

- 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.

- 1.5.7** A system of cycleways would be provided alongside the distributor road and through the residential areas to encourage 'commuter' and 'school' cycling. Where possible, these would be combined with footways and footpaths to encourage residents to use non-motorised modes of travel.
- 1.5.8** It is important to the success of such measures that the footways and cycleways should be as direct as possible, well-defined, well-surfaced, not too steep and clearly lit. This is to ensure that the public will find them convenient and, hence, will feel safe in using them at all times and in all conditions. They should link with pedestrian / toucan crossings where they meet roads and should give ready access to bus stops.
- 1.5.9** In addition, cycle storage facilities would be provided adjacent to every dwelling unit and close to the staff entrances to the hotel, all public buildings and at the retail and commercial parts of the development. There would also be encouragement to provide facilities for staff to shower and change, so to encourage cycle use.
- 1.5.10** Consideration would also be given to offering incentives to residents and employees to enable them to purchase cycles and cycle safety equipment.

Encouraging the use of public transport

- 1.5.11** Discussions have commenced with representatives of the Highland Council's public transport unit. From these discussions, the indications are that an agreement could be reached to establish a start-up service at a very early stage in the development process.
- 1.5.12** To achieve this, either the existing Aviemore local bus service would be re-routed to pass along the proposed local distributor road through the site, or a dedicated 'shuttle' bus service would be provided linking An Camas Mòr to Aviemore. In either event, all properties within the development would lie no further than 400 metres from a public bus service.
- 1.5.13** This proximity should encourage residents, incoming and outgoing employees, and hotel guests to make use of public bus services. This would act as an encouragement to new residents to use public transport from the outset.
- 1.5.14** It is likely that there would also be a school bus service, again from the earliest possible date. This would extend or link with the present school bus schedules that serve Aviemore. The intention of these measures would be to attract new residents to make use of public transport from the outset.
- 1.5.15** It is recognised that, when a new community is being created, the public bus service should be commenced at the earliest possible date. This will almost certainly require a subsidy to offset the operator's costs in running the services before there are sufficient passenger numbers to justify them.
- 1.5.16** It is intended that the developers will activate and, where necessary, subsidise such a service. This would commence from the date when the tenth house of the residential site is occupied. It would continue for a period of not less than four years

- 1.5.17** Where possible, the bus services would be scheduled to link with the times of trains at Aviemore railway station. Notice boards showing bus and train timetables should be displayed prominently at key points throughout the development and especially at bus stops.
- 1.5.18** As in the case of cyclists, consideration should be given to offering incentives to new residents to allow them to purchase bus season tickets. By offering such positive encouragement from the outset, it would be hoped that as many people as possible would make use of the public transport services.
- 1.5.19** Taken together, these measures to promote walking, cycling and public transport should provide both encouragement and opportunity for residents to make use of sustainable transport from the outset of the development.

Minimising car-parking provision

- 1.5.20** Scottish Planning Policy 17 (SPP 17) sets the maximum parking provision allowed for different types of development. Residential development is specifically excluded from any requirement to minimise car parking provision but the other uses within the development are not. The proposed development would comply with the Highland Council guidelines and, in doing so, would not exceed the maximum provision allowed under SPP 17.

Facilities for the disabled

- 1.5.21** There would be parking spaces for use by disabled badge holders located adjacent to the main entrance points to all of the public buildings, retail and commercial units, the hotel, and the leisure facilities.

Monitoring

- 1.5.22** It is proposed that the modal split of each of the individual elements of the development should be monitored 12 months after the completion of the development and, thereafter, on an annual basis for a period of five years.
- 1.5.23** This would ensure that all movements were considered in the monitoring exercise and would provide a comparable basis to that used in the 2001 census, thus making valid the assessment of modal split.

1.6 Person Trip Generation, Modal Choice and Person Trip Distribution

Person trip data

- 1.6.1** In order to predict how people would move to, from and within the proposed development, the TRICS multi-modal trip rate database was interrogated. The current version was used.
- 1.6.2** Trip rates were extracted for each of the proposed uses – residential, hotel, primary school, nursing home, shops etc, and other commercial / offices. Where possible, data from multi-modal surveys were extracted to allow predictions to be made of walking, cycling and public transport trips as well as