

- 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.

- 1.4.5** At An Camas Mòr itself, the junctions would take the form of roundabouts. Such junctions offer a sense of 'having arrived' to the approaching driver leading to a change of gear, both physically and mentally. In locations like An Camas Mòr, roundabouts are a useful road safety measure, can accommodate the traffic movements satisfactorily and allow the major road to change direction without long, sweeping curves that could lead to higher speeds.

1.5 Travel Plan Framework

General

- 1.5.1** Nowadays, there is a general requirement to develop a package of measures that will be put in place to influence travel to and from any proposed development, and within it. Consideration has to be given to, amongst other things, promoting walking and cycling (e.g. by providing pedestrian and cycle routes and road crossings), encouraging the use of public transport (e.g. improved services, new stops, better information), minimising car-parking provision, ensuring good access through design, providing facilities for the disabled, supporting travel initiatives such as car-sharing, ensuring efficient and minimal freight movement.
- 1.5.2** It is critical to the success of any travel plan that all residents, employees and other users of the development are made fully aware of the travel plan from the outset. Their support of and involvement in, the principles underlying the travel plan is essential to its efficacy. This community travel plan participation would be pursued vigorously at the earliest possible stage.

Modal split Targets

- 1.5.3** A key element of any travel plan is the setting and measuring of modal split targets, notably those for journeys to and from places of work. As an initial set of targets, it is proposed that the journey-to-work modal split target for An Camas Mor should be the same as or better than that which pertained in Aviemore at the time of the 2001 census (see section 1.3 of this report).
- 1.5.4** This would accord with the Scottish Government drive to restrict future motorised travel to the 2001 levels as set out in the 2004 Transport White Paper entitled "Scotland's Transport Future". It would also provide a set of targets that could be monitored on an annual basis as described later in this chapter.

Promoting walking and cycling

- 1.5.5** The development is proposed to contain housing, employment, education, nursing home, retail, hotel and leisure uses. As a result of this juxtaposition, there is an increased possibility that walking, in particular, and cycling will be the principal modes of travel for all short distance trips.
- 1.5.6** This will be reinforced by the provision of direct footpath, footway and cycleway connections to link with the pedestrian and cycle facilities provided in the immediately surrounding area.