,866
2022 / 2023	4,840	112,090	39,978	6,470	2,832	13,402	179,612

A marked reduction in rail use during the 2020 – 2021 period can be attributed to the impacts of the Covid-19 global pandemic which led to national lockdowns in Scotland. During 2022 – 2023 rail usage has increased but is not comparable to pre-covid levels. This may in part be due to a change in working arrangements as part of the legacy of the Covid-19 Pandemic. Many companies have moved to a hybrid way of working requiring less in people to travel into the office every day, if at all (Office of National Statistics, 2022).

A key consideration of rail users are the railway station facilities, such as the accessibility within the station and transport connections to and from the station. Table 10 summarises some of these considerations.

Table 10 Rail station facilities, accessibility and connection options in the National Park, 2024 (provided by Scotrail).

Railway station facilities	Carr-Bridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl
Cycle Storage (spaces)	10	16	10	6	6	10
Sheltered Cycle Storage	No	Yes	No	No	No	No
Car park spaces	6	10	20	10	2	6
Taxi rank	No	No	No	No	No	Yes
Bus services	No	No	No	No	No	Yes
Cycle hire	No	No	No	No	No	Yes
Step free access to both platforms	No	Yes	No	Yes	No	Yes
National Key Toilets	No	No	No	No	No	No
Station accessibility category	B	B	B	A	B	B
Station accessibility notes	Level to platform 2, connecting	Level to platform 1 - connecting	Level to platform 1 and connecting	This station has step-free access	Level to platform 1, connecting	Level to platform 1- connecting

Railway station facilities	Carr-Bridge	Aviemore	Kingussie	Newtonmore	Dalwhinnie	Blair Atholl
	footbridge with stairs to platform 1	footbridge with stairs to platform 2 or step-free route via level crossing using the Strathspey Railway entrance at south end of platform	footbridge with stairs to platform 2 (low platform) Blue Badge parking bays: 1	to single platform	footbridge with stairs to platform 2	footbridge with stairs to platform 2 or step-free route via level crossing and separate ramped entrance to platform 2 at south end of platform

All stations offer cycle parking, but many have limited provision for onward travel via public transport. Only Aviemore and Blair Athol provide connecting bus connection services, therefore meaning at Carrbridge, Dalwhinnie, Newtonmore and Kingussie rail users are reliant on private vehicle use to access the rail services. Accessibility is also an issue at stations in the Cairngorms National Park with limited accessibility to platforms at Carrbridge, Kingussie and Dalwhinnie. As also previously mentioned none of the stations in the National Park currently offer EV charging facilities.

Strathspey Railway

The Strathspey Railway runs a ten-mile heritage railway from Aviemore Station to Broomhill Station, passing through and stopping at Boat of Garten station. The line forms part of the former Inverness and Perth Junction Railway (later part of the Highland Railway) which linked Aviemore with Forres.

The organisation responsible have previously expressed an interest in restoring the line to Grantown on Spey, but as of yet no formal development application has been proposed or submitted to the Planning Authority.

The current Local Development Plan includes the site C2 in Grantown on Spey for the future terminus for the proposed Strathspey Railway restoration. A meeting with representatives of the Strathspey Railway Association in 2024 confirmed that the project to restore the railway to Grantown on Spey requires the grant of a Transport and Works (Scotland) Order, the application for which is dependent on funding (not currently available) from Transport Scotland and the Scottish Government.

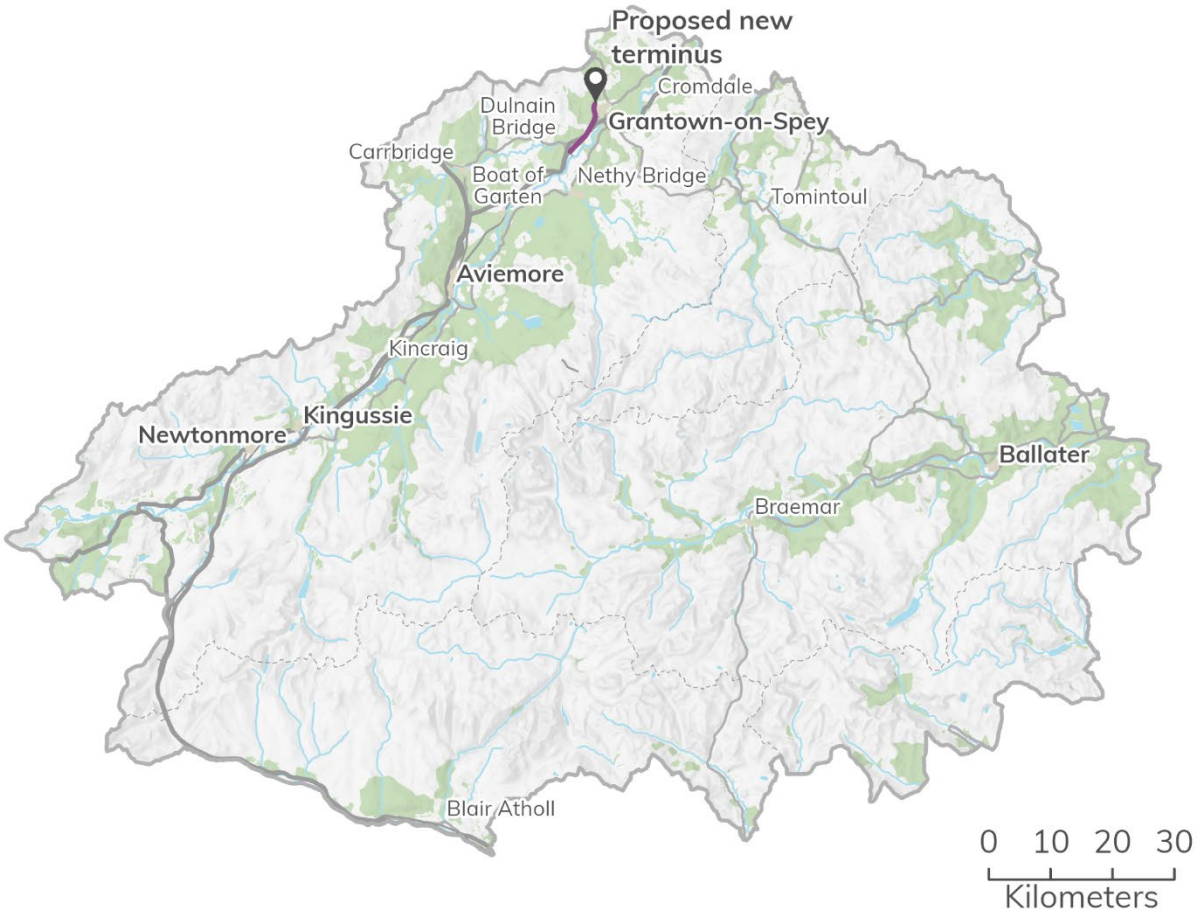

Figure 57 Indicative route of Strathspey Railway extension and proposed new terminus. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

Accessibility

Network Rail are working with local authority and regional transport partnership colleagues, to improve accessibility at rail stations across Scotland. According to them, none of the stations in the Cairngorms National Park have been proposed for feasibility / design funding in 2024 – 2025 through the Department for Transport's Access for All (AfA) programme.

The Stations in Context (SiC) database gathers information about railway stations and the community they serve. Network Rail are currently in the process of collating Station in Context data and the mapping of the 500, 1,600 and 5,000 metre buffers in terms of access to stations. If this data is made available to the National Park Authority within

the timescales of preparing the Proposed Plan, then it will be considered alongside the evidence in this report in its preparation.

Although no accessibility related station improvements are currently proposed by Network Rail for stations in the National Park, the Park Authority are aware of accessibility issues at these stations, for example as none of the stations have step free access between platforms. The Cairngorms National Park Authority are currently exploring a closer working relationship with the Highland Mainline Community Rail Partnership to collaborate on improvements at and near railway stations, funded through the Cairngorms 2030 programme.

Bus services / routes

Satisfaction with public transport is lower in rural areas. Adults living in remote rural (44%) and accessible rural (53%) areas are much less satisfied with the quality of public transport than those in large urban areas (78%)[26]. A survey of 5 – 21-year olds' travel behaviour and attitudes to transport found that respondents living in rural areas (and on islands) were more likely to reference timetables, frequency of buses, limited route options, and a lack of bus stops nearby as barriers to bus use[27].

The National Park overlaps five local authorities, meaning the provision of publicly funded and private bus services is further complicated by the number of providers operating in the National Park. This section provides a summary of the routes in each local authority area.

Highland

Stagecoach operates the local buses in Highland area of the National Park. The buses and coaches operating in the Highland region of the National Park are:

- Route 30 runs from Aviemore to Cairngorm Mountain Car Park, stopping at Coylumbridge and Glenmore. Running hourly services Monday -Friday with limited services at weekends.
- Route 36A runs from Aviemore to Dufftown, stopping at Boat of Garten, Grantown on Spey, and Cromdale in the National Park. The service runs four buses a day each way between Monday and Friday with no Saturday or Sunday services. It only runs 3 services each way during school holidays.
- Route 37A runs from Grantown on Spey to Advie, stopping in Cromdale. The service runs 8 services per day from Grantown on Spey to Cromdale. It should be noted that

[26] See https://infogram.com/1pzg5qxldkwy2zf29ve97mvgdmb1dggnyrm?live
[27] See https://infogram.com/1pzg5qxldkwy2zf29ve97mvgdmb1dggnyrm?live

on Fridays there are on six services per day each way – this is due to reduced demand created by the Grantown High School finishing earlier on a Friday. On Saturday there are only four services each way between Grantown and Cromdale.

- Route 37 runs from Grantown on Spey to Aviemore, stopping in Nethybridge, Boat of Garten and Lochan Mor with eight services per day Monday to Friday. As with the 37A, the service changes two times for Friday to accommodate the changes to the local school timetable. On Saturday the service runs two buses from Carrbridge to Aviemore and a further seven from Grantown on Spey to Aviemore. The service runs four buses each way between Aviemore and Grantown on Sundays.
- Route X37 Runs from Aviemore to Inverness, stopping at Lochan Mor, Boat of Garten, Nethybridge, Grantown on Spey, Dulnain Bridge and Carrbridge (in the National Park). There are four services each way which run the complete route and a further two which only run from Grantown on Spey to Inverness each way Monday to Friday. On Saturday there are three services each way and none on Sunday.
- Route 39 offer services between Carrbridge and Dalwhinnie, stopping at Aviemore, Kingussie, Newtonmore and Laggan. The timetable for the 39 service is not consistent throughout the day. There is only one bus each connecting Dalwhinnie with Carrbridge and another which connects Dalwhinnie with Aviemore Monday to Friday. A similar situation exists for Laggan Bridge with two connecting services Monday to Friday. On Saturday and Sundays there are no bus services from or to either Dalwhinnie or Laggan.
- Kingussie, Aviemore and Newtonmore are reasonably well serviced during the week, however there are only two services each way connecting Newtonmore and Kingussie on Sundays.
- Route M39 follows a similar route to Route 39 with onward travel to Inverness. However, there is only one early morning service (06.35am) connecting Dalwhinnie to Inverness in the morning with no return options on Monday to Friday. There are five M39 services a day, however, Newtonmore is only connected to Inverness three times per day Monday to Friday and Laggan twice via this route. On Saturday and Sunday only Aviemore connects to Inverness on this route.
- Route 133 runs a circular route from Grantown on Spey to Cromdale, Advie, Lettoch, the Braes of Castle Grant, Ballieward then returning to Grantown on Spey. The service is provided to serve the School in Grantown, with one service in the morning and three in the afternoon. There are no services on this route on Saturday or Sunday.
- Route 136 runs from Aviemore to Grantown, stopping at Carrbridge and Dulnain Bridge. This service also serves the local schools, running three services a day. Only the early morning and lunch time buses connect to Aviemore and Carrbridge. There are no services on this route on Saturday or Sunday.

- Route 137 runs from Aviemore to Kingussie, stopping at Coylumbridge, Glenmore, Aviemore and Freshiebridge. The service serves the local schools running one morning bus from Aviemore to Kingussie, and two afternoon busses from Kingussie to Aviemore. There are no services on this route on Saturday or Sunday.
- Route 138 runs from the Myrtlefield Hotel to Kingussie, stopping at the Lochan Mor, Aviemore and Kincraig. The service runs three early morning services serving the Kingussie Schools with later services only between Aviemore and Kingussie. There is a lunch time service back from Kingussie, with a later service coinciding with the school closing times. There are no services on this route on Saturday or Sunday.
- Route 139 runs from Aviemore to Dalwhinnie, stopping at Kincraig, Kingussie and Newtonmore. The service operated twice daily to accommodate school children. There are no services on this route on Saturday or Sunday.
- Route 140 runs from Aviemore to Strathmashie House, stopping at Kincraig, Kingussie, Newtonmore and Laggan. The service operated twice daily to accommodate school children. There are no services on this route on Saturday or Sunday.
- Route 337 runs from Myrtlefield Hotel to Grantown on Spey stopping at Aviemore and Drumuillie. The service runs six buses per day on school days and one on non-school days. The first and last buses aimed at coinciding with the school closing times. There are no services on this route on Saturday or Sunday.
- Route M39 runs from Newtonmore to Inverness stopping at Kingussie and Aviemore
- Aimed at providing a service for commuters, arriving in Inverness at 08.28am. This route is also supported by the M91 (operated by Scottish Citylink and Mega bus jointly). There is one service connecting Kingussie and Newtonmore to Inverness on both Saturdays and Sundays (M91). The M91 which runs from Inverness to Edinburgh also connects Aviemore with Alvie, Kincraig, Kingussie, Newtonmore, Dalwhinnie and Blair Atholl. The M91 goes on to Perth where travellers can change coach for a connecting service to Glasgow.
- Routes M10 and M90 run throughout the day from Aviemore to Inverness Monday to Sunday.

Perth and Kinross

Bus services serving Blair Athol, House of Braur and Calvine are provided by Stagecoach East Scotland, the following services in the Perth and Kinross area of the Cairngorms National Park are:

- Route 83 connects Calvine, House of Bruar and Blair Atholl. There are three services each way with a late morning, lunchtime and afternoon service. This bus would not be suitable for those commuting to work for a 9am – 5pm employment schedule.

- Route 87 also connects Calvine, House of Bruar and Blair Atholl. There are 5 buses in each direction daily (Monday to Saturday) with an early morning and early evening service.

Moray
Tomintoul is served by one bus service which connects the village with Grantown on Spey. The service (364) is run by Moray Council. The service stops at Bridge of Brown and Lynemore enroute. There are two services ach way daily on Wednesdays.

Aberdeenshire
There are two bus services run by Stagecoach Bluebird that serve Ballater and Braemar. Route 201 connects Ballater with Aberdeen and connects with Route 203 to connect Ballater with Braemar. There are regular buses between Ballater and Braemar throughout the day Monday to Friday from 05.45 to 23.15. On Saturdays and Sunday there are less services between Ballater and Braemar but still seven or eight respectively between the settlements.

Generally, all settlements in the National Park are connected with bus routes, however the number of services varies considerably. Most notable is Tomintoul which only has two buses every Wednesday. There is good bus provision supporting the local High Schools lessening the need for private vehicle use transporting children to and from school. There are still large rural areas of the National Park not connected by bus meaning private vehicle use is the only method of transport to these remote locations.

Community transport options

Badenoch and Strathspey Community ConnXions is a registered charity working to improve the lives and wellbeing of people in their community enabling them to remain independent for longer. Based in Aviemore, they provide accessible transport and social inclusion services to all those with a need in the Badenoch and Strathspey area. They offer a car scheme and community bus service.

The car scheme is available for residents who don't have car of your own and are unable to access public transport. Journeys can be anything from visiting a friend, attending the doctor or simply going for a coffee. The trained volunteer drivers use their own cars.

The accessible bus service five days a week, throughout the Cairngorms National Park. Offering door-to-door transport, their fully trained drivers can assist people in wheelchairs or those with mobility or access problems. The bus routes pass many of its

most popular tourist attractions such as the Highland Wildlife Park and Strathspey Steam Railway. Travel is free with a Scotland wide concession card.

Active travel in the Cairngorms National Park

In 2022 approximately 22% of adults (25% female and 19% male) adults in Scotland are only achieving very low levels of activity, with approximately only 65% of adults meeting the recommended levels of activity (Scottish Health Survey, 2022[28]). Increasing outdoor physical activity can lead to improvements in many health conditions, from heart disease to mental health issues. The Cairngorms National Park has the access infrastructure, destination appeal and partnerships required to promote increased physical activity in both residents and visitors.

Data from Strava, a widely used social networking platform tailored for enthusiasts who enjoy activities such as cycling and running, provides data on popular routes and destinations for active travel activities. Figure 58 is an extract of the Strava data for all activities in the Cairngorms National Park in 2018. The map gives an overview of the locations in the National Park most frequented by people using the Strava app. As expected the map shows high levels of activities in and around settlements but also areas of high intensity outwith settlements at the Glenshee, Lecht and Cairngorms Mountain Ski resorts, as well as the bike tracks at Glenlivit and Laggan (Figure 58).

[28] Data from the Scottish Health Survey 2022 available here: https://scotland.shinyapps.io/sg-scottish-health-survey/

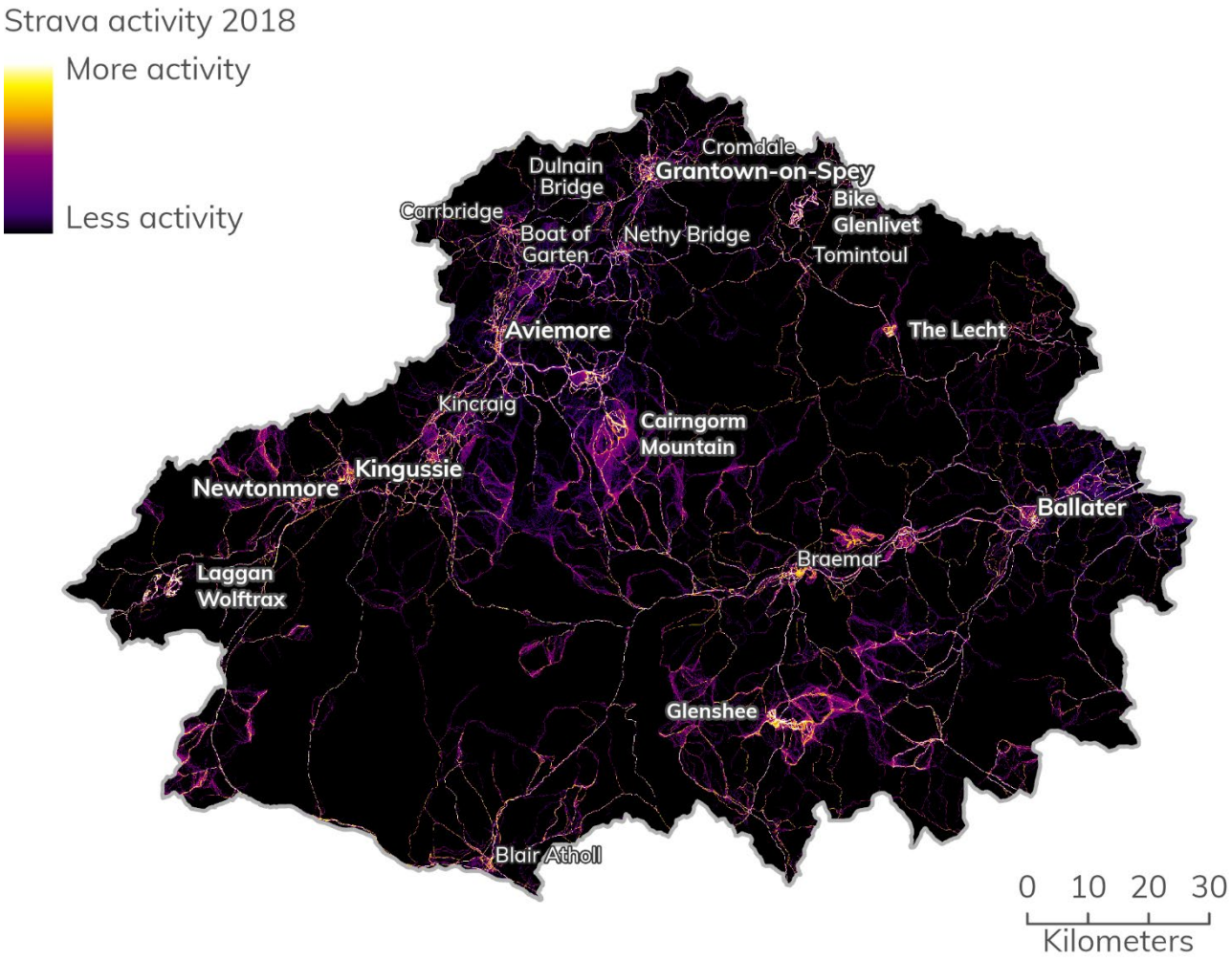

Figure 58 Stava data for the Cairngorms National Park for 2018 for all activity types. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority. Contains data © Strava Map data 2024.

Cycling and walking

The National Cycling Network (NCN) is a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors. Sustrans states that their vision is to create a UK-wide network of safe and accessible traffic-free paths for everyone. The National Cycling Networks should:

- Be traffic-free or a quiet-way
- Be wide enough for all users
- Be cared for and well maintained
- Have a smooth surface
- Be clearly and consistently signed
- Be fully accessible to everyone
- Enable all users to crossroads safely and step-free

- Be attractive and interesting
- Feel safe.

In the National Park there are two National Cycling Routes (Figure 59). In many parts of the National Park, the trunk road network provides the only connection between settlements for all or part of the route, and therefore any cycle journeys must be on or alongside the road. This can mean that in the absence of segregated cycling infrastructure means, cycling does not feel like a safe option for everyday journeys for local residents or visitors, even where the distance involved would make this possible.

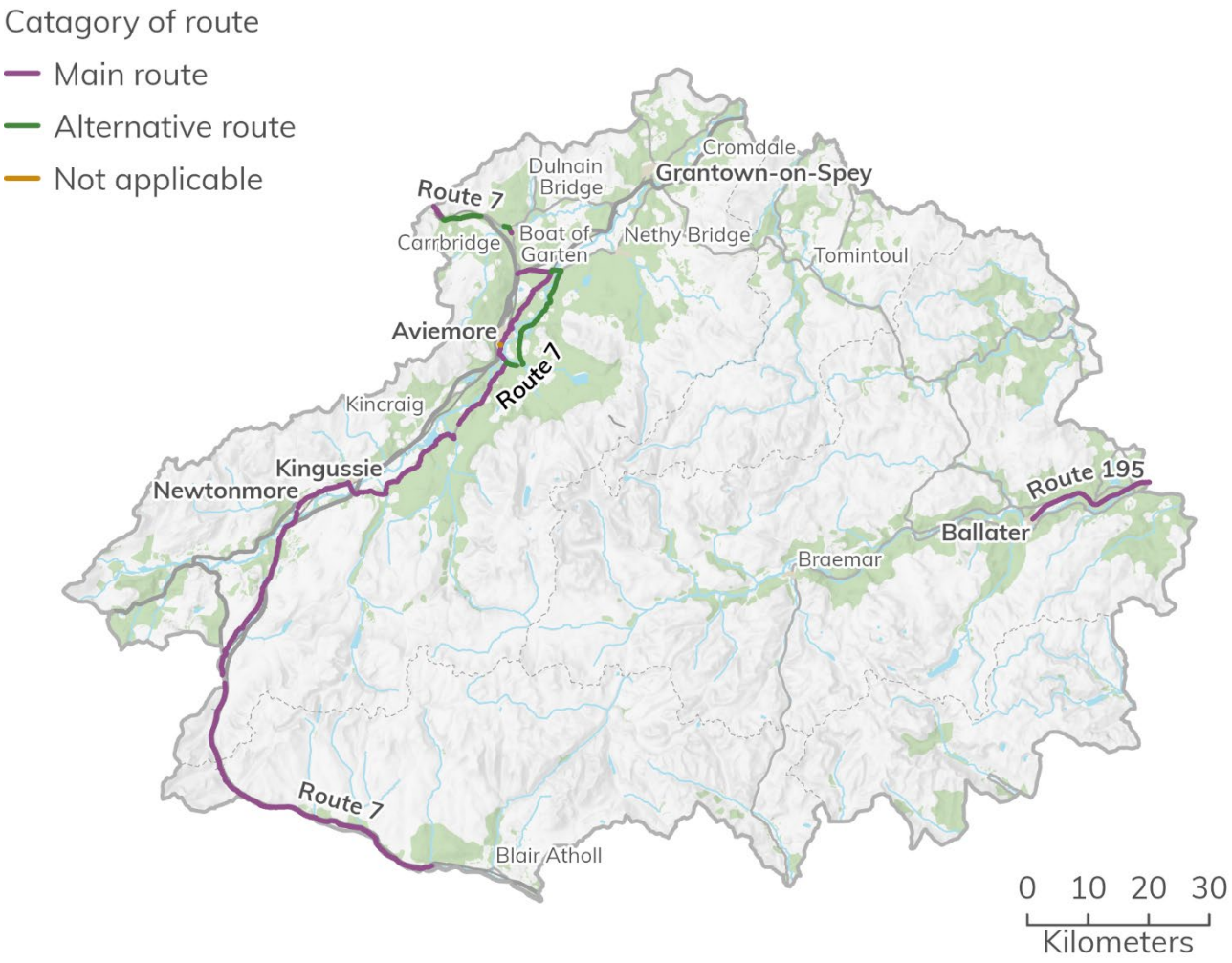

Figure 59 Map showing the National Cycling Routes that are within the Cairngorms National Park. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

Route 195

Also known as the Deeside Way, National Cycle Network Route 195 follows traffic-free paths and some short quiet-road sections along the former Deeside Railway line between Aberdeen and Ballater. It runs for 41 miles between Duthie Park, south of Aberdeen city centre, and the heart of the Victorian village of Ballater.

Route 7

Route 7 runs along the western side of the Cairngorms National Park to link Calvine, Dalwhinnie, Aviemore and Boat of Garten. The section of the route within the National Park, starts in the south at House of Braur running north adjacent to the A9 linking the settlements of Calvine, Newtonmore, Kingussie, Kincraig, Aviemore and Boat of Garten.

There are breaks in the route around Kincraig, and between Boat of Garten and Carrbridge. Also, between House of Braur and Pitlochry there is no dedicated cycle path linking the southern part of route 7 with the section starting in the National Park.

Community paths, upland paths and trails in the National Park also provide opportunities for both walking, wheeling and cycling. Main trails (Figure 60) include:

- The Speyside Way
- The Dava Way
- The Deeside Way
- The Cateran Trail.

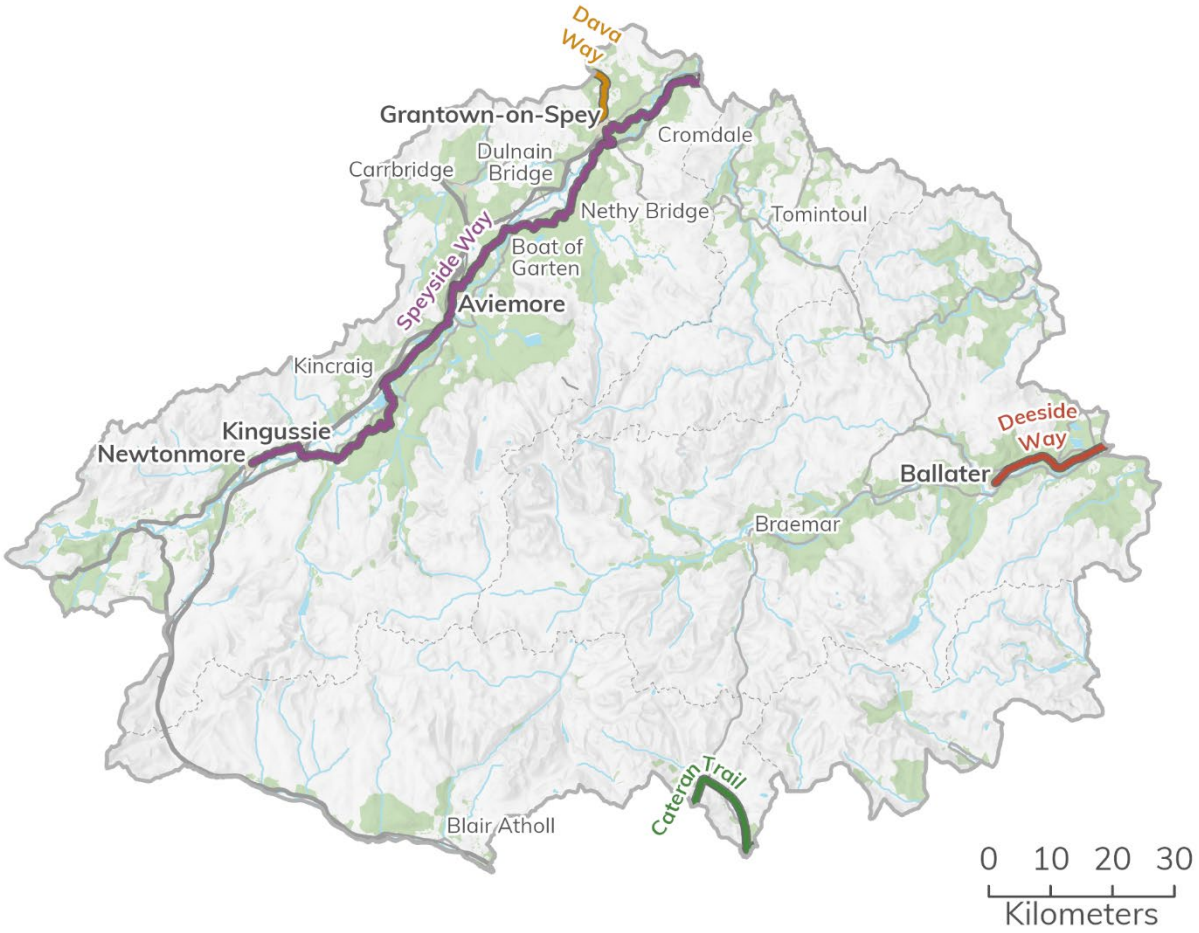

Figure 60 Long distance trails within the Cairngorms National Park. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

Speyside Way

The Speyside Way is one of four official Long-Distance Routes in Scotland, the route links the Moray coast with the edge of the Grampian Mountains, following the valley of the river Spey, spanning a distance of approximately 85 miles / 137 km. It is one of four National Long-Distance routes formally designated under the Countryside (Scotland) Act 1967 and as such the local access authorities (Moray Council and the Cairngorms National Park Authority) have a statutory duty to manage the route. To fulfil this obligation the Park Authority have developed a plan for the future management and maintenance of the route which includes priorities for investment over the next five years. A copy of this plan is included in the Cairngorms Strategic Tourism Infrastructure Development Plan 2023.

Dava Way
The Dava Way, 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 Cairngorms National Park. This allows walkers to connect to the Speyside Way through Grantown on Spey. The route is managed and maintained by the Dava Way Association; a Scottish Charitable Incorporated Organisation (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 Cairngorms National Park running westwards from the National Park boundary to the current terminus in Ballater. Within the National Park the route is currently managed and maintained by Aberdeenshire Council with support from the Cairngorms National Park Authority. The Cairngorms National Park Partnership Plan 2022 includes a commitment to extend the route from Ballater to Braemar.

Cateran Trail
The Cateran Trail, 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.

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

promoted through a series of community path leaflets. Responsibility for the management and maintenance of most of these paths rests with the landowner or land manager but in certain circumstances support is provided by the Cairngorms National Park Authority. In a small number of cases the Park Authority is responsible for maintenance through management agreements (details can be found in Appendix 4 of the Strategic Tourism Infrastructure Development Plan 2023 – 2028).

An assessment of these paths is due to be undertaken in 2023 / 2024. The need for two new community paths has also been identified following other recent visitor infrastructure investments – one to connect the town of Aboyne to Glen Tanar and another connecting the village of Dinnet with the new Clarack car park and Muir of Dinnet.

Upland paths

There are also many upland paths across the National Park and while in broad terms these are less heavily used than the community paths some are still subject to heavy use, most notably on some of the more popular hills. As their use is predominantly by more experienced walkers these are not as actively promoted by the Cairngorms National Park Authority, however many are commonly promoted through hillwalking guidebooks and websites. As with low ground paths, responsibility for their management and maintenance rests with the landowner or land manager but in certain circumstances support can be provided by the Park Authority.

Core paths

One important means of access is via the National Park's public footpath network, of which the Core Paths network plays a significant role (see Figure 61). The Cairngorms National Park Authority has a duty under the Land Reform (Scotland) Act 2003 to prepare a Core Paths Plan. Section 17 (1) Act states that the core paths network should be: '... sufficient for the purpose of giving the public reasonable access throughout the area'.

The Cairngorms National Park Authority published its Core Paths Plan in 2015, which was developed in Partnership with the Local Outdoor Access Forum and Inclusive Cairngorms. The National Park Authority is planning to review and update the current Core Path Plan (expected in 2026) alongside ethe delivery of the next Local Development Plan. The aim of the Plan is to help people enjoy and understand the special qualities of the National Park through the identification of outdoor access opportunities. The path network should satisfy the needs of visitors and local people to get around, and link to the wider path network and beyond.

The network is made up of a mixture of existing and new paths, which together provide a cohesive system. The National Park now has a network that totals 1,073km of core path, 88km of which is on water (River Spey). Furthermore, over 300km of the network has been signed and promoted with a further 100 or so km to be developed and improved.

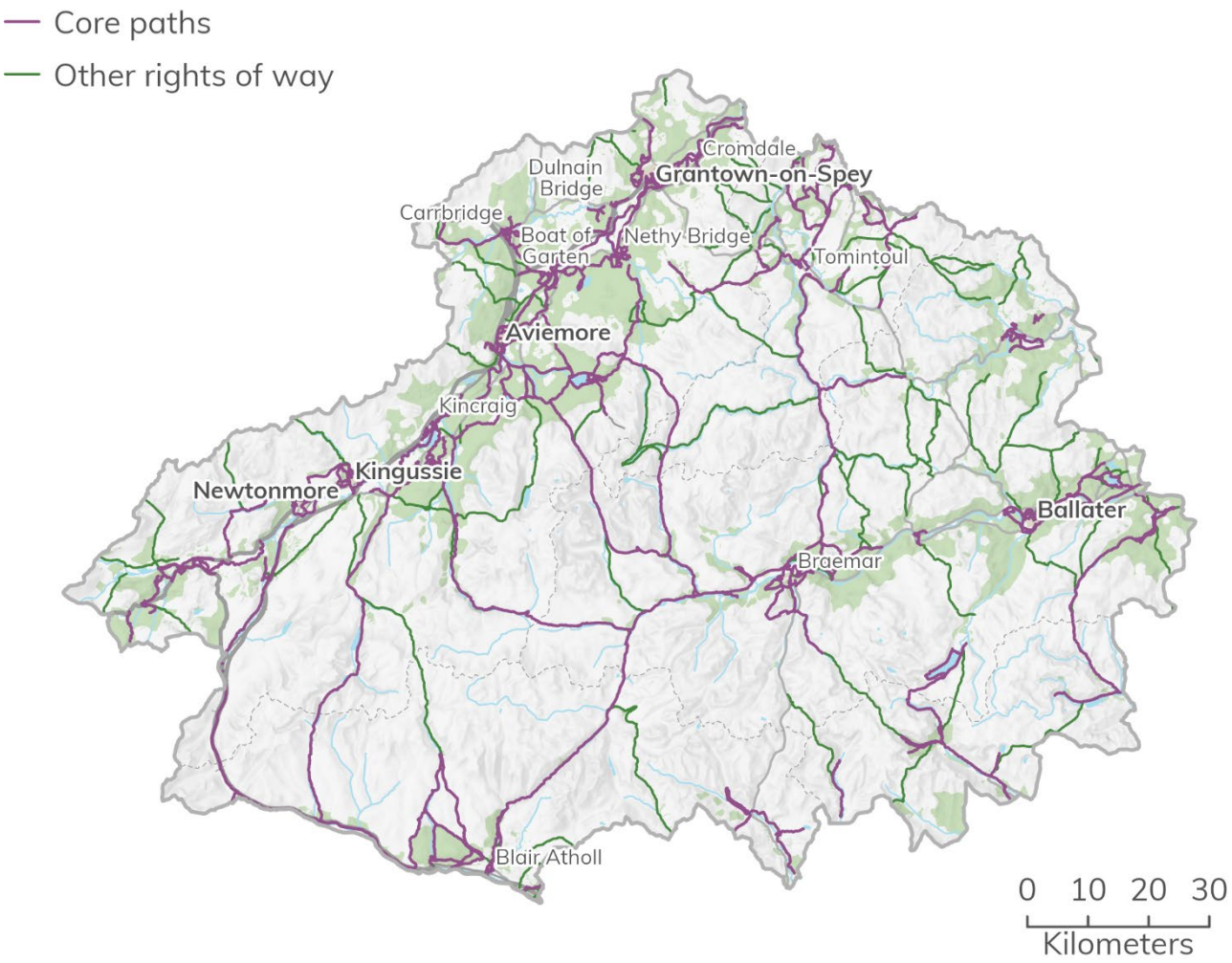

Figure 61 Map showing the public footpath network in the Cairngorms National Park. Reproduced by permission of Ordnance Survey on behalf of His Majesty's Stationery Office. © Crown copyright and database right 2024. All rights reserved. Ordnance Survey Licence number AC0000821810, Cairngorms National Park Authority.

Barriers to active travel

There are a number of reasons people choose not to cycle or walk more often. The National Travel Attitudes Study (NTAS) is a companion piece to the National Travel Survey (NTS) which exists to provide factual or behavioural information on personal travel and to monitor and establish trends. The National Travel Attitudes Study serves to

provide public attitudes to travel. The National Travel Attitudes Survey: Wave 5 focussed on attitudes towards cycling.

The survey asked 'We know there are many reasons preventing people from cycling or cycling more, which of the following, if any, would encourage you to cycle more?' the main reasons given by participants were as follows:

- Off-road and segregated cycle paths (55%)
- Safer roads (53%)
- Well-maintained road surfaces for cycling (49%)
- More direct cycle routes (43%)
- Raising awareness of local cycle routes (36%)
- Visible signposting of low-traffic cycle routes (34%)
- Secure storage or parking at work or home (28%)
- Cheaper bicycles available to buy (27%)
- Cheaper bicycles available to hire (18%)
- Better bicycles hire facilities (17%).

This report also noted that a majority of respondents (64%) strongly or somewhat supported 'the creation of dedicated cycle lanes in your local area, if this means less road space for cars'. It also found a disparity between genders; 74% of all male respondents reported to feel 'fairly' or 'very confident' when riding a bicycle, but only 43% of females felt the same way.

The National Travel Attitudes Survey: Wave 5 also asked questions surrounding barriers to walking, the top five barriers were found to be:

- Well-maintained pavements (74%)
- Safer roads (45%)
- More safer crossing points (44%)
- More direct walking routes (43%)
- Better provision for health needs (for example, benches, toilets, ramps) (40%)

Visitor infrastructure

Cairngorms Visitor Survey 2019 / 2020

Visitor surveys have been carried out within the National Park in 2003 / 2004, 2009 / 2010, 2014 / 2015 and 2019 / 2020. The most recent survey provides data for the 11 months from May 2019 to March 2020. In total 2,262 people participated in the survey (2,191 visitors and 71 residents) across 40 sampling points in the National Park. A summary of the information from the 2019 / 2020 survey is provided here. Specific responses to questions relating to transport have been included here, with more information on Survey responses in relation to Tourism covered in the tourism topic paper.

Figure 62 shows the recorded visitor method of travel to the Cairngorms National Park. 83% of visitors reported arriving to the National Park by car (65% by private car and 18% by hired car). Only 3% of those travelling by car reported that it was an electric or hybrid vehicle (Figure 10). 8% of visitors arrived by motorhomes and campervans and 4% travelled by train. A small but significant proportion of people travelling by train (14%) reported that they used the sleeper service.

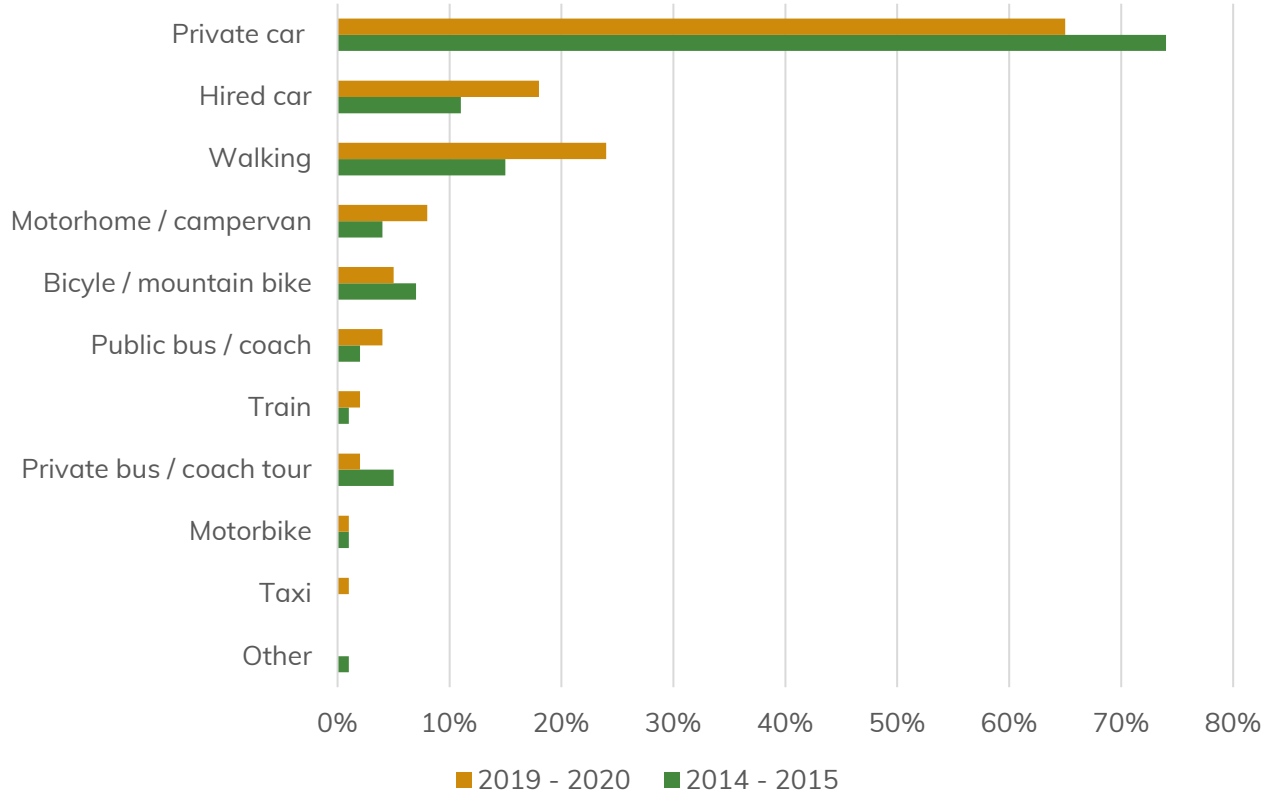

Figure 62 Mode of visitor travel to the Cairngorms National Park. Visitor Survey 2019 / 2020.

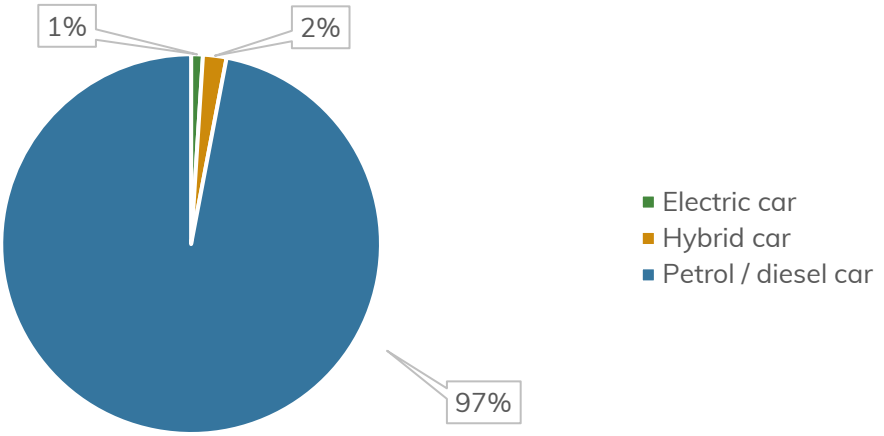

Figure 63 Breakdown of type of fuel used by those that travelled to the National Park by car (1,881 people). Visitor Survey 2019 / 2020.

Younger respondents were more likely to travel by public transport than those in the older age groups, for example, by train (mentioned by 8% of 16- to 34-year-olds) or by bus (7%).

The majority of people (96%) visiting the Cairngorms National Park reported they used their preferred mode of transport. Only 4% of respondents reported that they would have preferred to travel around the National Park by a different mode of transport. Of those who would have preferred a different mode of transport, most were seeking public transport options; bus (29%), train (18%), or active travel options, such as cycling (16%) or walking (10%).

Within the Cairngorms National Park, the majority of respondents (65%) stated they used their private car in 2019 / 2020 this had decreased from 74% in 2014 / 2015. (Figure 64). Visitors moving around the National Park by hired car increased from 11% in 2014 / 2015 to 18% in 2019 / 2020. Walking around the National Park also increased from 15% in 2014 / 2015 to 24% in 2019 / 2020. Visitors moving around in motorhomes and caravans doubled from 4% in 2014 / 2015 to 8% in 2019 / 2020. People travelling around on bikes decreased from 7% in 2014 / 2015 to 5% in 2019 / 2020. Visitors moving around by public bus increased from 2% in 2014 / 2015 to 4% in 2019 / 2020.

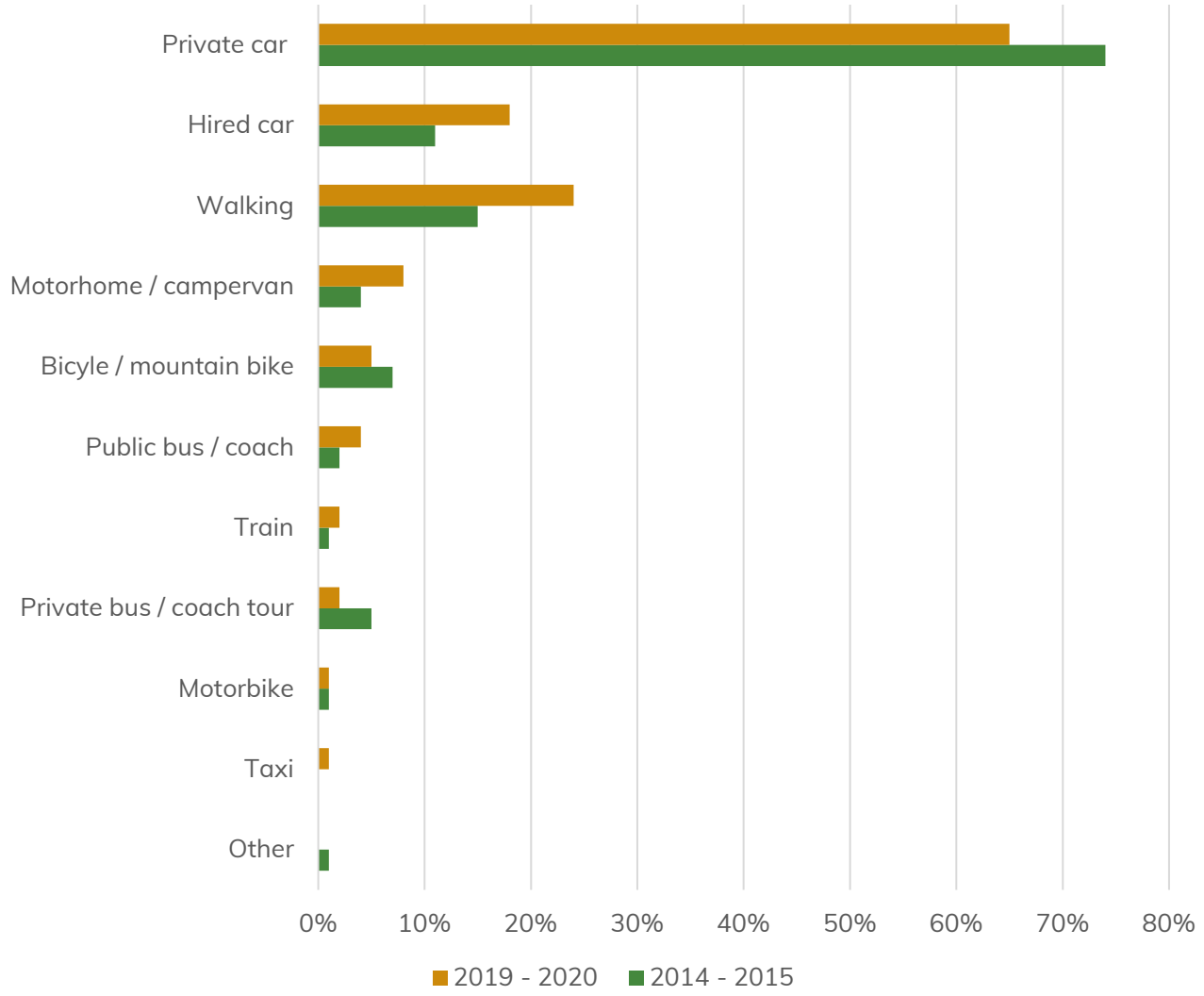

Figure 64 Mode of transport used by visitors within the National Park. Visitor Survey 2019 / 2020.

Although more respondents were positive about public transport (47%) than negative (31%) there was a significant number of respondents who rated this service negatively (16%). Satisfaction ratings for public transport have decreased significantly since 2014 / 2015 when two thirds considered it good or very good.

Public transport

Figure 65 shows the visitor rating of the public transport in the Cairngorms National Park. In 2019 / 2020 47% of respondents rated it as good or very good, with 31% rating it as poor or very poor. The mean score for public transport decreased from 3.69 in 2014 / 2015 to 3.02 in 2019 / 2020. The provision of car parks received a modest increase in mean score up from 4.18 in 2014 / 2015 to 4.19 in 2019 / 2020 (Figure 66).

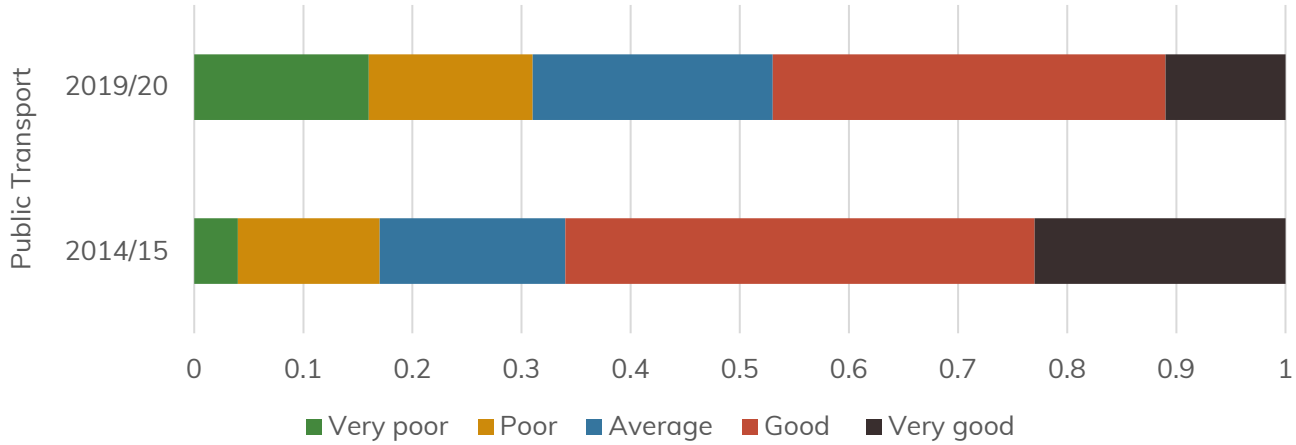

Figure 65 Rating of the public transport in the Cairngorms National Park by visitors in 2014 / 2015 and 2019 / 2020. Cairngorms National Park Visitor Survey 2019 / 2020.

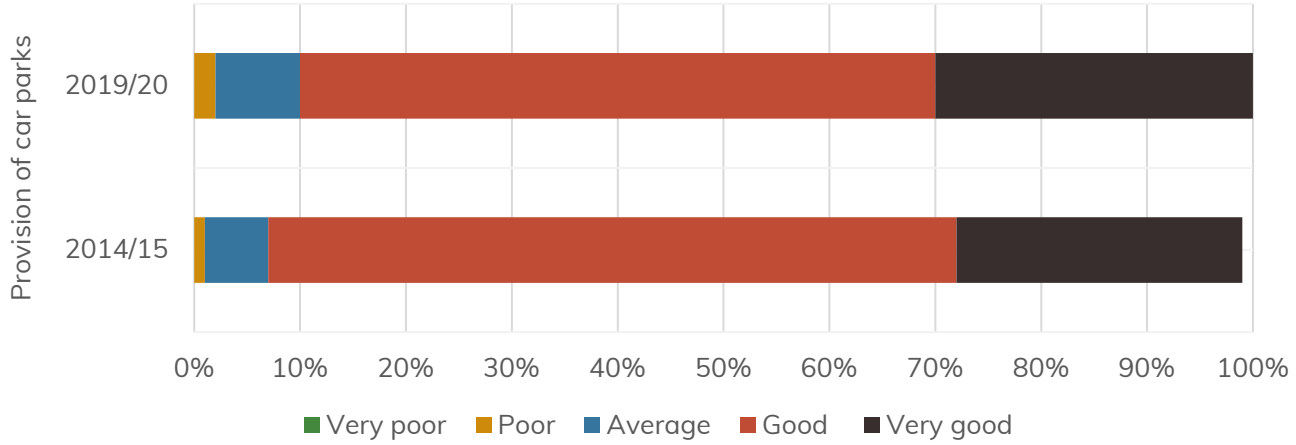

Figure 66 Rating of the provision of car parks in the Cairngorms National Park by visitors in 2014 / 2015 and 2019 / 2020. Cairngorms National Park Visitor Survey 2019 / 2020[29].

Respondents were asked if they used their preferred method of transport, only 4% stated they would have preferred to travel around the Cairngorms National Park by a different mode of transport. Most of these were seeking public transport options, such as bus (29%) or train (18%), or sustainable options, such as cycling (16%) or walking (10%).

When asked if there was anything that could have been improved to make their visit to the Cairngorms more enjoyable, 53% of respondents made a suggestion. No one suggestion stood out, instead a number of different ideas were provided. Similarly,

[29] Figures may not sum due to rounding.

satisfaction with public transport was lower in 2019 / 2020 than in 2014 / 2015, while 5% of respondents also made a suggestion in relation to improving this service. In relation to car parking 3% of respondents (27 people) suggested this could be better.

Glenmore

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

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

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

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

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

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

Developer obligations

Development can often have implications for the transport network. To mitigate any impacts financial contributions and / or the direct provision of transport infrastructure

and services may be required to support the delivery of development. Transport interventions that are expected to be provided as part of a new development should be reflected in associated planning applications. The developer will be expected to deliver the infrastructure and measures at their cost and for cumulative impact through a proportionate contribution towards transportation interventions.

The currently adopted Cairngorms Local Development Plan Developer Obligations Supplementary Guidance sets out the following position in relation to developer obligations pertaining to transport.

All types of development may be required to make a contribution towards transport and related infrastructure where an issue with capacity or connectivity as a result of the proposed development would arise.

The Cairngorms National Park Authority is not a roads authority. Therefore, the supplementary guidance states that 'Contributions towards transport and related infrastructure will be determined in consultation with the relevant Local Authority or other appropriate body.' This paper therefore provides a summary the current approach taken to developer obligations by the local authorities covering the National Park area

The Highland Council

The Highland Council Local Development Plan Developer Contributions Supplementary Guidance (November 2018) sets out Council's approach to mitigating the impacts of development on services and infrastructure by seeking fair and realistic developer contributions to the delivery of such facilities. The guidance forms part of the Council's development plan which is used in the determination of planning applications. The guidance relates to the area covered by the Highland-wide Local Development Plan 2014 and the associated area local development plans. As guidance is also used to inform decision making within the Highland area of the Cairngorms National Park it is detailed here.

All development in the Highland area is assessed in terms of its impact on the transport network. For the following types of transport infrastructure and services developer contributions and / or direct provision may be required to mitigate the impacts of a proposed development.

- Standard Transport Requirements - including walking / cycling provision and paths; Safer routes to schools and road safety measures; Public realm and wayfinding; Public transport services and facilities; Road improvements (including access and

service requirements for single house developments); and Parking, electronic vehicle charging, signals, lighting and road traffic orders.
- Cumulative Transport Contributions.

Standard transport requirements
All developments is assessed in terms of their impact on the transport network. For larger developments the requirements are informed primarily on the findings of an agreed transport assessment. For smaller developments, proposals are assessed against the Council's and / or Transport Scotland's prevailing standards.

Transport infrastructure requirements and costs vary from site to site. Developers are expected to meet in full the cost of all on and off-site works required to facilitate development as identified through the planning application determination process. Depending on circumstances, contributions may be required towards improvements being constructed by the Council or others.

Cumulative transport contributions
In certain locations across Highland, a number of different development sites contribute to the need for a strategic transport project or intervention that helps to mitigate the cumulative impact of development.

The methodology for apportioning contributions in each area requires engagement with affected parties, and Transport Scotland for Trunk Road related projects, and investigation of the following:
- Existing and forecast traffic flows from development.
- Relationship / proximity to transport network interventions.
- Estimated costs for interventions and likely sources of funding.
- Catchment(s) for which proportionate contributions may be sought (potentially based on a gravity model with development closer to congestion hot spots having a greater impact and need for mitigation).
- Scale of development and range of land uses to be included.
- Implications for development viability.

Whether a development falls within a cumulative transport area or not, development proposals still require transport assessments to identify the need for site specific transport mitigation measures and quantify the impacts, including trip rates, on the wider strategic transport network. The Council use this information to assess proposals on a case-by-case basis to determine if development impacts require to be mitigated

through contributions towards strategic transport interventions which are set out in the Highland Council's Local Development Plans, Development Briefs and Local Development Plan Delivery Programmes. Contributions would however be considered towards such strategic schemes which have been designed to accommodate past and future development to mitigate cumulative impacts.

Moray Council

The current Developer Obligations Supplementary Guidance came into effect on 30 September 2020 and forms part of the adopted Moray Local Development Plan 2020. The guidance states that within the National Park proposals will first be considered against the Cairngorms National Park Local Development Plan Developer Obligations Supplementary Guidance. Where there is a lack of detail in this the National Park Guidance the Moray Council Supplementary Guidance on Developer Obligations will be used.

The guidance provides certainty and sets out a transparent and consistent approach to the likely infrastructure and facility requirements that will be sought for different types of new development. The level of developer obligations sought will depend on the location and scale of development.

A mitigation measure to the transport network that can be carried out by the developer will generally be secured via planning condition and where this is not possible a financial contribution will be sought through a legal agreement.

Developer obligations will be sought from developments within rural and urban areas, where no public transport connection is available and will contribute to public transport provided by Moray Council to serve the additional residents generated by the new developments. For the Moray Council provided bus service the cost per 'standard sized residential unit' is £302.60.

For developments of 50 or more dwellings the final need for transportation developer obligations is determined by a transport assessment, which should be carried out by the developer. Development of 50 or more dwellings are unlikely to occur in the Moray area of the National Park due to the rural character of the area. The adopted Cairngorms National Park Local Development Plan only identifies two housing allocations in this area, both with a indicative capacity of 8 units.

For developments of 49 dwellings or below, a transport statement is required to identify the existing transport infrastructure, travel characteristics associated with the site and

the proposed measures to improve the infrastructure and services to encourage sustainable travel to the site. Detailed accessibility analysis and assessment of the traffic impacts would not normally be required.

For settlements outwith Elgin and in rural areas, each planning application is assessed on its own merits. Developers are expected to meet in full the cost of all external works identified in the transport assessment and / or through the planning process and undertake these works. The developer may also be required to make an appropriate contribution towards mitigation measures on the wider transportation network, in particular active travel provision and public transport.

Aberdeenshire Council

The Aberdeenshire Local Development Plan Developer Obligations and Affordable Housing Supplementary Guidance 2024 states that the guidance only applies to the Aberdeenshire Local Development Plan area. The guidance states that development falling within the Cairngorms National Park Authority proposals will be considered against the Cairngorms National Park Authority Local Development Plan and its associated supplementary guidance on developer contributions. However, as previously stated, contributions towards transport and related infrastructure in the National Park is determined in consultation with the relevant local authority or other appropriate body. As such, information pertaining to developer obligations within the Aberdeenshire Council's Supplementary Guidance is of relevance to decisions within the National Park.

The Council's guidance requires that all developments are assessed in terms of their impact on the transport network and may be required to mitigate these impacts. All developments, where impacts requiring mitigation have been clearly identified, but not undertaken by the developer, are required to make an appropriate contribution towards local transport infrastructure and / or services related to that development. This is to ensure that the required facilities / infrastructure provision is in place to mitigate the agreed impacts of the development. A mitigation measure to the transport network that can be carried out by the developer will generally be secured via planning condition, and where this is not possible a financial contribution may be sought through a legal agreement. Transport infrastructure requirements and costs will vary from site to site.

Angus Council

Contributions towards transportation infrastructure are supported by Policy DS2 Accessible Development in the Angus Local Development Plan 2016, which sets out a

requirement for intervention where proposals are likely to involve significant travel generation.

Mechanisms for mitigation first and foremost are likely to be through the provision of the required infrastructure by the developer. However, where this is not possible, such as a requirement for off-site works, contributions may be required. The full impact of the development on the local transport network will be considered when establishing mitigation levels. The consideration of the mitigation will be carried out by the Council's roads service, in conjunction with relevant partners, who will establish the particular requirements for the development.

As each development site is likely to have differing requirements, measures are assessed on a site-by-site basis, based directly on the mitigation required as a result of the proposed development.

The sustainability of development proposals is also a key consideration and therefore contributions may be required towards safer routes to school, strategic active travel routes and towards the amendment, extension, or creation of additional public bus services for up to a five-year period. The detail of the contribution required is specific to the proposed service provision and therefore is assessed on a case-by-case basis in discussion with the Council's transport team and local operators

Perth and Kinross Council

The Perth and Kinross Local Development Plan Developer Contributions and Affordable Housing Supplementary Guidance 2023 states that the statutory development plans within the Cairngorms National Park comprise of its own Local Development Plan and associated supplementary guidance. The Guidance states that the Cairngorms National Park Local Development Plan Developer Obligations Supplementary guidance will inform the items towards which the developer contribution will be sought within the Perth and Kinross area of the National Park. However. as previously stated, contributions towards transport and related infrastructure in the National Park is determined in consultation with the relevant local authority or other appropriate body. As such, information pertaining to developer obligations within the Perth and Kinross Council's Supplementary Guidance is of relevance to decisions within the National Park.

The Council's guidance sets out the basis on which contributions are sought from developments in and around Perth towards the cost of delivering the transport infrastructure improvements that are required for the release of all development sites and to support the growth of Perth and Kinross.

Outwith the defined boundaries set out in the guidance no contributions are required, except for development for which a transport assessment is necessary and then identified as having a significant direct impact on any element of the infrastructure package (for example 12% or above). In such cases a higher contribution may be applied.

Summary of implications for Proposed Plan

The proposed plan needs to be prepared in accordance with:

- The four aims of the National Park as set out in The National Parks (Scotland) Act 2000), in particular the third and fourth aims; 'to promote understanding and enjoyment of the special qualities of the area by the public 'and, 'to promote sustainable economic and social development of the area's communities'.
- The spatial strategy and principles of National Planning Framework 4.
- National, regional and local authority transport strategies.
- A transport appraisal carried out to determine the impacts of proposed development and inform site selection.

In its preparation the Proposed Plan should seek to:

- Work in partnership with the local authorities to determine the level of developer contributions to be levied for transport infrastructure and the triggers for determining when developer contributions are needed.
- Support development in locations that have good access to the most sustainable modes of transport, with allocated site assessments considering:
  - Public transport availability
  - Active travel infrastructure
  - Electric vehicle charging infrastructure
  - Road safety – reported injury accidents
  - Other relevant infrastructure conditions
  - Any capacity constraints on the trunk road and public road networks
  - Other relevant infrastructure conditions e.g. bridges providing access to / from sites.
- Support development that incorporates infrastructure that supports the transition from combustion engines towards ultra-low emissions vehicles (ULEVs) such as public and private rapid charging infrastructure, and where applicable, priority parking allocations.
- Ensure adequate developer requirements are met with regard to the provision of:
  - Electric vehicle charging facilities for residents / visitors / employees.

  - Connecting development to existing active travel routes and public transport nodes.
- Support hydrogen development that contributes to the transition away from fossil fuel-based transport.
- Support the provision of park and ride facilities to alleviate traffic issues along popular visitor vehicle routes.
- Support proposals to deliver electric vehicles charging infrastructure at the rail stations in the National Park.
- Support proposals that include improvements to or the extension of the active travel networks in the National Park.
- Support development that contributes to the A9 dualling project.
- Support development that contributes to the decarbonization of the Highland Mainline.
- Engage with Network Rail on the accessibility of its railway stations within the National Park.
- Support proposals to extend the Strathspey Heritage rail line to Grantown on Spey.