

1.3 Existing Situation

General Description – National Census results 2001

- 1.3.1 The results of the 2001 national census were examined online at the national census office database. They revealed the undernoted information for Aviemore.
- 1.3.2 On the census day in that year, the total resident population of Aviemore was 2397 people of whom 50% were female and 50% were male.
- 1.3.3 They lived in a total of 1063 households, an average of 2.16 persons per household. Of these households, 31% had no car or van, 52% had one car or van and 17% had two or more cars or vans.
- 1.3.4 Of the total population of 2397, there were 1802 people who were aged between 16 and 74. The term 'economically active' is used to describe persons in this age bracket, who were in work (either full or part-time), were self-employed, were students or were unemployed.
- 1.3.5 On the day of the 2001 Census, 76.24% (1374 persons) were 'economically active' and, of these, 1264 were in work. This latter number excludes full-time students and those persons who were unemployed.
- 1.3.6 The travel to work statistics showed that, of the 1264 persons in work, 54% travelled to work by car or van. This statistic included passengers, car-pools and taxis.
- 1.3.7 A further 7% travelled to work by train or bus and 31% travelled by 'other'. This category is usually taken to represent those walking or cycling to work. Some 9% worked mainly from home.
- 1.3.8 Of those people who were working or studying at the time of the census, 52.66% travelled less than 2 kilometres, 3.34% travelled between 2 km and 5 km, 6.09% travelled between 5 km and 10 km, 13.79% travelled between 10 Km and 20 km and 16.29% travelled more than 20 km. A further 7.83% had no fixed place of work. The remainder worked at home, outside the UK or off-shore.
- 1.3.9 The 7.83% (122 persons) who had no fixed place of work was re-apportioned to the other distance categories on a pro rata basis (see table 6.3). This latter set of figures was used in the calculation of the patterns of travel to work or to study. Details of this process are given in chapter 6.

Walking, Cycling and Public Transport

- 1.3.10 The speeds of both walkers and cyclists vary widely. For example, a reasonably fit adult could walk a distance of two kilometres in about 20 minutes. Whereas, someone pushing a pram with a toddler alongside, could take the same time, or longer, to walk one kilometre.
- 1.3.11 The 'walk' travel times / distances were measured on maps for both one and two kilometre radii from the centroid of the residential development. In

addition, an actual 1.6 kilometre walk distance was measured making use of existing or proposed public footways and / or footpaths.

- 1.3.12** Similarly, a five kilometre radius was taken for cycle movements. This showed that all of Aviemore lies within this distance from the site using existing and proposed roads and / or cycleways. This indicates that even an average cyclist would be able to reach any part of Aviemore in less than 20 minutes.
- 1.3.13** At the present time there are no public bus services that use the part of the B970 road that passes An Camas Mòr. The nearest bus route lies along the section of the B970 connecting Aviemore and Coylumbridge and thence to Glenmore village and the ski slopes of Cairngorm. This service provides links to the centre of Aviemore, to Dalfaber and to Grantown. It also provides links to the railway station and to the long distance bus services that pass through the centre of the Aviemore.
- 1.3.14** As one option to serve the proposed development, this service would be extended along the proposed distributor road to serve the new community. It would also be proposed to increase the frequency of the service and its times of operation to improve evening and weekend provision.
- 1.3.15** An alternative would be to institute a wholly new 'shuttle' bus service. This would link An Camas Mòr (by means of a circular route through the development) with the centre of Aviemore, its railway station, trunk bus routes and the Cairngorm Technology Park, off Dalfaber Drive.
- 1.3.16** There is a mainline railway station situated in the centre of Aviemore, approximately 1000 metres from the edge of the application site. This provides train links to Carrbridge and Inverness to the north and to Kingussie, Newtonmore, Perth, Dundee, Edinburgh and all destinations to the south.

Access Location – B970 (section between B9152 and Ski Road)

- 1.3.17** One of the main connection points for the proposed distributor road and the main access point for the proposed development would be formed onto the B970 at a point close to the existing electricity sub station. In this vicinity, the B970 is a 40 miles per hour speed limited single carriageway road.
- 1.3.18** The B970 road (the section from the B9152 to Coylumbridge Junction) passes to the south of the proposed development. It has a limited system of street lighting and a footway / cycleway on its northern side. This could be upgraded as required to accommodate the pedestrian and cycle movements.
- 1.3.19** The vehicular traffic flows on this section of the B970 were surveyed by means of an automatic traffic counter that was in place for a period of seven days from 20th to 26th June 2006 inclusive. The 5-day average daily traffic flows were found to be 1948 vehicles per day eastbound and 1933 vehicles per day westbound. The results of these surveys are contained in Appendix 3 to this report.
- 1.3.20** Access Location – B970 (section between Coylumbridge Junction & Boat of Garten)

- 1.3.21** The other two connecting points for the proposed distributor road would be to the B970 approximately one kilometre north of the 'all-ways' junction between the B970 and the Ski Road.
- 1.3.22** This section of the B970 is a de-restricted single carriageway road. It does not have street lighting or footways and is subject to the national single carriageway speed limit of 60 miles per hour. This section of the B970 is relatively narrow, having a variable carriageway width, generally of the order of 5.5 metres. As part of the development, this would be widened to 6.0 metres throughout this length and a footway could be added.
- 1.3.23** The vehicular 12-hour traffic flows on this section of the B970 were surveyed and found to be 148 vehicles northbound and 158 vehicles southbound. The results of these surveys are contained in Appendix 2 to this report.
- 1.3.24** An Camas Mor lies close to part of National Cycle Route 7. The Scottish section of this route links Gretna, Dumfries, Newton Stewart, Ayr, Glasgow, Killin, Pitlochry, Aviemore and Inverness.
- 1.3.25** While the main part of this route passes through the Dalfaber area of Aviemore and thence onto the Speyside Way, a section of the route passes along the B970 and could link An Camas Mòr with Boat of Garten, Carrbridge, Sluggen Bridge and Slochd.

1.4 The Proposed Development

Proposed Development

- 1.4.1** This is shown as an Indicative Land Use Plan (ILUP). To gain access to the proposed development, a new distributor road would be constructed linking the B970 (B9152 to Ski Road section) to the B970 (Ski Road to Boat of Garten section). Public transport operators would be encouraged to use the proposed distributor road, either to extend their existing Aviemore services or to provide a 'shuttle bus service to connect to the centre of Aviemore, the railway station and the technology park.
- 1.4.2** By these means, there would be public bus services within 400 metres of all of the residential development and all the other constituent parts of An Camas Mòr.
- 1.4.3** The various elements of the development would be served and linked by a traffic circulation road. As currently envisaged, this would be a 6 metre wide road with kerbs and footways. It would have bus lay-by arrangements, a system of street lighting, a system of traffic calming and would be subject to a speed limit of 20 miles per hour.
- 1.4.4** The proposed distributor road would connect to both sections of the B970. At the junctions with the B970 (B9152 to Ski Road section) and with the B970 (at the northern end of An Camas Mòr), these would take the form of roundabouts or "simple layout" T-junctions conforming to either Layout 3 or Layout 6 of the Design Manual for Roads and Bridges (DMRB), Volume 6, Section 2, Chapter 2.