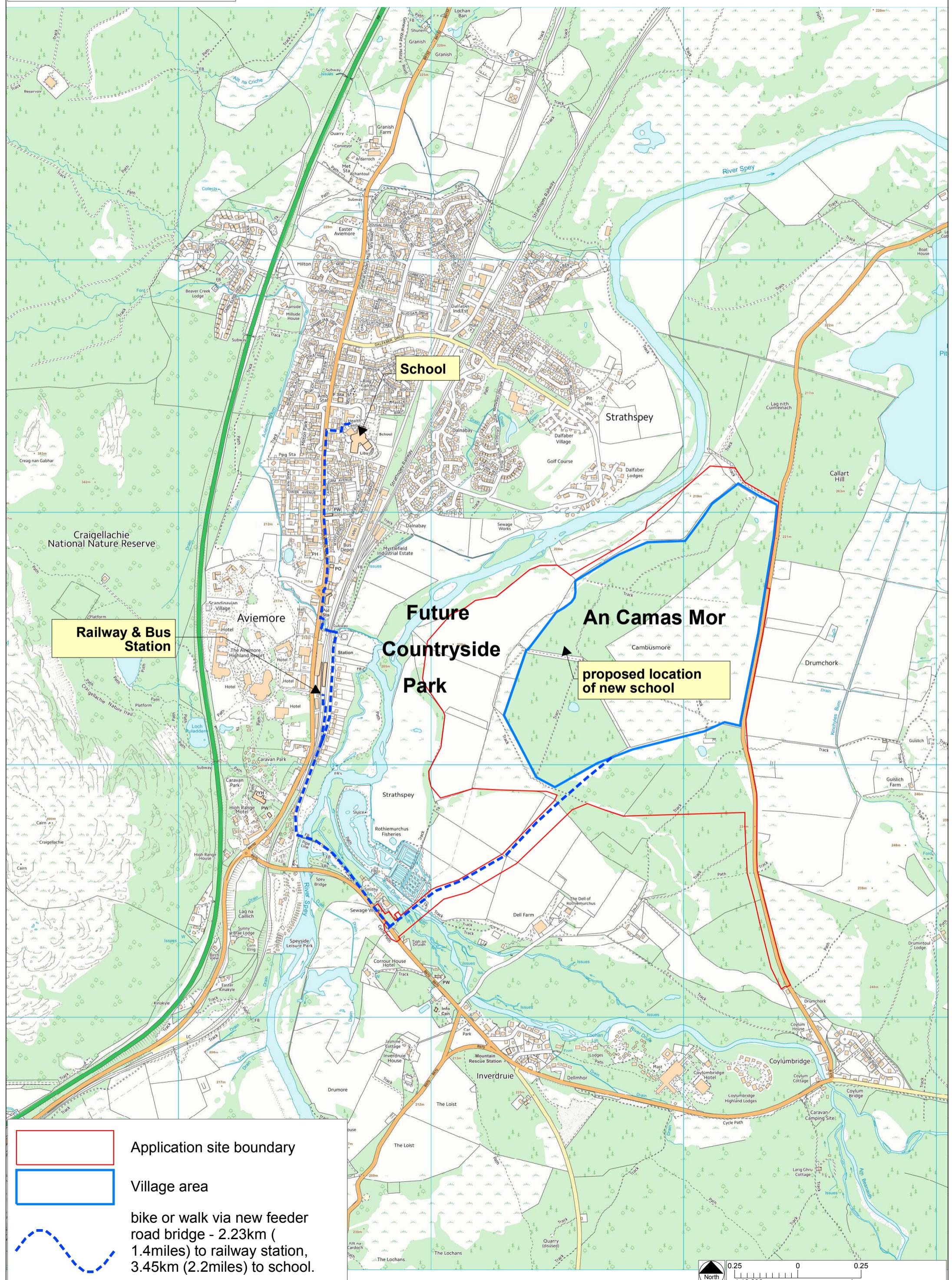


An Camas Mor

Travel plan - walk/cycle link to Aviemore





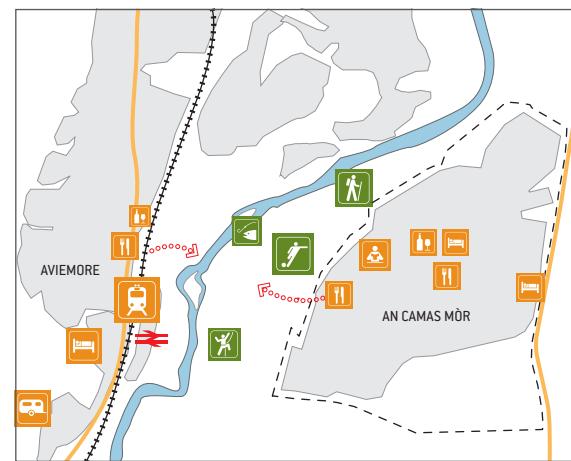
SETTING

The setting displays strong highland characteristics of native woodland and strath farmland against a backdrop of mountains and forested foothills. The setting would encourage an outdoor lifestyle and the design would stimulate this. The development footprint must minimise the amount of land taken and maintain the woodland character. There are important views from the site, to the Cairngorms in the east and to Craigellachie and the Monadhliaths in the west, and the development must be designed to benefit from these. The new community must be designed so that it is not prominently visible in the landscape from the main viewpoints from where most people experience the scenery of the National Park.

RELATIONSHIP WITH ADJACENT SETTLEMENTS

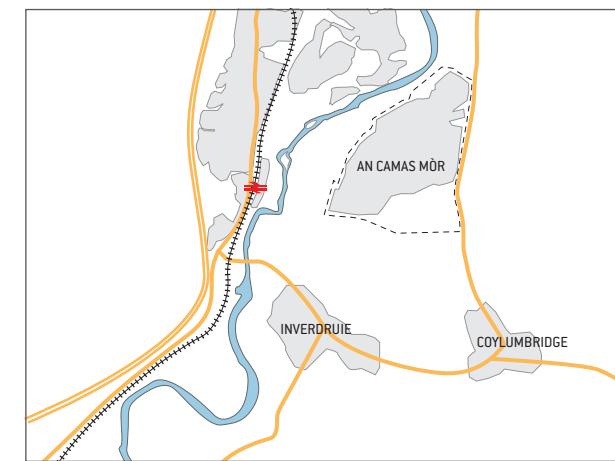
The relationship with Aviemore and adjacent settlements must be complementary. Aviemore would provide higher level services for An Camas Mòr with its public transport interchange, supermarkets, churches and local government service centre and Kingussie would provide secondary education. The new community would provide space for a new primary school, local shops and community facilities. The park proposed by the community on the land straddling the River Spey could directly link the two communities with new recreation resources. Traffic from the new community must have limited impact on the small settlements nearby at Inverdruie and Coylumbridge.

RELATIONSHIP WITH AVIEMORE



Aviemore and An Camas Mòr would benefit from each other through shared services and amenities. The land linking the two communities is suitable for recreational activities.

RELATIONSHIP WITH COYLUMLBRIDGE AND INVERDRUIE



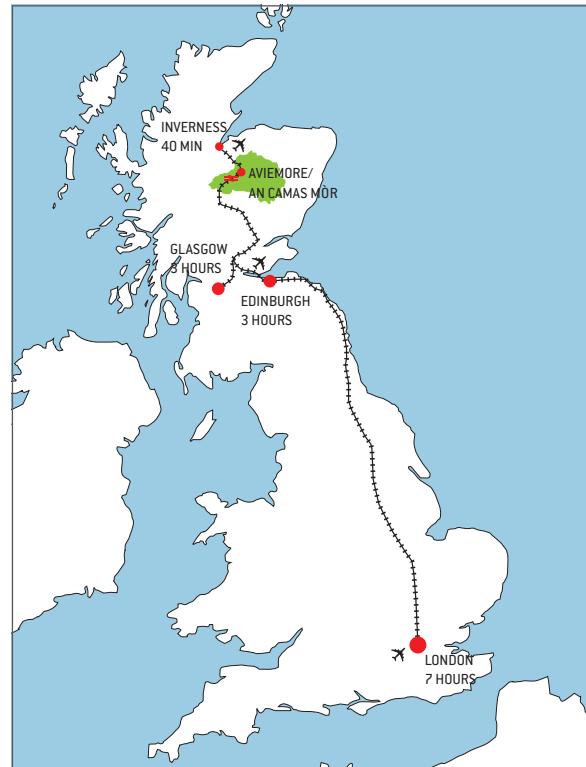
An Camas Mòr has a small footprint in its woodland setting.

CONNECTIONS

The site is well located for regional and national transport connection due to the close proximity in Aviemore of the main railway line North to Inverness and South to Glasgow and Edinburgh and the A9 trunk road. The site is connected via the B970 road through Inverdruie to Aviemore and this road has good capacity to take the traffic generated by the new community. Local bus services use this route and they would be enhanced from day one of the new community. An excellent 'off road' footpath and cycleway was recently completed, running along this Inverdruie/B970 axis, linking Aviemore and Glenmore, which would provide a good connection for pedestrians and cyclists to Aviemore. The new route also joins with a network of cycle and pedestrian paths including the Speyside Way, the core path network and the Sustrans cycle routes North and South.

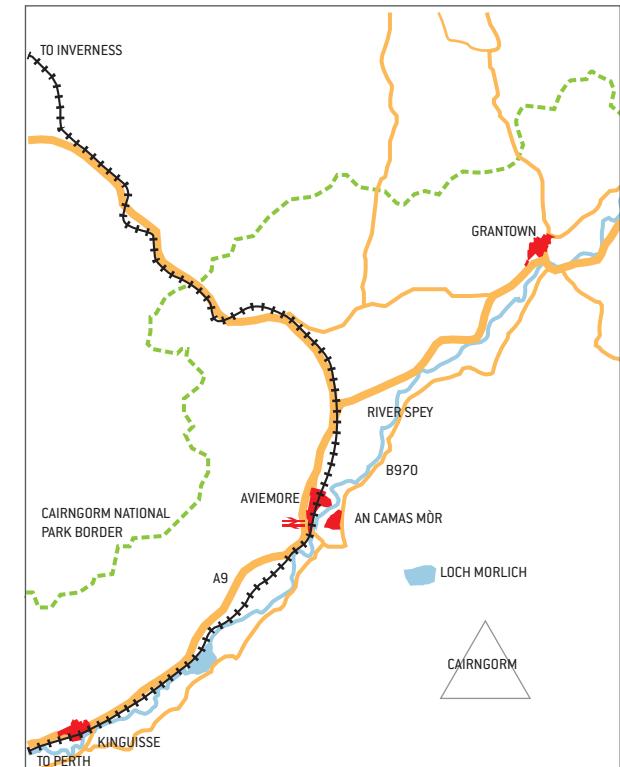
A full range of local centre community facilities are available at Aviemore including a new primary community school scheduled (from 2010), shops and health services. Outstanding outdoor access facilities are widely available connected and close to the site on Rothiemurchus, Glenmore and Cairngorm.

NATIONAL, INTERNATIONAL



The proximity to Aviemore train station provides good travel times to more distant destinations.

LOCAL



Situated in Cairngorm National Park, An Camas Mòr benefits from both a magnificent Highland setting as well as being well connected to adjacent communities by road and through the path network.

MOBILITY PRINCIPLES

Getting to, from and around the community in an enjoyable, sustainable and practical manner that does not dominate the life of the settlement would be the basis of the design of circulation. The emphasis would be to place priority on pedestrian and bicycle movement.

EXTERNAL PATH LINKS

There would be three major external path links to the site.

- 1) A new path adjacent to a new road to Aviemore.
- 2) A new path to Coyerbridge through the woods adjacent to the B970.
- 3) To the north, from the street network, there would be a path joining the B970 as far as the new section and then by sharing the 'old' road surface to the bridge at Coyer.

The Aviemore path would have a bound surface and be lit. Other paths are to rural standards and suitable for all non-motorised users. An additional external path would follow the escarpment on the east bank of the Spey around the edge of the settlement.

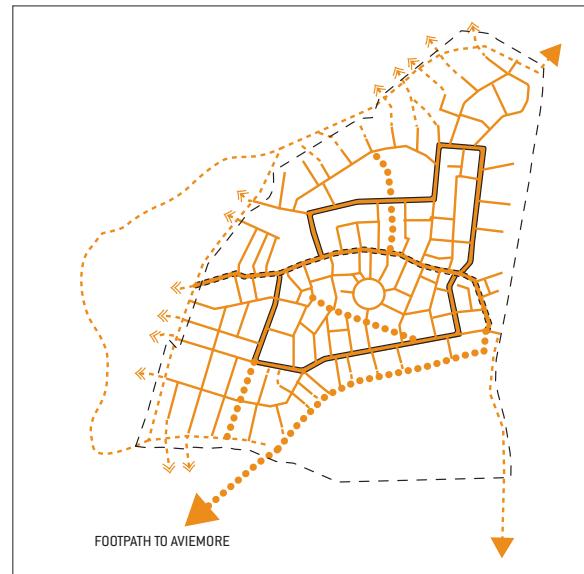
PEOPLE & CYCLES

Within the development all traffic would be limited to 20mph making the whole settlement pedestrian and cycle friendly. The design of minor streets would encourage slower speeds of 10mph or 5mph. The majority of the street network would be of shared surface design. On the shared surface streets and squares the vehicle route would be defined by shallow kerbs of a contrasting colour and texture and changes in the paving surface. The exception is the bus route, where there would be separate pedestrian pavements. Within major areas of landscaping there would be paths following natural desire lines.

PUBLIC TRANSPORT

A bus service would be provided to Aviemore from the start; following the new B970 and a circuit within

PEOPLE WALKING



- | | |
|----------------|----------------|
| HIGH STREET | FOOTPATH |
| PAVEMENT | GRAVELPATH |
| SHARED SURFACE | INFORMAL PATHS |

An Camas Mòr. The bus route together with the link north to the B970 form the primary circulation within An Camas Mòr. For the initial phases the bus would use the B970 route via Coyerbridge and the High street within. Principle bus stops would be provided with shelters and bicycle stands.

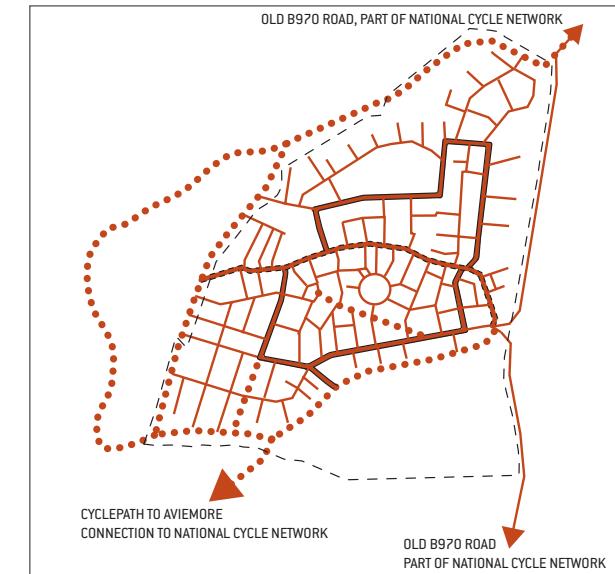
SERVICE ROUTES

Refuse and recycling points would be provided at intervals throughout the settlement.

PRIVATE VEHICLES

There are two main external road links: to Aviemore along the new B970 via the realigned Coyer Bridge

BICYCLES



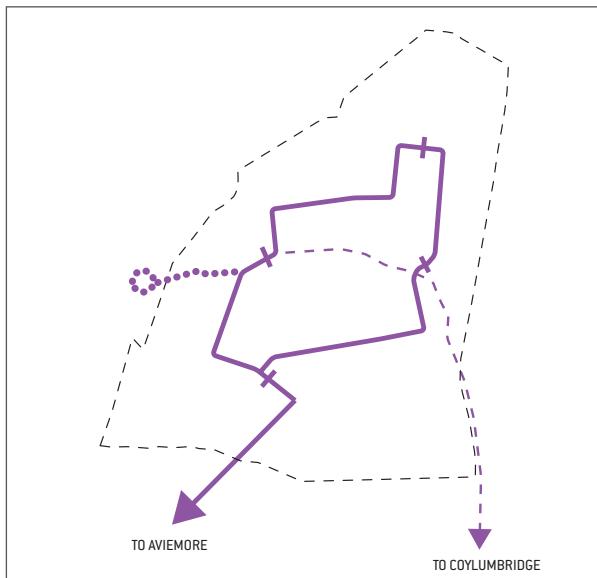
- | | |
|----------------------------------|-----------|
| HIGH STREET | CYCLEPATH |
| SHARED CARRIAGeway WITH VEHICLES | |
| SHARED SURFACE | |

junction, and north along the B970. A minor link would be provided at the east end of the High Street. Passing traffic uses the new B970 rejoining the B970 north adjacent to the east end of the High Street. In the initial phases the B970 to Coyerbridge is used, which would be upgraded and relocated at Coyerbridge.

PARKING

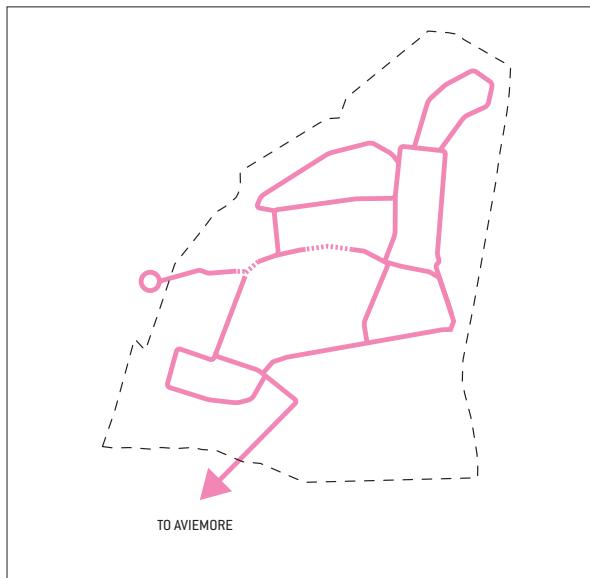
Parking would generally be provided within the house plots which include pends (covered passages giving access to the back of the plot). Parking would be provided for loading and disabled access in the High Street. Additional and visitor parking would be provided on side streets and within public squares.

PUBLIC TRANSPORT



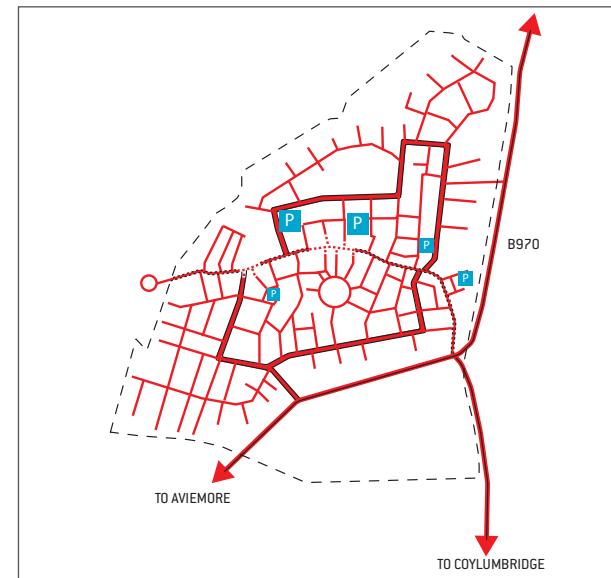
- FINAL PHASE BUS ROUTE
- ALTERNATIVE ROUTES
- POSSIBLE ROUTE TO ACCESS PLAYING FIELDS
- POSSIBLE BUS STOPS

SERVICE



- ACCESS ROUTE FOR REFUSE & RECYCLING COLLECTION
- PEDESTRIAN PRIORITY ACCESS ROUTE

PRIVATE CARS



- HIGH STREET
- RURAL ROAD
- PRIMARY ROUTE
- SHARED SURFACE WITH FLUSH CURBS
- SPECIAL SURFACE
- MAIN PARKING SPACES

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	- Street life - Health benefits - Social contact - Non-polluting	- An inclusive society (Children, old, people in wheelchairs etc)	- Street life - Health benefits - Social contact - Non-polluting	- Sustainable - Social contact - Connection to other towns of sustainable mobility	- Some limited daytime street activity - Business		- Bring people in - Sense of security at night
Problems/ Challenges	- Safety - Local climate	- Safety - Space on pavement	- Safety - Climate - Parking	- Perceived inconvenience	- Blocking traffic - Noise - Fumes	- Over-dimensioning of street spaces to accomodate vehicles - Too much asphalt - Noise and fumes	- Noise and fumes - Speeding - Takes up space - Too much asphalt for parking
Needs	- Safe and pleasant public realm - Proximity to services and amenities - Possibilities for staying and activities	- Level - Smooth surfaces - Visual clarity	- Safe routes - Bicycle service - Parking	- Proximity to bus stops - Good places for waiting - Possibility for easy change from car/bicycle to bus	- Access - Loading space	- Space for vehicles	- Access - Parking - Avoid one-way and cul-de-sacs
Solutions	- 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	- Generous pavement - Ramps - Tactile paving	- Shortcuts and special routes for bikes - Bikeparking everywhere - Bikeparking at bus stops	- Short walking distances to bus stops - Bus stops with climate shelter and seating - Bicycle and car parking close to bus stops	- Deliveries on street - Possibly limited access times	- Alternative systems - Centralised recycling/refuse collection points - Smaller vehicles - Alternative technology	- Access through (but slow) - Parking anywhere (small scale solutions) - Permeable surface in car parks