



Photo: 'Ridge of Ben Ledi' by Michal Klajban

Loch Lomond & The Trossachs National Park

Callander

Strategic Tourism Infrastructure Development Framework

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Map of National Park
Image is an extract from the National Park Authority's National Park Partnership Plan 2018-2023

Introduction

The Loch Lomond and The Trossachs National Park Authority has commissioned this study to identify high level requirements for Strategic Tourism Infrastructure Development in and around Callander in the National Park.

This study dovetails with a parallel study of the Strathard and The Trossachs area.

This study has been developed through a design-led review and assessment of current known information, including existing survey data, and a review of current site provision. The study incorporates infrastructure opportunities identified by the National Park Authority, the Callander Landscape Partnership and the Callander & Surrounding Area Visitor Management Group; and has been informed by the Local Place Plan, stakeholder and community engagement, workshops, and discussions.

The study has proposed a Visitor Management Strategy for the area which seeks to manage visitor access & promote visitor dispersal to achieve:

- Mitigation of pressures at areas with limited car parking and constrained access e.g. car park locations at the Forestry & Land Scotland Ben Ledi car park
- Expanded access to, and promoted use of areas of lesser sensitivity and existing capacity e.g. at the Bochastle sites at Kilmahog
- Expanded access to, and promoted use of areas of potential capacity e.g. at Kilmahog, or at the north of Loch Venachar
- Supported exploration of the Callander area by active travel, walking, wheeling & cycling, or by shuttle bus
- Additional opportunities for camp site accommodation, including affordable and tent-based camping in the area
- Improved use of the Callander town capacity to accommodate car parking to facilitate onward car free travel and tourism
- Improved use of Callander's capacity to accommodate camper van overnight stays
- Improved car free access to core destinations and improved facilities within core hotspots

Concepts have been developed and costed for the key strategic projects.

The study will be used as a framework and starting point for detailed examination of the projects identified within, and a tool for use, alongside additional engagement, in applying for funding and delivering infrastructure improvements to the area.

Aims & Objectives

This Strategic Tourism Infrastructure Development Study is being advanced to identify areas of opportunity and identify actions to strengthen tourism infrastructure which will support place, addressing the needs of both residents and visitors and create a framework to secure additional funding for projects to support the Callander area.

The strategy and projects identified consider a multi-year work programme enabling short to medium term strategic planning and development at areas experiencing high levels of visitor pressure.

It responds to the hierarchy and principles of the National Park Place Programme Draft 2024-2029, helping to deliver the Vision and Strategy by addressing the plan's five thematic priorities.

- Supporting Sustainable Development – people and place
- Supporting Sustainable Development – climate and nature
- Supporting inclusion and improved accessibility
- Supporting more sustainable ways of travel, both to and within the National Park (Modal Shift)
- Supporting visitor management and dispersal

Study Objectives

This Strategic Tourism Infrastructure Development (STID) study is being advanced to identify areas of opportunity and actions to strengthen tourism infrastructure supporting place, addressing the needs of both residents and visitors and creating a framework to secure additional funding for projects to support the Callander area

Strategic Study Supporting Sustainable Tourism



The National Park Authority with the support of Scottish Government are seeking to develop a multi-year work programme, with capacity to draw-down on the Scottish Government Funding delivered through the Rural Tourism Infrastructure Fund (RTIF) administered by Visit Scotland.

Environmental Capacity Promoting Place Based Assets



The National Parks have experienced significant additional visitor demand during Covid highlighting challenges to the current provision of visitor infrastructure and creating a range of challenges and risks around environmental stewardship, visitor management and sustainable use of our place assets. This includes water as well as land-based assets and their management.

Site Audit & Analysis Based on Problems/Opportunities/Issues/ Constraints



The Strategic Tourism Infrastructure Development Study for Callander and the surrounding area has been developed through a Steering Group and with stakeholder partners, closely engaged to capture the problems/opportunities/issues/challenges (POIC) and to identify appropriate and proportionate responses that support the National Park Authority strategic objectives.

Concept Ideas Aligned with Stakeholder Engagement



Concept ideas have been developed with a focus on Placemaking and on protecting place quality, an approach that respects how the landscape, its form, and qualities contribute to 'a sense of place'. Initial engagement with stakeholders explored the fit with wider initiatives and landowner interests. Projects have been prioritised to create a programme of works that, with funding, can be developed and implemented over time.

Concept Development Feasibility Cost & Programme

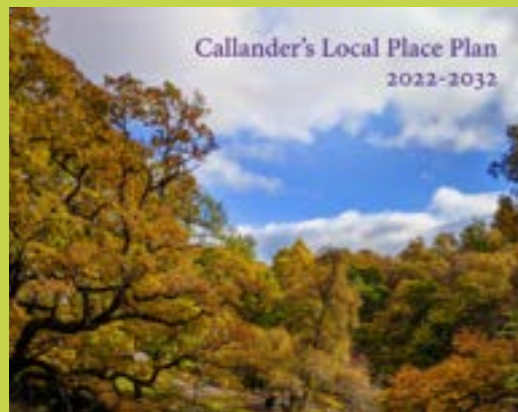


Concepts for priority actions developed to define the scope of the project and allow budget costs to be defined and projects prioritised and programmed to create a programme of works that can be developed as a basis to bid for funds and advance planning and design in conjunction with local stakeholders and communities.

Integrated Plan & Programme Consistent with LDP & Partnership Plan, & Callander's Local Place Plan



The National Park Authority will use the Strategic Tourism Infrastructure Development study as part of funding submissions to assist rural visitor locations and communities to make improvements that help with increased visitor pressures, to offer enhanced visitor experiences, promote responsible tourism (land and water based) with carbon conscious approaches supporting partnership programmes. Future Development of concepts will follow to develop area masterplans/detailed designs.



Context

The study responds to and works within the context of The National Park Partnership Plan, Local Development Plan and wider national/regional/local policies. Visitor management requires close integration with the resident and community needs within settlements building on wider programmes and engagement around Destination Development and Place-Plans.

The following information sets the context for this study:

- National Context
 - Climate Emergency Plan
 - Visitor Experience – Tourism Development Plan
 - Design & Placemaking (Scottish Government)
 - Development Framework (Scottish Government)
 - Design & Placemaking Guidance (Scottish Government)
- Regional Context
 - National Park Partnership Plan Final Draft 2024 - 2029
 - National Park Partnership Plan 2018 - 2023
 - National Park Place Programme
 - National Park Biodiversity Action Plan & Programme 2018-2023
 - National Park Website – Project/Action Plan Updates
 - National Park Authority Geographic Information System (GIS) Database
 - Local Development Plan 2017 - 2021
 - Listed Buildings & Conservation Area Mapping
 - Sustainable Travel Options Appraisal & Modal Shift Report
 - Camping Development Framework
 - Trees & Woodland Strategy
- Local
 - The Callander South Masterplan Framework (Planning Guidance)
 - Callander's Local Place Plan 2022 - 2032
 - Callander South Masterplan Report
 - Claish Farm Development Proposals
 - Callander Paths Strategy, Callander's Countryside
 - Callander Community Links Plus: Active Travel & Placemaking
 - Callander Conservation & Heritage Mapping
 - Callander Charrette Report 2012 (Reference)
 - A Visitor Management Strategy for Callander's Landscape 2021
 - Core Paths Plans

Additional references have been taken from wider policy frameworks including:

- Place Principle (Scottish Government)/Place Standard Tool 2020-2030
- Designing for Climate Change (Architecture & Design Scotland)
- Sustainable & Responsible Tourism in Scotland (Visit Scotland)
- Other Design & Planning Guidance – National Park Authority & Partners

The study complements other Strategic Tourism Infrastructure Development studies that the National Park Authority have either developed or are currently working on which look at other areas of the National Park that are experiencing increasing and unsustainable visitor pressures.

The studies together consider the wider National Park area as a whole. The National Park Authority intend to ensure that any proposed improvements in the Callander area connect into Park-wide visitor services planning currently under development. For the visitor, this would provide improved, integrated services. For example, requirements for car parking and public transport will link into the sustainable transport planning Park-wide.

The study therefore seeks to dovetail with other transport and facility planning, currently underway.

The Sustainable Travel Options Appraisal & Modal Shift Report commissioned by The Loch Lomond and The Trossachs National Park Authority produces an evidence-based report, providing an assessment and appraisal of the options available for improving sustainable transport coverage and patronage around the National Park area, for both visitors and local residents. The following study seeks to highlight the opportunities the Callander area can offer in supporting modal shift and the potential future sustainable travel initiatives promoted in the Sustainable Travel Options Appraisal & Modal Shift Report.

This study seeks to align itself to the National Park Partnership Plan, seeking to secure the 'right visitor facilities' in the 'right place', ensuring visitor activities deliver benefits and are compatible with the vision for place.



Photo: 'Falls of Lenny'

Alignment with the National Park Partnership Plan 2024-2029

The Strategic Tourism Infrastructure Development Study seeks to align itself with the vision and all the challenges and opportunities, outcomes and priorities identified within the Partnership Plan. A key element is seeking to secure the 'right visitor facilities' in the 'right place' to ensure visitor activities deliver benefits and are compatible with the vision for place.

National Park Partnership Plan 2045 Vision and Outcomes

Restoring Nature

Restoring Nature for Climate

- 2045 Outcome: A natural carbon sink
- Reduce Peatland Emissions
- Increase Tree Cover
- Restore the Water Environment

Restoring Nature for Healthy Ecosystems

- 2045 Outcome: A restored landscape for nature
- Connecting Nature at Landscape Scale
- More Land Managed for Nature
- Reduce key pressures on Nature

Restoring Nature for Sustainable, Regenerative Land Use

- 2045 Outcome: An exemplar of regenerative land
- Support more Regenerative Land Use
- Invest in Nature Restoration
- Encourage Land Use that Benefits Everyone

Creating a Low Carbon Place

Connecting Everyone with Nature and Climate

- 2045 Outcome: A place for all to enjoy safely and responsibly
- Inspiring Action for Nature and Climate
- Supporting Diversity and Inclusion
- Support Safe, Responsible Access

Improving Popular Places and Routes

- 2045 Outcome: High quality visitor infrastructure and facilities
- Deliver a Multi-Year Place Programme
- Improve Travel Infrastructure
- Provide a High Quality Recreational Path Network

Low Carbon Travel for Everyone

- 2045 Outcome: An inclusive, low carbon, travel network
- Develop a New Strategic Transport Partnership Approach
- Make Sustainable Travel Choices More Attractive
- Improve Travel Routes and Services

Designing a Greener Way of Living

Transitioning to a Greener Economy

- 2045 Outcome: A greener, more diverse, rural economy
- Increase Sustainable Tourism
- Support Low Carbon Businesses
- Grow Green & Nature-based Jobs and Skills

Supporting Thriving Rural Communities

- 2045 Outcome: More resilient rural communities
- Enable more Local Living and Working
- Meet Housing Needs
- Build Community Wealth

Developing and Investing in the National Park

- 2045 Outcome: A responsible approach to new development
- Deliver Strategic Development Needs
- Help Adapt to Climate Change and Restore Nature
- Make the Best Use of Land and Assets

Place Assessment

Place assessment for Callander and the local area was undertaken - it sought to give focus to the issues and areas of concern to stakeholders.

The findings of the place assessment are as follows:

Environmental Place Quality, Capacity and Sensitivity

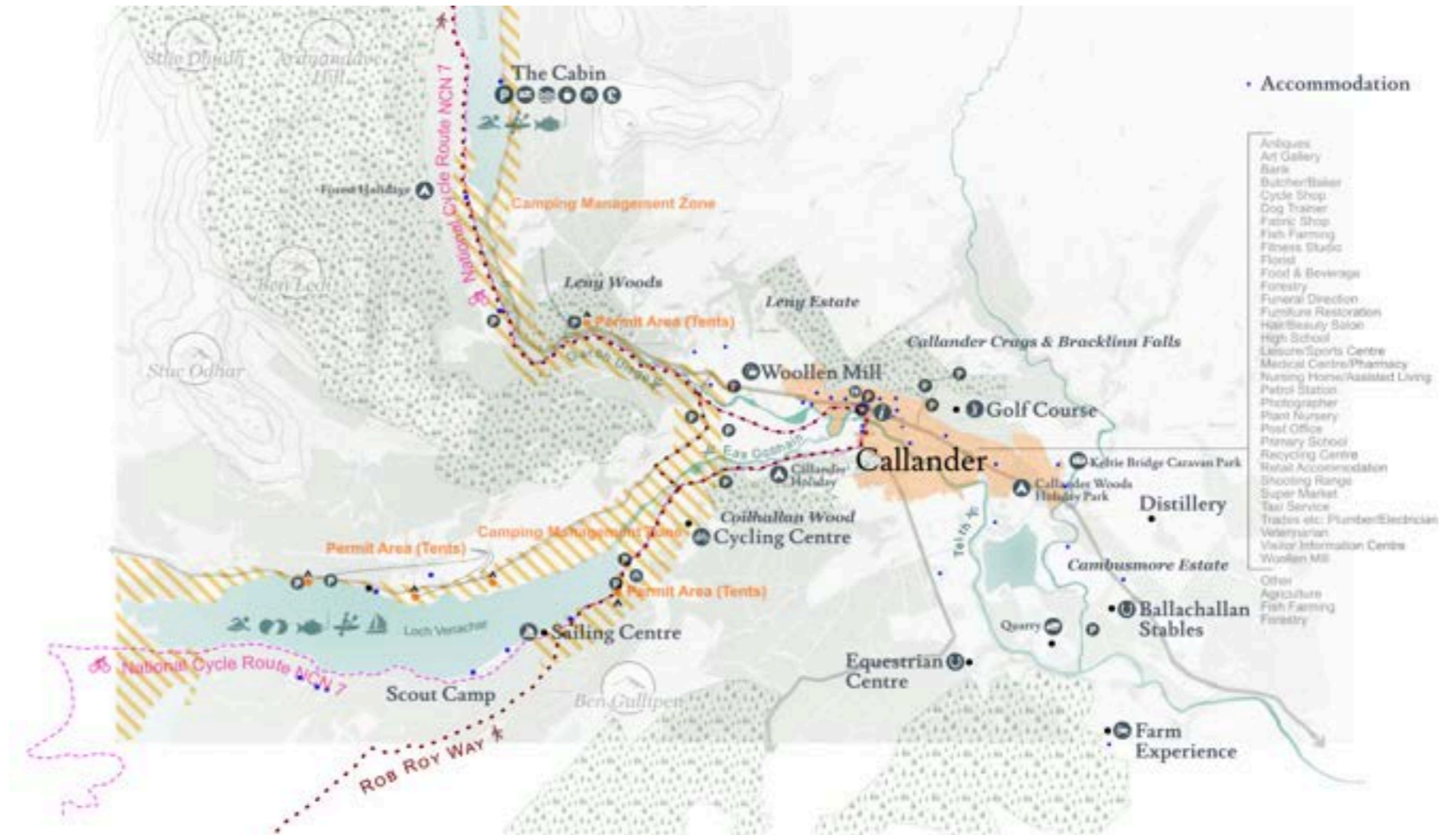
- Callander is located on the Highland Boundary Fault, it is a geographic gateway between Lowland and Highland Scotland.
- The landscape setting offers expansive upland wilderness and hills, woodlands & forest; historic settlements; & lochs with distinctive qualities of naturalness, tranquillity, and wildness
- Areas of environmental significance/sensitivity include multiple sites of scientific and geological significance including SSSIs, NNRs, GCRs, and SACs.
- Callander and the surrounding area has a concentration of notable archaeological sites with scheduled status
- Settlement has notable built heritage qualities (Conservation Area)

Community Needs & Issues

The assessment explored community needs and issues which have been recorded by the Callander Landscape Partnership, and the Callander Place Plan. The Callander Place Plan 2022-2032 identifies points of concern for residents and proposes a 3 year local place plan vision. It has used the Place Standard Survey to highlight community concerns. These were tested at a Place Assessment workshop which focussed on identifying where community concerns could be addressed as part of a study of Strategic Tourism Infrastructure. The relevant areas of concern are:

- Traffic & parking issues impacting on local access needs and amenity
- Limited Public transport
- Challenges in moving around Callander and the surrounding areas
- Limited facilities for play and recreation
- Desire for more stakeholder/community involvement and partner-shipping

The locations where the community have identified issues, and potential projects to address these were mapped as part of the Place Assessment.



Local Economic Activity

Areas of economic activity are mapped here:

- Callander is major local centre offering facilities and employment (schools, shops, leisure centre etc.)
- Visitor centre is run on voluntary basis
- Tourism is economically significant supporting local businesses hotels & accommodation/retail and employment
- Woodland/Forestry & Agriculture are also active & important industries in the area
- Social enterprise sector – active in promoting & supporting economic initiatives

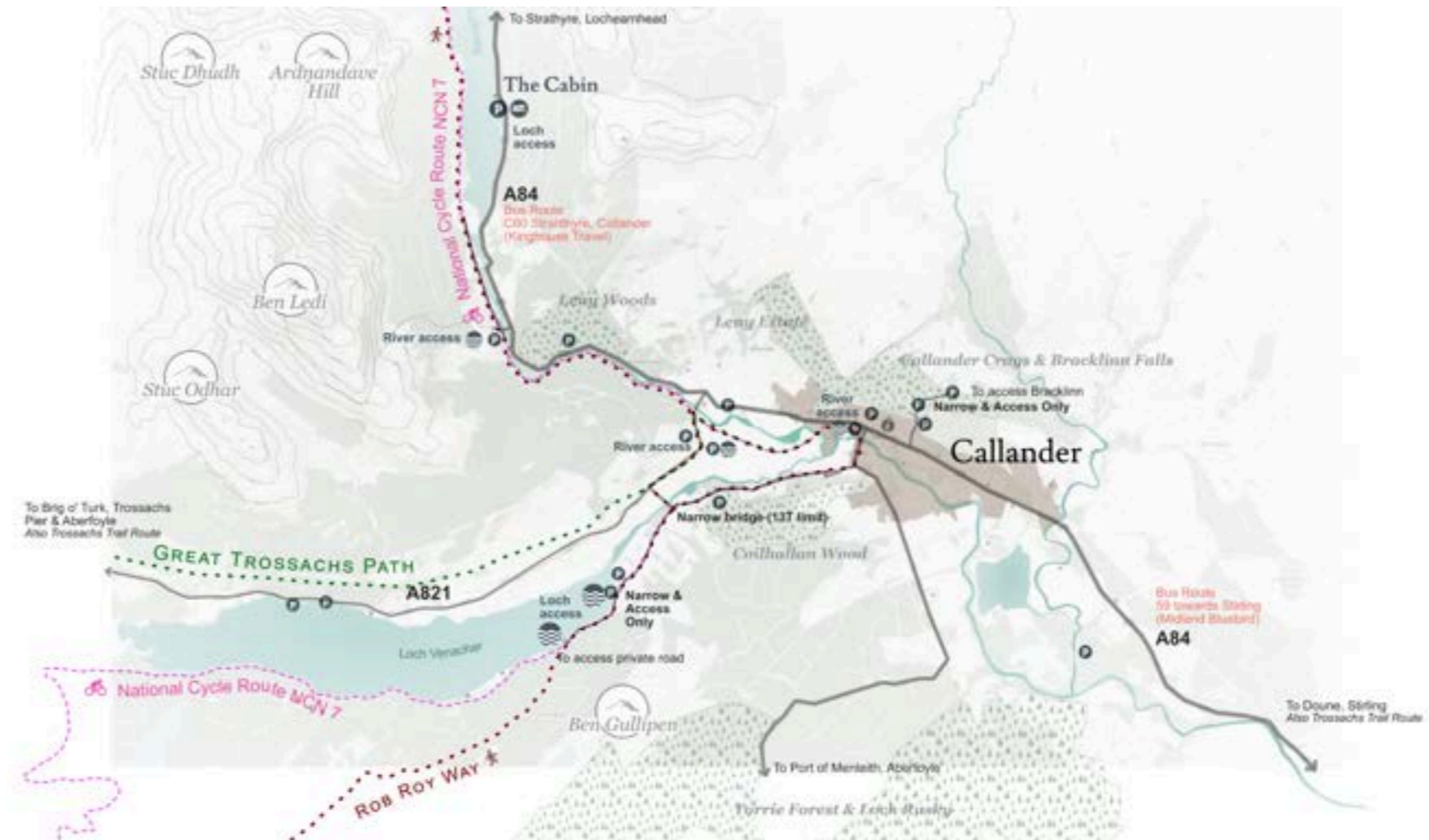
Tourism Infrastructure: Visitor Hotspots and Pressures

Assessment identified that:

- Callander is well connected to the road network with trunk road connection to Stirling
- A84 is a major road bringing traffic/congestion/air pollution & noise issues into the town environs
- Stirling - Callander public transport connections are limited (bus only). A regular bus service connects Stirling and Callander; an infrequent local service connects Callander & Killin; a daily city link connection from Edinburgh to Oban has a Callander stop. Access to the National Park is limited with no public transport services to Aberfoyle, Strathard & The Trossachs etc.
- A Demand Responsive Transport (DRT) service is operated which allows pre-booked journeys in the National Park
- Callander is a stop location for various timetabled private coach tours
- Town & area are well served with local paths/routes as well as major long distance paths such as the Rob Roy Way and The Great Trossachs Path/ National Cycle Route NCN 7 (Connections with town centre needs strengthening)

Areas of pressure are:

- High demand for day trip activities/loch-side access
- Water access for swimming, stand up paddleboarding (SUP), canoeing/ kayaking, with limited parking and public transport near water
- Water access for angling with limited parking near water
- River access issues for kayaking and canoeing
- Irresponsible parking and traffic & congestion issues on approach to popular hot spots e.g. Ben Ledi, Bracklinn Falls
- Campervan and motorhome overnight parking, including at existing unauthorised sites such as the Callander Meadows car park
- Single lane roads e.g. south of Loch Venachar – traffic use exceeds capacity in high season and parked cars cause problems on single-track road north of current Ben Ledi parking area, affecting the NCN and access to Forest Holidays Strathyre
- Limited tent-based camping – high season demand exceeds capacity



Study Focus

This study has reviewed existing recreation planning strategies and, through engagement and site assessments, has sought to identify established areas of activity, areas at capacity where visitor activity levels create significant challenges and areas with potential for development. Infrastructure investment has been focused on areas that can offer sustainable travel accessibility (public transport/active travel).

This study has reviewed existing recreation planning strategies and, through engagement and site assessments, has sought to identify established areas of activity, areas at capacity where visitor activity levels create significant challenges and areas with potential for development. Infrastructure investment has been focused on areas that can offer sustainable travel accessibility (public transport/active travel). The study builds on National Park Partnership Plan and Local Development Plan (extract plans to right).

Visitor management will promote development of greater use of the Long Distance Routes and other Core Paths, and National Cycling Routes (LDR & NCR) for recreation and active travel and, importantly, promote better linkages from existing public transport hubs and services to support sustainable travel choices.

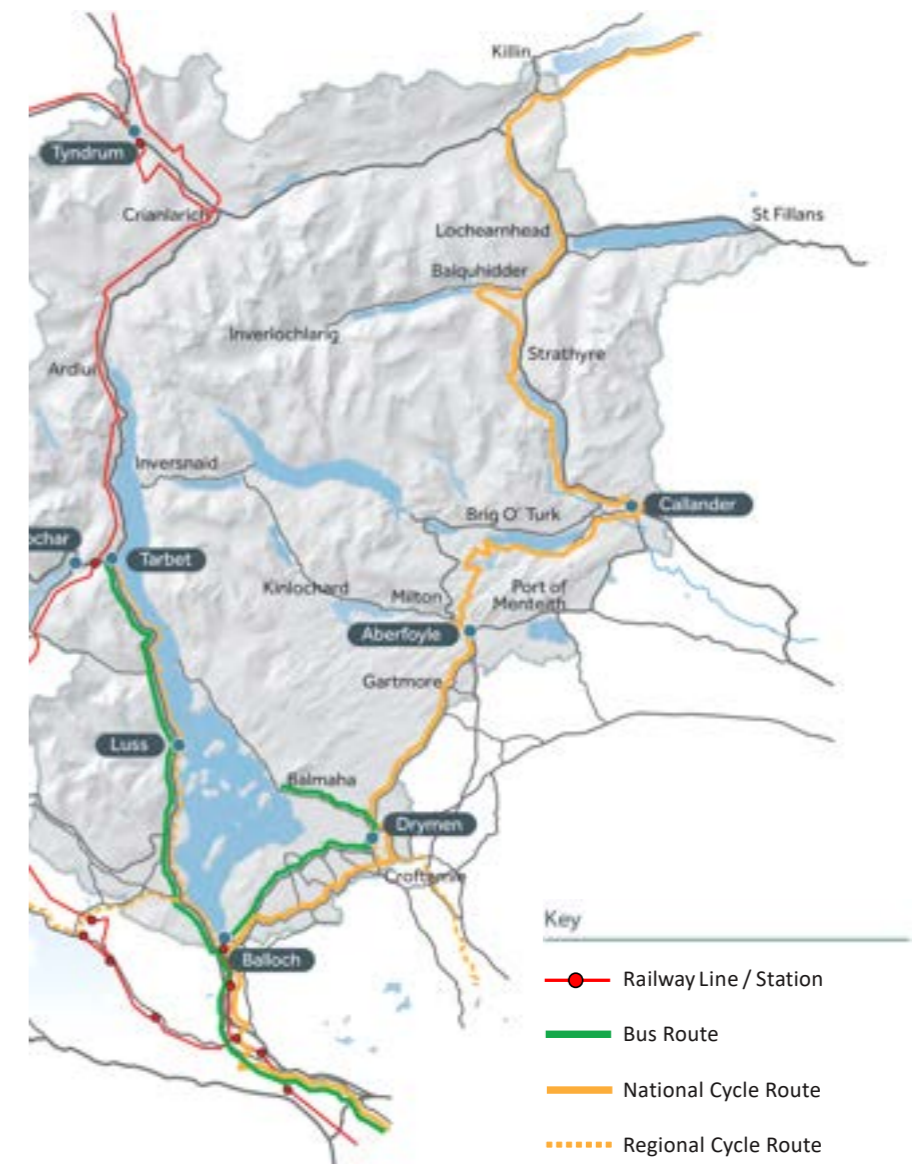
Important in the recreational network and transport network are bus and active travel connections that give non-car-based access to the Callander area. Extending travel choice by supporting sustainable modes through the development of a comprehensive interlinked shuttle bus travel is proposed by the National Park Authority to help deliver wider elements of the Partnership Plan, commitment to Net Zero, and support local communities and businesses.

This commitment to offer an attractive alternative mode of transport/ access to support reduction to visitor reliance on car journeys is intrinsic to the development of the Strategic Tourism Infrastructure set out in this study.



Strategic Recreation Network

National Park Partnership Plan 2018-2023, Map 6



Access & Transport Network

National Park Partnership Plan 2018-2023, Map 7

National Park Safe Recovery Action Group Covid Response Plan

Identifies additional pressures and need for improvement

The NPSRAG recognise that these are not the only areas where visitor pressures were felt or an exhaustive list of the types of issues experienced across the Park in 2020. These are the locations where pressures were felt more acutely and types of issues that were experienced most often.

- 1 Kinlochard**
 - Traffic congestion
 - Irresponsible parking
 - Irresponsible toileting
- 2 East Loch Lomond**
 - Traffic congestion
 - Irresponsible parking

- 3 Falls of Falloch**
 - Irresponsible parking
 - Risk of high speed Road
 - Traffic Accident
 - Littering

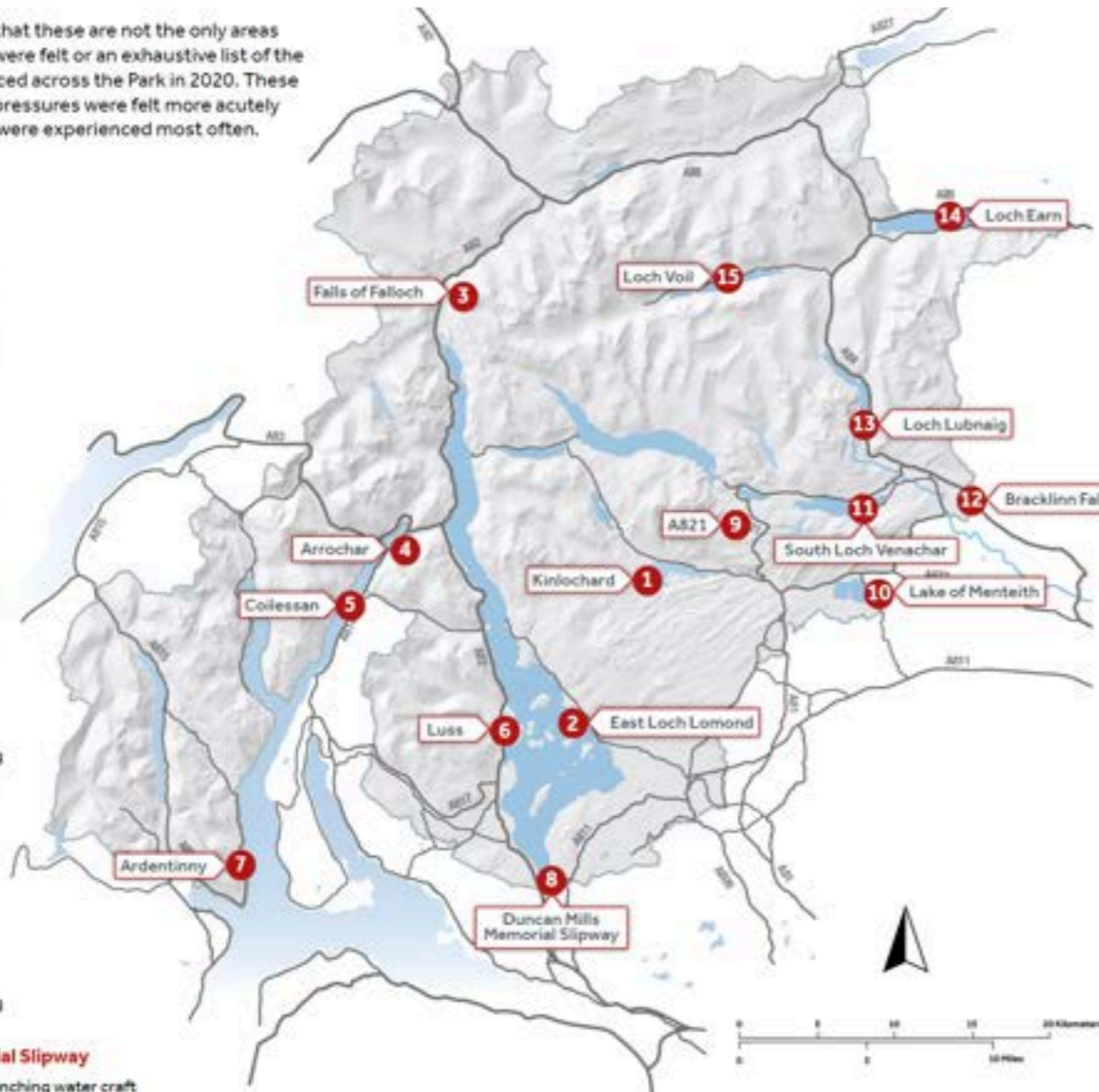
- 4 Arrochar**
 - Traffic congestion
 - Irresponsible parking
 - Risk of high speed Road
 - Traffic Accident

- 5 Coileasan**
 - Antisocial Behaviours associated with camping (permit area closed)

- 6 Luss**
 - Irresponsible parking
 - Inadequate service provision for visitor numbers

- 7 Ardentinnny**
 - Anti-social behaviours associated with camping

- 8 Duncan Mills Memorial Slipway**
 - Reduced capacity for launching water craft



- 9 A821**
 - Traffic congestion
 - Irresponsible parking
- 10 Lake of Menteith**
 - Anti-social behaviour associated with camping
 - Irresponsible parking
- 11 South Loch Venachar**
 - Irresponsible parking
 - Anti-social behaviour associated with camping
 - Irresponsible fire lighting
- 12 Bracklinn Falls**
 - Traffic congestion
 - Irresponsible parking
 - Littering
- 13 Loch Lubnaig**
 - Irresponsible parking
 - Risk of high speed Road
 - Traffic Accident
- 14 Loch Earn**
 - Traffic congestion (South Loch Earn Road)
 - Irresponsible toileting (Permit Areas & opposite St Fillans)
 - Irresponsible parking
 - Antisocial behaviours associated with camping (Irresponsible fire-lighting, litter, fly-tipping)
 - Antisocial behaviour with Personal Water Craft
- 15 Loch Voil**
 - Irresponsible parking
 - Anti-social behaviour associated with camping

The National Park Authority, with partners, has established the National Park Safe Recovery Action Group (NPSRAG) to facilitate and coordinate activity and prepare a Joint Response Visitor Management Plan.

The Plan responds to the Covid global pandemic with its increase in visitor pressures and addresses local issues and concerns.

The National Park Authority has a duty to balance the needs of visitors with the protection of the environment and quality of life for the people who live and work within the area. Additionally, other public bodies that cover the National Park area have related statutory responsibilities to maintain the safety and integrity of the public and the public infrastructure networks.

The National Park identified acute and frequently experienced pressures in South Loch Venachar; at Loch Lubnaig, the foot of Ben Ledi and the A84 corridor; the A821 corridor to The Trossachs and at Bracklinn Falls.

Traffic congestion and irresponsible parking have been issues in these locations with popular destination and high visitor numbers exceeding the car parking capacity at hotspot location leading to congestion on the roads and irresponsible parking exacerbating congestion and presenting safety issues. The high speed A84 road has been identified as presenting a risk of traffic accident resulting from irresponsible parking.

Popular loch side locations have attracted anti-social behaviour associated with camping, and irresponsible fire lighting. Camping Management by-laws have mitigated these issues, however a pressure at attractive camping locations remains.

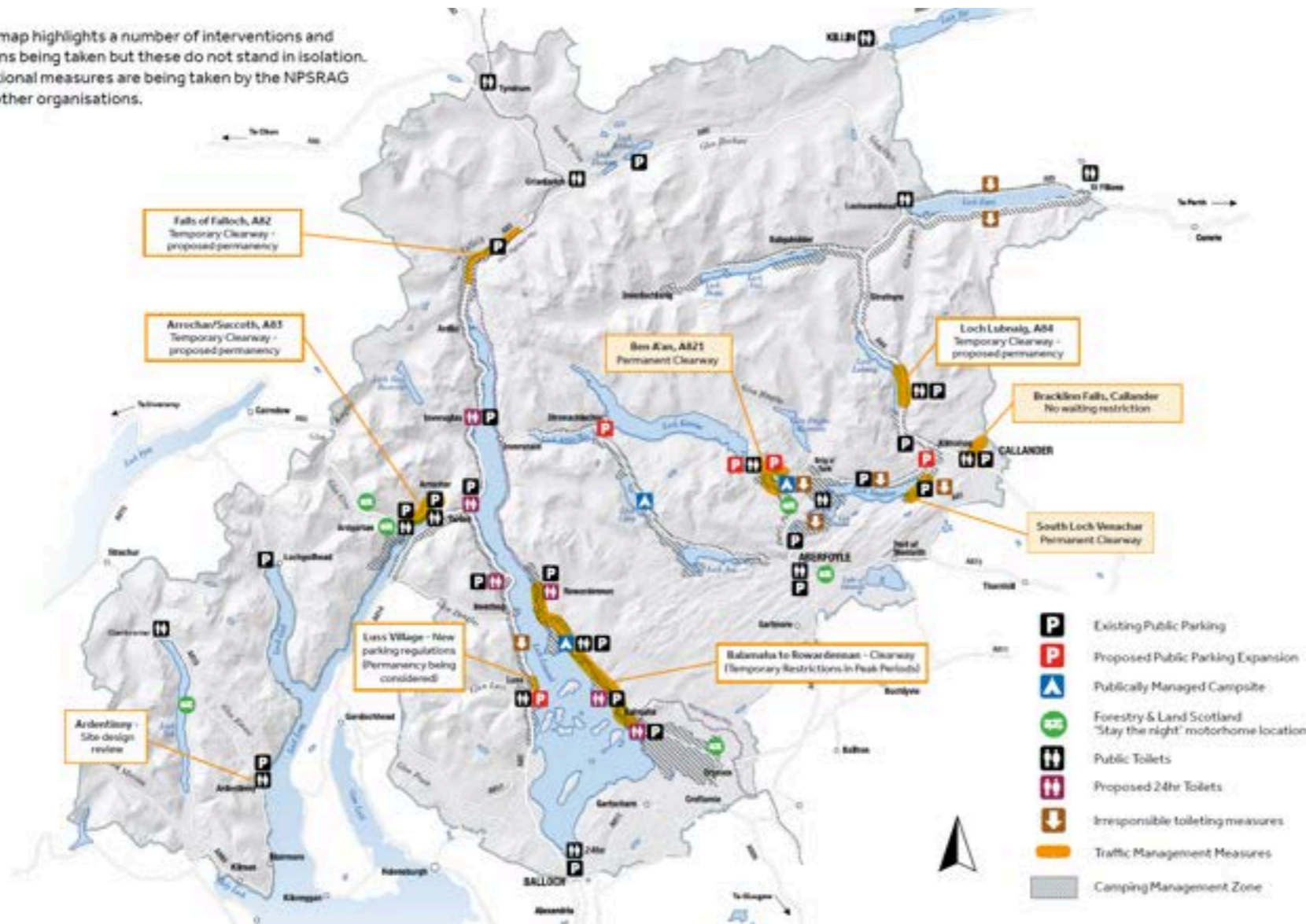
A general issue of littering has been identified across the hotspot locations.

Extracts from the National Park Authority's National Park Safe Recovery Action Group Covid Response Plan, which identifies issue of high visitor pressure for which investment in infrastructure seeks to support sustainable long-term solutions.

Visitor Pressure Experienced in 2020

2021 Joint Response Visitor Management Plan, Map 1

This map highlights a number of interventions and actions being taken but these do not stand in isolation. Additional measures are being taken by the NPSRAG and other organisations.



Managing Key Pressures in Loch Lomond & The Trossachs National Park

2021 Joint Response Visitor Management Plan, Map 2

Managing Pressures

This study recognises that Covid has had a significant effect on the National Park and its communities, local businesses, land managers, visitor facilities and destinations and, with changed behaviour, those impacts are likely to continue for some time.

Creating a sustainable tourism model looks to improve the visitor experience whilst also protecting local amenity and enhancing access and facilities for the wider community. Many sites and locations have come under significant pressure during Covid (levels of activity/irresponsible use/anti-social behaviour/congestion/littering/etc). Many locally specific issues for the area that have been highlighted need to be addressed in the planning and future development of the visitor infrastructure at specific sites.

Irresponsible parking at Loch Lubnaig and on the A84 road, the South Loch Venachar, Invertrossachs Road and the approach to Bracklenn Falls are partially mitigated through the instatement of a Clearway and No Waiting restrictions. This study explores opportunities to encourage increased use of nearby, and existing larger car parks e.g. Station Road in Callander which has paths to Bracklenn Falls.

Parking expansion at Bochart has already been undertaken to address car parking capacity issues in the Loch Lubnaig area associated with Ben Ledi. Strategic measures to increase the appeal of this site are now required to encourage use of the Bochart site in preference to the constrained Loch Lubnaig area.

A requirement for measures to prevent 'irresponsible toileting' is identified in the South Loch Venachar/Coilhallan Wood area and the North of Loch Venachar. Toileting issues are best addressed through the provision of toileting facilities where possible and through effective signage to nearby facilities.

Extracts from the National Park Authority's National Park Safe Recovery Action Group Covid Response Plan, which identifies issue of high visitor pressure for which investment in infrastructure seeks to support sustainable long term solutions.

High-Level Policy

The Strategic Tourism Infrastructure Development study reviews the vision, challenges and opportunities, outcomes and priorities as identified within the National Park Partnership Plan and through engagement with the Callander & Surrounding Area Visitor Management Group. The Visitor Management Group highlighted the critical importance of local engagement in the development of future plans.

Problems

- Sustainable management of an environment of high value and sensitivity offering quality visitor experiences in an area with increasing visitor pressures
- The emergence of 'hotspot' locations which attract substantial numbers of visitors and place pressures on local communities
- Challenges around recreational access to the water. Critical issues associated with use/misuse and antisocial behaviour
- Avoiding a 'predict & provide' strategy that simply responds to visitor pressure through greater provision which is unsustainable
- Damage to sensitive landscapes and nature because of increased footfall and incidences of irresponsible behaviour
- Need to address Climate Change and Net Zero commitments by reducing car dependency and extending choice, facilitating modal shift, and limiting demand
- Limited public transport access (no rail/limited bus) with need to develop a 'hub' based on sustainable modes
- Awareness of wider opportunity (education/facilities) and investment requirements take time to build a sustainable network

Opportunities

- Capitalise on the capacity of the forest, lochs and hills to accommodate visitors
- Make use of lesser visited locations which offer a visitor experience and facilities to mitigate pressure at hotspots through dispersal
- Extend recreational opportunity to offer a more inclusive and diverse range of experiences across the National Park
- Grow tourism activity and enterprise support in partnership to ensure high intensity use areas offer complimentary visitor facilities
- Secure greater access by public transport securing Net Zero benefits, strengthening service support at Hubs
- Capitalise on the benefits of nature
- Improve quality/diversity and distinctiveness of the visitor experience
- Use good design and better provision to encourage more responsible behaviour
- Secure barrier free/inclusive access meeting the needs of all users
- Develop Active Travel Networks between 'Hubs' allowing integrated routes
- Benefits for nature, landscape, place
- Seek synergies with neighbouring areas e.g. Strathard & The Trossachs and the Aberfoyle Hub

Issues

- Visitors and communities have a sense of appropriateness relating to scale/character of facility requiring sensitive integration within settlements/sites
- Carrying capacity of sites/locations (water and land) are not necessarily aligned to visitor demand/levels of use & misuse and sustainable management
- Shuttle bus arrangements offer a sustainable alternative to personal transport and would allow traffic to be limited but have significant operational cost
- Park and ride and parking facilities needed to support interchange between personal and public transport require significant masterplanning, public engagement, resolution of ownership issues and significant funds
- Active travel routes and connections to a central hub (e.g. Callander) offer opportunities to provide car parking capacity and mitigate pressure at hotspot locations but rely on good path infrastructure, signage and promotion
- Active travel routes are not suitable for all visitors and tourism experiences (e.g. short day trips, family trips, visits with elderly or disabled people, experiences requiring equipment)

Challenges

- Visitor demand in the National Park grew by 14% (2014-2017) with consistent growth and additional Covid related uplift, through 2019-2021, demand grew faster than capacity. Post-pandemic data showing quicker than expected recovery indicated a settled return to visitor markets (international/domestic)
- Securing early wins/additional infrastructure/new model for visitor management is time critical
- Developing and implementing a Sustainable Transport Strategy
- Identifying mechanisms to provide more robust control, enforcement & management of the water-based leisure
- Supporting modal shift and working for climate and nature
- Developing a visitor infrastructure as a resilient network of facilities, places, & routes needs education/awareness alongside infrastructure provision
- Securing community support and resolution of ownership issues
- Revenue costs, operational management and maintenance generated by capital investment in infrastructure

Place-Level Design

The STID reviews the vision, challenges and opportunities, outcomes and priorities as identified within the Partnership Plan and identifies the following place & site level issues

Problems

- Seasonally, demand exceeds local carrying capacity at peak times
- Congestion devalues visitor hotspots
- Dead end roads leading to attractive destination – e.g. Ben Ledi, Bracklinn, South Loch Venachar
- Peak day congestion/over-use
- Changing visitor needs e.g. campervan over-nighting
- Inadequate car parking
 - Destinations where the primary car park is typically closest, but with limited capacity e.g. Ben Ledi
 - Poor organisation and signage in existing car parks e.g. Station Road which seldom reaches capacity
- Need for motorhome servicing
- Camping facilities/uncontrolled camping
- Lack of safe road crossings e.g. on the A84 road where the car park at Leny Woods near the Falls of Leny encourages crossing of the high speed trunk road
- Management of waste facilities
- Fragmented active travel networks
- Inadequate infrastructure
- Environmental degradation impacting on landscape and nature
- Adverse impact on place quality & community/residential amenity
- Potential conflicts residents/landowners
- Potential conflicts visitor/user groups
- Limits to capacity sustainable management
- Limits to enterprise & Community Wealth

Opportunities

- Callander capacity to act as Hub
- Connect to and benefit from the neighbouring hub location in Aberfoyle
- Extending Public Access/Trails and capitalise on local paths and routes:
 - National Cycle Network Route 7 (NCN7)
 - Local paths with a Callander base, the Three bridges, Bracklinn Falls, Leny Woods.
 - Town circuits and heritage trails: Callander Meadows circuit, the Glacier Trail, The Heritage Trail
 - Established long distance routes: Rob Roy Way, The Great Trossachs Path
 - Hill routes: Ben Ledi and Ben Gullipen near Callander; Ben A'an & Ben Venue in The Trossachs; Munros Cruach Àrdrain and Beinn Tulaichean from Inverlochlarig; nearby Munros Ben Vorlich and Stuc a Chroin
- Promote Hubs with Public Transport
- Disperse peak visitor numbers
- Improve connectivity/Active Travel
- Working with Transport teams (National Park Authority / Transport Scotland) on road-based/active travel measures
- Benefit from the Callander Landscape Partnership Group's projects delivering new signage, wayfinding and information to deliver additional signage and enhance the legibility of the path network

Issues

- Local capacity and 'predict & provide' challenges National Park Authority purpose.
- Impact of water-based activity on place
- Protecting residential amenity & local communities
- Challenges 'Best Practice' management
- Conflict with Net Zero targets
- Unsustainable without action
- Creates conflict with local communities
- Devalues visitor experiences
- Impacts on nature (Environmental Capital)
- Impacts on delivery of National Park Authority vision

Challenges

- Meeting visitor needs whilst conserving and enhancing the National Park
- Developing Sustainable Land-use Model
- Integration of land and water management
- Securing land availability
- Securing Funding
- Building and maintaining agreements with Landowners & 3rd Parties
- Integrate wider project dependencies
- Delivery Programme

Vision

Promotion of responsible tourism, ensuring local communities meaningfully benefit from visitor activity and adverse impacts of visitors on local communities and the environment are minimised and mitigated

- **Supporting Visitor Dispersal & Management**

- ✓ **Hierarchy of Visitor Hubs/Destinations:** offering appropriate site capacity & consistency of facilities and services appropriate for levels of use and activity at each location
- ✓ **Transport Intervention:** creating additional public transport capacity
- ✓ **Reduction of car dependency:** infrastructure and park management to support access to Callander and the surrounding area, Loch Venachar and Loch Lubnaig via sustainable transport, and to promote onward journeys beyond Callander into the National Park's forests, hills and lochs by cycling, wheeling, walking, shuttle bus and taxi
- ✓ **Place Improvements:** promoting quality & appeal, encouraging exploration/ use of wider facilities at destinations/ reduce intensity of use/ increase dwell time/ mitigation of damage, habitat destruction, harm to biodiversity/ erosion/ overuse
- ✓ **Signage:** Strengthen Park identity and connectivity, provide suite of Real Time Information/ Area Mapping/ Orientation/ Exploration & Wayfinding seamlessly linked to online information
- ✓ **Dispersal:** Identifying additional locations capable of accommodating visitors – wider Park locations/ divert high footfall/ use away from sensitive landscapes/ areas of high habitat value

- **Supporting Inclusion**

- ✓ **Resident Amenity:** Address needs of local communities to reduce conflicts with visitor activities and create opportunities for local enterprise supporting place resilience
- ✓ **Place improvements:** Better access & connections to local centre through physical measures
- ✓ **Transport Intervention:** Developing Pilot/Trials with capacity to scale – Park & Ride/Cycle – Shuttle & Booking Arrangements
- ✓ **Infrastructure:** Accessible parking/inclusive & safe routes/cycle hubs/inclusive changing facilities/ signage; welcoming and supporting needs of all users
- ✓ **Facilities:** Natural play (incidental & natural play)/ seating/ picnic areas for diversity/ multi-generational use & activity

- **Supporting Modal Shift**

- ✓ **Shuttle Bus facilities:** Fully accessible infrastructure centrally positioned and well connected and integrated into visitor hotspots with turning circles/ layover space/signage/shelters/WiFi & Real Time Info
- ✓ **Cycling:** Comprehensive network of safe & appealing routes supported by clear signage/secure parking & service hubs/hire & drop off opportunities/& repair points
- ✓ **Car Park Management:** Assumes parking charges and book-ahead requirement to manage numbers and to encourage modal shift/ backed up with Variable Message Signage/ network of Electric Vehicle (EV) charge points supporting better travel choice
- ✓ **Mitigate loss of private vehicle travel advantages:** Interventions to mitigate loss of comfort and convenience by providing better quality facilities e.g. changing/shower facilities/shelters; supporting sustainable transport – promotion of quality experiences

- **Supporting Sustainable Development**

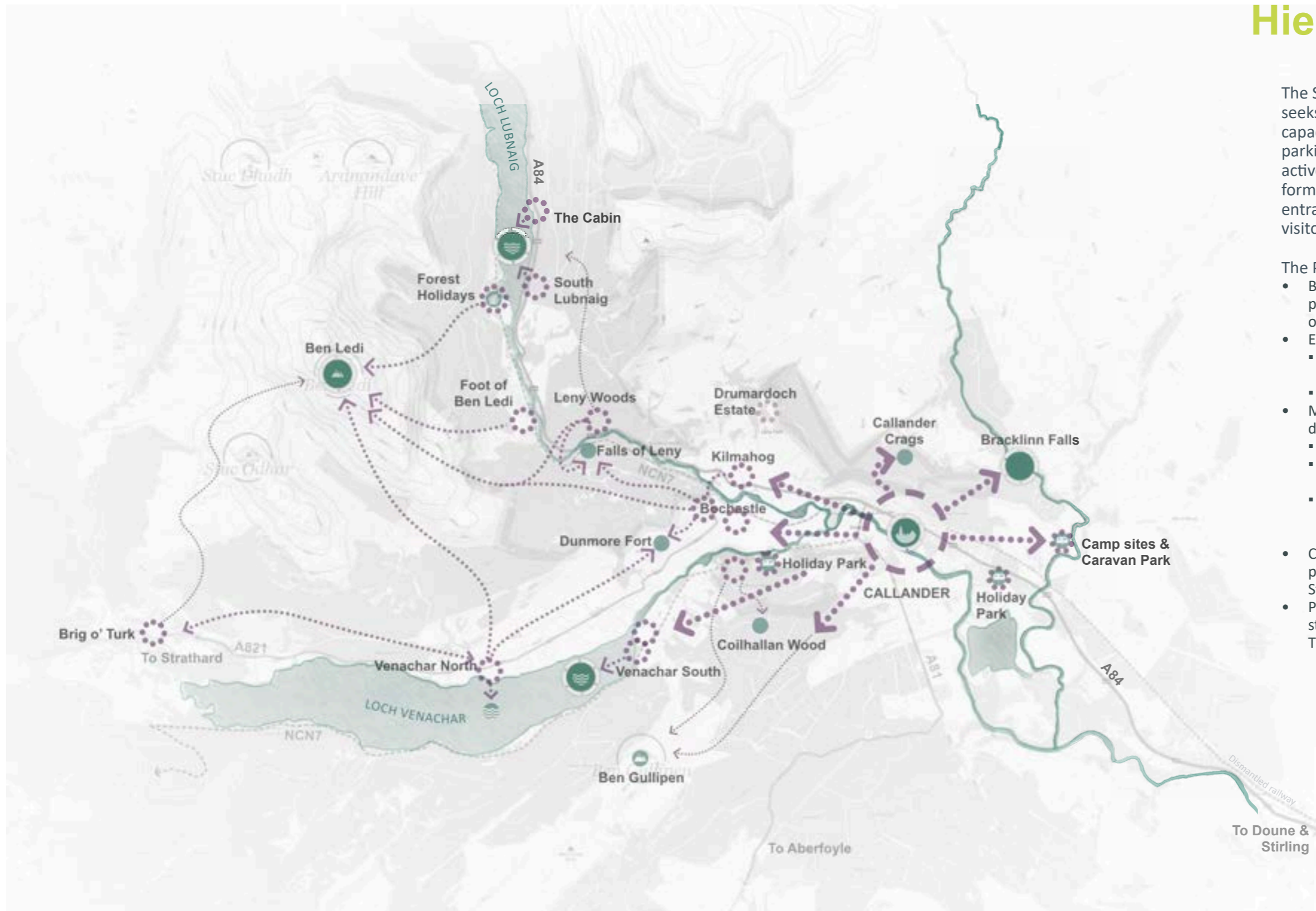
- ✓ **Low Carbon Development:** Adopt simple, low cost, energy efficient approaches to built development, management and maintenance
- ✓ **Reduction of car dependency:** Infrastructure and park management to support access to Callander and the surrounding area via sustainable transport, and to promote access to the forest, hill and loch destinations which neighbor the Callander hub. Sustainable mean could include cycling, wheeling, walking, shuttle bus, etc.
- ✓ **SuDS:** Sustainable Drainage Strategies providing mitigation of impacts of site development through rainwater catchment/ storage/ treatment and reuse.
- ✓ **Green Infrastructure/ biodiversity:** Enhancing environment & habitat value, promoting maintenance/ management regimes supporting development of species-rich green infrastructure/ green roofs/etc.
- ✓ **Education and Advocacy:** Ensure all visitor infrastructure addresses sustainable objectives where viable, include on site advice and information to promote visitor awareness, demonstrate success, encourage behaviour change, identify easy to achieve targets in day to day living.

Hierarchy of Place

The Strategic Tourism Infrastructure Development seeks to develop Callander as a 'primary hub' with capacity for more intensive use (services/ economy/ parking/etc.). The hub will offer public transport and active travel accessibility with connected spokes forming a strengthened and enhanced network of entrance points providing access to local strategic visitor locations.

The Place Hierarchy strategy seeks to:

- Build on Callander's role as an 'Outdoor capital' and position the town as a 'Hub' and 'Base' for exploration of the National Park
- Encourage car free exploration of the area
 - Improve active travel connection to the Callander base
 - Enhance 'hub' facilities in the town
- Mitigate pressures on existing hotspots through visitor dispersal
 - Promote strategic locations with experiences
 - Develop alternative 'entrance points' for popular visitor destinations
 - Provide enhanced facilities at the locations which are not under pressure to promote their use and strengthen visitor appeal
- Capitalise on Callander's proximity to Stirling and the potential for improved sustainable transport links with Stirling
- Position Callander to benefit from synergies with strategic tourism initiatives in Aberfoyle, Strathard & The Trossachs



- Callander Hub
- Entrance Point
- Connection to destination
- Primary destination
- Secondary destination


Visitor Infrastructure Investment Priorities

The National Park Partnership Plan 2018 – 2023 concluded that the most popular parts of the National Park which experience pressures should be managed to ensure that the quality of environment, visitor experience and community life are protected and enhanced. The Visitor Management proposals focusing on visitor facilities, identified 8 elements of visitor infrastructure which should be prioritised for improvements, and identified the requirement for each across 12 of the most popular locations throughout the National Park.















This strategy recognises the importance of this objective and seeks to build on the 2018 investment priorities by considering a wider range of elements which support

visitor dispersal & management, inclusion, modal shift, and sustainable development. Additional elements expand the focus to include resident amenity, place improvements, sustainable transport infrastructure (active travel, public transport, water & land), improved toilet/ changing facilities, signage and information, and electric vehicle charging.

Elements from the National Park Authority Visitor Infrastructure Investment Priority Assessment:

-  Paths
-  Visitor facilities
-  Parking
-  Motorhomes
-  Camping
-  Toilets
-  Commercial Opportunities
-  Loch Access

Proposed Additional Elements for Sustainable Tourism Infrastructure :

-  Public Transport/ Shuttle Bus
-  Active Travel Infrastructure
-  Visitor Signage & Information
-  EV-Charge Stations
-  Pier (Water bus Access)
-  Shelter
-  Changing Room
-  Showers
-  Wastewater Disposal
-  Natural Play
-  Water Supply
-  Picnic
-  Wi-Fi
-  Biodiversity improvements

Visitor Hubs and Destinations

The strategy establishes the need to develop a hierarchy of destinations with a central Callander hub. The destinations hierarchy is structured around size, capacity, and appeal of the destination.





























- Callander can be promoted as a sustainable transport and active travel hub with enhanced visitor reception and orientation
- Direct connections into the local area destinations should be developed to support visitor access and greater exploration of the popular locations from the Callander base
- Callander's proximity to Stirling and the presence of a historic rail line provides the potential for improved sustainable transport and active travel links with Doune/Stirling
- Callander can benefit from synergies with strategic tourism initiatives in Aberfoyle, Strathard & The Trossachs

The most popular destinations in the Callander area which experience pressures should be managed to ensure that the quality of environment, visitor experience and community life are protected and enhanced. The pressure points are concentrated where existing car parks are the arrival or entrance point to a popular destination and their capacity is insufficient for the visitor numbers, or where the facilities are not provided to accommodate significant visitor numbers.

Many of the destinations in the Callander area, such as lochs, forests, hills, paths, and cycling routes, are accessible from multiple entrance points. The entrance points should be developed to provide arrival as part of a sustainable transport system, as well as strengthened to enhance place quality, improved visitor capacity and offer facilities which accommodate the peak visitor numbers, and facilities which enable exploration of the area by sustainable means (paths, bikes and boats). The capacity of destination will be enhanced by developing the entrance points with improved facilities.

The following gives a guide to the role and facilities that might be expected for the Callander Primary Hub and the Strategic visitor destinations:

Primary Hub	
	Transport interchange
	National Cycle Route
	Hotels & other accommodation
	Food & beverage
	Business infrastructure
	Active travel infrastructure
	Walking, wheeling and cycling connection to Callander area destinations

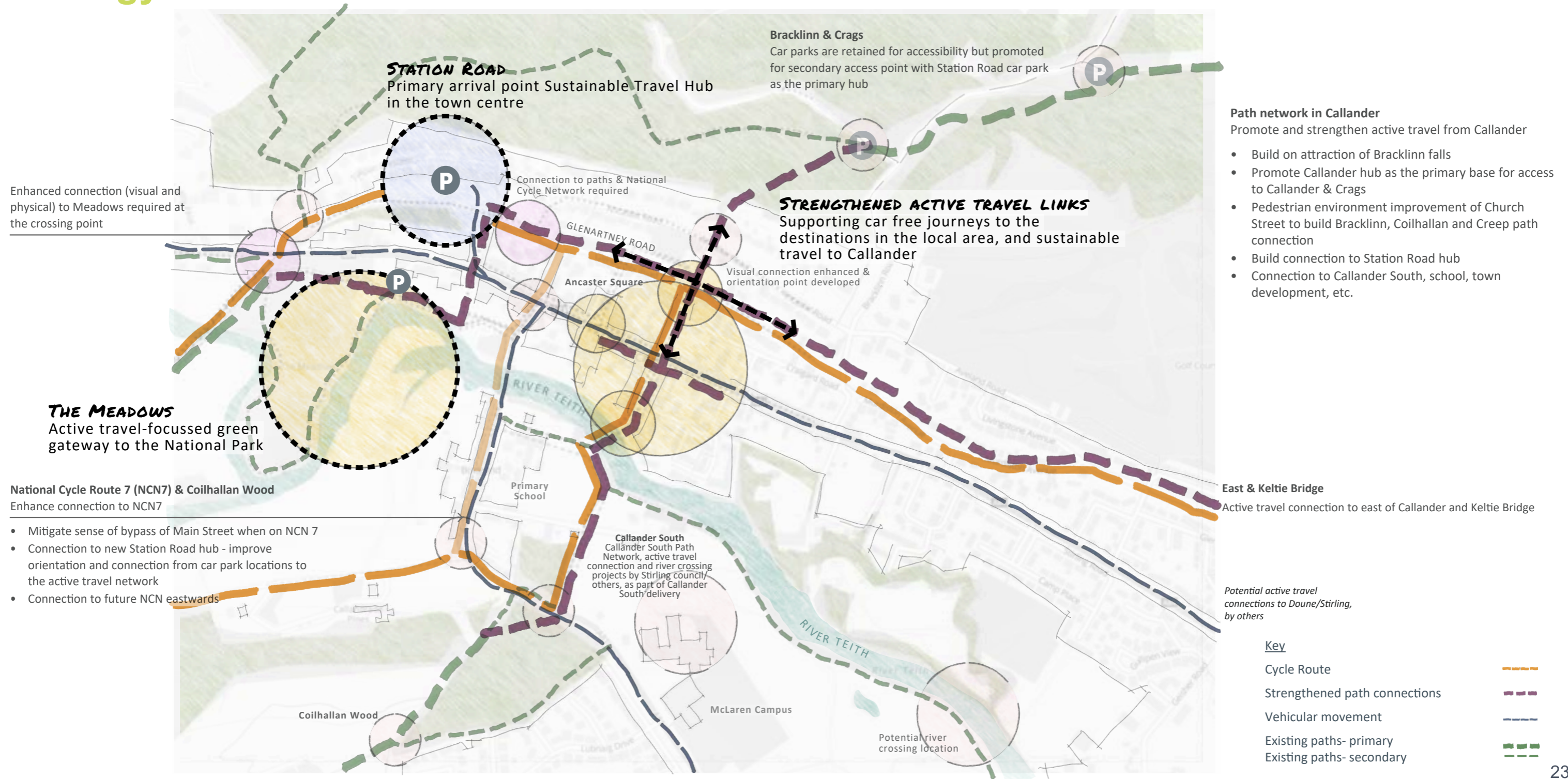
Destinations		
Primary: With capacity for defining and enhancing place and quality and improving visitor capacity.		
Secondary: Sensitivity of place and moderate capacity limiting opportunity		
Primary	Secondary	
		Visitor centre/ cafe / rangers
		24h toilets / changing / shower
		Sustainable transport
		Monitored car parking & variable message signage
		Cycle infrastructure
		Signage, orientation, and visitor information
		Shelter
		Camper waste disposal
		EV charge points
		Accessible parking
		Drinking water
		Wi-fi
		Litter bins & recycling
		Picnic and natural play

Site Strategies & Concepts

Callander Strategy

CALLANDER 'PRIMARY' HUB

Callander as a destination and a hub for exploration of the local area



Enhanced connection (visual and physical) to Meadows required at the crossing point

National Cycle Route 7 (NCN7) & Coilhallan Wood
Enhance connection to NCN7

- Mitigate sense of bypass of Main Street when on NCN 7
- Connection to new Station Road hub - improve orientation and connection from car park locations to the active travel network
- Connection to future NCN eastwards

Bracklinn & Craggs
Car parks are retained for accessibility but promoted for secondary access point with Station Road car park as the primary hub

STRENGTHENED ACTIVE TRAVEL LINKS
Supporting car free journeys to the destinations in the local area, and sustainable travel to Callander

Visual connection enhanced & orientation point developed

- Path network in Callander**
Promote and strengthen active travel from Callander
- Build on attraction of Bracklinn falls
 - Promote Callander hub as the primary base for access to Callander & Craggs
 - Pedestrian environment improvement of Church Street to build Bracklinn, Coilhallan and Creep path connection
 - Build connection to Station Road hub
 - Connection to Callander South, school, town development, etc.

East & Keltie Bridge
Active travel connection to east of Callander and Keltie Bridge

Potential active travel connections to Doune/Stirling, by others

Key

Cycle Route	
Strengthened path connections	
Vehicular movement	
Existing paths- primary	
Existing paths- secondary	

Callander 'Primary Hub'

Callander is a both destination and hub for exploration of the area.

Callander can be an outdoor capital and active travel gateway to the National Park, which can capitalise on existing infrastructure and capacity to accommodate visitors.

- Existing infrastructure includes the trunk road position, connections to the national cycle route NCN 7, and the position as a major node for long-distance routes including its location on the Rob Roy Way and the Great Trossachs Path.
- Capacity to accommodate visitors is supported by large town centre car parks, amenities including shops, food & beverage, public realm spaces & Main Street and multiple facilities including toilets, laundry, leisure centre etc.

The strategy positions Callander as a hub. The town's capacity to accommodate visitors supports its strategic function as a 'base' for exploration of the National Park. The hub location provides car parking and attractive facilities, which together supports, promotes, and encourages car free exploration of the local area.

Strengthened opportunities for car free exploration of the local area will alleviate pressure associated with irresponsible parking at local hotspot locations.

The study explores opportunities to:

- Develop infrastructure to position Callander hub as the preferred starting point for exploration of the area. Callander would be a location for arrival with facilities and infrastructure enhancements supporting walking, wheeling and cycling to destinations including Bracklinn, the Craggs, Coilhallan Wood, Loch Venachar and Ben Ledi
- Develop as a base for vehicle parking and overnight stay of campervans.

To support car free journeys to the destinations in the local area, improvements in Callander are required in following areas.

- Strengthened and enhanced connections to the active travel network
- Enhanced 'hub' facilities in the town, as part of the car parking offer
- Developed shuttle bus & sustainable travel infrastructure
- Place improvements to the Meadows, the Main Street and Ancaster Square including support for initiatives to better utilise the St. Kessog's Church

Station Road

Station Road Car Park is an underused asset in Callander. The car park location has a town centre position with excellent connections to the Main Street, potential direct connections to the Meadows, potential connection to the National Cycle Network and significant capacity for car park, coach parking, space for camper vans, and existing connection to the public transport network through its adjacency to the town's central bus stop location. Existing assets, in addition to its position and its large surface area, are the existing toilet facilities and proximity to the local services.

The Station Road site provides the location for a project creating a sustainable travel hub in the town centre which supports Callander's role as an attractive and appealing location for arrival at the National Park and hub from where onward exploration of the town, the local destination and the local area can be explored by sustainable transport e.g., shuttle bus, by cycling, wheeling or walking. A core strand of the strategy to mitigate pressures at locations where car parking capacity is exceeded is to facilitate and encourage this modal shift.

A Station Road sustainable travel hub should be established, with the car park location taking on a new role as an active and sustainable travel hub, and replacing the Meadows Car Park as the main point of arrival for visitors arriving in Callander either walking, wheeling, cycling, public transport or by private vehicles.

The Station Road Hub will be:

- The arrival point in the National Park, and gateway to further exploration of the local area
- An access point for paths North, East, South or West of Callander
- An active travel hub positioned on strengthened active travel corridor (dismantled railway line)
- The main town centre bus stop with shuttle bus infrastructure as well as arrangements to accommodate coaches and public transport providers.
- A node on the National Cycle Network
- An orientation point with itineraries and wayfinding, and a potential site for Tourist Information
- The main town centre car park. Station Road can be signposted, promoted, and branded as the primary car park for Callander arrival. Meadows parking would be retained, but not promoted as the primary arrival point. Enhanced, hub facilities would reflect this hierarchy. Car park pricing and restrictions on stay

duration could also be explored to support this.

- An exploration and campervan hub with full suite of facilities: showers, waste disposal, toilets, laundry, orientation point, trail head for routes etc.

An outline Infrastructure Development project supporting this element of the strategy is described in this study.

Callander Meadows

The Meadows is a riverside location in Callander characterised by its relationship with the River Teith, divided into a smaller river facing section dominated by parking and a larger woodland green space.

The river facing area located between Leny Road and the Main Street has a fragmented connection to the Main Street. To the rear of the Main Street, shops and restaurants, the space is dominated by hard surfacing and functions mostly as a car park. A section of the NCN 7 National Cycle Network is mapped as following the river through the Meadows, however the cycle track effectively makes use of the car park and is a compromised section of the network with a poor cycling environment and limited connection to the Main Street and particularly narrow access where the cycle path passes the Hill of St Kessog and a small graveyard. A riverside pedestrian area with a picnic green space is an attractive asset to the town, which is compromised by the extensive car parking.

A large area of the Meadows is a green space with paths, a playground and a strong connection to the National Park via Bochartle (NCN7). This area is at a lower level than the town and the topography presents a visual and physical disconnection and barrier to Leny Road and Tulipan Crescent at this point. This is partially addressed through a steep path and a crossing of the A84.

The connection between each area is weak, with the expansive green space and onward connections not apparent from the car park area. The NCN connection at this connecting moment is also weak.

There is a history of flooding in Callander. During peak flood events travel access routes are cut off, roads pathways and car parks can become unusable; and homes and businesses are flooded. Stirling Council is currently developing a Callander Flood Protection Scheme and a Surface Water Management Plan. These projects aim to develop an understanding of the flooding causes and to explore potential mitigation options. This study considers the impacts of flooding; the Callander Meadows area is severely affected by flooding during flood events – the car park and the adjacent pathways including connections into the National Park becomes unusable.

Strategically the Meadows should function as a Green Gateway to the National Park, a pleasant active travel-focussed space, and a town centre destination. To support the active travel role of Callander the car park here should be secondary to the Station Road site, with the Meadows developed to have a stronger place function with improved river and Main Street connection and enhanced active travel function with improved connection to the Station Road hub and onward to the National Park and NCN 7.

The Meadows should be developed in the following areas:

- A space treated as an important green space and nature asset
- Strengthened connection to Station Road and the site of a new arrival hub should be forged
- The NCN 7 route should be improved, the compromised sections and conflicts with vehicles should be addressed
- Enhanced local paths/river connection should be developed
- The role of play at the Meadows should be strengthened
- Developed to enhance biodiversity, habitat improvements, and ecology. Flood mitigation delivered through Callander Flood Protection Scheme and a Surface Water Management Plans should be coordinated with the blue & green infrastructure

- The divide between river facing car park area and the nature focussed green space area should be overcome
- Proposals should seek to mitigate the visual impact of the car park on the river setting
- The car park role should be considered secondary, with the Station Road car park providing the primary car park role and the Meadows positioned as secondary/seasonal/overflow

An outline Infrastructure Development project supporting this element of the strategy is described in this study.



© Photo: 'Kayakers at the Meadows' by Sheila Winstone

Strengthened active travel links & orientation

Strengthened and enhanced connections to the path network will support car free journeys to the destinations in the local area from the Callander base, contributing to mitigation of traffic and parking issues at hotspot locations. Improvements in Callander are required in the following areas to better promote and support uptake of walking, wheeling and cycling to local destinations, from Callander:

- Enhanced path connections
 - Develop attractive connecting paths, with signage connection and strong visual connection to the new Station Road Hub. Callander Landscape Partnership signage projects successfully support wayfinding and placemaking and should be used to good advantage
 - Further promote a Callander hub as the primary base for access to Bracklinn & Craggs. The closest car parks are retained for accessibility but promoted as secondary access points, with the Station Road car park branded as the primary access point
 - Pedestrian environment improvements to Church Street to build a Bracklinn, Coilhallan & Loch Venachar active travel axis through the town
 - Improved Creep Path: improve gradient/accessibility of existing path
 - Enhance the connection between Creep Path and Coilhallan Wood by developing a direct entrance to the Woods
 - Explore opportunities for Active Travel connection to East of Callander and Keltie Bridge
 - Explore and support the active travel connections to Doune and Stirling
- Create new orientation point and **active travel axes in the town**
 - Major node on enhanced active travel axes: Church St & dismantled railway
 - Meeting point of active travel routes with potential visual connection, and strengthened connection to Bracklinn/Craggs, Coilhallan (& Venachar) and Main Street

- Opportunity for placemaking projects to strengthen access to the National Park
- Opportunity to support signage projects. Callander Landscape Partnership signage projects support orientation and active travel and provide a model for further improvements to wayfinding.
- Enhance connection to NCN 7
 - Mitigate sense of bypass of Main Street when on NCN 7
 - Connection to new Station Road Hub - Improve orientation and connection from car park locations to the active travel network
 - Connection to future NCN from East
- Enhance wayfinding & orientation
 - Strengthen & manifest active travel routes from Callander base
 - Develop walking/wheeling routes to Main Street, town amenities, school connections and direct connections in the direction of Venachar and Bracklinn falls
- Explore reopening of the St Kessogs' toilets and re-activating Ancaster Square as a meeting/orientation point
- Develop Cycle links to the McLaren campus and the Callander centre

An outline Infrastructure Development project supporting this element of the strategy is described in this study.

Callander South

Callander South is a Masterplan and long-term strategic plan for the development of land in Callander to the south of the River Teith. The masterplan project which considers the path network, active travel connections and river crossing projects is by Stirling Council and others. Opportunities for synergies with tourism infrastructure development e.g., extended riverside path, crossing point of A81 near Balvalachlan Cemetery creating a link to Coilhallan Wood, etc., should continue to be explored.



Station Road Hub

Project Summary



Description

Primary arrival point in Callander, arrival point and gateway to the Callander area and new sustainable transport hub offering facilities for active travel, sustainable transport, public transport, campervan tourism. Hub and orientation point with legible strengthened connections to the town centre Main Street and strengthened connection to the active travel network

Pressure Points

- Underused asset
- Disconnection from active travel network
- Disconnection from Main Street
- Disconnection from the Callander Meadows
- Poor place appeal and sense of arrival
- Limited and unappealing facilities

Principles for development

- Promote and broaden appeal of Callander as outdoor base.
- Establish new role for Station Road Car Park as active travel hub.
- Gateway to National Park
- Access point for paths North, East, South or West of Callander
- Active travel hub positioned on strengthened active travel corridor (dismantled railway line)
- National Cycle Network connected to hub
- Orientation point with itineraries and wayfinding. Potential site for orientation information and information for tourists
- Shuttle bus hub
- Car park promoted as primary car park for Callander arrival (with Meadows parking secondary/ seasonal/specific times)
- Arrival & Campervan hub with full suite of facilities: toilets, showers etc.

Key elements

- Masterplan for the Station Road hub which seeks to build an appealing arrival & a strengthened connection to the surrounding area
- Distinctive and appealing centre
- Memorable arrival point organised around a public realm and facilities which support active travel and sustainable transport
- well connected town centre, to public transport,
- Connected local paths, National Cycle Network, and to a future car free cycling route to Doune and Stirling
- Enhanced direct connection to the Meadows (approx. 600m) crossing and orientation point at Tulipan Crescent
- Promotion and signage directing arrival from the Main Street, and promoting as primary to the Meadows location
- Sustainable Transport Hub facilities
- Shuttle bus
- Coach parking
- Electric charging
- Car parking
- Campervan hub with full suite of facilities: toilets, showers etc.
- Place enhancements
- Biodiversity gains

Primary Callander public parking with access to facilities and connections to Callander Main Street, Meadows, Bracklinn Falls and the active travel networks
 Campervan hub with full suite of facilities: toilets, showers etc.

Improvements seeking to maximise the parking capacity whilst ameliorating its attractiveness as an active & sustainable travel hub

Strengthened active travel connections from the hub

Biodiversity gains

Enhanced direct connection to the Meadows

Crossing and orientation point with visual connection to the hub and Callander Meadows

Place enhancements

To Ben Ledi, Leny Woods, Loch Lubnaig, Trossachs, etc.

Destination play



Arrival point, Assembly Space & Facilities

Station Road, in addition to a car park location, will be an interchange for active travel, providing facilities such as arrival point, meeting and orientation points with public realm improvements and enhanced streetscape, toilets, potential bike repair/hire, secure storage, shower, changing places, laundry and drying

Sustainable Transport Hub Facilities

Facilities for shuttle bus, coach parking, electric vehicle charging and car parking

Supporting Active Travel

Seek to create direct link to Church Street: Bracklinn-Coilhallan corridor
 Long distance link to Doune and future connection to Stirling

Promotion and signage directing arrival from the Main Street

Improved walkable/wheelable connection to the Main Street, Callander Meadows and the riverside

Meadows car park role as secondary car park for visitors

STATION ROAD HUB
 Primary arrival point in Callander and a new sustainable transport hub

Station Road Hub

Prioritisation

Impact (visitor experience/ responsible tourism)

High

- Hub orientated around providing excellent visitor experience and high quality arrival experience
- High impact for responsible tourism with facilities developed to support active travel and car free exploration of the National Park: walking, wheeling, cycling and sustainable options such as shuttle bus

Sustainability/ Mission Zero

High

- Hub supports sustainable transport strategy for wider area.
- Can support and unlock sustainable transport and arrival at local destinations
- Hub can be developed to support biodiversity gains, habitat, nature etc.
- Opportunity to implement sustainable storm water management

Delivery Complexity (issues/ barriers)

Moderate




- Moderately complex due to scale and challenge in forming successful footpath and cycle way connection in the existing urban grain.
- Car park area is an underused local authority asset, opportunity to develop is viable
- Delivery of successful connecting active travel links challenging for eastward connection (important link to future Doune Stirling cycle path). Best route connects directly to Glenartney Road. Potential area of private ownership and conflict with a small utilities building identified.

Timescale

Short to medium term

- A masterplan can be developed as an early action
- Delivery is medium term owing to scale of site

Priority

Impact		5
Sustainability		5
Complexity		2
Timescale	Short to medium	
Priority Score	12	

Priority Level

- High priority project, primary hub central to the area strategy

Delivery Agents

- Stirling Council
- National Park Authority
- Road authority
- Bus operator
- Sustrans/ Transport Scotland (active travel infrastructure)

Dependencies

- Shuttle bus / park & ride operation
- Utilities coordination

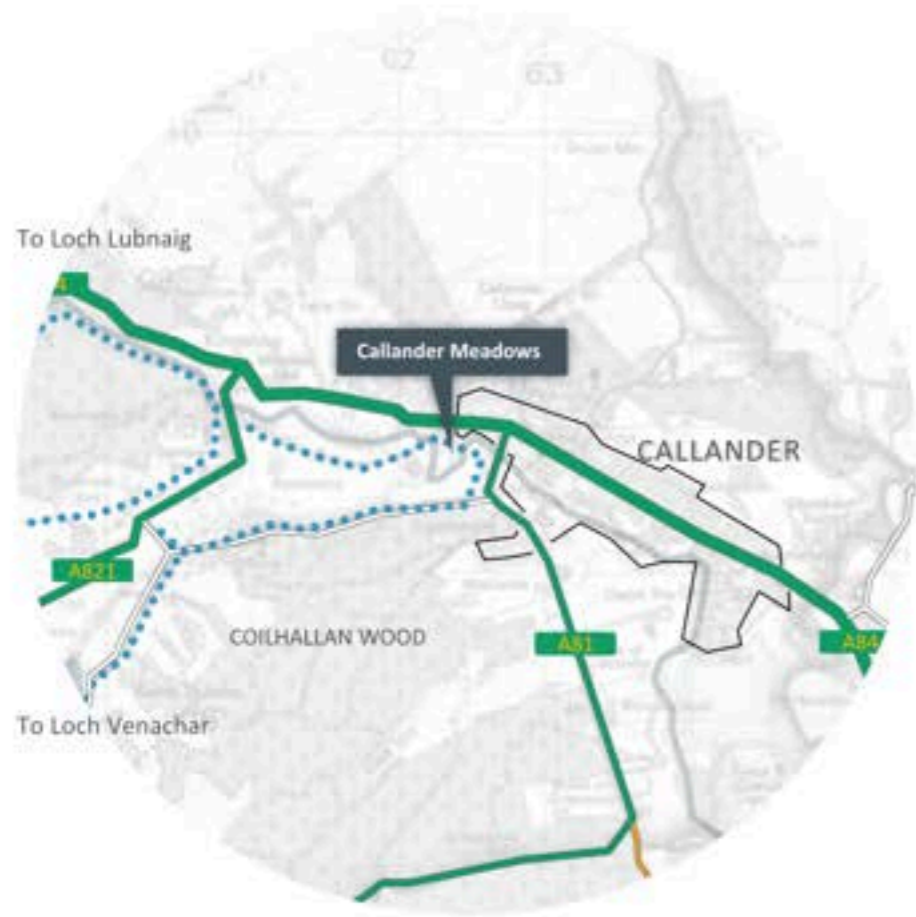


The Station Road car park is unchanged since 1986

Photo: 'Site of Callander station' by Ben Brooksbank

Callander Meadows

Project Summary



Description

Green gateway to the National Park, a pleasant active travel-focussed space and town centre destination.

Pressure Points

- Place, destination, and gateway asset functioning as car park
- Disconnection from active travel network
- Disconnection from Main Street
- Poor active travel provision for NCN 7
- Liable to flooding

Principles for development

- Promote as green gateway to the National Park, a pleasant active travel-focussed space and town centre destination: to support role of Callander as hub
- The Meadows as a pleasant outdoor space for residents & visitors
- Gateway and access point to National Park
- National Cycle Network enhancements
- Orientation point with itineraries and wayfinding. Potential site for Tourist Information
- Car park role is secondary or seasonal/overflow

Key elements

- Local paths/ river connection/ wetland enhancement, celebration & interpretation/ nature watching/dog walking- boardwalks, sit-ooteries etc, signage
- Play (natural play, trails and destination play park) and picnic areas
- Active travel connections
 - Position on the NCN7
 - Connection to Station Road, crossing and orientation point
- Place enhancements
- Integrated blue and green infrastructure, sustainable drainage, etc.
- Biodiversity gains

Strengthened active travel route, and potential improved NCN 7 route

Road crossing, connection & orientation

Place improvements and orientation point with visual (e.g. line of sight, gateway, connecting path /avenue, signage) connection to Station Road hub and to the Meadows

Active travel connections

Connection to the National Park and the NCN 7 gateway

Destination play

The Meadows role to be centred on play and nature, with the connection to the National Park

Local paths, river connection & wetland enhancement

Interpretative signage, nature watching, boardwalks, sitooteries, etc.



Visitors are signed and directed to Station Road Hub

Place enhancements

Improved pedestrian environment & connection to Main Street

Meadows to function as a secondary car park with Station Road hub as the primary car park.

Parking retained with some reduction in spaces, should capacity at Station Road hub allow.

Place & biodiversity enhancements required to reduce car park dominance of the public realm.

Biodiversity gains

Develop the Meadows around nature, natural play and the special riverside place qualities

CALLANDER MEADOWS

Green gateway to the National Park, active travel-focused space and town centre destination

Callander Meadows

Prioritisation

Impact (visitor experience/ responsible tourism)

Moderate

- Development of the Meadows has the potential to transform a compromised and underused area of the town, the success of intervention here is dependent on synergy with the Station Road Hub

Sustainability/ Mission Zero

Moderate

- Gateway project with major active travel elements
- Supports strategic interventions to encourage modal shift
- Biodiversity and habitat enhancements
- Opportunity for coordination with emerging flood strategies

Delivery Complexity (issues/ barriers)

Moderate

- Local Authority ownership in most part
- Spatial constraints in the car parking area and needs for back of house to Main Street are challenging
- Flooding issues

Timescale

Medium term

Priority

Impact	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	3
Sustainability	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	3
Complexity	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	3
Timescale	Medium	
Priority Score	9	

Priority Level

- Medium priority- viability and strategic impacts are dependent on the prior delivery of Station Road hub

Delivery Agents

- Stirling Council
- National Park Authority
- Sustrans/ Transport Scotland (active travel infrastructure)
- Callander Landscape Partnership

Dependencies

- Station Road Hub
- Emerging flood strategies



Photo: 'Callander Meadows'

Strengthened Active Travel Links

Project Summary



Description

Improvements to develop the active travel network and define place and active travel focused streets as axes in Callander's urban grain which promote and strengthen National Park exploration by cycle or walking/wheeling from a Callander base

Pressure Points

- The active travel network is weak within the Callander settlement. Current NCN 7 route is mostly on-road or shared with narrow footways. It seeks to avoid the A84 trunk road which presents a potential conflict.
- The cycle and walking/wheeling routes tend to bypass the Main Street.
- Connection to Station Road is not made.
- South Church Street experiences significant footfall due to nearby schools, library, McLaren Campus, etc.

Principles for development

- Make active travel an obvious and attractive way to explore the National Park from Callander
- Develop a Callander active travel network focussed on an east-west axis and a north-south axis.
- Meeting point of active travel routes with visual connection, and strengthened connection to Bracklinn/Crags, Coilhallan (& Venachar) and the Main Street.
- Make use of important node at top of Church Street
- Capitalise on existing river footbridge crossing.
- Recognise Main Street for walking/wheeling and main vehicle route – not suitable for active travel promotion.
- Develop connection of paths to the new Station Road Hub
- Enhance wayfinding & orientation.
- Promote placemaking

Key elements

- Active travel connections
 - Active travel corridor – North & south on Church Street, building new north-south Bracklinn - Coilhallan Wood connection
 - Active travel corridor -East & west on Glenartney Road with connection between Church Street and the existing active travel node with its potential long term East Callander, and Stirling/Doune connection
 - Position on the NCN 7
 - Connection to Station Road (potential direct connection made via Ledi Court)
- Place enhancement – celebration of garden or public square-like node spaces at bridge & library, and at junction with Glenartney Road
- Biodiversity gains & street tree planting

Connection to Station Road Hub

Explore the potential creation of new Glenartney Road connection to Station Road as part of the Station Road hub. The quiet road is an ideal on road section for the National Cycle Network, providing the missing East-West cycle link in Callander. The Church Street connection links and new North-South connection to community buildings, primary school and beyond to the National Park in both directions.

Main Street and Ancaster Square

The town's high street and main public square are accessible from the active travel network, offering connectivity to the local services, food and beverage, accommodation, shops, St Kessog's church etc.

Main Street with narrow footways and busy carriageway is an attractive walking street but not suited as a cycling route

Riverside walk

Opportunity for biodiversity enhancements

Primary School connection



Active travel corridor

East & west on Glenartney Road with connection between Church Street and the existing active travel node with its potential long term East Callander, and Stirling/Doune connection

Active travel corridor

A new north-south Bracklinn-Coilhalla Wood connection

Biodiversity enhancement

Explore opportunity to enhance street tree planting building on existing avenue quality

Connection to Station Road

Pedestrian environment improvements on Main Street

Crossing and public realm improvements with strengthened north-south links

Place and biodiversity enhancement

Celebration of garden or public square-like node spaces

The north south connection can link to the McLaren Campus, Callander South and beyond to Coilhallan Woods with longer distance connections to the wider National Park.

Additional in-Callander improvement are required at the Creep Path to support this.

STRENGTHENED ACTIVE TRAVEL LINKS

Active travel-focused streets as axes in Callander's urban grain, promoting National Park exploration by cycle or walking/wheeling

Strengthened Active Travel Links

Prioritisation

Impact (visitor experience/ responsible tourism)

High

- The weakest area of the Callander and surrounding area active travel network is within the town centre. Addressing this is crucial to facilitating onward car free exploration of the National Park from a Callander hub, and for promoting Callander as a base for active travel

Sustainability/ Mission Zero

High

- Active travel infrastructure supporting modal shift, for both tourists and community - with additional biodiversity net gains, highly sustainable

Delivery Complexity (issues/ barriers)

Low to moderate




- Mostly typical streetscape and active travel works
- Crossing of trunk road presents complication
- Integration of SuDS, street trees etc may encounter unknown underground utilities requiring coordination
- Competition for street space can incur complexity where changes to Road Orders etc. are required

Timescale

Short to medium term

- Improvement projects for the streetscape are suitable for immediate start

Priority

Impact		4
Sustainability		4
Complexity		3
Timescale	Short to medium	
Priority Score	11	

Priority Level

- High priority project: improved active travel networks are essential to allow a primary hub to be promoted as a base for exploration of the National Park via cycling, wheeling and walking. Good active travel routes are provided in the local area, the gap and weakness in the network is in Callander.

Delivery Agents

- Stirling Council
- National Park Authority
- Roads Authority
- Sustrans/Transport Scotland (active travel infrastructure)

Dependencies

- Long term benefits will be drawn from connection to the Station Road Hub, reconfiguration of the NCN 7 and connection to Stirling & Doune cycle paths



The local area

Strategy

Ben Ledi
Major tourism destination

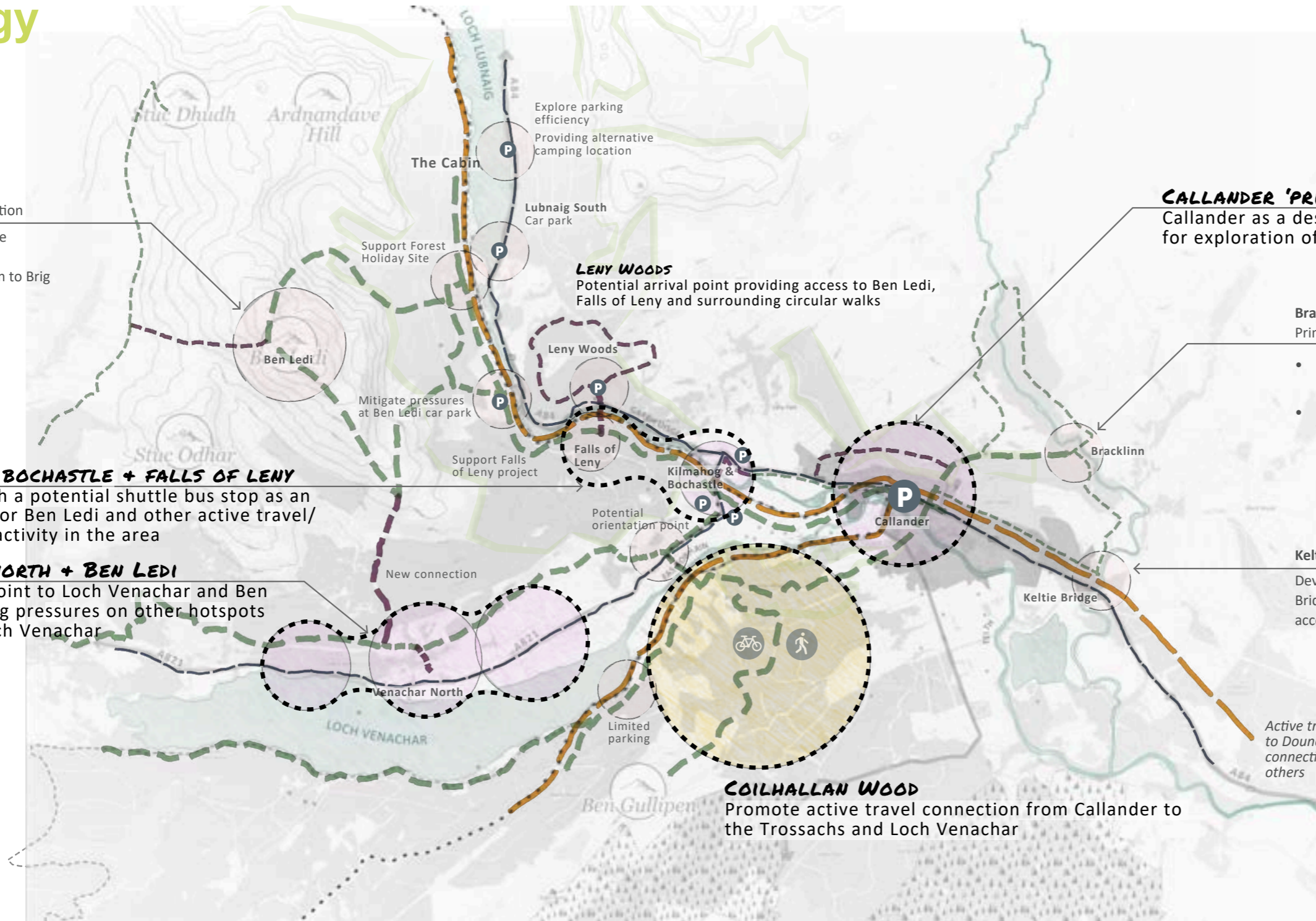
- Promote alternative approaches
- Develop connection to Brig o'Turk

KILMAHOG, BOCHASTLE + FALLS OF LENY

Bochastle with a potential shuttle bus stop as an access point for Ben Ledi and other active travel/water-based activity in the area

VENACHAR NORTH + BEN LEDI

New access point to Loch Venachar and Ben Ledi mitigating pressures on other hotspots e.g. South Loch Venachar



CALLANDER 'PRIMARY' HUB
Callander as a destination and a hub for exploration of the local area

Bracklinn
Primary destination

- Build on attraction of Bracklinn falls
- Promote Callander as base for access to Bracklinn & Craggs

Keltie Bridge
Develop connections to Keltie Bridge- destination and accommodation base

Key

Cycle Route	
Strengthened path connections	
Vehicular movement	
Existing paths- primary	
Existing paths- secondary	

Callander ‘Primary Hub’

At a Callander area level, Callander is the major settlement and gateway to the National Park in this area. As outlined above,

The town’s capacity to accommodate visitors with a position as a ‘Base’ for exploration of the National Park encourages car free exploration of the local area. To support car free journeys to the destinations in the local area, improvements in Callander are required in two areas (explored in detail above).

- Improved active travel connection to the Callander base are required to support this
- Enhanced ‘hub’ facilities in the town

The Callander area offers multiple visitor destinations:

- To the immediate north of Callander are the Bracklinn falls and Craggs paths and woodland experiences.
- To the East is the Keltie Bridge caravan Park and the Callander Woods Holiday Park, with connections to Bracklinn and the town centre.

Callander is a hub for exploration of the local area. Within the study area this includes Bracklinn, Loch Lubnaig, Leny Woods, Kilmahog, Bochastle, Coilhallan Wood and Loch Venachar. The wider connections to The Trossachs and Aberfoyle are also considered. This strategy explores options for the Callander hub location to be developed to support exploration of the National Park without car, to use the town’s car parking capacity to mitigate pressure on ‘hotspot’ locations.

Kilmahog, Bochastle and Falls of Leny

Kilmahog is a small linear and dispersed settlement positioned on the busy A84 road. Mostly residential, there are also two large Woollen Mill buildings and on the adjoining A821 Trossachs road, an Inn. The settlement is directly north of the Garbh Uisge river which connects Loch Lubnaig to the River Teith and is home to the Leny Falls. A bridge on the A821 crosses the river to Bochastle where two car parks, one each side of the road provide access to the local area. The car parks are connected to the NCN 7 national cycle route. Kilmahog is the oldest settlement in the area, pre-dating Callander- a historic churchyard, the Roman Fort and other Archaeological features dating to Iron age, and the Woollen Mills instil a heritage quality for Kilmahog.

Strategically, Bochastle which is the location of a potential shuttle bus stop, offers an access point and base location for walking, wheeling, cycling, and water-based activity in the areas.

- The location should be promoted as the primary access to Ben Ledi, with the current ‘Ben Ledi’ car park a secondary location. The route though slightly longer, benefits from passing the Falls of Leny, providing the opportunity to view the Falls which, at present, is only possible via informal access through the woodland. The site benefits from providing greater parking capacity in comparison to the existing Ben Ledi car park, with access to Ben Ledi via NCR7 and the ‘Old Victorian route’ to the west.
- The location should continue to be promoted as the primary access to the Falls of Leny. The existing 1.5km path to the Falls is entirely off road, level and accessible.
- Additional enhancement to facilities in the Bochastle locations are required to enhance the site’s appeal and position it as the main access point to Ben Ledi and the Falls of Leny. Bochastle is also a convenient access point to The Great Trossachs Forest offering good cycle paths and routes.
- Bochastle should seek to integrate better with Kilmahog, with orientation path connections enhanced to support this, for both Bochastle and Kilmahog to benefit from the connection. The heritage appeal of the location is a draw, additionally the food and beverage, as well as accommodation offer of the Inn are an attractive service offered from this Ben Ledi approach that cannot be found elsewhere.

Bochastle and Kilmahog, could additionally be promoted as a base location to support long distance paths from a Callander Hub, which would serve:

- A potential access to the Falls of Leny, and an access to the Dunmore Fort & Ben Ledi access - mitigate pressure on other hotspots.

The Bochastle site offers water access.

- The river access & egress is ideally suited for experienced kayakers and canoeists.

The Woollen Mills support the heritage appeal of Kilmahog, the operating site provides a tourism function and destination.

- The closed Kilmahog Woollen Mill site could provide an opportunity for development which could support the Kilmahog & Bochastle strategic role as base location for exploring the area. This could make use of the coach parking areas which might support a hub for sustainable transport shuttling to Loch Venachar. The Woollen Mill building could support tourism as a site with attractive facilities: toilets, showers, shuttle bus stop etc. The Woollen mill heritage appeal could be a second strand to the site development, e.g. exploring opportunities to support any potential community led projects around education or heritage centre use which could support the community, tourism and reinforce the conservation qualities of the place.

Leny Woods

Leny woods is a wood near the Falls of Leny, with a small existing Forestry and Land Scotland car park, some potential paths and local points of interest in the Falls, Ben Ledi, Loch Lubnaig and a historic graveyard. Significantly the woods are to the north of the busy A84 whereas the Falls, Ben Ledi and Loch Lubnaig are to the south.

Leny Woods may have a future role as an arrival point providing access to Ben Ledi and a potential access to the Falls of Leny which could mitigate pressures at the Ben Ledi car park, while making the falls safely accessible. Community efforts are currently focused on achieving a connection from Leny Woods to the Falls of Leny, and beyond to Ben Ledi.

Whilst this project could support the strategy of dispersal from current hotspots, by providing a potential car park site with access to Ben Ledi, this connection requires pedestrians to cross the A84 trunk road. Support for this project should be contingent on there being a safe road crossing between the car park and the falls.

- Circular paths/Low level paths/Leny Woods path
- Potential for collaboration with Drumardoch Estate with interest on nature/habitat projects
- Connection to Leny Falls (with need to address Trunk Road crossing issues)
- Access to Ben Ledi (with need to address Trunk Road crossing issues)

An outline Infrastructure Development project supporting this element of the strategy is described in this study.

Venachar North & Ben Ledi

Develop new access point to Loch Venachar and Ben Ledi to mitigate pressures on other hotspots.

Loch Venachar is an attractive loch with particular appeal for swimmer and non-powered watersports such as Stand Up Paddleboarding, canoeing and kayaking. The Invertrossachs Road, passing through the Coilhallan area from Callander provides access to the south shore of Loch Venachar. Two small car parks at the water's edge provide access for visitors travelling by car. The parking is limited and the Invertrossachs Road, at this point, is narrow with a dead end. The south of Loch Venachar suffers from issues of traffic congestion and irresponsible parking here. The South of Loch Venachar sites do not have capacity for expansion.

The A821 carriageway to the north shore of Loch Venachar, unlike the carriageway to the south, is positioned a large distance back from the shore. Spatially there are large areas which could be developed on the north shore to offer Loch access from the A821. A North Loch Venachar hub would not incur the same traffic and congestion issues as the A821 is a wider road with connections in both directions.

The strategy at Loch Venachar is to:

- Develop a new access point to Loch Venachar that would mitigate pressures on the south shore and support Coilhallan's role for active travel.
- Develop a 'Venachar North Hub' model with water access, facilities for campervans, shuttle bus stop, excellent fit with landscape and nature etc.

Additionally, the North shore location offers wider connection which can mitigate pressure on sites at Loch Lubnaig and Ben Ledi, and in The Trossachs.

- Access point with alternative approach to Ben Ledi from the south. This route was historically favoured as the more gentle, attractive route. This mitigates pressures on the Ben Ledi sites.
- Access to the Great Trossachs Forest Path, connection to Brig o' Turk, Glen Finglas, Loch Venachar loop offers synergies with the finding of the Strathard & The Trossachs STID Study.

The Loch Venachar North hub's primary function would be to protect the south Loch Venachar area by providing an attractive point of access to the water which would offer an alternative to access from the south. The road network here which is not single lane and a dead end, unlike at the south of Loch Venachar, would not generate traffic issues. This hub would support the promotion of low traffic and active travel friendly roads on the south loch Venachar road. The hub could provide access to Ben Ledi and The Great Trossachs Path and could be developed with camping function as secondary roles which further support the area strategy.

The area, particularly around Loch Venachar has experienced antisocial behaviour, toileting issues and littering associated with wild camping. The Loch Lubnaig Cabin site has been developed, seeking to offer managed camping, however the constrained site has experienced capacity issues and competition for parking. A Loch Venachar site should be developed to offer a similar mix of facilities to broaden its appeal and offer best value. In addition to a travel and access hub, provision of camping, and campervan facilities, including toilets, should be explored.

An outline Infrastructure Development project supporting this element of the strategy is described in this study.



 Photo: *'Ben Ledi from Kilmahog'* by Berjangles

Coilhalla Wood

The Invertrossachs Road, is promoted as low speed, and low flow with an emphasis on active travel, supported by its function as an on-road section of the NCN 7 National Cycle Network, this road provides cycle access to Loch Venachar from the Callander Hub and the Aberfoyle Hub. The Coilhalla Wood offers an additional walking/wheeling and mountain bike connection.

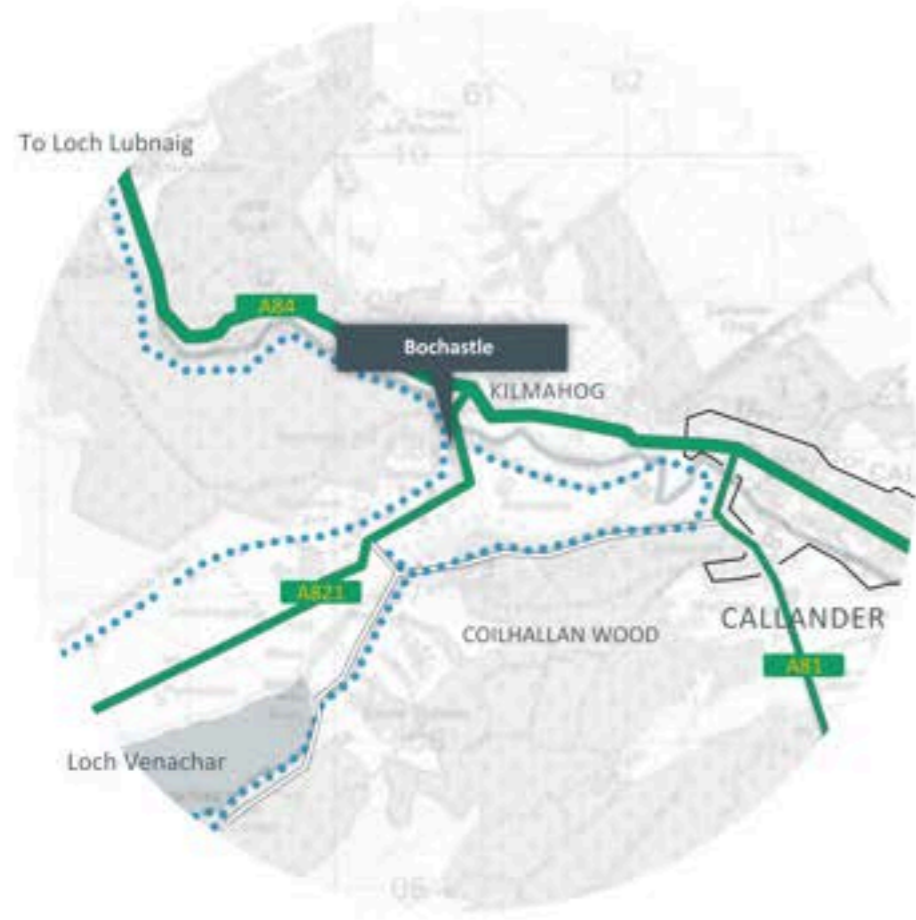
The walking/wheeling and cycling environment will be enhanced by measures to reduce traffic on this road. The North Loch Venachar site, by providing alternative and attractive access to the Loch will reduce traffic on this road and support its transition to low motor vehicle volume and active travel focus.

To promote and strengthen access to The Trossachs, Loch Venachar through Coilhalla and Invertrossachs Road, by cycle or walking/wheeling from Callander investment should:

- Enhance path connections
- Integrate any new orientation and wayfinding signage with the new network of signs by the Callander Landscape Partnership
- Seek to minimise promotion of the small car parks South of Loch Venachar
- Build on the Invertrossachs Road's status as a part of the NCN7, supporting the existing proposals/improvements seeking to make the road 'active travel friendly'.
- Strengthen the path connections in Callander

Kilmahog & Bochastle

Project Summary



Description

Further developed facilities and appeal of Bochastle car park locations to position Bochastle and Kilmahog as the favoured access point to Ben Ledi and a potential access to the Falls of Leny.

Pressure Points

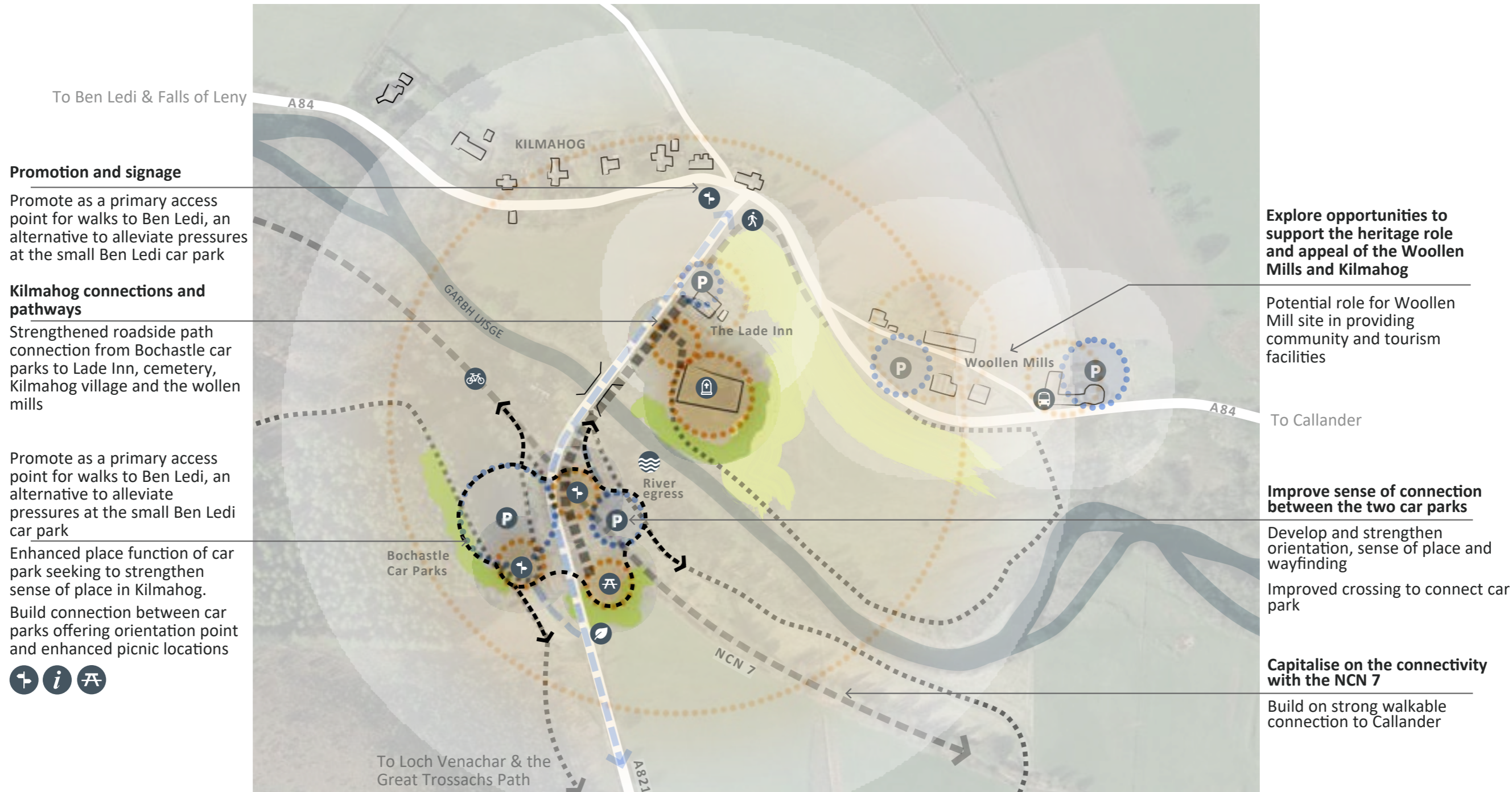
- Road crossing to connect car parks
- Challenging topography
- Disconnection from Kilmahog and Bochastle
- Linear dispersed settlement with limited walking/wheeling and cycling connectivity.
- Currently limited facilities at car parks

Principles for development

- Promote and strengthen appeal of Bochastle as the primary Ben Ledi car park.
- Establish sense of connection to Kilmahog and capitalise on appeal of the inn and Woollen Mills
- Capitalise on the role of the car parks for river access and support the role of the site for kayakers and canoeists
- Capitalise on the connectivity with the NCN 7 cycle network and strong walkable/wheelable connection to Callander.
- Improve sense of connection between 2 separate car parks, developing and strengthening orientation, sense of place and wayfinding
- Explore opportunities to support the heritage role and appeal of the Woollen Mills and Kilmahog
- Review steep gradients from the Bochastle car park to the main road and consider alternative connections

Key elements

- Enhanced facilities to support promotion of car park – e.g. potentially toilet, recycling point, shuttle bus drop off, cycle parking, potential bike hire point, shower/changing (outdoor for kayakers), charging for e-vehicles
- Orientation point with seating, itineraries and wayfinding.
- Kilmahog connections and pathways, connecting Bochastle, the Inn, the Woollen Mills, and the graveyard.
- Improved crossing to connect car parks
- Promotion and signage
- Place enhancements
- Biodiversity gains
- Explore potential role for Woollen Mill site in providing community and tourism facilities



Kilmahog & Bochastle

Prioritisation

Impact (visitor experience/ responsible tourism)

Moderate to High

- Potential to mitigate pressures at Ben Ledi and support opportunities in Kilmahog (e.g. at Woollen Mills)

Sustainability/ Mission Zero

Moderate

- Development of existing car park with emphasis on improvements to facilities, place function and synergies between Bochastle and local services in Kilmahog.
- Improved facilities including supporting arrival by shuttle bus

Delivery Complexity (issues/ barriers)

Moderate




- Sites in Public sector ownership
- Realising connectivity between Bochastle and local services in Kilmahog challenging with land ownership

Timescale

Short term

- Enhancement to car park sites has been undertaken
- Promotion of sites for access to Fall of Leny ongoing
- Further works suitable for early start

Priority

Impact	 4
Sustainability	 4
Complexity	 3
Timescale	Short term
Priority Score	11

Priority Level

- High priority, low complexity project with potential to immediately mitigate pressure at significant hotspots

Delivery Agents

- National Park Authority
- Landowner – significant buy-in required for any development of new paths
- Road authority
- Sustrans/ Transport Scotland (active travel infrastructure)

Dependencies

None identified



Photo: "Loch Lubnaig"

Leny Woods & Falls of Leny

Project Summary



Description

Connect Leny Woods and the car park site to the falls and beyond, to Ben Ledi

Pressure Points

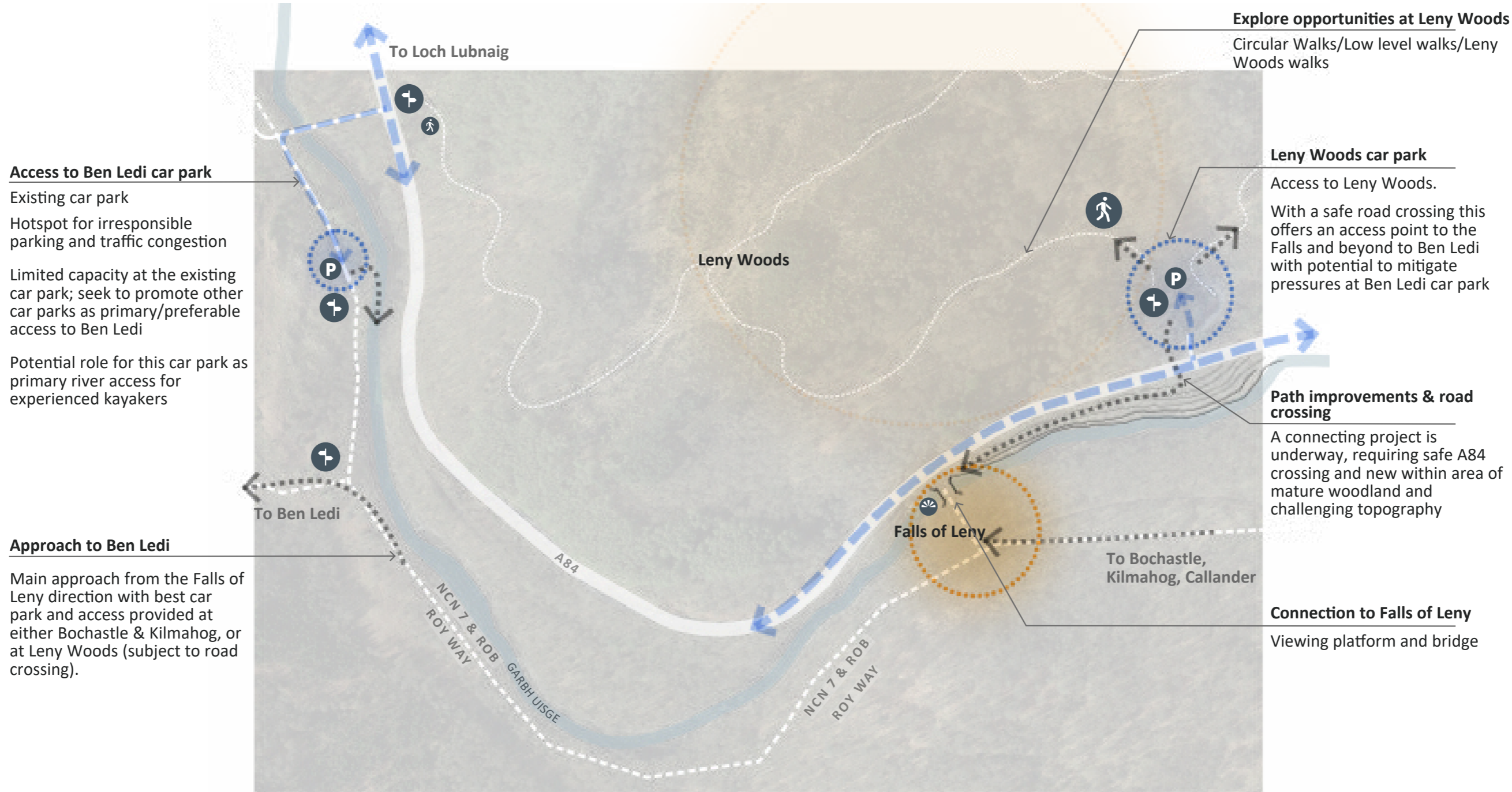
- Road crossing of busy A84 with safety and visibility issues
- Challenging topography
- Challenging visibility on road
- Need to protect existing trees

Principles for development

- Community project (subject to safe road crossing)
- Explore opportunities at Leny Woods for
 - Circular paths/Low level paths/Leny Woods paths
 - Potential for collaboration with Drumardoch Estate with interest on nature/habitat projects
 - Connection to Falls of Leny (with need to address Trunk Road crossing issues)
 - Access to Ben Ledi (with need to address Trunk Road crossing issues)
- Recognise potential to mitigate pressures at Ben Ledi car park through provision of capacity for car parking at Leny Woods and potential Leny woods role as a Ben Ledi access point

Key elements

- Community led project, subject to demonstration of a safe road crossing. Project could comprise:
 - Path improvements
 - Road crossing
 - Orientation point improvement with itineraries and wayfinding
 - Promotion and signage
 - Biodiversity enhancements



LENY WOODS + FALLS OF LENY

connect the Leny Woods and car park site to the falls and beyond, to Ben Ledi

Leny Woods & Falls of Leny

Prioritisation

Impact (visitor experience/ responsible tourism)

Moderate

- Potential role in mitigating issues at Ben Ledi hotspot
- Visitor experience is enhanced by the viewpoint to the falls

Sustainability/ Mission Zero

Low

- Creation of additional parking space to mitigate parking, primarily focussed on providing for car-based visits to the Falls of Leny

Delivery Complexity (issues/ barriers)

Moderate to High







- Support requires demonstration of a proposal for a safe crossing of A84 which is challenging, however, progress is being made

Timescale

Short term

- Currently being promoted and tested by community.
- Support of ongoing project can be immediate

Priority

Impact	 	3
Sustainability	 	2
Complexity	 	2
Timescale	Short term	
Priority Score	7	

Priority Level

- Low though support of ongoing project can be prioritised

Delivery Agents

- Community project
- Forestry & Land Scotland
- Landowners

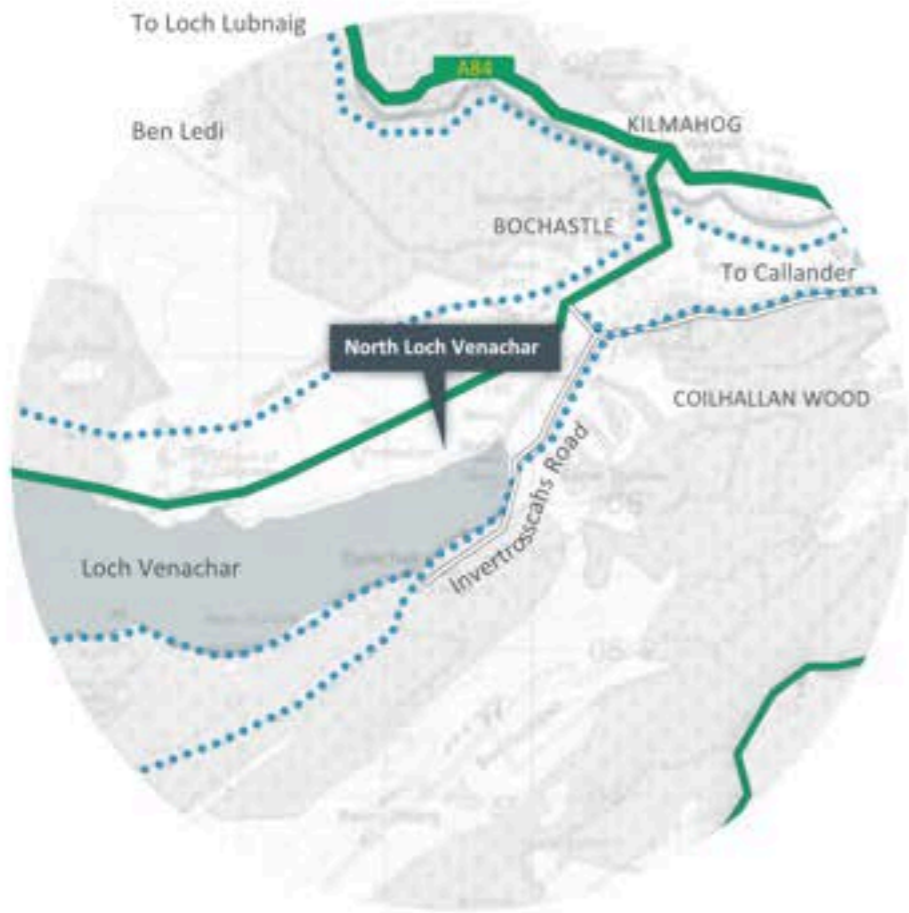
Dependencies

- Demonstration of a safe and viable A84 crossing. Transport Scotland support/approval



North Venachar Hub

Project Summary



Description

Develop a new access point to Loch Venachar: a 'Venachar North Hub' with water access, a managed camping site, facilities for campervans, shuttle bus stop etc. A new connection and access to Loch Venachar, and additional connections to Ben Ledi, Glen Finglas, and Brig o' Turk

Pressure Points

- Pressures on the South Loch Venachar shore – traffic congestion, parking
- Anti-social camping behaviour, toileting, and littering issues to north and south Venachar
- Compromised Coilhallan active travel on Invertrossachs Road

Principles for development

- Develop a 'Venachar North Hub' model with water access, facilities for campervans, camping sites, shuttle bus stop, car parking
- Mitigate pressures on the South Loch Venachar shore and support Coilhallan's role for active travel.
- Provide an access point with alternative approach to Ben Ledi from the South. This route was historically favoured as the more gentle, attractive route. This mitigates pressures on the Ben Ledi parking sites.
- Access to the Great Trossachs Forest Path, connection to Brig o' Turk, Glen Finglas, Loch Venachar loop offers synergies with the finding of The Trossachs STID Study

Key elements

- Identification of appropriate site
- Enhanced facilities to support promotion of new hub – e.g. potentially toilet / eco-toilet, recycling point, shuttle bus drop off, cycle parking, shower/changing (outdoor for swimmers/watersports tourism), charging for e-vehicles
- Orientation and meeting point
- Itineraries and wayfinding
- Promotion and signage
- Place enhancements, planting, habitat, and biodiversity gains
- Road signage to promote and limit traffic on southern shore

Access to The Great Trossachs Forest Path, connection to Brig o' Turk, Glen Finglas, Loch Venachar loop offers synergies with the finding of the Trossachs STID Study

Roadside signage (and review of existing signage) to encourage traffic and parking at higher capacity Venachar North location, thereby mitigating pressures on small car parks and Invertrossachs Road

Place enhancements, planting, habitat, and biodiversity gains

Potential waterside walks or connection to similar small sites

Alternative approach to Ben Ledi from the South

Topographically more gentle- more attractive route. This can mitigate pressures on the Ben Ledi parking sites

Enhanced facilities to support promotion of new hub

Wayfinding and orientation point with visitor information
Outdoor activities meeting points, eco-toilets, showers, etc.



NORTH VENACHAR HUB

An example of how a north Venachar hub could work. The hub would provide a new connection and access to Loch Venachar, and additional connections to Ben Ledi, Glen Finglas, and Brig o' Turk

Key

Strengthened path connections- primary
Strengthened path connections- secondary

Vehicular movement

Existing paths



North Venachar Hub

Prioritisation

Impact (visitor experience/ responsible tourism)

High

- Mitigates pressures on both South Loch Venachar and Ben Ledi at Loch Lubnaig
- Offers managed camping in the area
- Provides access to the water

Sustainability/ Mission Zero

Moderate

- Supports and facilitates a low traffic environment in South Loch Venachar

Delivery Complexity (issues/ barriers)

Moderate to High




- No site identified with ownership to negotiate
- Sensitive loch shore location

Timescale

Short to medium

- Potential to address issues at multiple hotspot locations and offer synergies with Strathard & The Trossachs STID if complexities can be overcome

Priority

Impact		5
Sustainability		4
Complexity		2
Timescale	Short to medium term	
Priority Score	11	

Priority Level

- High priority with potential for significant impact, visitor experience benchmark against the success of the Cabin site at Loch Lubnaig, but with core of sustainable travel, sustainable and managed tent camping, and loch access

Delivery Agents

- National Park Authority
- Landowner
- Woodland Trust

Dependencies

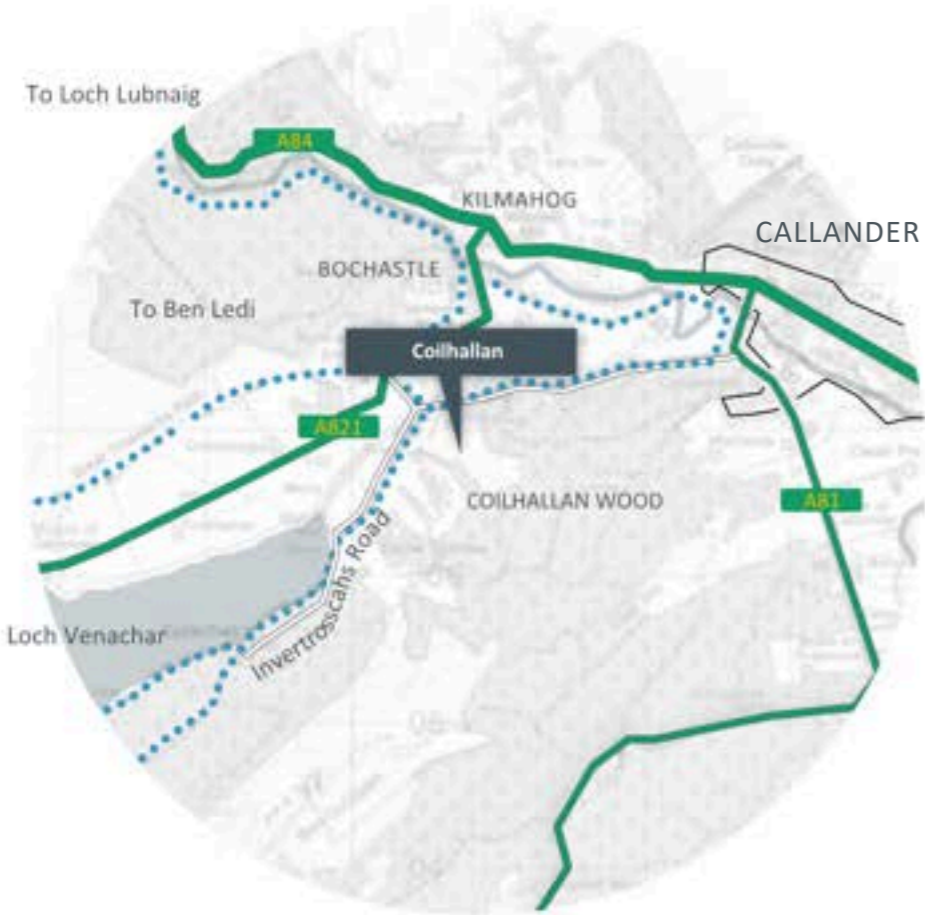
- Identification of a site
- Ownership negotiation



Photo: 'Loch Venachar'

South Loch Venachar & Coilhallan Wood

Project Summary



Description

Enhanced role of Coilhallan Wood as active travel area with inter-connectivity between Callander and Aberfoyle hubs, and direct Callander to Loch Venachar connection. Explore opportunities for new off-road connections to the holiday park and cycle hire facility

Pressure Points

- Pressures on the South Loch Venachar shore – traffic congestion, parking,
- Anti-social camping behaviour, toileting, and littering issues in south Venachar
- Compromised active travel connection at Callander with weak on-road section of the National Cycle Network, poor legibility and via Creep Path, poor accessibility
- Coilhallan is affected by Phytophthora ramorum. Forestry & Land Scotland have been reluctant to create new paths whilst felling operation are ongoing

Principles for development

- Build on the Invertrossachs Road's status as a part of the NCN7, supporting the existing proposals/improvements seeking to make the road 'active travel friendly'.
- Relies on reduction of vehicle traffic, therefore this project is supported by the North Venachar proposals.
- Seek to minimise promotion of the South Loch Venachar car parks
- Strengthened active travel routes
- Strengthened legibility of Coilhallan and Invertrossachs Road connectivity to The Trossachs, or connection to Port of Menteith

Key elements

- Enhanced or new path connections
 - Circular route comprising approximately 250m of new trail and new use of 1250m of forestry track
 - Connection to Holiday Park (300m)
 - Connection to bike hire facility
 - Connection to Callander and link at Creep Path
- Enhanced wayfinding and orientation

The Great Tossach Path

North Loch Venachar

North Loch Venachar accessed by A821 or Great Trossachs Path with a potential new loch access hub supporting sustainable transport

The A821 and North shore of the loch provide the main access to Loch Venachar, creating conditions for a low traffic, cycling friendly road in Coilhallan South Loch Venachar

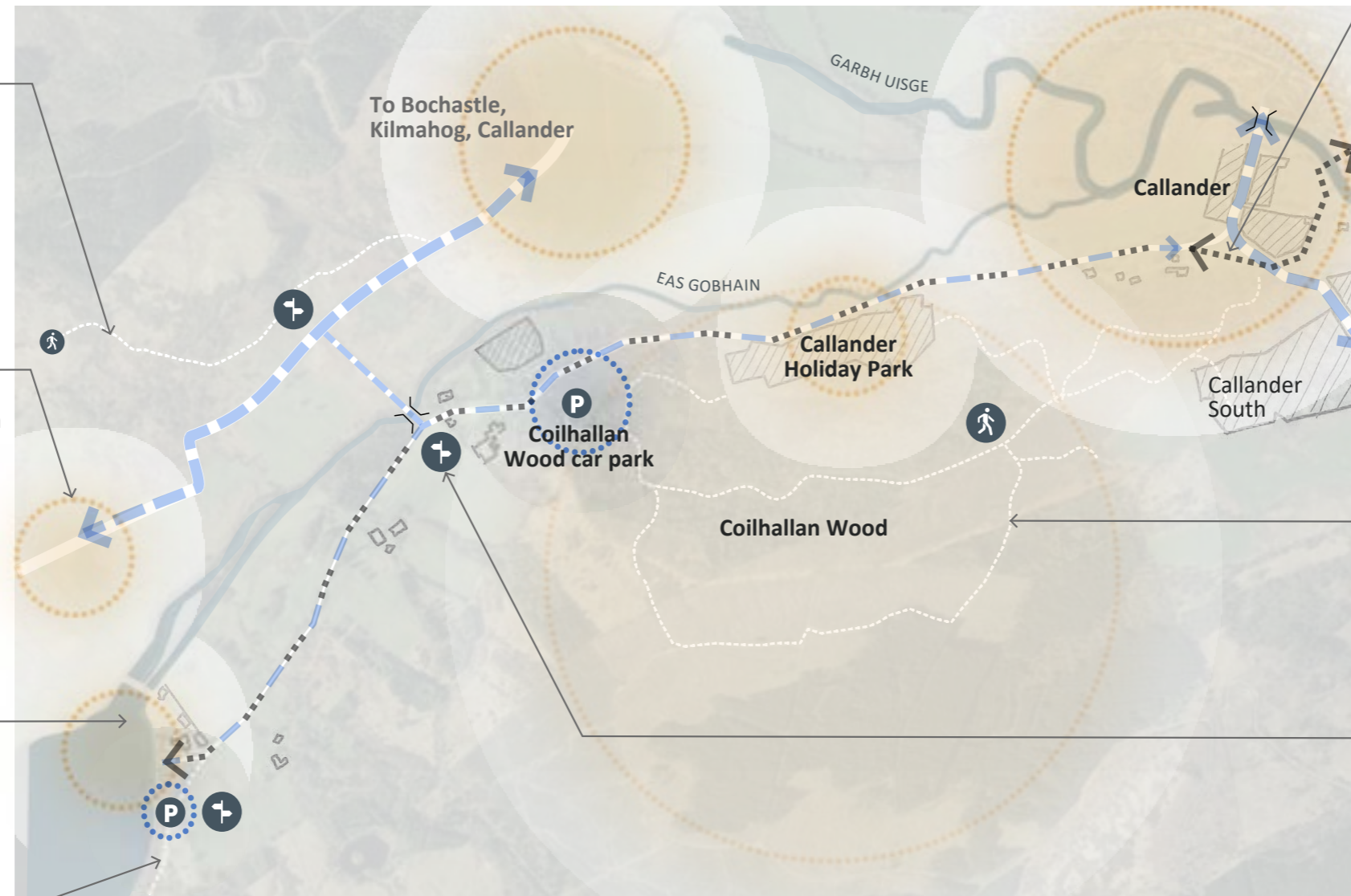
South Loch Venachar

South Loch Venachar accessed from Coilhallan on a low traffic, active friendly road

Minimise promotion of car parks south of the loch

To Venachar loop

Connection to loch Achray, Trossachs, Aberfoyle, Port of Menteith



Connection to Callander and link at Creep Path

Improved connection and cycling and walking environment at Callander

Explore connecting to Callander through an off-road cycle path, in Coilhallan Woods, joining a cycle network at the Creep Path.

Improvements to the path network, gradients and wayfinding are required

A new north south active travel path here can connect the town centre and beyond to Bracklinn

Circular route

Circular route comprising approximately 250m of new trail and new use of 1250m of forestry track

Enhanced wayfinding and Orientation

SOUTH LOCH VENACHAR + COILHALLAN LOW TRAFFIC + ACTIVE TRAVEL

Enhanced role of Coilhallan Wood as active travel area with inter-connectivity between Callander and Aberfoyle hubs, and direct Callander to Loch Venachar connection

South Loch Venachar & Coilhallan Wood

Prioritisation

Impact (visitor experience/ responsible tourism)

Moderate

- Moderate but success reliant on partner projects to enable a low traffic road

Sustainability/ Mission Zero

High

- Active travel project with aim to support reduced vehicle traffic

Delivery Complexity (issues/ barriers)

Moderate




- Forestry & Land Scotland resistance to new paths during felling

Timescale

Medium to long

- Improved active travel, particularly at Callander connection will support exploration of the National Park from the Callander hub and make active travel more appealing. Project dependant on successful improvement to Callander Active travel and reduced motor traffic. Project envisaged as responding to reducing motor traffic over time.

Priority

Impact		2
Sustainability		4
Complexity		2
Timescale	Medium to long term	
Priority Score	8	

Priority Level

- Low priority, medium to long term project

Delivery Agents

- National Park
- Forestry & Land Scotland
- Landowners

Dependencies

- North Loch Venachar project
- Callander Active Travel project



Summary of Priorities

Priority Projects

The prioritisation exercise concludes that the sites which offer the highest impact, greatest sustainability & climate change benefits, and that are capable of delivery in the short to medium term, offer the highest priority for action.

The following assessment identifies investment in Callander to be the highest priority. Callander is a key strategic Primary Hub and a Primary destination to be developed.

Investing in establishing Callander as a primary Hub is a priority for Sustainable Transport in the area, which will have significant impact on traffic management, mitigation of road congestion, enhancement of the visitor experience, and bringing benefits to the local community.

Promoting Callander as a hub location which allows car-free exploration of the tourism destinations in the local area is a central element of the area strategy. The Station Road Hub project considers the capacity and facilities requirements of an enhanced Hub and the placemaking and public realm requirements of a successful National Park arrival point focused on accessibility, sustainability, biodiversity, and qualities of place.

Enhancements to the town centre car park are required to provide appropriate capacity, shuttle bus or park & ride infrastructure, and facilities to enable this. Investment in the site's public realm, visitor experience and improvement of the sense of place and sense of arrival at the National Park is important in establishing Callander as an attractive hub and destination within the National Park. That sense of arrival is essential to solidify visitor habits where many more journeys to Bracklinn, Leny Falls, Ben Ledi, Loch Venachar etc. begin at the central Callander hub.

Assessment identifies that Active Travel links are a high priority. Investment in the active travel network will support modal shift and support measures which encourage visitors to begin journeys from the Callander Hub. Improvements to the network to complete missing gaps, improved pedestrian environments and enhanced wayfinding and

orientation points will improve the attractiveness of modal shift. The opportunity to walk, wheel or cycle to destination in the Callander area by safe and attractive links should be intuitive and appealing. Infrastructure improvements should enhance the legibility, visibility, and usability of the active travel network.

Investment in car park locations in the Callander area seeks to provide, in the short term, car parking capacity and enhanced facilities in the known hotspot locations.

The Falls of Leny, Kilmahog and Bochastle sites require investment in the facilities that will position the location as the primary and most appealing location for accessing Ben Ledi and potentially the Falls of Leny. The location can benefit Kilmahog and would seek to be developed with a holistic approach considering the car parks as part of the village including the Woollen Mills, the Inn, and the heritage assets such as the cemetery.

A new Venachar North site can provide an alternative location providing access to Ben Ledi. The site would require investment in facilities that would position the location as a preferable location for accessing Ben Ledi. Additionally, the location would be positioned as the primary access to Loch Venachar, dispersing visitors currently accessing the water from the south. This will mitigate pressures on the narrow, single-track, dead-end section of road south of Loch Venachar. The Coilhallan area with the NCN7 cycle path, and routes will benefit from reduced vehicle traffic and can continue to be promoted as a low traffic, active travel focussed area.

Projects	Evaluation Score	Rank	Order of Cost	Timescale	Priority
Callander					
Station Road Hub	12	1	£ £ £ £ £	Short	High
Callander Meadows	9	3	£ £ £ £ £	Medium	Medium
Active Travel Links	11	2	£ £ £ £ £	Long	High
Surrounding Area					
Kilmahog & Bochastle	11	2	£ £ £ £ £	Short	High
Leny Woods	7	5	£ £ £ £ £	Short	Low
North Venachar Hub	11	2	£ £ £ £ £	Long	High
South Loch Venachar & Coilhallan	8	4	£ £ £ £ £	Medium	Low



Order of Cost

Budget costs are estimated as follows. A range is given to address the indicative nature of proposals currently. Costs shown are for capital works and exclude all fees and costs associated with design development/consenting etc.

A total investment of between £4,415,000 & £6,220,000 ex VAT can be anticipated, spread over a 5yr+ period.

Projects	Cost range low	Cost range high	Priority
<i>Callander</i>			
Station Road Hub	£2,000,000	£3,000,000	High
Callander Meadows	£480,000	£720,000	Medium
Active Travel Links	£280,000	£420,000	High
<i>Surrounding Area</i>			
Kilmahog & Bochastle	£265,000	£400,000	High
Leny Woods	See note below	See note below	Low
North Venachar Hub	£1,000,000	£1,500,000	High
South Loch Venachar & Coilhallan	£120,000	£180,000	Low

Leny Woods project is community led & therefore no order of cost has been estimated

Project Elements

The initial thinking and concepts in this study consider how sites could be organised to improve resident amenity, place, sustainable transport infrastructure (active travel, public transport, water & land), toilet/ changing facilities, signage and information, and electric vehicle charging. A wide range of project elements therefore support visitor dispersal & management, inclusion, modal shift and sustainable development. These include:

- Parking Reorganisation
 - Surface/drainage renewal
 - Electric vehicle charging infrastructure
 - Orientation points & place-making
 - Pre-booking systems & parking controls
- Toilets
- Motorhome facilities
 - Parking
 - Water supply
 - Waste disposal
 - Laundry
 - Orientation, campervan overnight location mapping & itineraries
- Commercial opportunities: food van/catering/cafe location e.g. at Venachar North. Cycle hire drop off
- Loch access
- Shuttle Bus Infrastructure
 - Drop off and pick up
 - On road bus lay-by
 - Shelter
- Cycling infrastructure
 - Parking
 - Repair points
 - Path network
- Public realm, setting and gateways
- Signage
 - Orientation & wayfinding
 - Visitor Signage
 - Variable Message Signage
 - Digital timetables
- Enhanced Visitor Facilities
- Natural play
- Picnic
- Shelter

Project Elements

1. Visitor Centre at the National Park
2. Electric Vehicle Charging Point
3. Wild camping in the National Park
4. Natural Play
5. Wayfinding Signage
6. Bicycle Repair Point
7. Picnic in the National Park



Next Steps & Recommendations

Strategy & Recommendations

This study concludes that the tourism development strategy for Callander and the surrounding area should be to:

- Mitigate pressures on existing hotspots
- Promote greater use of a primary hub
- Promote the most suitable strategic sites for access to the most popular destinations.
- Develop the active travel network

A series of projects support this strategy:

- The promotion of Callander as a primary hub, with the Station Road car park site redeveloped to provide the facilities to support sustainable tourism. The hub should encourage use of Callander as a base for visiting local destinations like Bracklinn Falls and destination in the surrounding area like the Great Trossachs forest, of local hills like Ben Ledi
- Strengthened and better inter-connected active travel network, particularly focused on addressing the fragmented active travel connection in the Callander town centre which, alongside the Station Road hub, have the potential to deliver an impactful change to visitor behaviour
- Continued promotion of south Loch Venachar and Coilhallan as low traffic and active travel friendly – with a north Loch Venachar site enabling this by providing a more attractive access point to the water
- The continued promotion of Bocharastle as the primary access point to Falls of Leny, and in addition the main access point for Ben Ledi

Callander Hub at Station Road

Promoting Callander as a hub location which allows car-free access to the nearby destination is a central element of the tourism development strategy for the town and the surrounding area.

Callander benefits from a trunk road location, connection to the national cycle networks and a position as a node on a range of paths. The town has the capacity to accommodate visitors; facilities include large town centre car parks, shops, food & beverage offers, accommodation, leisure centre, toilets, laundry etc.

Investment in Callander should focus on the existing Station Road car park location which is an under-used asset in the town centre. Currently the Meadows car park site is signalled as the main car park and arrival point in Callander. The Meadows location is an attractive river front with destination appeal, the River Teith waterfront is a picturesque location often activated by events and nationally significant role in salmon fishing. The place function of the site is compromised by its use as the main town centre car park and poor relationship with the Main Street; its function as a pedestrian, or cycling, environment is similarly compromised.

The Station Road car park is better suited for vehicle arrival. The car park is spacious and well connected to the town centre. Unlike the Meadows car park, it is not subject to flooding. The Station Road site is currently an unattractive arrival point and is not signalled as the primary car park. Investment is required to address these deficiencies; the site should be made the most intuitive and most attractive arrival point for visitors. As a hub it should be focused on arrival by public transport or by private car and should provide facilities to support onward exploration of the town and the surrounding area by means of active travel, walking, wheeling, cycling or a shuttle bus service. The site should then be highly connected to the important tourism destinations in the area. This means excellent orientation and wayfinding and easily understood paths and cycleways from the site out into the National Park.

The Meadows site should support the Station Road hub. It can be a secondary car park location but should primarily be a green gateway which capitalises on the natural beauty of its location and its direct pathways into the Park.

Active Travel Network

Active travel connections to the Callander hub are essential to capitalise on the base location, support modal shift and support measures which encourage visitors to begin journeys from the Hub. Callander is well served by both cycle network paths and walking/wheeling routes. Coilhallan Wood and South Loch Venachar are low traffic areas well suited to active travel (though some issues remain at hotspots). The Bracklinn Falls and Craggs areas are hotspots for walking/wheeling. The Rob Roy and NCN 7 route from the Meadows to Kilmahog and Bocharastle are car free and level routes from the Town with onward connections to Loch Venachar, Loch Lubnaig and further beyond into Strathard & The Trossachs or north to Strathyre. The long-term ambition for a National Cycle Network arm from Doune to Callander would connect Callander to Stirling.

The active travel network is however deficient within Callander's Town Centre.

The east west axis of the walking/wheeling and cycle paths, from Loch Lubnaig to Keltie Bridge, is almost complete and follows the dismantled railway. The gap in this path occurs at the Station Road car park. Development of the Station Road site should seek to address this disconnection and in the long-term benefit from a direct cycling connection from Stirling. The current Ancaster Road route is circuitous, residential in nature and introduces steep gradients that make it unsuccessful. The more challenging connection from Station Road to Ledi Court and Glenartney Road should be preferred, and a link developed.

A north south axis can deliver a car free connection from Bracklinn to Coilhallan and Loch Venachar. The axis would run along North and South Church Street with connection to the east-west paths, to Main Street amenities, to the Kirk and the Library. Making use of the existing river crossing, and with additional improvements to Creep Path, the route would offer a needed enhanced walking/wheeling and cycling environment to the primary school, the McLaren Campus and the growing Callander South area.

This new dual axis of cycling and walking/wheeling paths would reshape the active travel environment in Callander, which is currently unappealing and compromised as it attempts to share space with the road and car park network. The east-west route is a 21st century reawakening of the station and railway line; the north-south is a bolstering of an existing direct link from Bracklinn to Callander South which benefits tourism and town.

North Loch Venachar

Improvements to the network to complete missing gaps, improve the pedestrian and cycling environments and enhance wayfinding and orientation points will improve the attractiveness of modal shift. The Coilhallan and South Loch Venachar area is promoted as low traffic and walking/wheeling and cycle friendly. The limited road network here lends itself to this vision, however the limited parking and access at the south Loch Venachar shore generates traffic issues at peak periods. To negate this effect, primary access to North Venachar should be offered on the north shore. Opportunities to develop an appealing and place-appropriate site should be explored. The strategy for Loch Venachar is to provide a location which offers access to the water, developed on a model which is sustainable: that is supporting active travel and access by shuttle bus, as well as offering car parking. Its function therefore should be as a site for facilities first. These would include in addition to water access for swimming or non-powered boating: toilets or eco-toilets, natural play, managed camping pitches, picnic and seating areas and biodiversity and habitat enhancements. The location can provide access northwards too, offering an alternative approach to Ben Ledi with potential to mitigate pressure at its small car park and offering links to the Great Trossachs path with synergies with sustainable tourism development in The Trossachs area.

Bochastle & Kilmahog

The car parks sites at Bochastle are the best place from which to approach Ben Ledi and the Falls of Leny. The Ben Ledi approach, whilst lengthened from that at the small 'Ben Ledi' car park, introduces a 3km gentle start and finish, but includes the Falls of Leny viewpoint and offers easy vehicle access and good availability of spaces at the car parks. The path to the Falls of Leny from Bochastle is a 1.6km gentle-gradient route, and importantly is fully traffic free, without interaction with the A84 road vehicles. For this reason, the Bochastle site should continue to be promoted as the primary (potential) access point for the Falls of Leny for cars, shuttle bus users and active recreational travellers.

Closer, less suitable car parks are available – the challenge for the Bochastle site is in achieving greater appeal than these. The Ben Ledi car park offers a quicker route to Ben Ledi and the Leny Woods car park is 150m from the falls. These should not be promoted, the Ben Ledi car park has very few spaces and cannot accommodate the number of visitors. The Leny Woods car park should only be promoted at a point where a safe crossing of the A84 can be achieved.

For the Bochastle sites to be considered the most attractive access points to Ben Ledi and the Falls of Leny it is necessary to further promote them as such, and invest in the facilities at these locations. Improved facilities might include toilets, shuttle bus access, orientation points, picnic area and biodiversity enhancements. Bochastle is on the edge of the Kilmahog settlement. By addressing the limited cycling and walking/wheeling connectivity between the Bochastle car parks and Kilmahog, a sense of connection can be engendered and the Bochastle sites can benefit from the Kilmahog attraction, which include the Inn, accommodation, a historic cemetery, a conservation character, and the Woollen Mills (which might be the site for hub type facilities, if better connected).

Bochastle is uniquely well connected by, and can capitalise on, road and traffic-free walking/wheeling and cycling routes to Callander, Strathard and The Trossachs, Loch Venachar, The Great Trossachs Forest, and Strathyre. The eastern Bochastle site is well-used by kayakers and canoeists as it has access to the Garbh Uisge river.

Active travel connections and sustainable travel connections, and shuttle bus to the Aberfoyle hub are essential to capitalise on the base location, support modal shift and support measures which encourage visitors to begin journeys from the Aberfoyle Hub. The successful promotion of cycle tracks in the Aberfoyle area demonstrates the opportunity here. Improvements to the network to complete missing gaps, improve the pedestrian environments and enhance wayfinding and orientation points will improve the attractiveness of modal shift.



© Photo: 'Kilmahog Burial Ground' by Lairich Rig

Next Steps

This study has identified high level requirements for strategic tourism infrastructure development in the Callander area of the National Park.

It is recommended that this study is continually reviewed and updated to maintain relevance and coordinate with other developing studies and frameworks as they emerge and develop.

In addition to this, the following specific actions are required:

- Develop a masterplan for the Station Road hub, taking account of the role of the Meadows, which seeks to build an enduring and memorable arrival point in Callander, organised around a public realm and facilities which support active travel and sustainable transport. Masterplanning is essential to ensure that a distinctive and appealing centre is developed, and importantly that the site is exceptionally well connected to the town centre, to public transport, to local paths, to the National Cycle Network, to the Meadows and to a future car free cycling route to Doune and Striling.
- Establish the Sustainable Transport Strategy which unlocks the potential of existing car park locations to shift role to being multi-modal sties catering for walking, wheeling, cycling and access exploration of the National Park by shuttle bus. The operational strategy and business case for development of sustainable transport is necessary to verify assumptions made in this study to do with viability, delivery, and operational needs of future transport services for which infrastructure is to be provided. This is essential and should be prioritised as an initial action.
- Strengthen Partnership Working and extend Engagement. Future success of capital investment relies on participation of stakeholders in delivery, management, operation, and maintenance, which confirms critical need and provides opportunity to further strengthen and consolidate partnership working as a priority to support and in some cases pilot the lead in delivery of these projects. The Visitor Management Group is a successful forum for engaging with stakeholders, membership should be expanded wherever possible to maximise participation.
- Progress Community Engagement – This study is the initial step in a process, and as such has relied on workshops with key stakeholders and representatives on the Visitor Management Group for feedback and steering. Community engagement therefore needs to be given early focus in the initial stages of any project. Meaningful engagement is needed to secure in principle support and buy-in. Strategic opportunities are identified in the study which might only be viable with community and landowner buy-in. Identification of the opportunity and assessment of its merit has been the first step of a process, engagement and consultation will be a continuous element of that process.

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