

MOBILITY & ACCESS

An Camas Mòr would be an inclusive environment, one which can be enjoyed by everyone, regardless of age, gender or disability. The everyday traffic, people simply 'getting about', is what makes a place live, whether it involves walking, cycling, taking the bus or driving a car. Mobility and access are vital to the social and economic sustainability of a community.

ALL FORMS OF MOBILITY

Therefore, any plan must consider firstly who needs to access the place and what their specific mobility needs are. A sustainable community has to accommodate all forms of mobility and consider any conflict that might arise between these different forms.

HUMAN SCALE

Recent planning has given priority particularly to motor vehicles. This is worthy of note since motor vehicle technology, vehicle dimensions, accepted vehicle speeds, accepted driving behaviour and even social status are constantly changing, yet the dimensioning and engineering of spaces to accommodate motor vehicles has a permanent and often unchangeable result. This is in sharp contrast to people whose dimensions, speeds, requirements and accepted behaviour remain constant and unchanged over thousands of years. Therefore, it might seem appropriate to make people with their size and speed the standard for designing and dimensioning rather than the motor vehicle.

WALKING

Clearly the most sustainable form of mobility is walking. Unlike motor transport, walking causes no hazards, uses no fossil fuel, does not pollute, takes up very little space and has great health benefits. The idea at An Camas Mòr would be to encourage walking by simply making it the most efficient and attractive option. This

can be achieved with short walking distances, including occasional short cuts for pedestrians and by making the pedestrian feel important by being given an attractive environment with good walking conditions. In contact with other forms of transport, the pedestrian would be given priority. Most importantly other forms of transport would be slow, making the pedestrian both feel and actually be safer.

CYCLING

Cycling would be encouraged, particularly to the neighbouring communities for accessing employment, services and other facilities.

PUBLIC TRANSPORT

To encourage the use of public transport, the distance to bus stops would be short, a comfortable and attractive environment would be provided for waiting, with bike parking (to encourage inter-modal change) and good connections to other forms of public transport (trains and buses in Aviemore).

DELIVERIES

A living community needs deliveries and services, most of which involve motor vehicles. Shops and businesses require regular deliveries, while dwellings require these less frequently. Service vehicles such as refuse lorries, fire engines and ambulances have specific dimensions which would be accommodated. What would be important is that an appropriate balance is made to achieve an acceptable level of servicing access without traffic engineering dominating the people scale environment.








CARS

Given the rural location and the need for longer multi-functional trips, it is accepted that using a private car

is an everyday part of the life of the community. The plan would not eliminate the motor vehicle, it would make almost every part of the settlement accessible and permeable to cars. What would be important is that the vehicle drives slowly, meeting with the pedestrian at the pedestrian's terms.

STREETS & BUILDINGS

The detailed design of streets would take into account the necessity for visual, texture and level differentiation of surfaces, with ramps as necessary. The maximum speed would be 20 mph. The design of buildings and other structures, including parks, is controlled by the Building Standards. All buildings would have level access at ground floor, with lifts as appropriate. All public buildings would be fully accessible.

	 4 mph	 2 mph	 10 mph	 20 mph	 20 mph	 20 mph	 20 mph
Potential	<ul style="list-style-type: none"> - Street life - Health benefits - Social contact - Non-polluting 	<ul style="list-style-type: none"> - An inclusive society (Children, old, people in wheelchairs etc) 	<ul style="list-style-type: none"> - Street life - Health benefits - Social contact - Non-polluting 	<ul style="list-style-type: none"> - Sustainable - Social contact - Connection to other towns of sustainable mobility 	<ul style="list-style-type: none"> - Some limited daytime street activity - Business 		<ul style="list-style-type: none"> - Bring people in - Sense of security at night
Problems/Challenges	<ul style="list-style-type: none"> - Safety - Local climate 	<ul style="list-style-type: none"> - Safety - Space on pavement 	<ul style="list-style-type: none"> - Safety - Climate - Parking 	<ul style="list-style-type: none"> - Perceived inconvenience 	<ul style="list-style-type: none"> - Blocking traffic - Noise - Fumes 	<ul style="list-style-type: none"> - Over-dimensioning of street spaces to accommodate vehicles - Too much asphalt - Noise and fumes 	<ul style="list-style-type: none"> - Noise and fumes - Speeding - Takes up space - Too much asphalt for parking
Needs	<ul style="list-style-type: none"> - Safe and pleasant public realm - Proximity to services and amenities - Possibilities for staying and activities 	<ul style="list-style-type: none"> - Level - Smooth surfaces - Visual clarity 	<ul style="list-style-type: none"> - Safe routes - Bicycle service - Parking 	<ul style="list-style-type: none"> - Proximity to bus stops - Good places for waiting - Possibility for easy change from car/ bicycle to bus 	<ul style="list-style-type: none"> - Access - Loading space 	<ul style="list-style-type: none"> - Space for vehicles 	<ul style="list-style-type: none"> - Access - Parking - Avoid one-way and cul-de-sacs
Solutions	<ul style="list-style-type: none"> - Shortcuts for pedestrians - Separated pavements or shared surface with flush curbs and calmed traffic - Good lighting - Many trees and other green structures - Benches, climate shelter 	<ul style="list-style-type: none"> - Generous pavement - Ramps - Tactile paving 	<ul style="list-style-type: none"> - Shortcuts and special routes for bikes - Bikeparking everywhere - Bikeparking at bus stops 	<ul style="list-style-type: none"> - Short walking distances to bus stops - Bus stops with climate shelter and seating - Bicycle and car parking close to bus stops 	<ul style="list-style-type: none"> - Deliveries on street - Possibly limited access times 	<ul style="list-style-type: none"> - Alternative systems - Centralised recycling/refuse collection points - Smaller vehicles - Alternative technology 	<ul style="list-style-type: none"> - Access through (but slow) - Parking anywhere (small scale solutions) - Permeable surface in car parks