

Active Aviemore

Feasibility Report

Access Improvements, Community Engagement, Feasibility and Design

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1. Introduction

HITRANS, in partnership with the Cairngorm National Park Authority (CNPA) and The Highland Council has awarded AECOM a commission to carry out community and stakeholder engagement, feasibility and design for the active travel corridors in Aviemore. The corridors include Grampian Road, the Railway Station and Bus interchange and Dalfaber Drive to the new hospital site. The commission will assist developing urban realm and active travel improvements through the town centre, and ensure links to the wider path network, including Speyside Way and NCN7.

This report provides a summary of the work completed on behalf of client group and details an action plan to permit the delivery of the streetscape and environment within Aviemore, in particular the key corridors of Grampian Road and Dalfaber Drive. This work takes into account the access needs of disabled people and those with reduced mobility.

The following report is a summary of the process undertaken to deliver a preferred option which delivers on the funders street design approach listed in the objectives below:

Objective 1:	Make streets and public spaces more effective in supporting active and sustainable travel.
Objective 2:	Inspire and support the community and stakeholders interest in their immediate surroundings through the redesign of their streets and neighbourhood
Objective 3:	Re-design streets and neighbourhoods to improve relationships between different users, make them safer, more attractive and more sociable
Objective 4:	Create an exemplar project that can be used to promote best practice
Objective 5:	Work with and enhance the streets existing infrastructure.



Figure 1: Active Aviemore - Branding

Report Structure

The report structure is as follows:

Chapter 2: Desk Top Review – The study area was subject to a desk top review of relevant existing reports, drawings and strategies.

Chapter 3: Design Guidance and Standards – To establish options for the project guidance and design standards are reviewed to identify design compositions.

Chapter 4: Placemaking Principles – A review of placemaking principles and how these can be incorporated in the future proposals. This chapter also discusses the types of features which could be included as part of the scheme to support the active travel elements of the project.

Chapter 5: Aviemore Project Sections – Identification of the sections and the site review undertaken to establish opportunities and constraints.

Chapter 6: Design Options – A series of options were considered and assessed against the information gathered from the desktop review and site assessment.

Chapter 7: Consultation Summary – Consultation has been undertaken from the outset of the project with this summarised in the chapter.

Chapter 9 Preferred Solution – This chapter presents the proposed solutions for route sections as a result of the options appraisal and various consultation and engagement.

Chapter 10: Action Plan – Recommendations were developed into an Action Plan and high level cost estimates prepared for the options identified.

2. Desk Top Review

2.1 Introduction

Information was provided to AECOM to assist in the development of the proposed project. This chapter summarises relevant reporting and background information which have a focus on active travel in Aviemore and/or provide an overview of problems and opportunities in the town. The reports summarised are as follows:

- Highland Community Planning Partnership Community Workshop Wrap-up Report (2017)
- Aviemore Community Action Plan Review 2017
- Aviemore Town Centre NCN Route 7 Link, Stage 1 Consultation on Proposed Options (Including Proposed Improvements Map and Estimated Costs – Appendix A)

2.1.1 Highland Community Planning Partnership Community Workshop Wrap-up Report (2017)

The Highland Community Planning Partnership workshop was the first in a series of at least ten workshops which are designed to engage communities, community organisations and third sector groups around the following areas of public development and planning in The Highland area:

- Highland Outcome Improvement Plan
- Highland Local Fire Plan
- Community Justice Plan 2018+
- Active Highland Strategy
- Police Scotland 2026 Police Strategy

The session asked attendees (comprising of stakeholders and the public) for their thoughts on communities within the Badenoch and Strathspey area, which includes the settlements of Aviemore, Grantown-on-Spey and Carrbridge. The session enquired about any positive aspects of the area, areas they would like to change, opportunities and any aspirations for the community.

One area of dialogue focused on a 'Good, Bad and the Ugly' discussion. A summary is provided below.

The Good (What is good about your community?)	The Bad (Things that you feel aren't available within your community)	The Ugly (Things that are in your community but don't necessarily work well to meet your needs)
Access to the outdoors and living in	Lack of affordable housing (partially as	Parking on the high streets (Grantown,

a National Park.	a result of second homes) and lack of well paid jobs.	Aviemore and Kingussie).
Willingness to engage and high quality volunteering.	Too many cars and insufficient transport links. Available transport can be expensive.	Lack of facilities (e.g. village hall, shops).
Close and cohesive community,	Poor support for mental health issues.	Lack of broadband and mobile phone coverage.
Safe place for children.	Speeding through some areas.	Limited quality employment opportunities.
Various community groups, including those related to transport.	Lack of younger families and youth activities.	

A further discussion was had around six questions which focused on 1) Opportunities to help more people live with good mental health and wellbeing 2) Household money worries 3) Supporting dialogue within and between communities and public agency decision makers 4) Transport issues 5) Community safety and 6) Supporting people who have perhaps gotten into trouble with the police.

Key themes from the discussion focused on a need to:

- Train people in recognising mental health issue signs;
- Provide affordable rent and local jobs which provide a living wage;
- Have high quality and focused engagement between the community and public agencies;
- Increase the number of transport links, including an integrated approach such as allowing the transportation of bikes on buses;**
- Have the community to work together to promote safety; and
- Prevent crimes before they occur.

Further details can be found on pages 3 and 4 of the Community Workshop Wrap-up Report.

In terms of aspirations, hopes and wishes for communities in the Badenoch & Strathspey area, many of the comments reflected what was discussed in the previous discussions. Key aspirations include fuel subsidies for all families on benefits, evening and weekend bus services, **the development of an E bike network,**

cycle paths to link communities, more affordable housing and an increase in support services and volunteering opportunities.

A discussion also took place around which principles should be included in the strategic Community Planning Partnership plan. It was agreed that the principles of poverty, community safety and resilience, transport, engagement and dialogue with communities and mental health and wellbeing should be followed. It was also noted that recognising isolation and loneliness should be considered within the plan.

2.1.2 Aviemore Community Action Plan Review 2017

This review brings together the views of local residents and businesses within Aviemore on a number of key issues gathered via a survey. The survey was seeking to identify how best organisations within the town (including Aviemore and Vicinity Community Council and Aviemore Community Enterprise) can help the Aviemore community make progress with as many of the topics identified in the survey.

387 survey responses were received. The survey primarily focused on the fourteen physical and social elements outlined in the Place Standard¹ (listed below). The numbers in brackets shows the score provided via the survey, where 1 indicates there is a lot of room for improvement and 7 indicates there is little room for improvement.

• Moving around (5)	• Natural space (6)
• Public transport (4)	• Play and recreation (5)
• Traffic and parking (4)	• Facilities and amenities (4)
• Streets and spaces (4)	• Work and local economy (4)
• Housing and community (3)	• Care and maintenance (5)
• Social interaction (4)	• Influence and sense of control (4)
• Identity and belonging (4)	• Feeling safe (5)

Based on the elements which scored the lowest, five key themes emerged from the survey: Housing, Employment, Transport, Facilities & Amenities and Infrastructure. This indicates that those living and working in Aviemore regards these areas as needing a significant level of improvement. The main comments under each of the five issues identified by respondents are listed in the Community Action Plan Review document. Issues identified as part of the review include a need for:

- More affordable/social housing for local families;
- Better quality local jobs; and

¹ The Place Standard 'How Good is our Place' tool is a way of assessing places, providing a simple framework to structure conversations about place. Further details can be found here: <https://placestandard.scot/>

- **Improvements to transport for social and work use as well as at evenings and Sundays.**

The review also included a list of potential community led projects, alongside a detailed action plan for each of these projects. These are listed below.

- 1) New Community Hall – to explore the need for a new build, fit for purpose community hall.
- 2) Indoor Sports Centre – to provide year-round, indoor sporting opportunities for all.
- 3) Community events / initiatives – to increase opportunities for local resident's social gatherings to improve social cohesion of Aviemore village and to increase offer of events to draw in additional visitors.
- 4) Provision of Scout and Guiding facility – to provide a community owned facility for uniformed groups and others to use for their activities.
- 5) Provide grass playing fields – to provide a free, open-access space in the community for sports and recreation use.
- 6) Skate park – to provide a skate park in Aviemore for all to use.
- 7) **Develop the village green – increase the use of village green for benefit of locals and visitors.**
- 8) Maintain floral displays – to provide ongoing annual floral displays in Aviemore and area to improve visual appeal of the village for benefit of residents and visitors.
- 9) **Off-road cycle path through Aviemore – identify a 'quieter' route through Aviemore for cyclists.**
- 10) More litter picking and bins – to improve overall appearance and general tidiness of Aviemore.
- 11) Reduce dog fouling on Orbital and Lochan Mor paths – to reduce the level of dog fouling on Orbital & Lochan Mor.
- 12) **Re-landscape area behind toilet/Vault (e.g. planting/water feature) – improve overall appearance and maintenance of area to make more attractive to locals and visitors.**
- 13) Improve advertised information on local clubs – improve advertised information of local clubs and activities for local residents.

2.1.3 Aviemore Town Centre NCN Route 7 Link, Stage 1 Consultation on Proposed Options

Options are being considered to improve links between the long distance NCN7 and Aviemore Town Centre and to improve the active travel environment along Grampian Road; this short report provides proposed options with estimated costs and will act as a consultation tool, allowing the public to view the proposals. The overall aim of improvements works is to increase the potential for

active travel and to see an increase in the number of people choosing to walk or cycle.

The report details recent active travel improvements which have been carried out in Aviemore since the Aviemore Active Travel Plan was issued in July 2012 and how other improvements are being considered as part of capital improvement schemes. The note provides an overview of the improvements recently carried out, including works completed as part of the new Aviemore Community Primary School (such as new footpaths, street lighting and speed indicator devices).

Key potential measures to encourage walking and cycling in Aviemore are outlined in the Aviemore Active Travel Plan. This report itemises what is required to successfully encourage walking and cycling; see a list of measures below. Total improvement costs (including any land costs, 25% Optimism Bias and 20% Design and Supervision) are shown in brackets.

- 1) Grampian Road Corridor Improvements: This is the only continuous north – south link through Aviemore. The aims of the measures listed below are to improve road safety for pedestrians and cyclists.
 - a. Advisory cycle lanes (£66,750)
 - b. Footway widening works to provide a shared use path (£498,000)
 - c. Footway surfacing improvements (£300,000)
 - d. Drop kerb improvements with DDA compliant tactile paving and flush drop kerbing (£168,750)
 - e. New surfaced footway from Dougal Drive to Dalfaber Drive (£138,000)
 - f. Traffic calming between Aviemore Car Park/Public Toilets and Grampian Court (£225,000)
- 2) National Cycle Network Route 7 Improvements: The NCN7 route uses the B970 public road and Dalfaber Road which runs north-south to the east of Grampian Road; this section of the route through the village could be improved to enhance the attraction of using the route. Improvements measures to consider include:
 - a. Installation of street lighting (£54,000)
 - b. Drainage and surfacing improvements (£12,000)
 - c. Dell of Spey subway and Dalfaber Railway bridge signage and road marking improvements (£7,500)
 - d. Aviemore Railway Station connectivity improvements (£7,500)
- 3) Dalfaber Drive Improvements: The significant increase in housing development at the north end of Aviemore over the last 10 years has resulted in Dalfaber Drive being an important link between the housing developments and the

NCN7 route and active travel to Grampian Road. Improvements considered are:

- a. Advisory cycle lanes (£12,225)
- b. Footway improvements (£146,250)
- c. Dalfaber Drive level crossing improvements (£125,000)
- d. New surfaced footpath Milton Wood to Grampian Road (£79,500)
- e. New footpath Cairngorm Technology Park to Burnside Road (£105,500)

Given the high cost of some options, the report recommends that a phased approach is taken with schemes delivered as funding becomes available. To maximise safety and amenity benefits, it recommends that schemes concentrating in the central area of Aviemore where pedestrian footfall, vehicle volumes and trip generators are highest should be prioritised.

The recommended phasing for consideration as part of the consultation is as follows:

1. Phase 1

- a. Grampian Corridor Improvements – advisory cycle lanes
- b. Grampian Corridor Improvements – traffic calming

2. Phase 2

- a. National Cycle Network Route 7 Improvements – installation of street lighting
- b. National Cycle Network Route 7 Improvements – drainage & surfacing improvements
- c. National Cycle Network Route 7 Improvements – Dell of Spey subway and Dalfaber Railway bridge signage and road markings
- d. National Cycle Network Route 7 Improvements – Aviemore Railway Station connectivity improvements
- e. Dalfaber Drive Improvements – advisory cycle lanes

3. Phase 3

- a. Grampian Road Corridor Improvements – Dropped kerbing improvements construction works

4. Phase 4

- a. Grampian Road Corridor Improvements – footway resurfacing
- b. Grampian Road Corridor Improvements – new surfaced footway

- c. Dalfaber Drive Improvements – new surfaced footpath
- d. Dalfaber Drive Improvements – new surfaced footpath

5. Phase 5

- a. Grampian Road Corridor Improvements – footway widening
- b. Dalfaber Drive Improvements – level crossing improvements
- c. Dalfaber Drive Improvements – footway widening

Appendix A contains the NCN Route 7 in Aviemore alongside the locations of proposed improvements.

2.2 Dalfaber Drive / Grampian Road

The desk top review established that previous work has been completed on the design of the junction to permit future discussions as and when developments take place along Dalfaber Drive. In summary the proposal drafted in 2013 was for the junction to remain as a t junction but either be signalised or include signalised crossings for non-motorised users. The options include a right turn lane into Dalfaber Drive. The draft options are contained within Appendix A.



Figure 2: Grampian Road / Dalfaber Drive Junction

2.3 Local Development Plan / Planning

Planning applications which may influence the proposed projects have been reviewed and two sites within section 1 have been identified as well as the catalyst for the project the hospital site.

2.3.1 Premier Inn

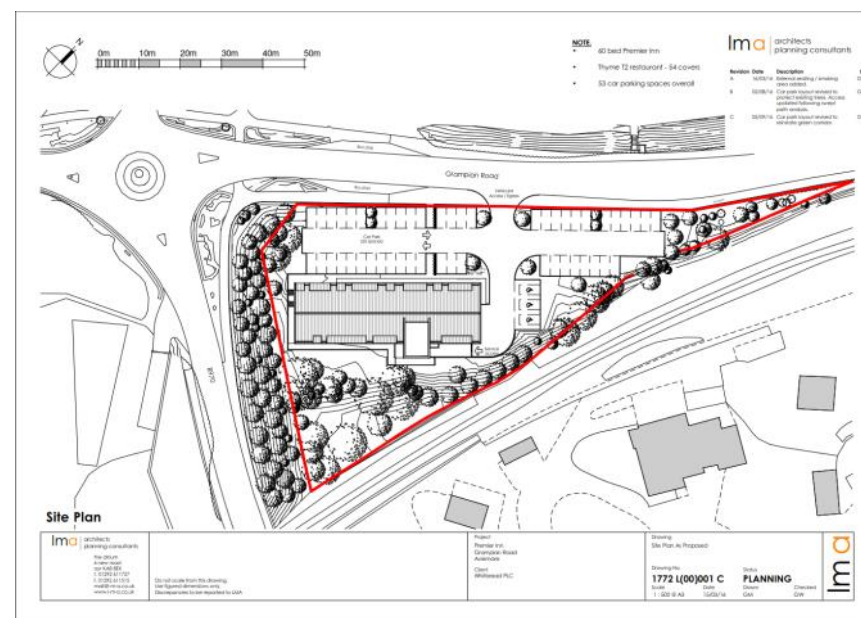


Figure 3: Premier Inn Development

The main option is to engage with the developer to identify potential of widening the footways into the sites to assist in the development of options.

2.3.2 Grampian Road Flats



Figure 4: Flat Development - Grampian Road

The main option is to engage with the developer to identify potential of widening the footways into the sites to assist in the development of options.

2.3.3 Hospital Site

A catalyst for the project is the development of the proposed community hospital situated along the Dalfaber Drive corridor of the project.

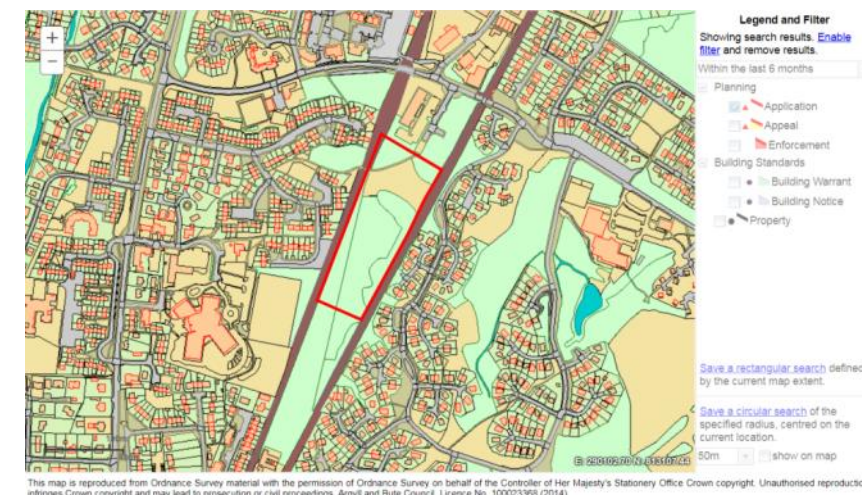
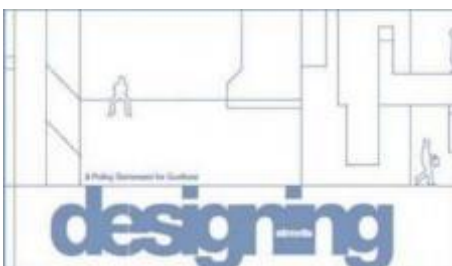


Figure 5: Proposed Location of Hospital

The project will create local journeys to the north-east of the town which also houses the school/community campus. These both will act as trip generators and this project will provide the opportunity to travel to these locations sustainably

3. Design Guidance and Standards

Scotland has established policy and guidance documents which challenge us to view areas such as Aviemore in terms of their place function rather than movement of transport function. Designing Streets² policy states “is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles”. Published in 2010 the policy continues to be utilised by authorities throughout Scotland with additional guidance being created to assist in the development of creating places. In tandem with Designing Streets an online resource ‘Creating Places Scotland’³ provides guidance and information on schemes being implemented throughout Scotland. Toolkits⁴ and audits continue to highlight the desire for places to be created with people placed at the forefront of the design and in particular walking and cycling at the top of the hierarchy.



3.1 National Roads Development Guide

To deliver the design of this network it is vital the design takes cognisance of the National Roads Development Guide (NRDG) policy which The Highland Council have adopted. This provides the hierarchy of users (Figure 6) with pedestrians at the top of the hierarchy followed by cyclists. NRDG supports Designing Streets Policy Document and its five headline policies are supported by the design hierarchy shown in Figure 6.

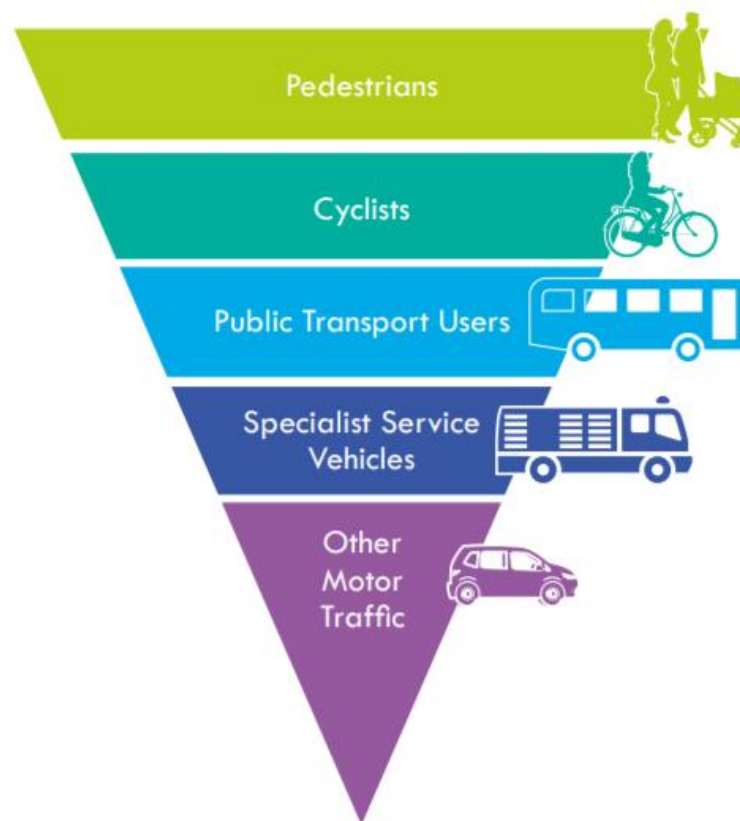


Figure 6: Hierarchy of Users

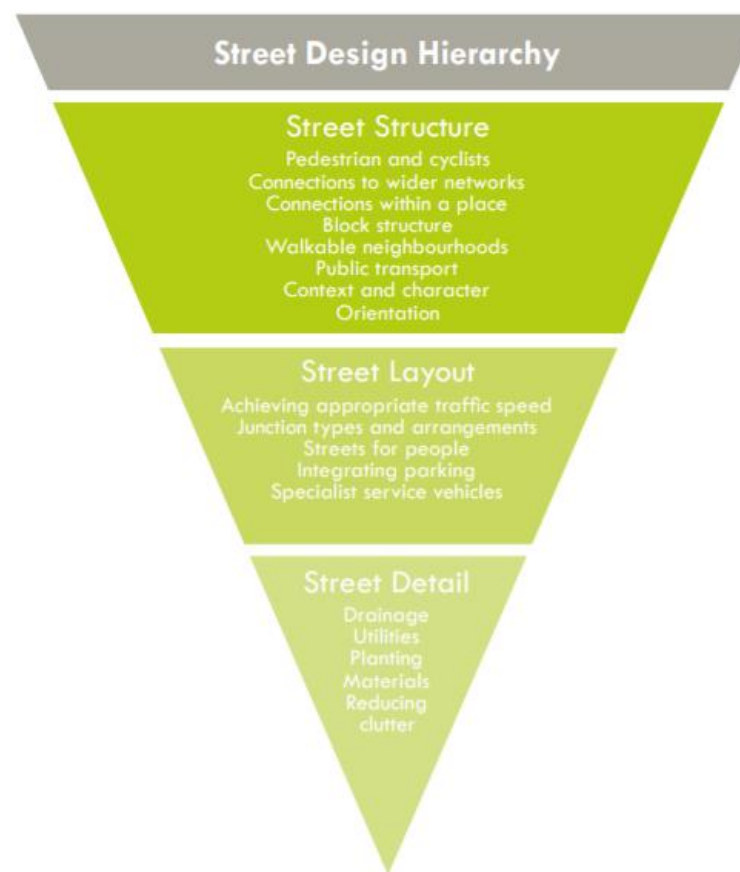


Figure 7: Street Design Hierarchy

Footway Provision

The NRDG specifies the widths of footways, as shown in the table below, which are dependent upon the level of pedestrian activity and setting.

Table 3.1 – Footway Widths as Specified in National Roads Development Guide

Frontage Development	Width (metres)
None	2.5 – 3.0*
Industrial	2.0 – 5.0
Residential	2.0 – 3.0
Local Shops	4.0
Major Shops	5.0

*Minimum 3.0 metres for arterial roads

In order to encourage as many people to walk and cycle as possible the environment has to be conducive to allowing people a pleasant experience. Aviemore has a range of footpaths and footways for people to use along the study corridor. To permit uniformity the minimum footpath will be designed to be 2m wide but where possible it will be between 2.5 to 3m wide.

3.2 Cycling by Design

3.2.1 Introduction

Options to provide enhanced cycling provision are developed using the specifications set in ‘Cycling by Design’ and the particular requirements for Sustrans Community Links and Community Links Plus funding will be explored. ‘Cycling by Design’ provides a Guide to Link Specification which is illustrated in Figure 8. The diagram provides a useful starting point in determining an appropriate link specification, based on traffic volume and traffic speed. An assessment has been undertaken to confirm the link specification for this study.

² <http://www.gov.scot/resource/doc/307126/0096540.pdf>

³ <http://www.creatingplacescotland.org/>

⁴ http://www.scotlandstowns.org/town_centre_toolkit

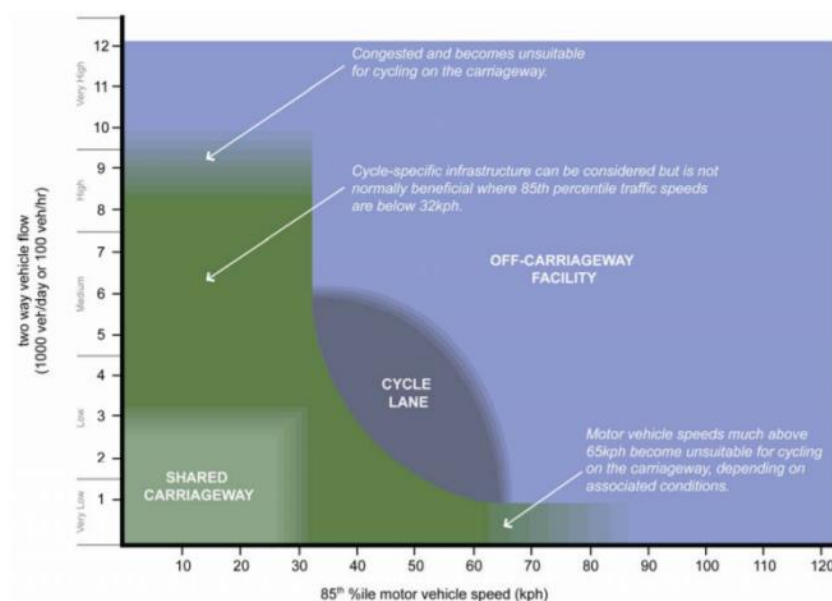


Figure 8: Link specification guide criteria (Cycling by Design)

3.2.2 Design Guidelines

'Cycling by Design' will be used as the basis of design for this study. Reference will also be made to the 'Design Manual for Roads and Bridges' (DMRB), the 'NRDG', and the 'Traffic Signs Regulations and General Directions' (TSRGD) as appropriate. As far as practical the following minimum widths will be used.

- Shared use footway- 3 metres (2.5 metres)⁺
- Segregated one-way cycleway – 2 metres (1.5 metres)⁺⁺
- Segregated two-way cycleway - 3 metres (2 metres)⁺⁺
- Carriageway width urban - 6 metres.

*0.3 metre separation minimum

+Bracketed figures are absolute minimums

3.2.3 Safety

Following site visits along the corridor and initial discussions with the Client Group, it is clear that there is sufficient space to deliver some form of cycle intervention. This could range from a do-minimum option which would take forward the proposals as outlined in Section 2.1.3 of this report. However people wish to feel 'safe' when cycling and advisory cycle lanes have not historically delivered the change in modal split the people of Scotland desire. Therefore segregating people cycling from people walking and people driving is seen as the solution which provides a safer network for all to use.

The scope of the initial review is to establish options on which the movement of pedestrians and cyclists can be enhanced through Aviemore. Cycle design guidance continues to evolve within the UK as users continue to wish safe cycle facilities to be created. The desire for safety⁵ was the headline finding of the consultation

process undertaken during the creation of the Cycle Action Plan for Scotland during 2008.

"Why do people currently not cycle (more)?"

Safety

3.4 Safety is clearly the single most significant concern to have arisen during this consultation and research exercise:

- Existing cyclists cite safety worries as a reason they do not cycle more;
- Non-cyclists name safety problems as the principal reason they do not cycle;
- Stakeholders know of old that this remains the biggest obstacle to overcome in achieving cycling growth.

Figure 9: Cycle action plan for Scotland headline findings

To establish a feeling of safety the current road space must be reallocated.

3.2.4 Composition

Three preliminary road design options for the initial site visits were established to permit a review and create the options which could be developed for each section of Aviemore. These options are highlighted in Figures 10 to 12 below.

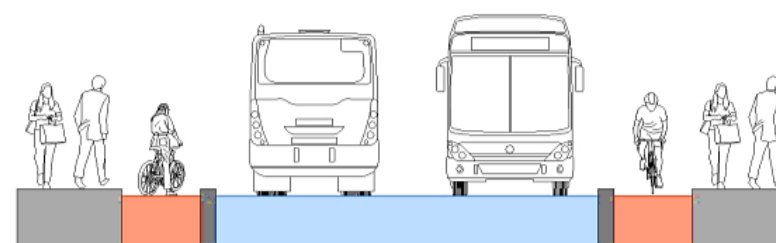


Figure 10: One-way segregated cycleway with footways

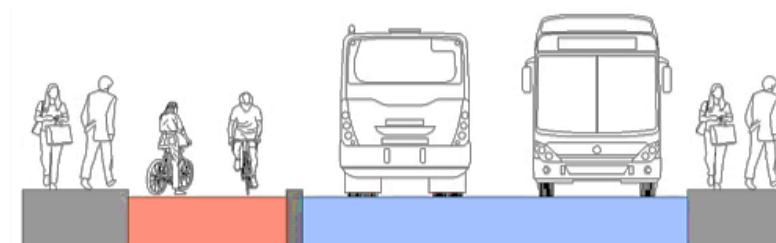


Figure 11: Two-way segregated cycleway with footways

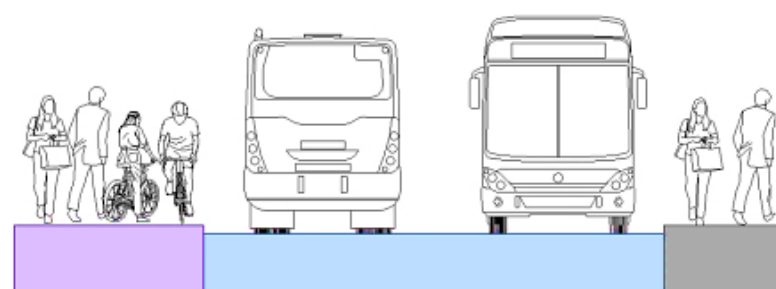


Figure 12: Shared footway / cycleway

Please note that variations exist for the cross-sections above, such as hybrid cycleway and light segregation options, these will be considered during the optioneering process.

⁵ <http://www.cyclingscotland.org/wp-content/uploads/2013/08/CAPS-Public-and-Stakeholder-Consultation-Facilitation-Summary-Report-Steer-Davies-Gleave-2008.pdf>

4. Placemaking Principles

This chapter outlines the four Placemaking Principles that will inform potential public realm changes as part of the Active Aviemore project.

4.1 Respectful to the Special Qualities of Aviemore

From its name alone An Aghaidh Mhòr (Aviemore, “The big [mountain] face”), it is evident that the village’s unique sense of place is borne out of its location and associations with its surrounding landscape.

Views to the Cairngorm Mountains to the east of Aviemore are possible from locations on Grampian Road. These glimpsed views ‘anchor’ people to the wider setting of the Cairngorms National Park, and although infrequent, should be highlighted, not obscured (e.g. by existing planting or street furniture clutter).

The relationship to the landscape is also evident in the material choices and planting in certain areas of the village; notably the ‘gateway’ to the south around the B9152 / B970 roundabout, the community village green and the railway station forecourt. Dry stone walling, boulders, natural stone paving, native planting (Silver and Downy Birch, Scots Pine), bespoke timber (Scottish Oak and Larch) lighting columns and benches all play on the theme of robust natural materials.

The materials palette throughout the village, from one end of the Active Aviemore route to the other, lacks consistency. Across the route there is resin bound gravel, three-tone granite paving, tarmac, mono-block / clay pavers, and concrete slabs. Similarly, street furniture varies, both in colour, quality and condition. AECOM notes the community-designed signage, unique to Aviemore, which uses a palette of wood and colour (blue) seen elsewhere in the town. More recent public realm improvements have used granite with sawn edges and a flamed finish, which gives an ‘urban’ feel. This contrasts quite strongly with other materials and finishes within the village that are slightly less precise, and give a more ‘natural’ aesthetic.

Public art within the village celebrates the extraordinary contribution of the people of Aviemore to Olympic sports, and connections to nature such as the River Spey /Speyside Way; however, the presence of these features is slightly hidden from the central areas of the village. The colour blue is used frequently on street furniture. Several hanging basket frames demonstrate the value of floral displays to the residents of the village.

New materials within the public realm should aspire to the highest quality; this doesn’t immediately mean most expensive, rather that they are well selected and executed to a high standard. Materials must be attractive, robust, and maintainable. They need to enhance the streets within the context of the architecture and

locality. Whilst a common palette will ensure continuity and maintain a strong identity, each space should be designed to take into account the special qualities of local architecture, or use.

Materials should be chosen to help both pedestrians and vehicles gain a common understanding of the use of space and to define changing priorities. The use of natural materials and the correct specification for the space can significantly reduce maintenance and the increased

longevity of street furniture. They can be robustly cleaned where required and sand blasted/re-painted/varnished etc. if required. Fixtures and fittings should be simple, vandal proof and easily maintained and repaired.

4.1.1 Summary:

- Utilise high quality natural materials to enhance the existing aesthetic of the village core, relate to the wider landscape context, reduce maintenance and increase longevity of street furniture.
- In more peripheral areas, more flexibility in material choice is appropriate, but not at the expense of quality or ‘fit’ with other areas of the town;
- Strong sustainability criteria should help guide the specification of materials; and
- Introduce more native species where feasible and appropriate. Planting should add value to the public realm, ensuring visual interest year-round to improve the pedestrian environment. Where possible use planting features integrated with sustainable drainage.

4.2 Accessible for All

Accessibility means creating places that are well connected, and easy to move through. Decisions should be made about how best to move through Aviemore by foot, bike, public transport, and cars – in that order.

The nature of the project will encourage active travel options, which in turn will complement public transport and the perception of Aviemore as a ‘walk-able’ and ‘cycle-able’ village.

Routes to / from key destinations (e.g. the railway station/bus terminals, orbital walk / Milton Woods, or the community green) should be direct, safe and have a number of options. Since no new streets are being created, this puts emphasis on ‘signposting’ journey options, and enhancing existing key routes, to provide people with efficient ways of moving between places.

Permeability can also be encouraged by lowering traffic speeds. This is particularly relevant in the village core, where adjacent uses and attractions naturally encourage movement throughout this space – which is currently severed by Grampian Road. This can be addressed through calming, materials, or narrowing gateways and carriageways.

The street design should provide a legible structure that reflects the changes in use that occur both along its length, and across its profile. There should be a subtle hierarchy of streetscape ‘zones’; footway clear zones for lingering and interaction with active frontages, kerbside activity and street furniture zones, carriageways and crossings, all delineated through well-considered design. In Aviemore, this will mean rationalising the location of street furniture, reducing clutter, and using materials to indicate change of priority – as has been done to some extent around benches and street furniture around the railway station.

Accessibility applies to all users of the space. It is imperative that the materials are level and allow good access. Kerbs and tactile paving should be considered equally important as a composition of the overall materials palette. Similarly, it is important that the proposals ensure all crossing points utilise level access to ensure ease of use.

If a shared use cycle lane is implemented, the delineation in the footway should be subtle, to encourage ‘good neighbour’ behaviour by both pedestrians and cyclists. Coloured surfaces should only apply to areas of potential conflict. A restrained change in material creates a sense of awareness that will generally encourage more responsible attitudes towards sharing space, to the benefit of how the space is enjoyed.

4.2.1 Summary:

- Signpost key connections to other important routes, or spaces (e.g. the community green) within Aviemore using traditional wayfinding elements, or features in the public realm;
- Lower traffic speeds in the village core, and provide greater permeability across Grampian Road in this area. Consider using enhanced, more frequent crossing points, reducing car parking, and narrowing carriageways;
- Rationalise the ‘zones’ of use across footways. Reduce clutter, rationalise the position of furniture and delineate these subtle changes of use, for example using materials or planting;
- Improve crossing points and footways to ensure that active travel journeys are as seamless as possible; and
- Ensure that the specification and execution of materials in the public realm provides good access for all users.

4.3 Adaptable

Flexible considerations for the public realm are becoming a requirement as spaces are constructed and managed for maximum adaptability over time. This means being responsive to social, economic and environmental change. The Active Aviemore project is not a public realm regeneration scheme; however, it will be a key strategic project to implement sound principles and best practice, upon which future phases of public realm regeneration can be built.

As described above, Aviemore village is a busy hub that is strategically important to the Cairngorms National Park. The project must therefore deliver changes to the public realm that provide the setting for a stimulating, enjoyable environment that helps to meet a variety of demands from the widest possible range of users, amenities and social groups.

Aviemore hosts several planned festivals throughout the year. The design should therefore consider how street furniture, services and materials can assist with linking key spaces, and help create an adaptable platform for events.

The village centre contains a number of shops and restaurants, as well as transport interchanges. It is important that changes to the public realm emphasise 'place function' not just movement; to encourage people to stay and linger as much as travel around Aviemore. It should provide an attractive pedestrian environment, with comfortable seating, convenient street furniture (bins, benches and lighting etc.) and planting all located in the right place. Lighting can be used to make spaces more adaptable, by making them inviting during the evening, and provide reassurance and safety at night.

Changes to the public realm should be high quality, but subtle, so as to act as a stage for public life and buildings – anticipating that over time buildings are more likely to change than the streetscape. The public realm should also be adaptable, or resilient, to environmental change; dealing with sustainable drainage, improving air quality, and providing habitats and biodiversity – a key component of what draws people to Aviemore.

4.3.1 Summary:

- Improve economic resilience within the village core by rationalising the footway to encourage people to linger, and also to move easily between services;
- Improve environmental adaptability by tackling issues of climate change at the local level, and improving the resilience of the public realm e.g. to flooding, or air quality issues.

4.4 Animated

First and foremost, animation of the public realm comes from people and the life they bring to a space. What is important is that the spaces between destinations and along journeys bring diversity, and 'compete' with one another to attract people's interest; all within a cohesive framework and common design approaches.

4.4.1 Summary:

- The design should be driven by the needs and uses of the people who live and work in Aviemore, and those who visit;
- Stakeholders and interest groups should be encouraged to work together to develop a programme of events throughout the year;
- Interventions should enhance the village as a destination; and

- The public realm should not be seen as a reason to visit an area, rather it should strengthen the character and sense of place of the village.

4.5 Hard Materials



Hard material improvements could include:

- Introducing high quality natural stone paving, with high friction riven or bush-hammered finish;
- Considering a palette of natural stone such as granite and porphyry shares some of the same 'warm' tones visible in the existing public realm in Aviemore;
- Using subtle changes in materials or banding / kerbs to define spaces and changes of use;
- Enhancing crossings for pedestrians and visually indicating change in priority; and
- Creating consistency in the materials palette, with high quality execution, so that even different materials fit seamlessly side-by-side.

4.6 Green Infrastructure



Green Infrastructure improvements could include:

- Integrating planting with transport interchanges;

- Enhancing the amenity value of existing planting beds using a mix of native and non-native species for year-round colour, adding seating to make features more multi-functional;
- Street trees to define and link key open spaces;
- Sustainable drainage 'raingardens' and proposals to 'soften' the streetscape and enhance resilience to climate change; and
- Enhancing biodiversity and habitat value with species-rich grassland.

4.7 Character and Legibility



Means of enhancing sense of place and legibility could include:

- Integrating placemaking into the public realm e.g. through high-quality hard materials;
- Rationalising streetscape zones to improve how people use, and move through, Aviemore;
- Considering enhanced wayfinding that highlights 5 minute / 400m distances, to create perception of Aviemore as a walkable / cycle-able town;
- Integrating lighting into street furniture, and consider how lighting can improve the adaptability of spaces through the day;
- Using natural materials creatively e.g. to provide a variety of seating options, which also act as deterrents to cars mounting kerbs;
- introducing branded street furniture; and
- Community art proposals can add quality to blank facades and add to a sense of place.

Aviemore is already full of character and this will be accommodated within the proposals of the project. A flavour of the existing character is shown in Figure 13

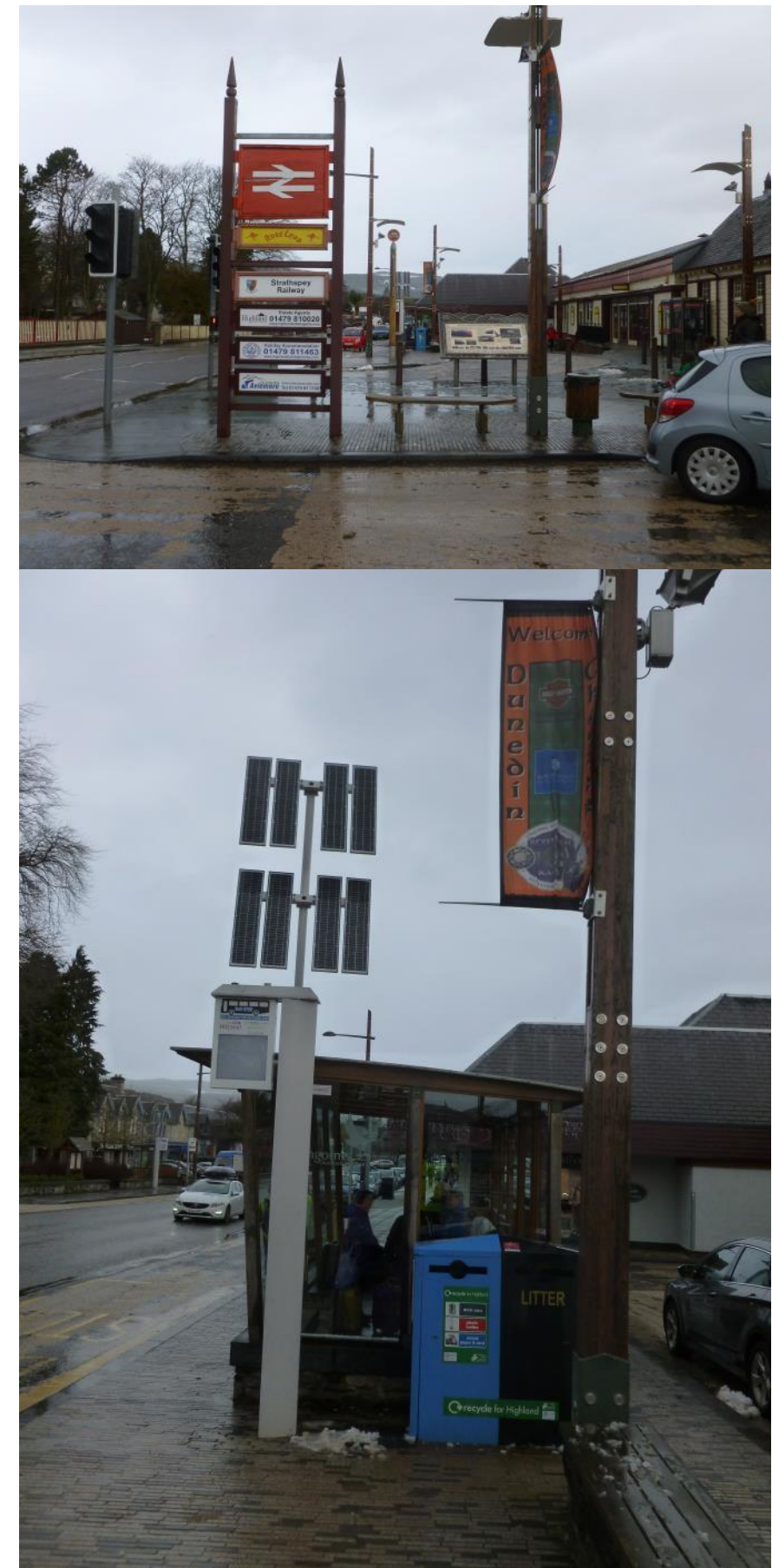


Figure 13: Existing Character in Aviemore

5. Project Sections

Aviemore has been separated into six sections for the purpose of the project. The sections in summary are:

Reference	Area
Section 1	South Roundabout to BP Garage
Section 2	BP Garage to North Roundabout
Section 3	North Roundabout to Dalfaber Drive
Section 4	Dalfaber Drive to Scottish National Heritage Building
Section 5	Dalfaber Drive
Section 6	Aviemore Orbital and links to NCN

The sections permit a detailed review to be undertaken of the three initial options as outlined in figure 9 to 11. The sections have been split as the travel corridor has varying opportunities and frontages. Although coherence is a key component of delivering cycle infrastructure it is important the solution matches the place and supports the development of the local area from a road to a place where people wish to spend time. To enhance the review process the placemaking principles detailed within the brief were explored further, these are highlighted in Chapter 4.

Note: Section 6 is the Aviemore Orbital route which provides links around Aviemore and additional links to the National Cycle Network. This route does form part of the study area but the review of this section is being taken forward by Cairngorm National Park Authority. It is referenced within the future actions and plans as it plays an important role in linking the sections 1 to 5 with the surrounding network in Aviemore.

Detailed site visits were undertaken between February and April 2018 to make observations, take photographs and measurements and gain a general understanding of site conditions.

A detailed analysis was then undertaken to develop initial option proposals for each Section shown overleaf in Figure 14.

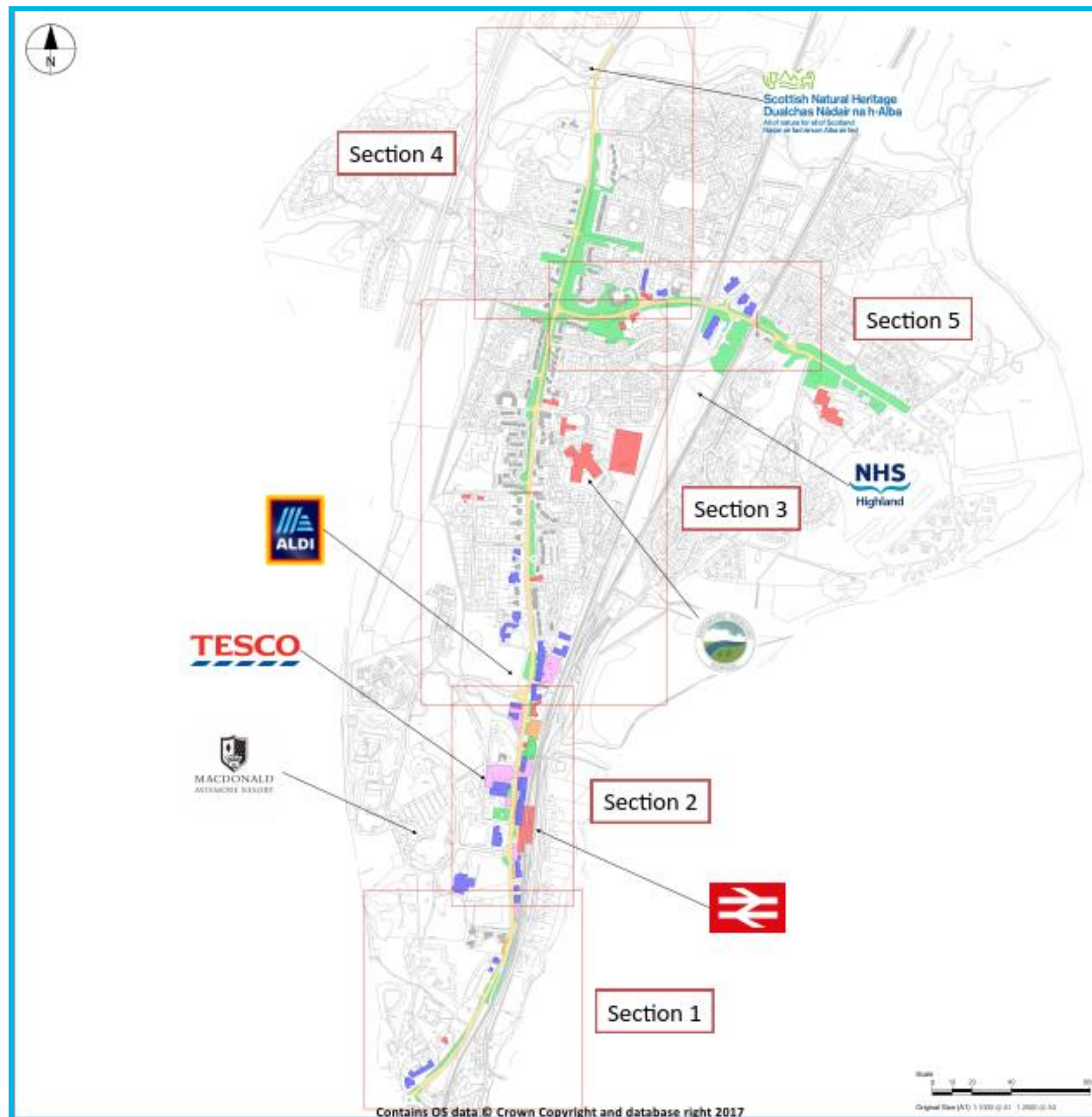
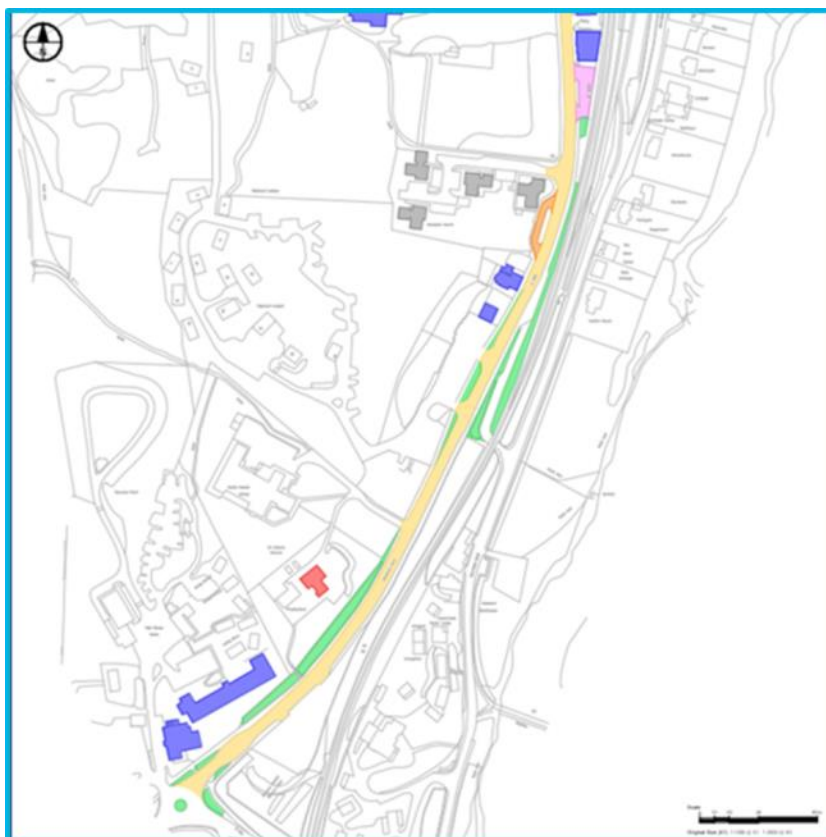


Figure 14: Sections

5.1 Section Review

Site reviews were undertaken to establish key opportunities, active travel infrastructure composition which could be proposed for the sections whilst identifying potential constraints to the delivery of infrastructure.

5.1.1 Section 1 - South Roundabout to BP Garage



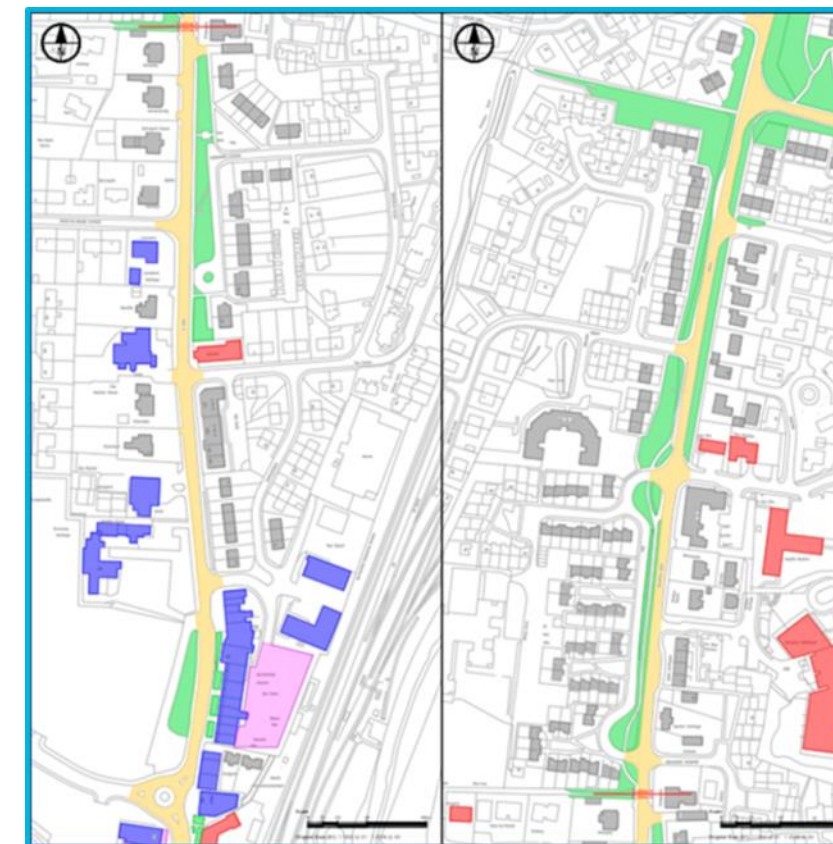
- Improve way-marking at start of the route. Consider high quality placemaking within the public realm e.g. engraved paving
- Work with consented development proposals to improve the enclosure, character and interface of the street edge and Grampian Road
- Investigate areas where existing verge planting can be enhanced with native species
- Retain and highlight key views to Cairngorm mountains through public realm design; and
- Improve continuity of surface material, and enhance crossing points to create a continuous, legible route

5.1.2 Section 2 - Village Core to Aviemore Retail Park



- Improve legibility at the gateway from the railway station to the village core
- Improve quality and consistency of hard materials and street furniture within the village core
- Enhance crossing points - consider locating crossing at entrance to public open space to encourage use
- Reduce vehicular dominance and parked cars within village core
- Rationalise footway zones. Reduce clutter and co-locate key signage into street furniture where feasible
- Consider community mural on public toilets next to the Vault gardens to signpost the presence of this public space and links to the wider pedestrian network
- Improve surfacing and street furniture of public space near to the Vault / Speyside Way
- 'Green' the village core; enhance function of existing green infrastructure and connect existing assets (e.g. public open space) with further street trees and planting in the public realm
- Consider Introducing gateway feature at the Aviemore Retail Park roundabout; and
- Create new pocket park in open space adjacent to Aviemore Retail Park / Grampian Road

5.1.3 Section 3 - North Roundabout to Dalfaber Drive



- Improve continuity of surface material, and enhance crossing points
- Apply consistent planting palette across the route. Enhance biodiversity by introducing species rich grasses into wide verges
- Thin out dense vegetation at crossing points to improve pedestrian safety and amenity e.g. junctions between Grampian Road and Milton Park
- Introduce gateway features at junctions with key connecting/onward routes (Orbital Path / Speyside Way)
- Incorporate East/West connections into design whilst improving side road crossings
- Identify junction improvements at Dalfaber Drive/Grampian Road; and
- Improve existing footpath networks

5.1.4 Section 4 - Dalfaber Drive to Scottish National Heritage Building



- Improve continuity of surface material, and enhance crossing points
- Apply consistent planting palette across the route. Enhance biodiversity by introducing species rich grasses into wide verges
- Thin out dense vegetation at crossing points to improve pedestrian safety and amenity e.g. junctions between Grampian Road and Milton Park
- Introduce gateway features at junctions with key connecting/onward routes (Orbital Path / Speyside Way); and
- Improve existing footpath networks

5.1.5 Section 5 – Dalfaber Drive



- Improve continuity of surface material, and enhance crossing points
- Apply consistent planting palette across the route. Enhance biodiversity by introducing species rich grasses into wide verges
- Thin out dense vegetation at crossing points to improve pedestrian safety and amenity e.g. junctions between Grampian Road and Milton Park
- Introduce gateway features at junctions with key connecting/onward routes (Orbital Path / Speyside Way)
- Link with existing crossing point and improve connectivity with local amenities
- Improve existing footpath networks; and
- Explore level crossing improvements for footway users

5.2 Constraints and Opportunities in Study Area

An overall constraints and opportunities of the study area was produced to permit an overarching review for the development of the active travel infrastructure.

5.2.1 Opportunities

- Aviemore Highland Resort proposal offers possible chances to identify and enhance key pedestrian and non-vehicle links into this major development site;
- Vacant sites with planning permission will improve the street edge and potential for activity in Section 1; complementary streetscape / placemaking in the public realm could enhance this offering;
- Improve sense of place on arrival in Aviemore at key interchange areas e.g. train station;
- Enhance provision of public space by reducing carriageway widths;
- Improve the 'place' function of the street by enhancing footways, 'staying' places and reducing influence of vehicles within the streetscape;
- Opportunity to introduce elements of street furniture that 'earn' their place in the streetscape through providing multiple functions e.g. sustainable drainage/biodiversity/improving pedestrian environment (visual interest/shelter etc.);
- Improve crossings and tighten junction radii to reduce severances and increase permeability;
- Central areas of the town offer the potential for activity and more ambitious interventions;
- Currently fast traffic in most central areas which affects feeling of safety and amenity. Opportunity to use physical visual / perceptual change to reduce speeds;
- Some fine examples of older buildings along Grampian Road. However, many of the commercial units are quite dated and the architectural quality varies along the route. Public realm should be simple and high quality in order that, over time, an appropriate setting is provided for future adaption / change of the built form.
- Identify key linkages and use public realm to 'signpost' links to surrounding areas / connections;
- Retain / enhance key views to Cairngorm mountains and National Scenic Area to the east, where feasible;
- Reduce visual impact and severance of parked cars – possibly introduce/test 'quick win' parklets.
- There have been efforts to introduce distinctive public materials to Aviemore, specifically at the B91532/B970 roundabout. These add to a sense of arrival, but are not consistent throughout the town;

- Rationalise street furniture and reduce clutter to improve legibility and quality of the public realm;
- Street furniture could be relocated into distinctive 'zones' that improve the pedestrian experience and enhance commercial potential;
- Opportunity to unify material palette and treatment of key public spaces;
- Opportunity to enhance legibility of public open spaces within the town centre, and to join them together in a green infrastructure approach;
- Bring nature into the town through consistent palette of plant species that tie the different sections together and relate to the natural character that surrounds Aviemore;
- Opportunity to improve safety by identifying areas where existing planting can be thinned / changed to improve sight-lines.
- Opportunity to greatly improve gateway treatments into the town at either end. The southern roundabout island area and adjacent greenspaces provide good opportunity to create a gateway.
- Road is mainly 8m wide which provides opportunity to reduce carriageway width (to 6m) and reapportion to pedestrians and cyclists.
- Existing public spaces at the memorial greenspace and underpass to NCN –opportunity to extend features out into the road corridor to enhance their attraction and break up feeling of typical road and vehicle priority.
- Town centre has limited crossing opportunities, however, several desire lines were observed during site visits which could be formalised and used in developing an improved streetscape.
- Grassed verges to the north of the town centre provide space for physical interventions such as shared footways or segregated cycleways; and
- Opportunity to provide central gateways into the main central shopping area. These could be located south of the station and to the south of the roundabout at the Police Station; where the road layout and adjacent development changes.

5.2.2 Constraints

- Possible Tree Preservation Orders within public realm street trees; assumes verges beyond back of pavement will not be touched;
- Land ownership will affect the extent of interventions;
- Planning applications for future development may affect areas for proposed interventions – CNPA / The Highland Council could provide details on potential conflicts;
- Proposals should be easy to maintain and manage bearing in mind Council funding cuts;
- Complex level changes across parts of the proposed route and adjacent building lines will challenge the level of design intervention;
- The route is quite long to walk. This may not be how most people use it, but it will be a challenge to introduce means of creating the perception of a walkable town;
- Surface water issues such as ponding of water within Section 2 of the route, particularly within the commercial section of Grampian Road, points to issues with drainage;
- Past investment in public realm is evident, but with varying degrees of success. This presents two issues (1) how to tie-in, and (2) may create a negative impression if this is removed.
- Volume of traffic and physical capacity of materials to take HGV loads may make certain solutions unviable;
- There are a variety of street furniture types, including lighting columns, bollards, benches, bike racks, bins, wayfinding signage etc. that have been added piecemeal, and present a discordant image of Aviemore. Some assets have been implemented by the community and as a result it may be difficult to achieve consensus on revising a palette of furniture. This means there is no one clear material palette;
- Public / community open spaces are relatively central, but somewhat recessive to the street activity, lack diversity and interest to attract people on their own merit;
- Pinch point and bend (reduced visibility) in carriageway at the southern link to the NCN may restrict space available for interventions.
- High number of accesses and parking along town centre area presents conflicts and risk to safety of pedestrians and cyclists. It is likely many accesses will need to remain, with opportunity to rationalise parking within an improved street layout; and
- Road overbridge link to the proposed hospital site is limited in width.

6. Design Options

On completion of the site review and establishment of the opportunities and constraints the following proposals were identified which deliver on the project principles.

6.1 Design Options

To permit improvements to be developed design options were established for each section. The five options were:

Option 1: Shared use Footways – Both Sides

Option 2: Shared use Footway – One Side

Option 3: With Flow Segregated Cycleway

Option 4: Two-Way Segregated Cycleway

Option 5: Remote Shared Footway

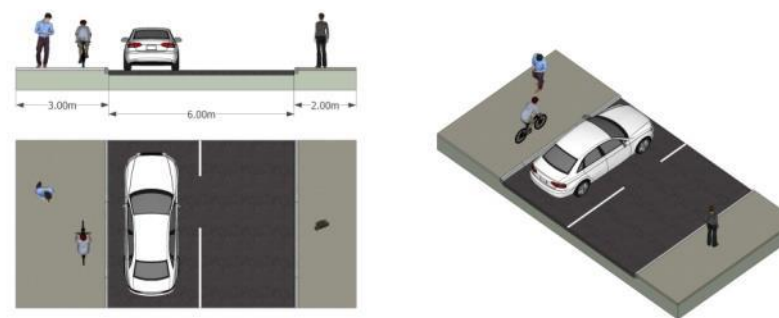


Figure 16: Option 2

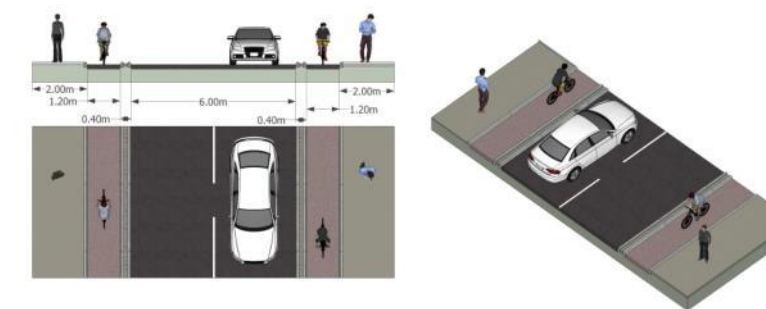


Figure 18: Option 4

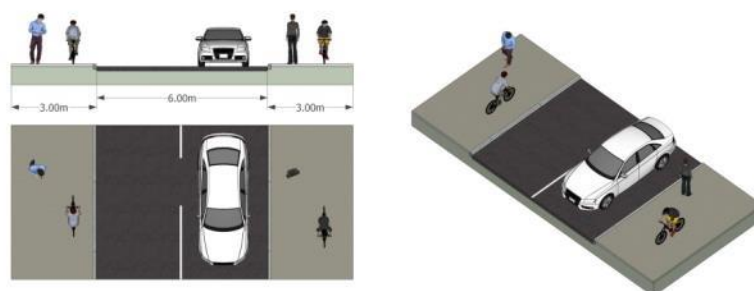


Figure 15: Option 1

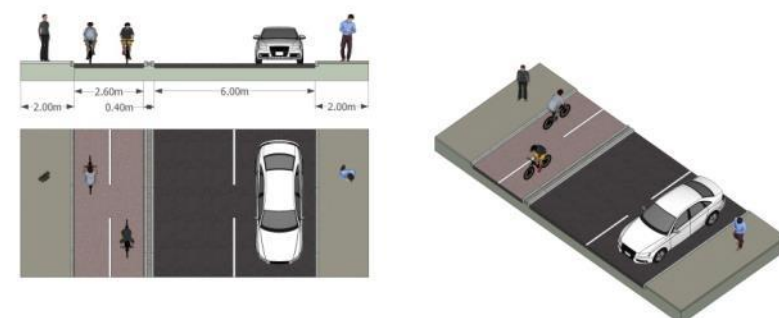


Figure 17: Option 3

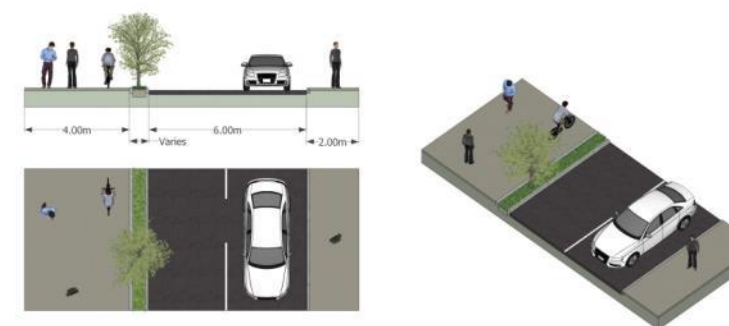


Figure 19: Option 5

6.2 Section 1, 3, 4 and 5

The 5 options were reviewed to identify their deliverability within each section and the options promoted to the public are shown in table 1.

Table 1: Section 1, 3, 4 and 5 – Design Options

Section	Option
1 Roundabout to BP Garage	1
	2
	3
	4
	5
3 Roundabout to Dalfaber Drive	1
	2
	3
	4
	5
4 Dalfaber Drive to SNH	1
	2
	3
	4
	5
5 Dalfaber Drive	1
	2

6.3 Section 2 – Village Core to Aviemore Retail Park

On completion of the site review and a further discussion using the placemaking principles it was identified Section 2 should be taken forward as a potential streetscape project. To permit the public to be informed of these proposals two concept designs of the section were created along with three configurations for improvements outside the railway station.

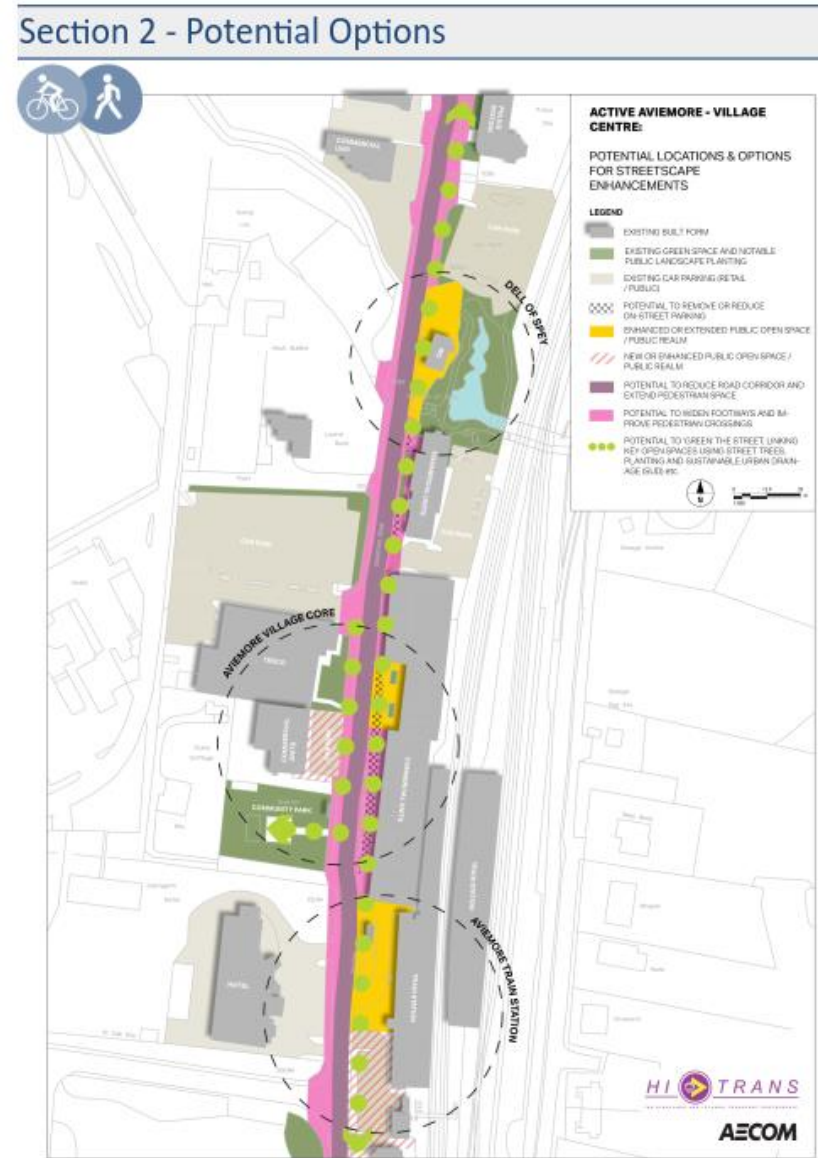


Figure 20: Section 2 - Concept Design



Figure 21: Railway Station - Concept Design



Figure 22: Dell of Spey - Concept Design



Figure 23: Configuration 1 - Railway Station



Figure 24: Configuration 2 - Railway Station



6.4 Option Summary

The options were utilised for consultation with the key aim of the consultation to establish support for a preferred solution to permit this to be taken forward to outline design. In addition to the public consultation, stakeholder consultation in addition to support was used to review deliverability of the solutions.

The consultations exercise is explained further in section 7.

7. Consultation Summary

7.1 Public Engagement

Engagement with transport users, and stakeholders with an interest and role in transport supply and provision, is an important part of any transport appraisal. It forms part of the evidence base for the identification of problems and issues. Supplemented with the views of the public a comprehensive consultation exercise can be established to permit the project to precede with knowledge that it has covered a wide range of consultees. The process used for this project is summarised in this chapter.

As part of the feasibility study into delivering enhanced walking and cycling facilities within Aviemore, various methods of engagement were used to connect with as wide a range of residents and businesses as possible within the Aviemore study area, these methods included:

1. An online Placecheck tool;
2. Stakeholder engagement workshops; and
3. A public engagement event at Aviemore Community and Leisure Centre.

7.1.1 Online Placecheck Summary

The Placecheck tool for Aviemore was launched in March 2018 and allows users to provide comments based on three broad themes; things they like (green), things they do not like (red) and things that need to be worked on (orange).

Figure 18 highlights the spread and location of the comments across the study area. Respondents were asked to provide comments on transport services, infrastructure, places and more specifically their views on how to make it easier for people to travel on foot and by bike for everyday journeys within Aviemore. The Placecheck tool is straightforward to use and users are able to be location specific by pin pointing the area they are talking about. Please see Appendix B for a summary of all 88 Placecheck comments received.

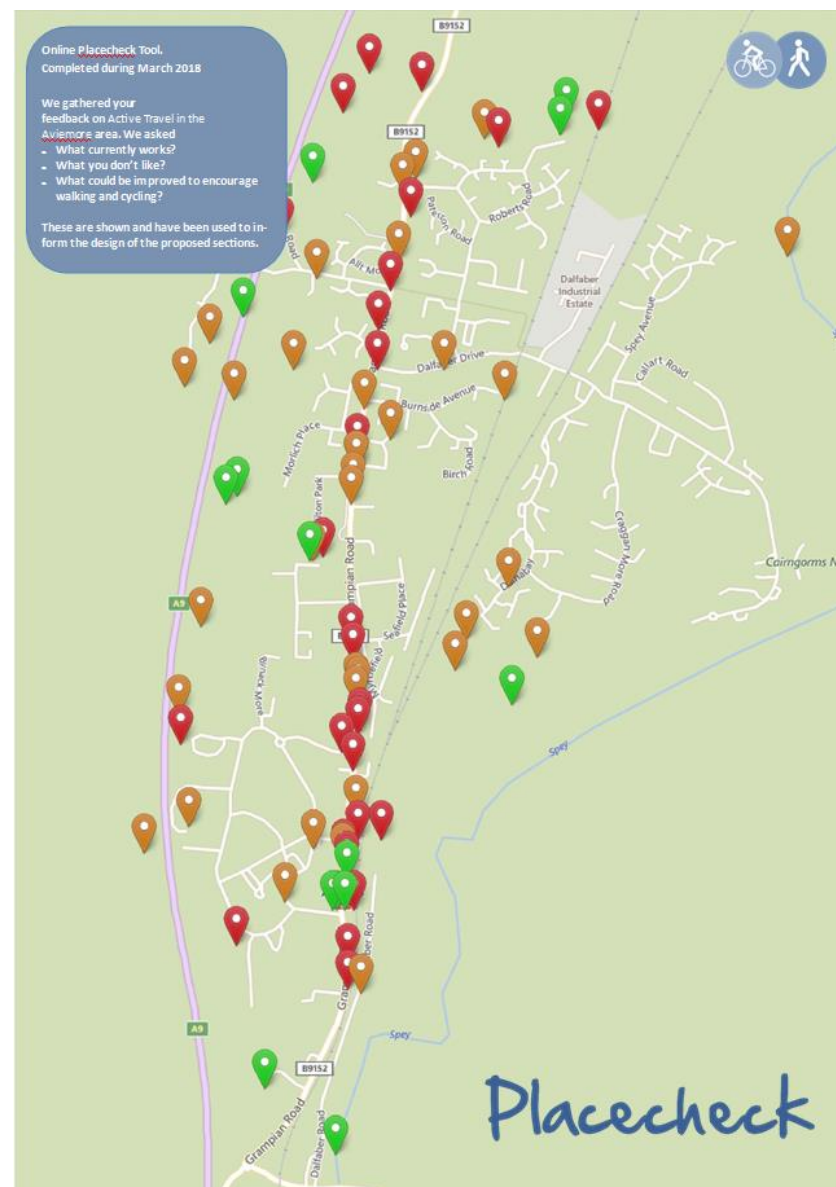
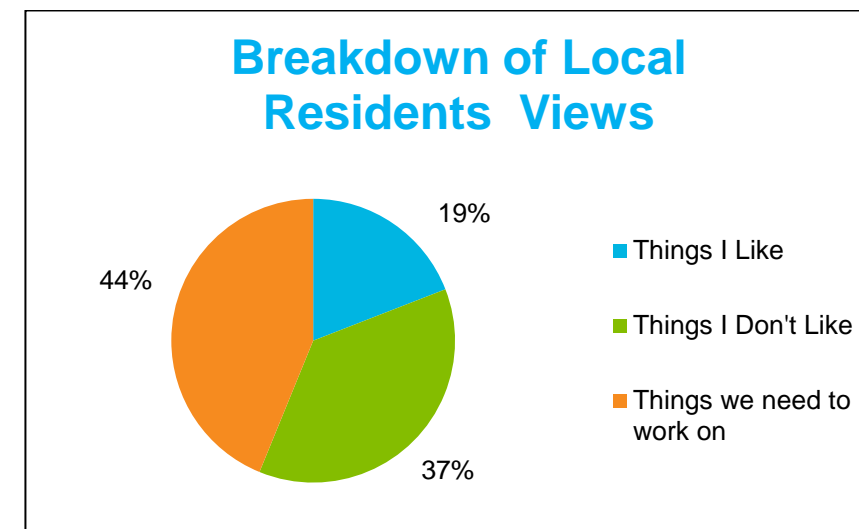
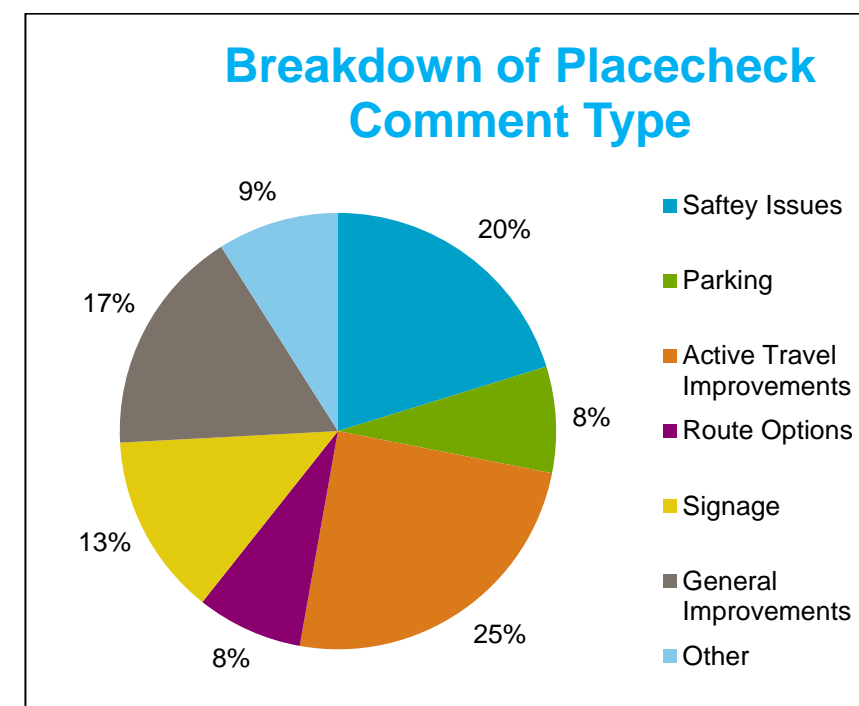


Figure 25: Placecheck Map

A general summary of the Placecheck identifies, 44% (39 from 89) of comments received stated that there were things we need to work on. 37% (33 from 89) of comments received were things that residents did not like and 19% (17 from 89) were things that residents liked.



The 89 (online) comments gathered were categorised into six broad categories as presented in the chart below. Using the seven broad comment type categories, it has been identified that 25% (22 from 89) of comments identified areas for active travel improvements. 20% (18 from 89) of comments identified areas where participants suggested that there was a safety issue. 17% (15 from 89) identified areas for general improvements and 13% (12 from 89) identified issues relating to sign posting. 8% (7 from 89) suggested potential route options and a further 8% highlighted issues with parking.



7.2 Stakeholder Engagement

Prior to confirming and developing the recommended options, stakeholder consultation events were held at the Aviemore Leisure & Community Centre over two days. It is valuable to engage with key stakeholders at an early stage in a project of this nature to help understand the existing data and information of relevance and to gain viewpoints to inform the study; including priorities and any issues of critical importance that may influence the delivery of schemes later on.

Workshops followed the same agenda:

- Reviewing the project objectives;
- Online Placecheck review and discussion;
- Discussion on design options for people walking and cycling;
- Site walkover; and
- Brief summary to revise input and agreement on next steps for the project.

7.2.1 Internal Stakeholder Engagement

Prior to confirming and developing the recommended options an internal stakeholder consultation event was held at the Aviemore Community and Leisure Centre on Tuesday 27th March. The Consultees that attended included the Highland Council, CNPA, Sustrans and HITRANS and Aviemore Community Council. The key points raised are summarised below:

- Support of community links plus objectives approach to the project;
- The placecheck information was representative of the issues for active travel in Aviemore;
- Segregation should be the desire for the cycle design;
- Streetscape is appropriate for section 2 and 20mph speed limit should be considered for the project proposals;
- Accessibility has to be a key consideration of any streetscape design; and
- Car parking and on street parking should be reviewed.

7.2.2 Aviemore Business Association (ABA)

Pete Crane and Gavin Miles of CNPA met with ABA in Aviemore. Pete introduced the Active Aviemore project making clear it was a key action in National Planning Framework 3 supported by Highland Council, Hitrans, Sustrans and NHS Scotland, and that these were at the earliest stages of developing proposals to make non-vehicular access in and around Aviemore easier and more attractive to residents and visitors. Pete was clear that funding was only in place to develop a plan but once agreed partners were committed to trying to find funding to deliver. ABC members were very supportive and keen to be involved. The need to retain good vehicular access along B9152 was agreed but the opportunity to redesign the road to encourage slower but more effective speeds (20mph) alongside better non-vehicle access was supported. ABC members were also keen that proposals covered the whole village including refurbishment and promotion of existing 'neglected' paths and completion of Aviemore orbital path.

7.2.3 External Stakeholder Engagement

The Consultees attending the second workshop comprised of organisations with an interest in active travel which included: CNPA, Badenoch & Strathspey Ramblers Group, Stagecoach (North), Badenoch & Strathspey Transport Company, Sustrans and Transport Scotland. The key points raised are summarised below:

- The safety aspect for disabled access was highlighted as a key issue within the town, especially outside the train station where pedestrians struggle with the street scape and multi-use paths;
- It was highlighted that there is inadequate signage for Non-motorised users linking up to existing established paths from Grampian Road and Dalfaber Drive;
- Local bus services struggle with congestion in the town centre which is exacerbated by on-pavement parking, bus stop locations, and bottle necking at the Grampian Road / Dalfaber Drive junction; and
- Consideration of options to change the current pedestrian crossing outside to Tesco to reduce congestion.

The workshops provided a valuable opportunity to discuss the study area and a useful format to promote discussion and consideration of the issues and opportunities which would influence any future design exercises.

7.2.4 Public Consultation

A public drop in session was held on Wednesday 28th March at Aviemore Community and Leisure Centre. The session provided an opportunity for members of the local community to find out more about the study and to provide any comments in relation to the draft drawings and visualisations of the concept designs for walking and cycling options along Grampian Road and Dalfaber Drive. Approximately 45 people attended throughout the session.

The event was promoted in advance using the following mechanisms:

- The event was advertised in the Strathspey & Badenoch Herald newspaper;
- Details of the event were posted on social media using Facebook, Instagram and Twitter via the digital campaigns officer for the CNPA; and
- Stakeholders previously engaged in the workshops were emailed in advance.

At the event were a number of display boards showing detailed maps of each section of the study, potential design options for

footpaths and cycle paths and the online Placecheck tool.

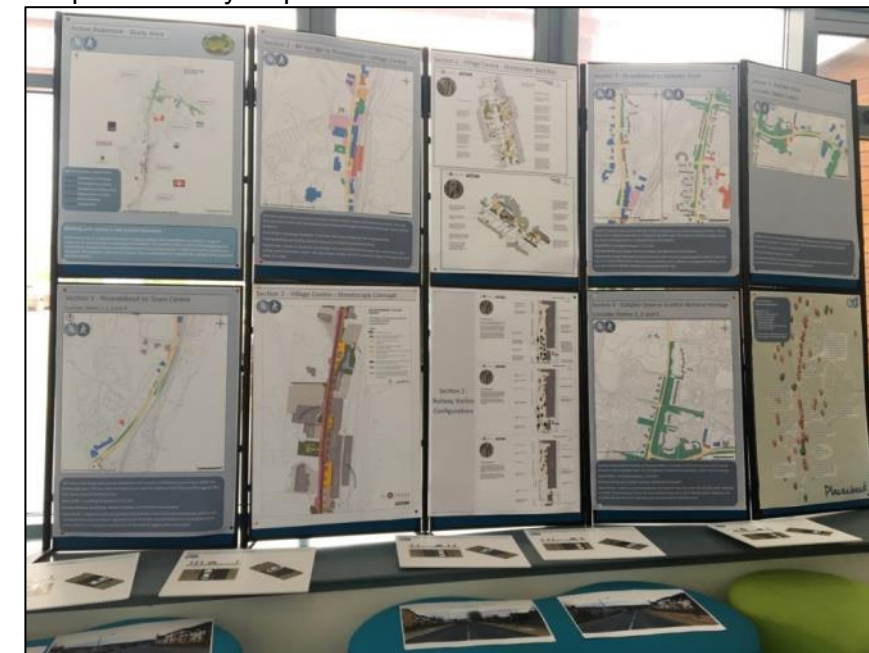


Figure 26: Display Board Layout

Attendees were encouraged to complete a questionnaire whilst referring to the maps boards. The questionnaire asked attendees to choose a preferred design option that they would like to see delivered for each section. The form also encouraged comments on each of these choices and the section as a whole. A total of 31 forms were filled out.

AECOM and CNPA staff were available to talk the community through the process of filling out the questionnaire and explain the aim of this event. A table of the responses from the questionnaires can be found in Appendix C.



Figure 27: Attendees at Public Consultation

Table 2 outlines the number of responses in favour of each option in the different sections. It was clear that in Sections 1, 3 & 4 that Option 3 was a clear favourite with an average of 42% of people favouring the with-flow segregated cycle route.

Configuration 1 featuring shared use footways was the preferred option for Section 2 chosen by 35% of people. This option focuses on removing as much clutter as possible to the north of the train station entrance so that people can move with ease across the space towards the town centre which does not include any parking.

Option 2 was the preferred choice for Section 5 Dalfaber Drive. 55% of people favour a shared use footway on one side of the road.

Table 2: Consultee Responses Summary

Section	Option	Total in favour
1 Roundabout to BP Garage	1	1
	2	4
	3	14
	4	12
2 BP Garage to Roundabout	Configuration 1	11
	Configuration 2	8
	Configuration 3	6
3 Roundabout to Dalfaber Drive	1	0
	2	1
	3	15
	4	12
	5	5
4 Dalfaber Drive to SNH	1	1
	2	1
	3	10
	4	6
	5	12
5 Dalfaber Drive	1	12
	2	17

The overall feedback indicates that the local community favour a segregated design approach to active travel in the town which was a common theme also picked up from one on one discussion with members of public on the day.

There were a number of common themes mentioned repeatedly between all three consultation methods as discussed below.

Parking was the most common issue raised in the questionnaires. There is general concern with on-pavement parking along Grampian Road and parking at the railway station. These parking issues can relate to pedestrians and cyclists feeling unsafe when

travelling around the town and exacerbating congestion issues which were also noted a number of times in discussions. At the public consultation event, a number of people mentioned that they would feel safer walking and cycling if the paths were segregated.

There is concern over the speed of traffic coming in and out of the town especially around the area of the school. During the event, a number of people mentioned that a lower speed limit and obvious active travel features such as segregated lanes would slow traffic down before hitting the centre of town.

Quality and location of signage in the town was frequently mentioned in the online Placecheck comments as well as in discussions. Comments mentioned the need for clearer signage around the train station for directions into the town and a need for signage to direct people to car parks and existing active travel routes/paths. From the one on one discussion it was raised that visitor information signage is outdated and not particularly attractive.

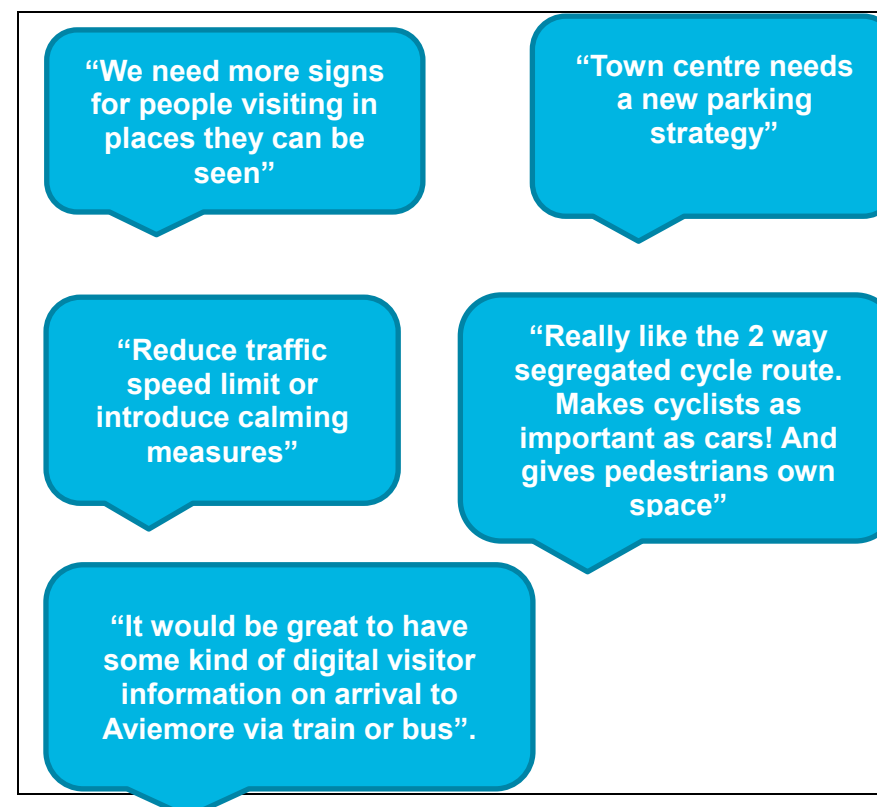


Figure 28: General Comments from Public Engagement

7.3 Consultation Summary

In summary the consultation exercise has established overwhelming support for the project to continue with the development of segregated cycle infrastructure where appropriate/deliverable whilst supporting further exploration of a streetscape design to enhance the environment of the town centre area.

8. Preferred Solution

8.1 Segregated Cycle Route – Section 1, 3 and 4

On completion of the consultation and site reviews it was established that Option 3 could be provided for Section 1 and 3 with Section 4 utilising both Option 3 and Option 5.

The preferred solution has been taken forward to outline design as highlighted in figure 30, 31 and 33.

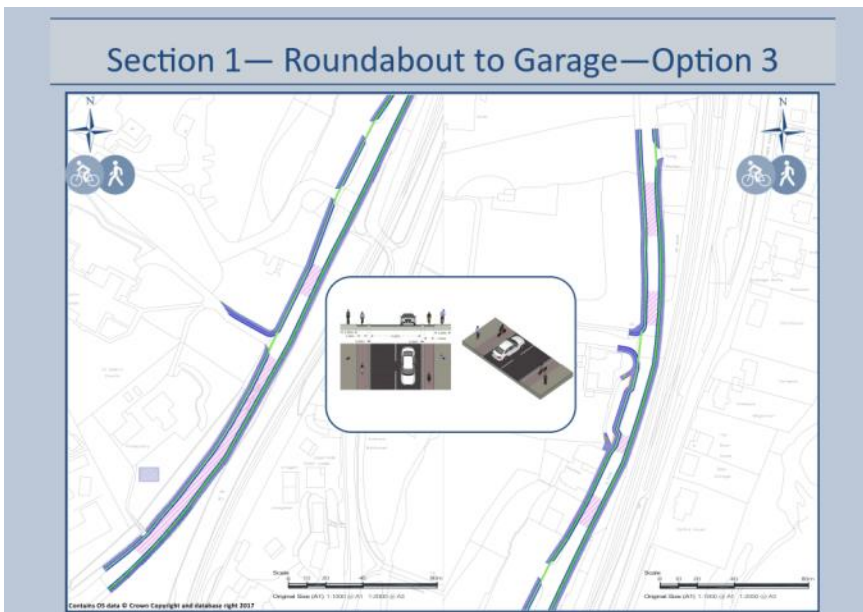


Figure 29: Section 1 - Outline Design

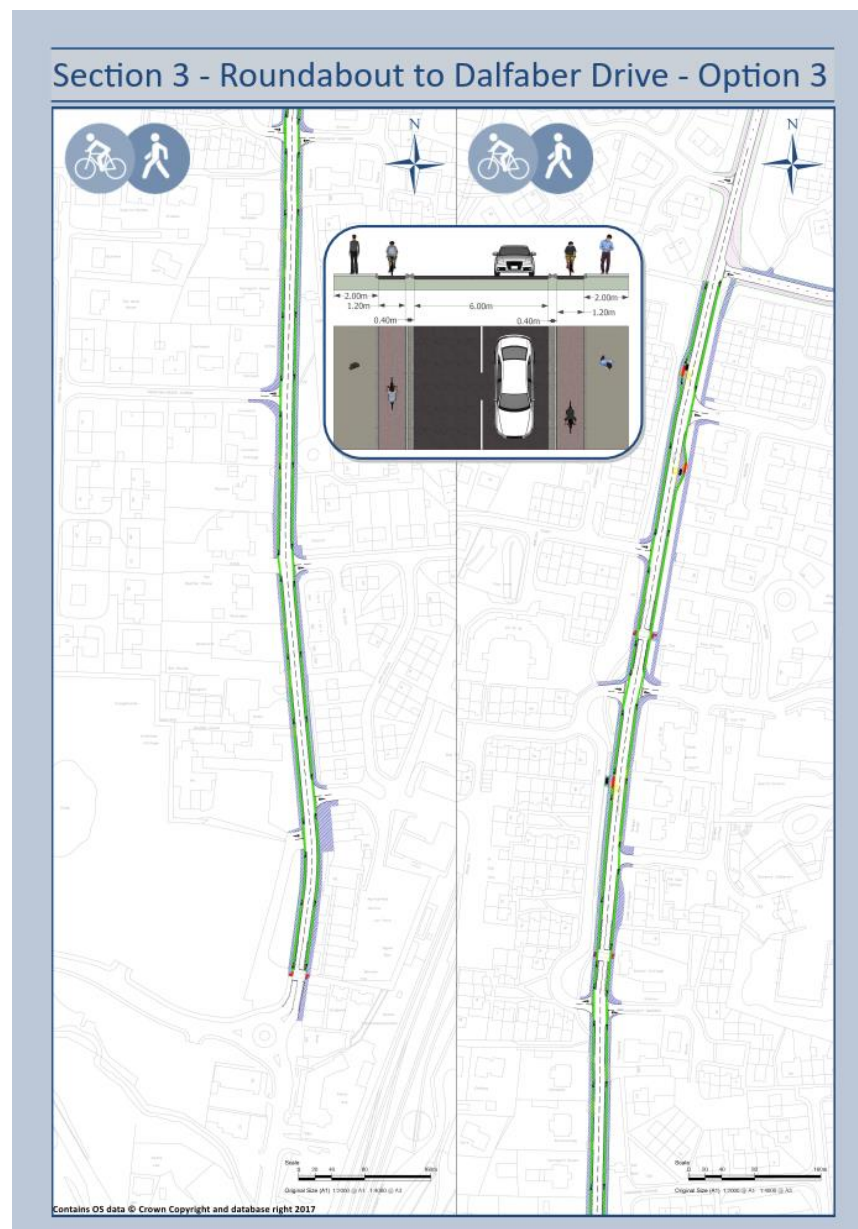


Figure 30: Section 3 - Outline Design

8.2 Section 3 - Before and After

To provide a flavour of what the proposed solutions would look like on Grampian Road, visualisations are shown in Figure 31.



Figure 31: Before and After – Visualisation – Option 3

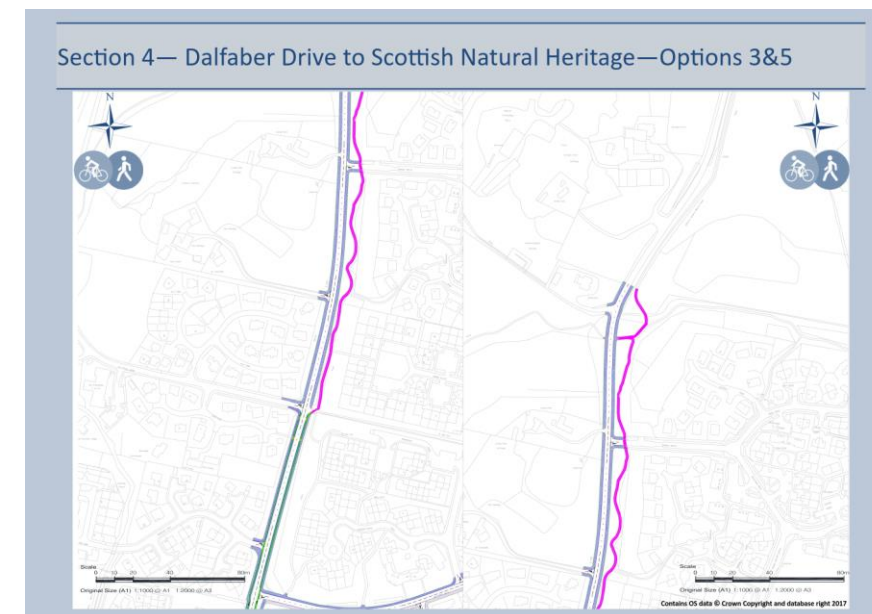


Figure 32: Section 5 - Outline Design

8.3 Detailed Design Considerations

Section 1 and 3 can be delivered using option 3. There are pinch points, junctions, bus stops and access requirements which will have to be considered during detailed design. Solutions which can overcome the considerations are:

8.3.1 Bus Stops

There is an opportunity to move bus stops to locations that permit floating bus stops. These are recognised as the preferred method for permitting people cycling to bypass bus stops. These provide dedicated crossing points for the pedestrians and a safe area for people to alight the bus. In addition it should be noted the bus stops closest to the bus depot required to be adapted as currently they are used for changing drivers and can therefore have buses at the stop for 5 minutes.



Figure 33: Floating Bus Stop Design

8.3.2 Side Road Junctions

Side road junctions should be prioritised for people walking and cycling but each junction has to be reviewed for its suitability. The preferred design is a junction with reduced corner radii to slow people entering the side road from the main road and to narrow the crossing length for pedestrians.



Figure 34: Side Road Crossing

8.4 Light Segregation

The project has used full segregation as this is the desired solution, however where pinch points are experienced then light segregation could be used to minimise the widths of the separation strips between each mode. It is still vitally important the minimum widths are adhered to along the route.



Figure 35: Light Segregation

8.5 20 mph Speed Limit

Although not a solution on its own the inclusion of a 20mph speed limit in the study area will benefit the feeling of safety as traffic will be travelling slower adjacent to people walking and cycling.



Figure 36: 20 mph Speed Limit

A recent speed survey identified people travelling in and out of Aviemore near Old Meill Road had a mean average of 31mph with 7290 vehicles using the road a day.

8.5.1 Traffic Management Impact

Traffic management impact will be minimal with the proposals. Currently traffic is impacted traveling through Aviemore by:

- Loading / Unloading
- Double Parking
- Right turning vehicles
- Cars manoeuvring from on-street parking
- Bus Stops

The above impacts could be reduced by installing managed parking and traffic regulation orders to manage parking locations.

8.6 Shared use Footway - Section 5

Dalfaber Drive cannot be delivered using segregated cycle route due to the constraints of the bridge and level crossings. A shared footway on the south side of the carriageway will provide improved access from the proposals along Grampian Road. This will be delivered at 3m wide and should include improvements at the existing signalised crossing and proposed community space.

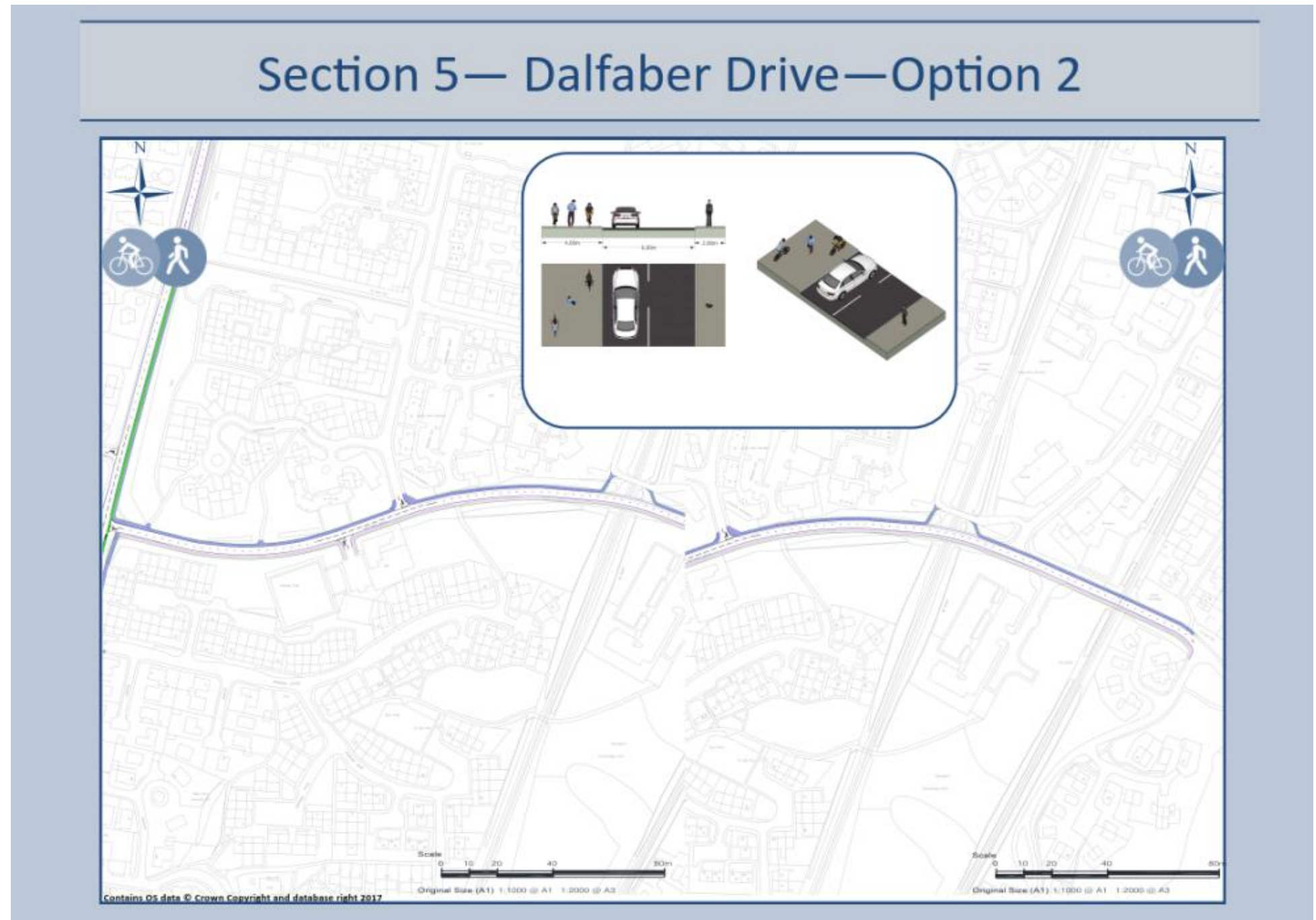


Figure 37: Section 5 - Shared use Footway

8.7 Streetscape – Section 2

Section 2 on completion of section 2 review on outline streetscape design has been completed to permit further development of the proposals.

These proposals are at outline stage due to the restriction of landownership in this area on the proposed project. The proposals provide a carriageway width of 6m whilst widening the footways to provide versatile space for the community and businesses.

The railway station has been adapted to include public space to the south of the entrance whilst providing drop off facility at the existing taxi area.



Figure 38: Streetscape North



Figure 39: Streetscape Middle



Figure 40: Streetscape South

8.9 Car Parking

It has been referenced throughout the project that car parking will impact the future delivery of the proposed projects. Currently the main restriction to delivery is within section 2 as private land currently provides the majority of the on and off street car parking. Figure 41: Car Parking highlights the majority of the car parking in the Aviemore area. This shows that within the town centre there are areas of car parking which could be used by the public to assist in the development of the streetscape concept. In addition on street car parking could be adapted to permit a turnover of people parking whilst currently users can park all day.

To permit future delivery it will be essential to continue to include landowners in the project.

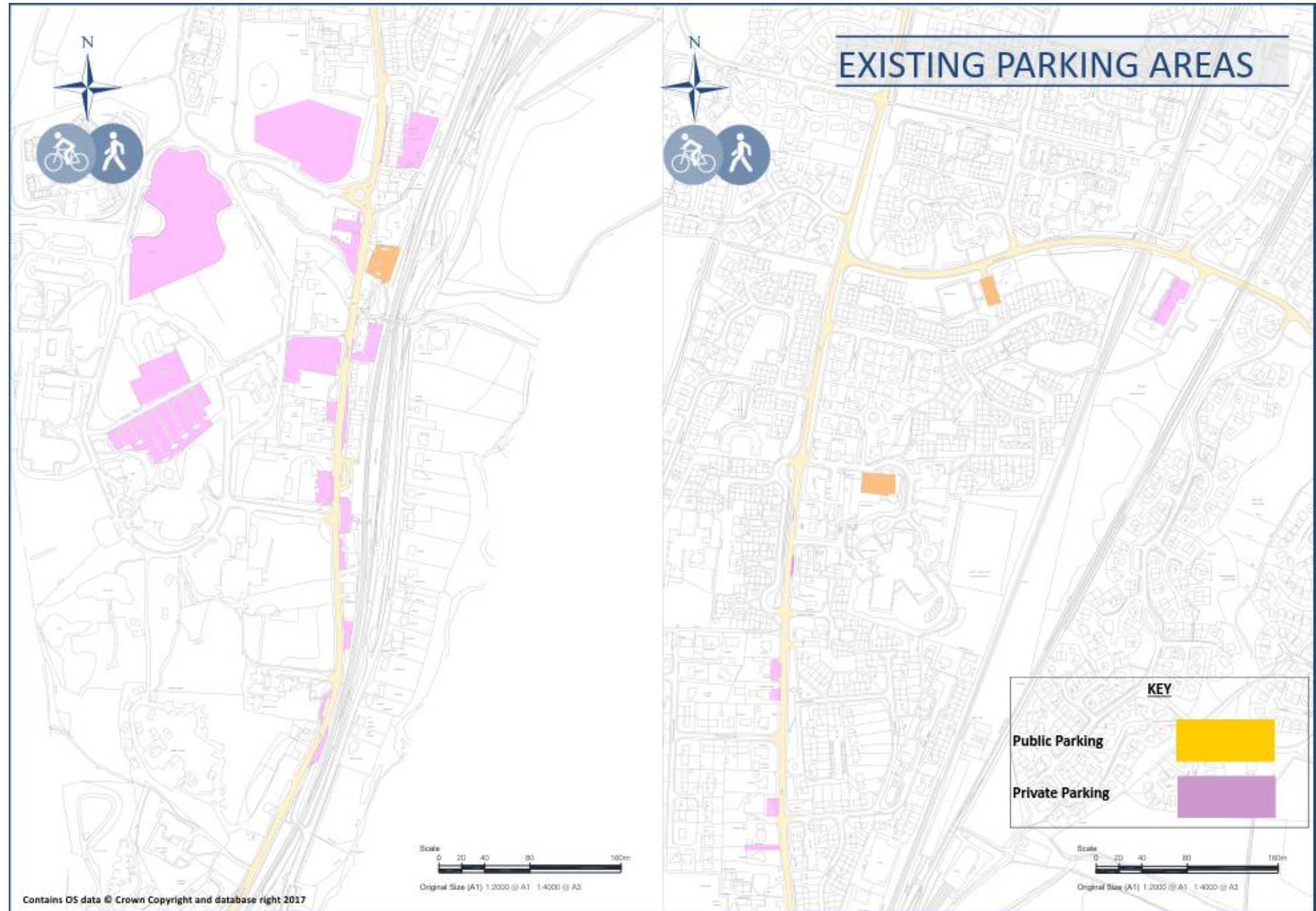


Figure 41: Car Parking

8.10 Dalfaber Drive / Grampian Road Junction

A gateway to Aviemore at the south entrance is achieved by the existing Roundabout, this provides people entering Aviemore the knowledge the environment is changing. This change will be further enhanced with the development of the hotel and flats.

A gateway feature to provide a similar change in perception is required at the entrance into the town from the north. The junction with Dalfaber Drive / Grampian Road provides this opportunity. The junction is under discussion at this time due to the desire for it to be changed in time for the new hospital site being delivered.

PL to catch up with Richard Gerring on Monday 25th and discuss output from NHS meeting to add into this section.

9. Action Plan and Costing

9.1 Action Plan

This study has confirmed a preferred solution to provide a comprehensive active travel network along Grampian Road and Dalfaber Drive. The proposed action plan covers the overarching project as well as each section of the route including the orbital route. The key tasks that could be undertaken to progress are detailed below.

Ref	Task	Description	Priority	Cost Estimate	Partner / Support	Delivery Impact
1. Overall Project						
This project could be progressed by taking forward the concept designs to detailed design, this would permit the project to be taken forward as a community links scheme during 2018.						
1a	<i>Funding - Community Links</i>	Submission of funding application for community links design for section 1, 3, 4, 5 and 6	High	Staff Time	Sustrans	High
1b	<i>Car Parking - Feasibility Study</i>	Completion of feasibility study to review in greater detail car parking in Aviemore.	Medium	£20,000 - £30,000	Landowners	High
1c	<i>Detailed Design</i>	Completion of detailed design of sections 1, 3, 4, 5 and 6.	High	£80,000 - £100,000	Various	High
1d	<i>TRO Process</i>	Completion of TRO process to support delivery of active travel infrastructure.	High	Staff Time	THC	High
1e	<i>20mph</i>	Review of 20mph installation and how it supports the active travel infrastructure.	Medium	Staff Time	THC	Low
1f	<i>Signage / Branding</i>	A signage and branding review to identify street clutter that could be removed and establishment of signage and branding that publicises the vision of Aviemore community.	Medium	£10,000 minimum	Various	Medium
1g	<i>Public Promotion / Engagement</i>	Planning and delivery of public promotion of project and how the project information is disseminated to the required consultees.	Medium	Staff Time	CNPA	Medium
2. Section 1						
This section can be progressed during 2018 as detailed above but specific tasks in relation to this section would relate to landowner/developer discussions.						
2a	<i>Developer</i>	Engagement with proposed developers, planning and roads departments to ascertain proposed active travel infrastructure will be supported by developments and not hindered.	Medium	Staff Time	CNPA / THC	Medium
2b	<i>Landowner</i>	Review of car parking and crossing point to identify opportunity to re-design private land to accommodate parking and crossing location.	Medium	Staff Time	CNPA / THC	Medium
3. Section 2						
This section cannot be progressed to detailed design during 2018 until a greater level of detail is establish for landownership, car parking, community engagement, community development and business consultation.						
3a	<i>Landownership Consultation</i>	Completion of landownership engagement to establish support for the overall project and how best section 2 can be progressed. This would include in and around the railway station.	Medium	Staff Time	CNPA	High

Ref	Task	Description	Priority	Cost Estimate	Partner / Support	Delivery Impact
3b	<i>Business Consultation</i>	Consult with business community to establish support for the proposed streetscape whilst consulting to maximise the benefit to the local businesses.	Medium	Staff Time	CNPA / THC	Medium
3c	<i>Community Council Consultation</i>	Establish the projects the community consultation are progressing and how these can support the streetscape project.	Medium	Staff Time	Steering Group	Medium
3d	<i>Design Process</i>	Establishing a design process to identify the preferred solution for this section. Potential to use Sustrans Street Design Process - https://www.sustrans.org.uk/scotland/street-design	Medium	Staff Time	Steering Group	Medium
4. Section 3 and 4 This section should be the priority of the project due to its deliverability an opportunity to link community facilities including the school.						
4a	<i>Construction Funding and Programme</i>	Completion of funding application and identification of match funding. In addition establishment of construction process/programme to identify key components to permit delivery on completion of detailed design.	Medium	Staff Time	Steering Group / NHS	High
4b	<i>Dalfaber Drive Junction</i>	Dialogue to continue to establish preferred design for the junction and how this supports the development of the active travel infrastructure and NHS Hospital.	Medium	Staff Time	THC	Medium
4c	<i>East/West Crossing</i>	Review of links with Orbital Route to confirm East/West links and future link with A9.	Medium	Staff Time	CNPA	Low
4d	<i>Landowner Consultation</i>	Establishment of landownership and support for the upgrade of the path networks linking Grampian Road and the neighbourhoods.	Medium	Staff Time	CNPA	Medium
5. Section 5 This section could be included within delivery of section 3 and 4 but due to its engagement with Network Rail and Level Crossing it is proposed to remain separate.						
5a	<i>Dalfaber Drive Junction</i>	Dialogue to continue to establish preferred design for the junction and how this supports the development of the active travel infrastructure and NHS Hospital.	Medium	Staff Time	THC	Medium
5b	<i>Level Crossing</i>	Review of level crossing and planning conditions to upgrade footway and crossing.	Medium	Staff Time	CNPA	Low
5c	<i>Landowner Consultation</i>	Establishment of landownership and support for the upgrade of the shared use footway path and surrounding networks linking Dalfaber Drive and the neighbourhoods.	Medium	Staff Time	CNPA	Medium
5d	<i>Network Rail and</i>					
6. Section 6 This section can be progressed out with the development of Grampian Road and Dalfaber Drive.						

Ref	Task	Description	Priority	Cost Estimate	Partner / Support	Delivery Impact
6a	<i>Construction Funding and Programme</i>	Completion of funding application and identification of match funding. In addition establishment of construction process/programme to identify key components to permit delivery on completion of detailed design.	Medium	Staff Time	CNPA	Medium
6b	<i>East/West Crossing</i>	Review of links with Grampian Road to confirm East/West links and future link with A9.	Medium	Staff Time	CNPA	Low
6c	<i>Community Consultation</i>	Community council consultation to establish support for orbital path and potential volunteering to assist in the maintenance of the path.	Medium	Staff Time	CNPA	Low

9.2 Costing and Programme

The above table and route will be costed and programmed to show a 5 year delivery plan.

Appendix A Desk Top Information

Appendix B Placecheck Comments

Appendix C Questionnaire and Responses

Document copies

Numbered copies

Number: 1	Draft	Copies to: Steering Group	CNPA / THC / Hitrans / Community Council
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