



# Appendix 3: Place Programme Delivery Route Map

## Agenda Item 12

### National Park Authority Board Meeting

10 June 2024

Paper for decision

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## 1. Introduction

1.1. The Place Programme Delivery Route Map sets out where and when investment in visitor infrastructure should be delivered across Loch Lomond & The Trossachs National Park. Providing a high-quality experience for visitors in popular places, through improved services and facilities, would reduce impact on the daily lives of our communities. This will deliver part of our new National Park Partnership Plan vision for the National Park as a thriving place that is nature positive and carbon negative-

1.2. The Route Map is to be read in conjunction with the Place Programme Approach and the National Park Partnership Plan 2024-2029 and it updates and replaces the Partnership Projects Summary that covered

the five-year period 2021-2025, as we move into the penultimate year of delivery.

- 1.3. We are now showing the preferred delivery path as a Route Map with costs attached. This change ensures that the additional work undertaken through a further two strategic studies is fully reflected in priorities and the Route Map sets out how we will work to deliver National Park Partnership Plan outcomes and the resourcing requirements.
- 1.4. The Delivery Route Map is a document prepared by the National Park Authority, with input by the National Park Visitor Management Group. The Route Map is aligned with national strategic priorities and is designed to work with multi-year funding streams. Delivery by the National Park Authority alone will be covered in our Corporate Plans.
- 1.5. The Route Map sets out a Park-wide approach to priorities for investment, consistent with the National Park Partnership Plan for the period 2024-2029, with an indicative extension to 2034, reflecting a ten-year approach to improving visitor infrastructure. It presents a clear view of the priorities for investment in the National Park where public sector partners will focus their efforts and engagement with communities, funders, businesses, landowners, third sector groups and visitors.
- 1.6. The Delivery Route Map provides a clear statement of intent as to where investment is prioritised with indicative timelines and investment need.
- 1.7. The Route Map is focussed on:
  - a) Following the National Park Partnership Plan policy and mapping that is focussed on priority areas and primary and secondary hubs.
  - b) Putting the thematic benefits of the Place Programme into action.
  - c) Delivering accelerated projects on East and West Loch Lomond which are already well developed and have funding packages well progressed.
  - d) Setting out clearly the highest priority projects across the National Park for the five-year NPPP period of 2024-2029, with an indicative extension to 2034.
- 1.8. The vision and strategy of the Place Programme Approach remain unchanged as do the thematic priorities. The purpose of the Route Map is to enable partnership working, a place-based approach, make clear the investment required and demonstrate a strategic approach to potential funders on a park-wide basis.

## 2. Where are the priorities for visitor infrastructure investment?

2.1. The National Park Partnership Plan states that:

2.1.1. “a long-term coordinated approach to visitor services and infrastructure, combined with continued partnership working to managing negative behaviours and impacts, would have huge benefits for visitors, communities and businesses as well as supporting climate and nature objectives. Providing a high-quality experience for visitors in popular places, through improved services and facilities, would reduce impact on the daily lives of our communities.” and that,

2.1.2. “infrastructure investment at key visitor hubs, such as at Balloch, Callander and Arrochar/Tarbet can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.”

2.2. The strategy for the National Park links in with strategic tourism and other strategic initiatives for infrastructure investment around the National Park boundary.

2.2.1. The Visit Scotland Rural Tourism Infrastructure Fund (RTIF) supported activities are noted below. The fund aims to improve the visitor experience in rural parts of Scotland that have seen large increases in visitor numbers. In particular, it aims to help address pressure on local infrastructure or any negative impacts on communities.

- a) Glen Lochy and Glen Orchy Visitor facilities Improvement (Argyll & Bute with Forestry and Land Scotland),
- b) (Draft) Perth and Kinross Strategic Tourism Infrastructure Plan,
- c) Doune Tourism Development (Stirling Council with Historic Environment Scotland).

2.2.2. Helensburgh as a secondary hub on the edge of the National Park benefits from the Helensburgh Waterfront Development project that is all about creating a vibrant and attractive waterfront for the town. Argyll and Bute Council, in the last 10 years, has invested heavily in the redevelopment of Helensburgh waterfront and the surrounding town. Working with key partners including the Ministry of Defence and SportScotland the waterfront is undergoing a major transformation to help provide community facilities, attract more

people to the area, create employment opportunities and further investment for the town.

2.3. The priority areas and locations for Place Programme investment are mapped in National Park Partnership Plan, as shown (Figure 1) this Route Map provides more detail on delivery and a secondary map (Figure 2) showing more detail in the combined Priority Areas has been prepared, from existing Strategic Tourism Infrastructure Development studies.

2.4. Standalone Area Summaries have been developed for the following Priority Areas and locations:

- a) West Loch Lomond,
- b) Balloch,
- c) East Loch Lomond,
- d) Strathard and The Trossachs,
- e) Callander and Surrounding Area, and
- f) Wider Park, primarily focused on secondary hubs.

2.4.1. The Area Summaries provide an overview setting out the highest priority projects, indicating scale of required investment and the preferred delivery path via an indicative timeline of when change could happen on the ground.

2.4.2. The summaries show only the highest priority opportunities/projects, and do not cover general upkeep and minor upgrades. Projects that will deliver on our strategic aims and thematic priorities have been identified through the Strategic Tourism Infrastructure process and engagement with stakeholders, providing an overall indicative summary of the programme projects by geographic area.

2.4.3. Where a Strategic Tourism Infrastructure Study is present then costs have been recalculated from the Study as required to reflect any uplift in construction costs since they were prepared, and they focus only on the highest priority projects in the studies. The investment need for the National Park Partnership Plan period has allowances for further adjustments based on Building Cost Information Service (BCIS) infrastructure forecast. For the period 2029-2034 the uplift has been based on average projections for 2030-2031.

2.4.4. Costs noted in the Route Map are for site works only, they are exclusive of fees, management, consenting, specialist supervision and surveys, and so depending on the delivery partner and complexity of sites these could range from 17.5% to 22.5%. In addition, costs also exclude VAT as this would depend on the delivery partner VAT status and the site usage. Therefore, for all costs are subject to an increase of up to 42.5% when these are taken into account.

2.5. Partnership working is critical to success. Delivery will depend on development, lead-in times and resources. It should be noted that whilst all partners will use their best efforts to prioritise and progress the actions in the Route Map, this is dependent upon sufficient resources and capacity being available. Voluntary private sector and third sector interventions supported through the Development Planning system will supplement the public sector investment across the National Park, guided by the Local Development Plan.

## INFRASTRUCTURE INVESTMENT PRIORITIES IN THE NATIONAL PARK

This map shows the priority areas and locations identified in the National Park Place Programme for strategic investment in infrastructure as well as the key visitor hubs for facilities, path networks and sustainable transport options.

- Priority areas for visitor experience investment
- ⊙ Primary Hubs
- Secondary Hubs

### Priority areas

- Callander and surrounding area
- East Loch Lomond
- West Loch Lomond
- Strathard and The Trossachs

### Primary Hubs

- ⊙ Aberfoyle
- ⊙ Arrochar & Tarbet
- ⊙ Balloch
- ⊙ Callander
- ⊙ Dunoon
- ⊙ East Loch Lomond

### Secondary Hubs

- Benmore
- Luss
- Crianlarich
- Rowardennan
- Helensburgh
- St Fillans
- Killin
- Tyndrum
- Lochgoilhead

### Path Network

- Promoted Long-Distance Routes
- Other Core Paths

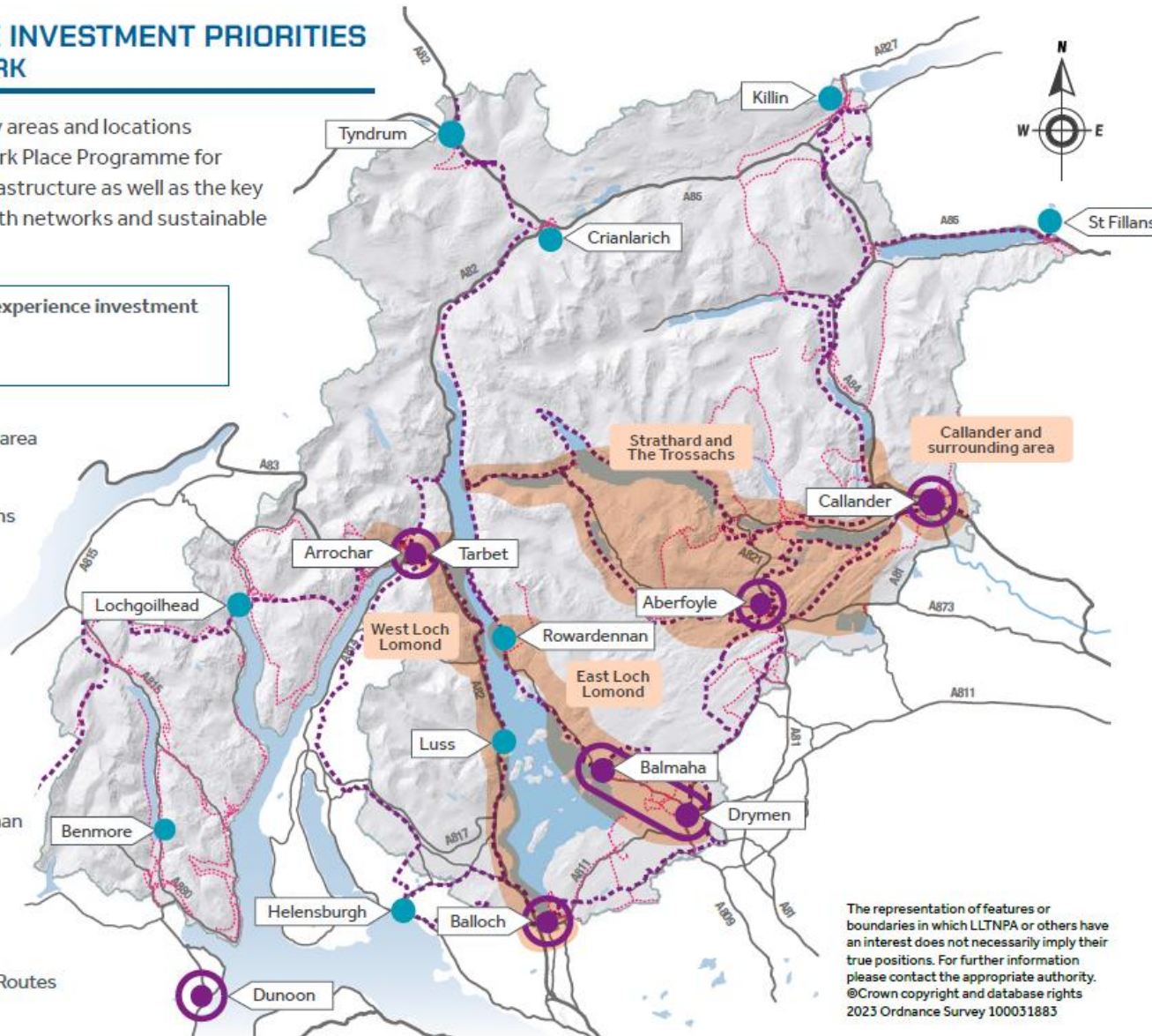


Figure 1

Combined Priority Areas, from Strategic Tourism Infrastructure Development studies.

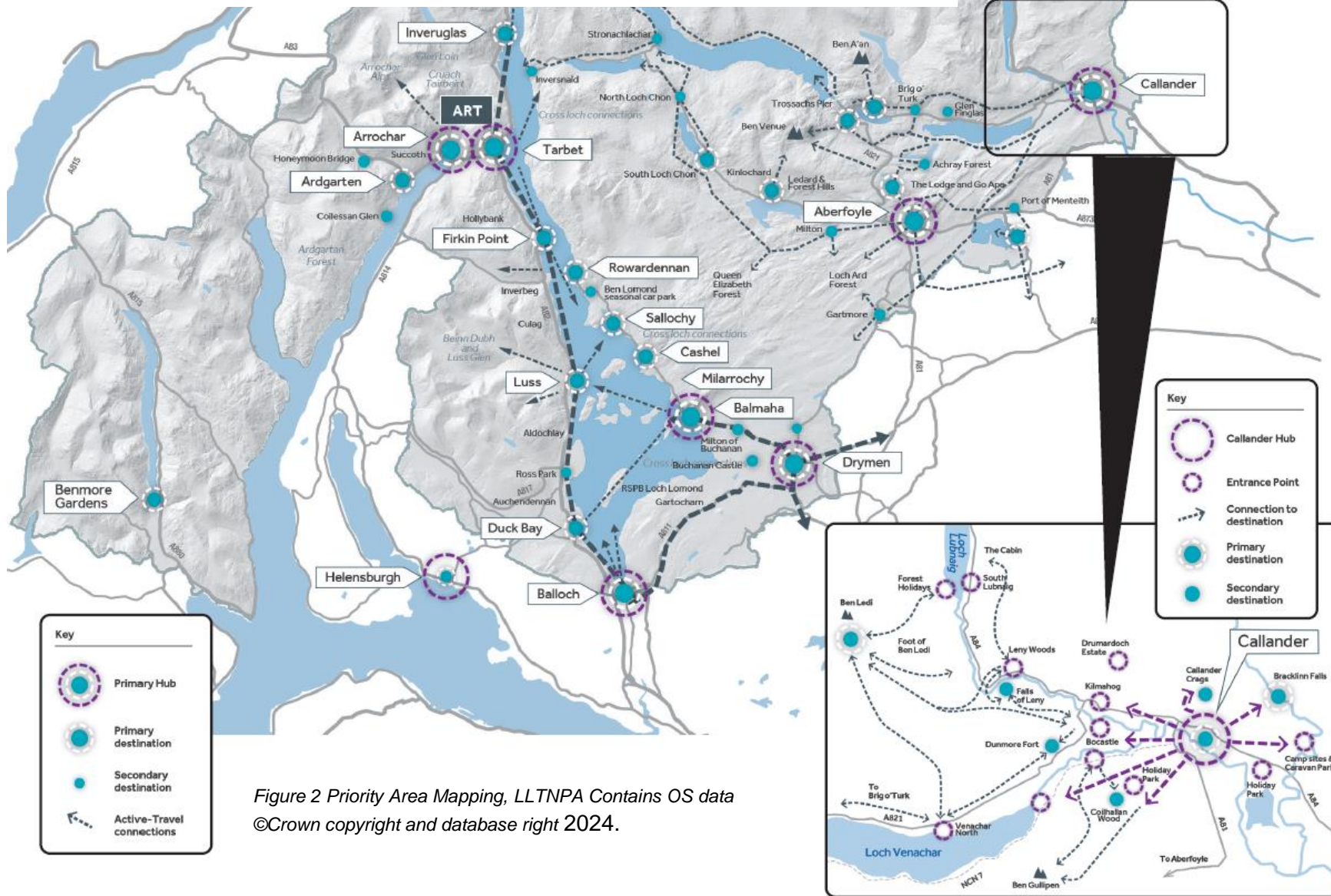


Figure 2 Priority Area Mapping, LLTNP Contains OS data ©Crown copyright and database right 2024.

### 3. Area Summary West Loch Lomond

#### Introduction

- 3.1. The Priority Area of West Loch Lomond stretches from Arrochar and Tarbet southward to meet the edge of Balloch. It contains the primary hub of Arrochar and Tarbet and the secondary hub of Luss. Infrastructure investment at key visitor hubs, such as Arrochar and Tarbet can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 3.2. The National Park Authority is drawing on the recommendations from the Strategic Tourism infrastructure Study for West Loch Lomond as evidence to support funding submissions to assist rural visitor locations, local authorities, and communities to make improvements to cope with increased visitor pressure, offer enhanced visitor experiences, promote responsible tourism (land and water based), with low-carbon and nature-conscious approaches supporting partnership programmes.

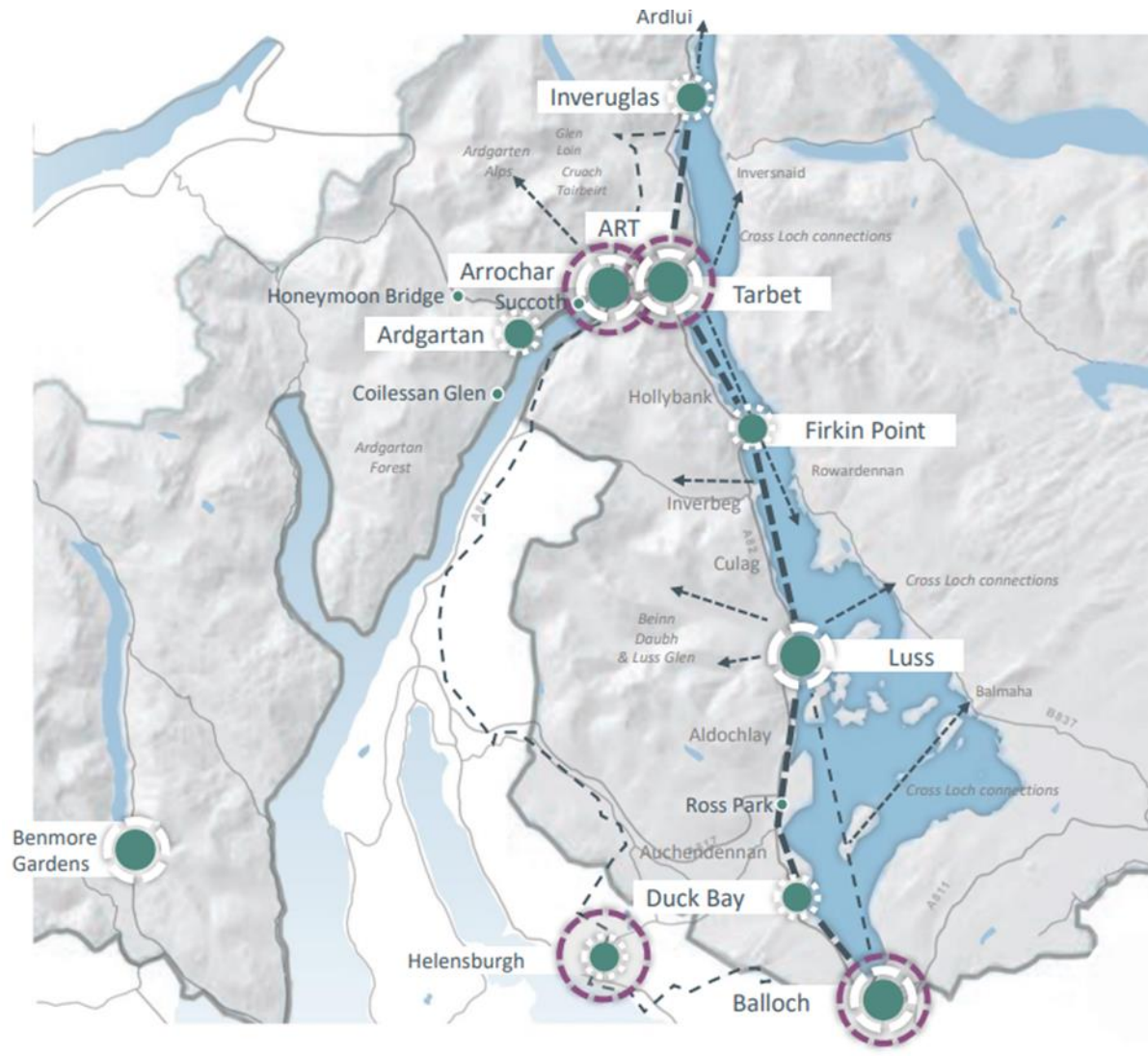
#### Key Opportunities/Highest priority investments

- 3.3. The highest priorities for investment are as follows:
  - 3.3.1. **Tarbet, Loch Lomond:** Develop as a sustainable, low-carbon destination, with increased site carrying capacity and enhanced facilities to create a sustainable travel hub for visitors and community. The site will play a strategic role in supporting sustainable transport and active travel, creating a hub with improved access and links to public transport, shuttle buses, coaches, water services, and EV charging.
  - 3.3.2. **Arrochar Glen Loin:** As the most popular base for accessing local mountain walks, this site will benefit from increased visitor appeal and parking solutions to address local road safety issues, improved access via sustainable transport and active travel connections to local village centre, as well as the addition of facilities such as toilets and shelter.
  - 3.3.3. **Arrochar and Tarbet (ART) Station links:** Transforming the station environment into a vibrant and accessible arrival hub and interchange that supports promotion of rail as an attractive mode of travel into the National Park.



This would include improved sustainable and active travel connection to local centres and long-distance routes, and integrated onward travel options and working with Rail partners to encourage and support investment in station facilities.

- 3.3.4. **Luss Village:** Enhancements to minimise visitor pressures and enhance place appeal and would include improved car park and arrival infrastructure including integrated sustainable transport interchange, improved cycle facilities and active travel hub to promote car-free arrivals, as well as a network of enhanced path access and connections to support exploration of the area and disperse footfall.
- 3.3.5. **Duck Bay:** Development to improve the site capacity to accommodate peak visitor activity through improved facilities and access via public and sustainable transport and integrated transport infrastructure including traffic management on the shore road. This would include shuttle bus pick up and drop off points, toilets and changing facilities to support active travel and water sports.
- 3.3.6. **Firkin Point:** Transforming this site into a primary destination and viable alternative to busier Lochside sites could be achieved by encouraging sustainable transport options to this location, upgrading existing toilet facilities, improving active travel infrastructure to capitalise on cycle route/core path, and consideration of future extending of the site area to develop additional facilities such as a pier for water bus access and facilities for motorhomes.



## Hierarchy of Place

The Strategic Tourism Infrastructure Development Study seeks to develop 'Primary Hubs' with capacity for more intensive use (services/ economy/ etc) and offering public transport accessibility with connected spokes to destinations supporting exploration and lower intensity facilities.

- Key
- Primary Hubs**  
ART is the Primary Hub and arrival (only station within West Loch Lomond area), the local centres of Tarbet and Arrochar are Primary Hubs
  - Primary Destinations**  
Tarbet and Arrochar are along with Luss are Primary Destinations (local centres) Benmore Gardens is a primary destination capable of taking pressure away from Loch Lomond
  - Secondary Destinations**
  - Tertiary Destinations**

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Figure 3 West Loch Lomond Mapping, LLTNP Contains OS data ©Crown copyright and database right 2024

Scale of investment required.

3.4. Costs have been recalculated from the Strategic Tourism Infrastructure Study of 2021-22 to reflect the significant uplift in construction costs since they were prepared, and they focus only on the highest priority projects. The table below, takes a cautious approach and shows the investment need at the upper end of the estimated range. The funding required along West Loch Lomond is £5.86 million, within the National Park Partnership Plan period, including an allowance of £1.25 million for work underway at Tarbet in 2024-2025 (secured funding across 2023-24 and 2024-25).

<b>West Loch Lomond</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Average required investment adjusted for inflation	£1,250,000	£1,100,000	£1,140,000	£1,170,000	£1,200,000	£2,000,000

Notes 1. Except for 2024-25, investment costs are works only, which may be subject to both professional fees and VAT, together potentially an additional 42.5 %. Inflation is accounted for.

Indicative timeline – when could change happen on the ground.

3.5. The table below shows the preferred pathway to delivery on the ground. The years leading up to delivery on the ground will require development work, community engagement, necessary consents, funding bids and detailed design plans.

<b>West Loch Lomond</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>

Highest priority projects	Tarbet Phase 1 completion	Tarbet Phase 2	Glen Loin (Cobbler) parking  Arrochar & Tarbet Rail & links	Tarbet Phase 3 (final)	Duck Bay	Luss  Firkin Point
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Partnership working to take the next steps.

3.6. In the Priority Area of West Loch Lomond partnership working will involve Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, Forestry & Land Scotland, Argyll & Bute Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community organisations and representatives. Whilst these stakeholders are not directly members of the partnership, their collective views and experiences have informed the creation and actions in this strategic approach through wider engagement for example, via the Visitor Management Group and the Destination Group.

## 4. Area Summary Balloch

### Introduction

- 4.1. The Priority Area of Balloch joins with West Loch Lomond at the north. It contains the primary hub of Balloch sitting on the shores of Loch Lomond and forming the main gateway to the National Park. Balloch attracts a high number of tourists with easy access from Glasgow. Balloch is notable for being the main access to Loch Lomond, the Country Park, Loch Lomond Shores and numerous historic buildings. Infrastructure investment at key visitor hubs, such as at Balloch, can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 4.2. The National Park Authority is drawing on the recommendations from the Local Development Plan and the Balloch Charrette Report of May 2016, both pre-pandemic. The action plan identifies five priority projects and breaks them down into actionable steps. Balloch Castle and Country Park, West Riverside, Parking Strategy, Station Square and Events/Activity Strategy. This report extracts those falling under the Place Programme remit. Building on the Charette, which led to public realm works in 2019, conversations with partners have informed the priorities below.
- 4.3. This report will be used as evidence to support funding submissions for visitor infrastructure to assist local authorities, and communities to make improvements to cope with increased visitor pressure, offer enhanced visitor experiences, promote responsible tourism (land and water based), with low-carbon and nature-conscious approaches supporting partnership programmes.

### Key Opportunities/Highest priority investments

- 4.4. The highest priorities for investment are as follows:
  - 4.3.1 **Pierhead Masterplan:** establish a partnership to oversee the preparation of a masterplan for the Balloch Pierhead area, which will also consider wider linkages to public transport and co-ordinated actions.
  - 4.3.2 **Sustainable transport, public realm and connectivity:** including a renewed 'Station Square' arrival point and public space and improved path connectivity and experience between main public sites.

4.3.3 **Balloch Castle Country Park:** Balloch Castle Country Park is one of the finest public spaces in the Park with fantastic views over Loch Lomond. Development discussions with partners including Balloch Castle Country Park Regeneration Group, West Dunbartonshire Council and the NPA will identify improvements that the Place Programme could support.

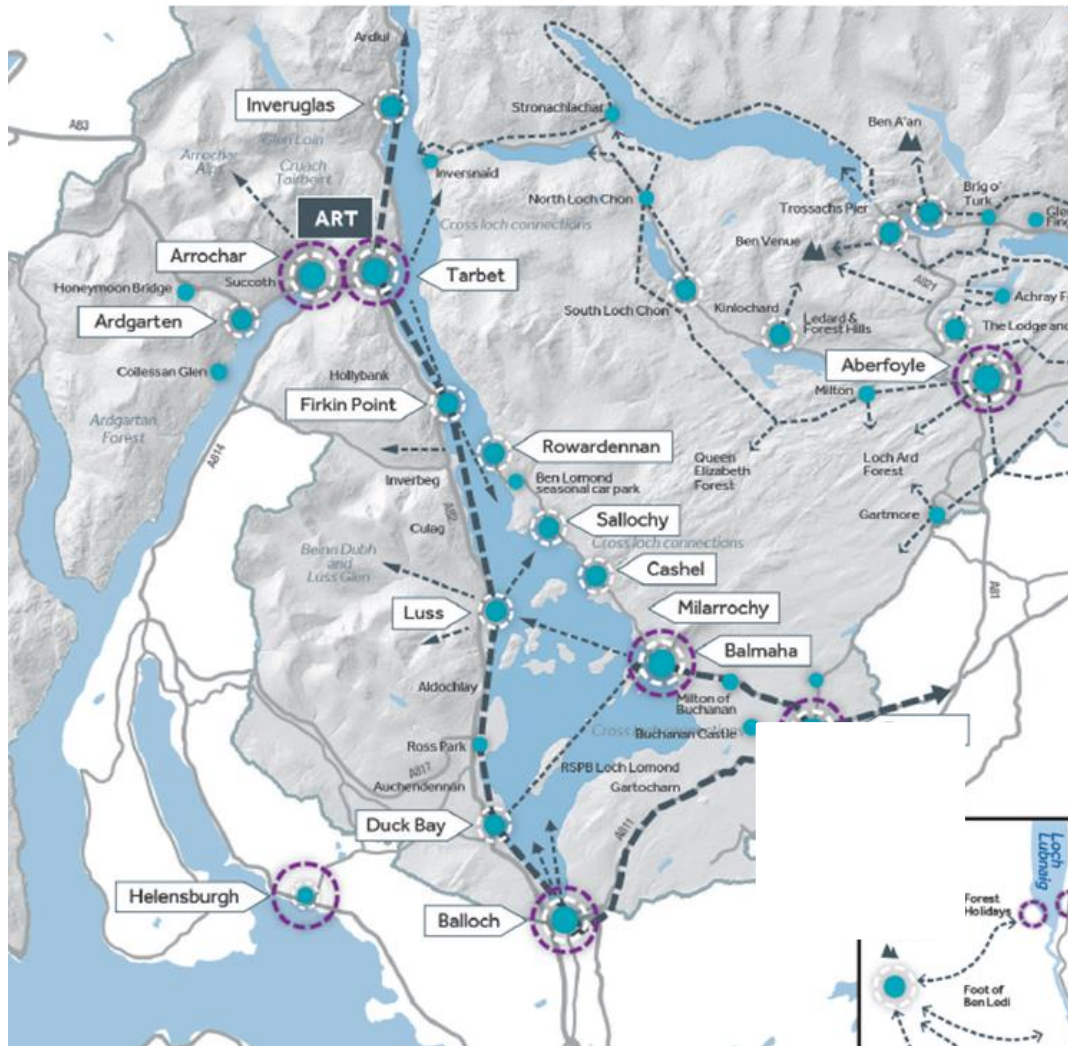


Figure 4 Balloch in context as Gateway, LLTNPA Contains OS data ©Crown copyright and database right 2024

Scale of investment required.

4.5. Balloch costs are a placeholder as these are as yet not developed. The funding required in Balloch, within the National Park Partnership Plan period, for the Pierhead Masterplan actions is **estimated** at £2.4million Inflation is not accounted for as a nominal allowance only has been made for costs in Balloch as within the period of the Route Map investment needs will become clearer in Balloch, and, where resourcing permits, they can be included in the programming.

<b>Balloch</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Average required investment (without inflation)	£0	£0	£800,000	£800,000	£800,000	to be confirmed

Note 1. Investment costs are works only, which may be subject to both professional fees and VAT, together potentially an additional 42.5 %.

Note 2. Investment required averaged over years active in an area.

Indicative timeline – when could change happen on the ground.

4.6. The table below shows the preferred pathway to delivery on the ground. The years leading up to delivery on the ground will require development work, community engagement, necessary consents, funding bids and detailed design plans.

<b>Balloch</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>



Highest priority projects			Balloch Pierhead masterplan actions	Balloch Pierhead masterplan actions	Balloch Pierhead masterplan actions	
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Partnership working to take the next steps.

4.7. In the Priority Area of West Loch Lomond partnership working will involve Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, West Dunbartonshire Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community organisations and representatives. Whilst these stakeholders are not directly members of the partnership, their collective views and experiences have informed the creation and actions in this strategic approach through wider engagement for example, via a group to be developed to steer the Pierhead Masterplan, and Scottish Enterprise.

## 5. Area Summary East Loch Lomond

### Introduction

- 5.1. The Priority Area of East Loch Lomond stretches from Drymen to Rowardennan. It contains the Primary hub of East Loch Lomond (Drymen together with Balmaha) and the secondary hub of Rowardennan. Infrastructure investment at key visitor hubs, such as Drymen/Balmaha can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 5.2. The National Park Authority is drawing on the recommendations from the Strategic Tourism infrastructure Study for East Loch Lomond as evidence to support funding submissions to assist rural visitor locations, local authorities, and communities to make improvements to cope with increased visitor pressure, offer enhanced visitor experiences, promote responsible tourism (land and water based), with low-carbon and nature-conscious approaches supporting partnership programmes.

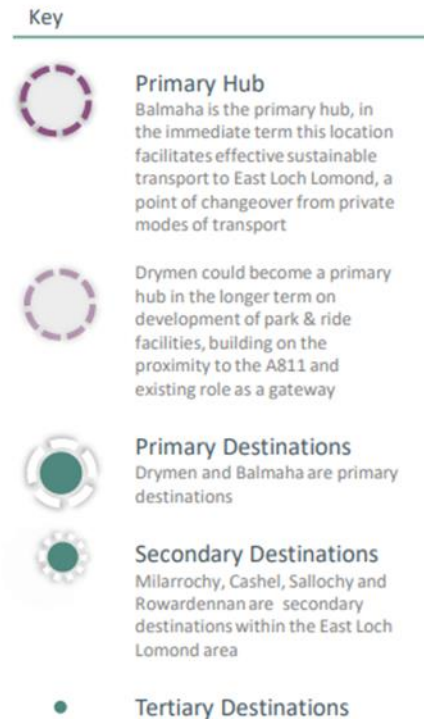
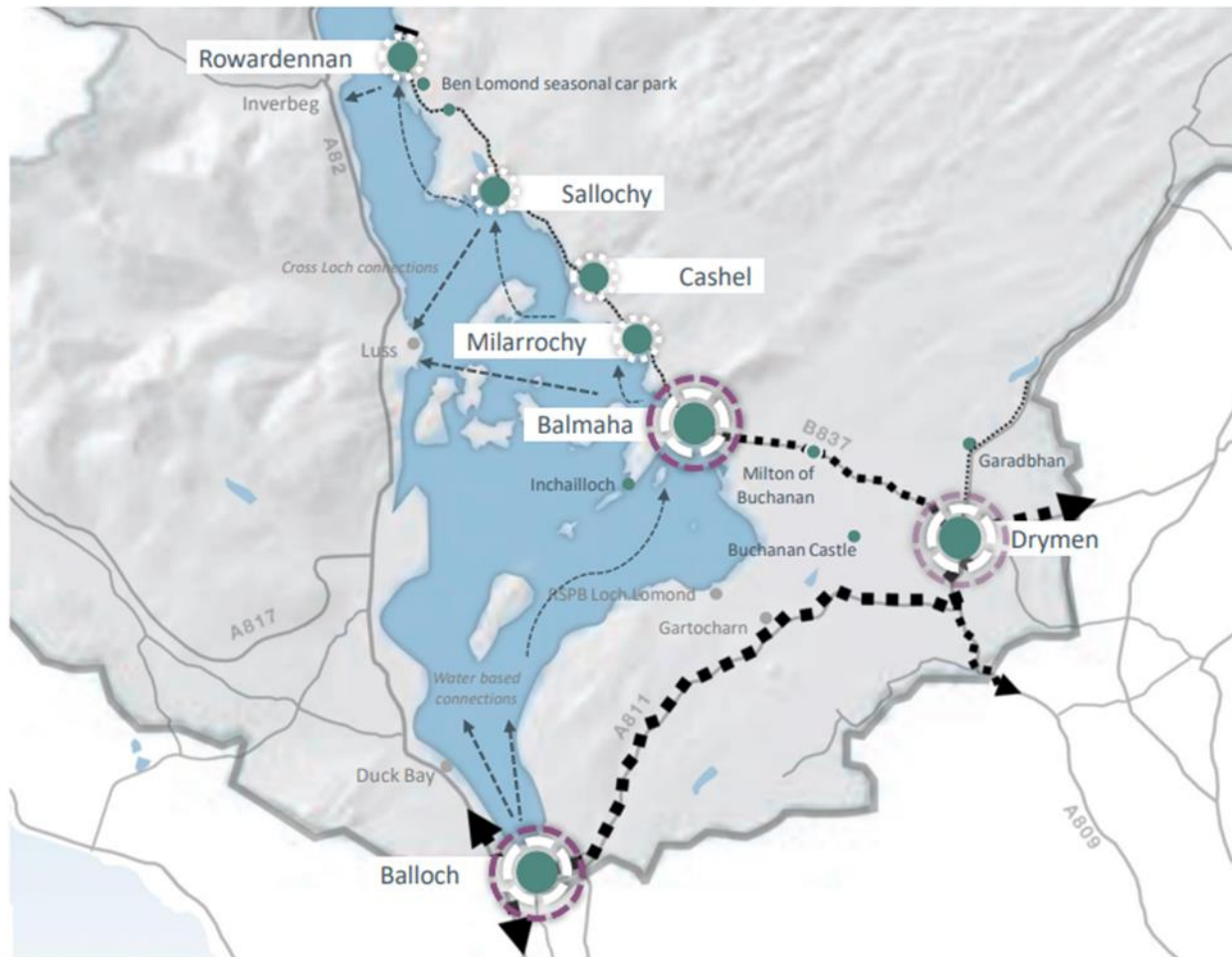
### Key Opportunities/Highest priority investments

- 5.3. The highest priorities for investment are as follows:
- 5.3.1. **Conic Hill:** A complete upgrade of the Conic Hill path Conic Hill is enjoyed by hundreds of thousands of visitors every year, the volume of visitors now being seen demands that the path be widened and strengthened to make it more robust, reduce impacts on nature, land management and livestock control and to ensure the hill can continue to be enjoyed in the years to come.
- 5.3.2. **Balmaha:** Delivering the village centre and paths and trails projects of the Rural Tourism Infrastructure Fund supported Balmaha Masterplan, a transport and place based study, focused on developing a response to address unsustainable visitor pressures and identifying opportunities for infrastructure to support sustainable travel options. Village core projects are focused on improving visitor capacity and quality of experience, and paths and trails are focussed on new or improved routes, and active travel connections.

- 5.3.3. **Rowardennan:** Improvements here will enhance the visitor experience by celebrating the natural landscape, encourage sustainable transport use, reduce parking demand, and will introduce safer movement of vehicles with an improved environment for visitor arrival by private vehicle, shuttle bus and active travel. Additional infrastructure will include accessible toilets, improved shelter and cycle facilities.
- 5.3.4. **Support Cashel Forest:** Enhancements here will allow the location to play a greater role in visitor dispersal and broaden the visitor experience offer along East Loch Lomond. Development would include infrastructure to support biodiversity, sustainable transport access, upgrades to existing visitor infrastructure and extending connections to nearby trails, walks, and loch side
- 5.3.5. **Milarrochy/Sallochy:** In the first instance upgrade sites to accommodate shuttle bus stops, followed with place improvements for people and nature.
- 5.3.6. **Drymen:** Develop village centre placemaking improvements, including traffic controls for northbound travel along Loch Lomond, enhanced public transport infrastructure and toilets to support increased use of public transport and development of improved transport connections. Additional improvements to core paths, signage, and active travel network to support resident and visitor routes.
- 5.3.7. **Park and Ride:** develop a seasonal park and ride facility at the Balmaha and Drymen primary hub to ease pressure on the C6 road to Rowardennan.

## Hierarchy of Place

The Strategic Tourism Infrastructure Development Study seeks to develop 'Primary Hubs' with capacity for more intensive use (services/ economy/ etc) and offering public transport accessibility with connected spokes to destinations supporting exploration and lower intensity facilities.



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Figure 5 East Loch Lomond Mapping, LLTNPA Contains OS data ©Crown copyright and database right 2024

Scale of investment required.

5.4. Costs have been recalculated from the Strategic Tourism Infrastructure Study of 2021-22 to reflect the significant uplift in construction costs since they were prepared, and they focus only on the highest priority projects. The table below, takes a cautious approach and shows the investment need at the upper end of the estimated range. The funding required along East Loch Lomond is £4.39 million, within the National Park Partnership Plan period.

<b>East Loch Lomond</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Average required investment adjusted for inflation	£270,000	£990,000	£1,020,000	£1,040,000	£1,070,000	£2,260,000

Note 1: Except for 2024-25, investment costs are works only, which may be subject to both professional fees and VAT, together potentially an additional 42.5 %. Inflation is accounted for.

Note 2. Investment required averaged over years active in an area.

Indicative timeline – when could change happen on the ground.

5.5. The table below shows the preferred pathway to delivery on the ground. The years leading up to delivery on the ground will require development work, community engagement, necessary consents, funding bids and detailed design plans.

<b>East Loch Lomond</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Highest priority projects	Conic Hill Year 3 (final)	Rowardennan Phase 1	Balmaha public realm Phase 1	Rowardennan Phase 2	Balmaha public realm Phase 2	Balmaha public realm Phase 3

		Sallochy shuttle bus access  Milarrochy shuttle bus access	Cashel Forest	Drymen Phase1	Commence Park & Ride	Complete Park & Ride  Drymen Phase 2  Balmaha paths and active travel
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Partnership working to take the next steps.

5.6. In the Priority Area of West Loch Lomond partnership working will involve Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, Forestry & Land Scotland, Stirling Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community organisations and representatives. Whilst these stakeholders are not directly members of the partnership, their collective views and experiences have informed the creation and actions in this strategic approach through wider engagement for example, via the Visitor Management Group.

## 6. Area Summary Strathard and The Trossachs

### Introduction

- 6.1. The Priority Area of Strathard and The Trossachs stretches from Loch Lomond at Inversnaid through Strathard to Aberfoyle and across the Trossachs to Callander. It contains the Primary hub of Aberfoyle. Infrastructure investment at key visitor hubs, such as Aberfoyle can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 6.2. The National Park Authority is drawing on the recommendations from the Strategic Tourism infrastructure Study for Strathard and The Trossachs as evidence to support funding submissions to assist rural visitor locations, local authorities, and communities to make improvements to cope with increased visitor pressure, offer enhanced visitor experiences, promote responsible tourism (land and water based), with low-carbon and nature-conscious approaches supporting partnership programmes.

### Key Opportunities/Highest priority investments

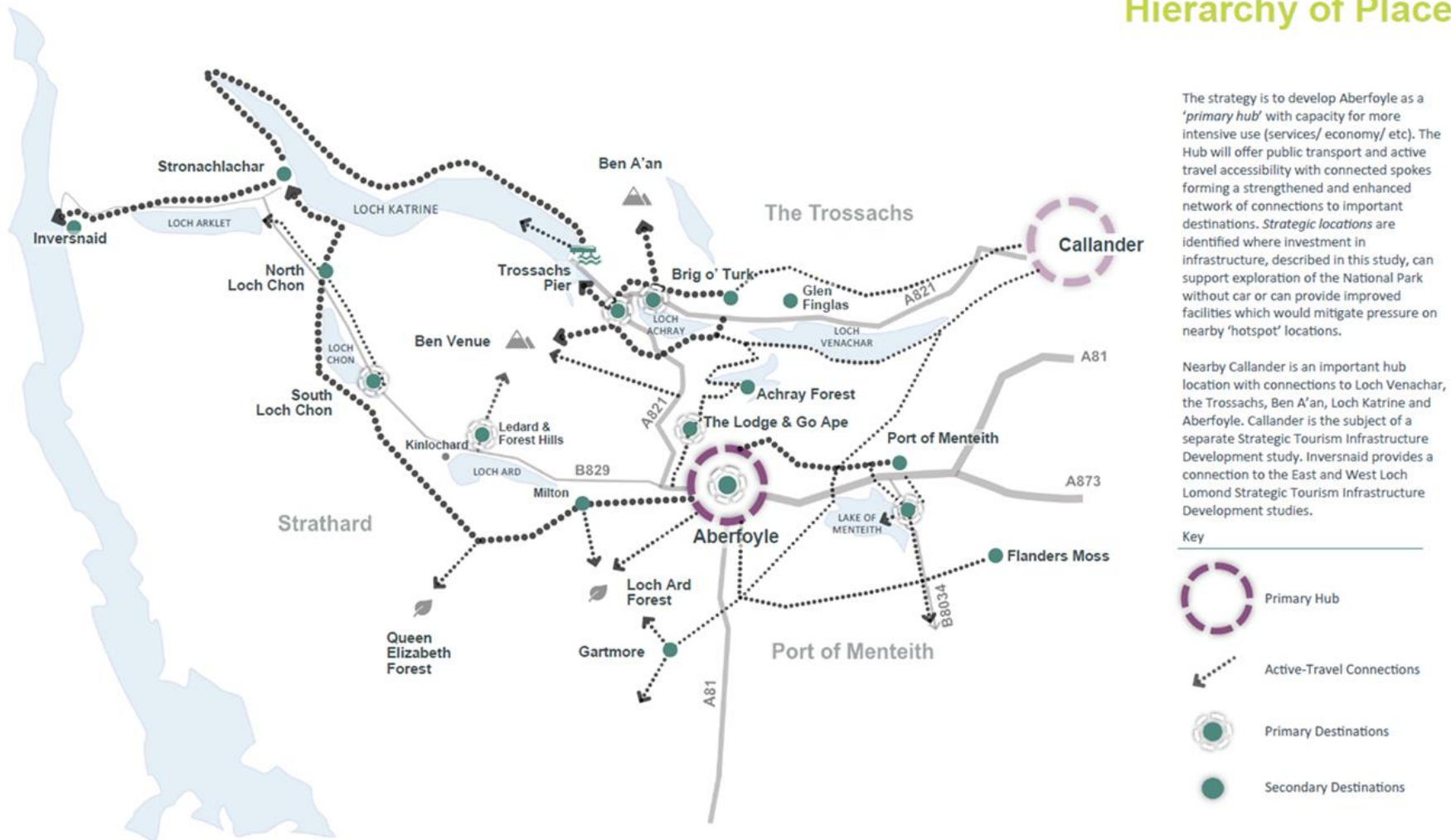
6.3. The highest priorities for investment are as follows:

- 6.3.1. **Aberfoyle Village Sustainable Travel Hub:** Develop as the primary arrival hub for exploration of the Strathard and The Trossachs area, with the existing car park transformed into an active travel hub incorporating public realm works and biodiversity improvements to create place appeal, an enhanced terminus to accommodate sustainable travel facilities with shuttle bus services, and integrated connections to the local active travel network.
- 6.3.2. **Aberfoyle Path Networks:** Improvements and expansion to the active travel network to support car-free exploration of the area, mitigate visitor pressure on popular locations, and strengthen Aberfoyle's appeal as a base for exploration. Additional paths could include village connections to nearby attractions, incorporating safer routes to the primary school, and new connections to promote wider exploration of the extensive forest path network.

- 6.3.3. **Strathard Paths and Traffic Management:** Improvements to the active travel network and road corridor to support managed dispersal of visitors from existing hotspots and strengthen active travel routes. Opportunities include additional forest tracks and links to the Aberfoyle hub, off-road active travel routes connecting destinations to the north such as Stronachlachar and Inversnaid, supported by enhanced wayfinding, orientation, interpretation, and exploration of seasonal traffic interventions.
- 6.3.4. **Trossachs Path Connections:** Improvements and expansion to the active travel network to strengthen routes, connect gaps and enhance visitor experience through orientation, interpretation, and safe off-road routes. Opportunities include connecting car parks at Ben A'an and Ben Venue, off-road routes to Trossachs Pier, completion of circular routes at Glen Finglas and Loch Achray and connections to Brig o' Turk and the village as a place accessible from Achray Forest, along with path connections to Aberfoyle and Callander hubs.
- 6.3.5. **Trossachs Connectivity Loch Achray:** Creation of safe path connections between the existing car parking locations at Ben A'an and Ben Venue and with the Loch. Sustainable transport infrastructure to connect with multiple destinations, including Aberfoyle and Callander hubs, to promote car-free arrival and exploration of the area via active travel and shuttle bus, helping to mitigate visitor pressures.



## Hierarchy of Place



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Figure 6 Strathard and The Trossachs, LLTNPA Contains OS data ©Crown copyright and database right 2024

Scale of investment required.

6.4. Costs have been used from the Strategic Tourism Infrastructure Study of 2023-2024 and they focus only on the highest priority projects. The table below, takes a cautious approach and shows the investment need at the upper end of the estimated range. The funding required for Strathard and The Trossachs is £1.80 million, within the National Park Partnership Plan period.

<b>Strathard and The Trossachs</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Average required investment adjusted for inflation	£0	£0	£ 0	£ 890,000	£ 910,000	£ 3,250,000

Note 1. Investment costs are works only, which may be subject to both professional fees and VAT, together potentially an additional 42.5 %.

Note 2. Investment required averaged over years active in an area.

Indicative timeline – when could change happen on the ground.

6.5. The table below shows the preferred pathway to delivery on the ground. The years leading up to delivery on the ground will require development work, community engagement, necessary consents, funding bids and detailed design plans.

<b>Strathard and The Trossachs</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Highest priority projects				The Trossachs connect Phase 1	Aberfoyle Travel Hub Phase 1	The Trossachs connect Phase 2

						Aberfoyle Hub Phase 2  Aberfoyle and Strathard path connections  Aberfoyle and Strathard path connections
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Partnership working to take the next steps.

6.6. In the Priority Area of Strathard and The Trossachs partnership working will involve Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, Forestry & Land Scotland, Stirling Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community organisations and representatives. Whilst these stakeholders are not directly members of the partnership, their collective views and experiences have informed the creation and actions in this strategic approach through wider engagement for example, via Strathard Framework group and the Visitor Management Group.

## 7. Area Summary Callander and Surrounding Area

### Introduction

- 7.1. The Priority Area of Callander and Surrounding Area stretches north from Callander to facilities at Loch Lubnaig and west to meet the Strathard and The Trossachs Priority Area. It contains the Primary hub of Callander. Infrastructure investment at key visitor hubs, such as Callander can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 7.2. The National Park Authority is drawing on the recommendations from the Strategic Tourism infrastructure Study for Callander and Surrounding Area as evidence to support funding submissions to assist rural visitor locations, local authorities, and communities to make improvements to cope with increased visitor pressure, offer enhanced visitor experiences, promote responsible tourism (land and water based), with low-carbon and nature-conscious approaches supporting partnership programmes.

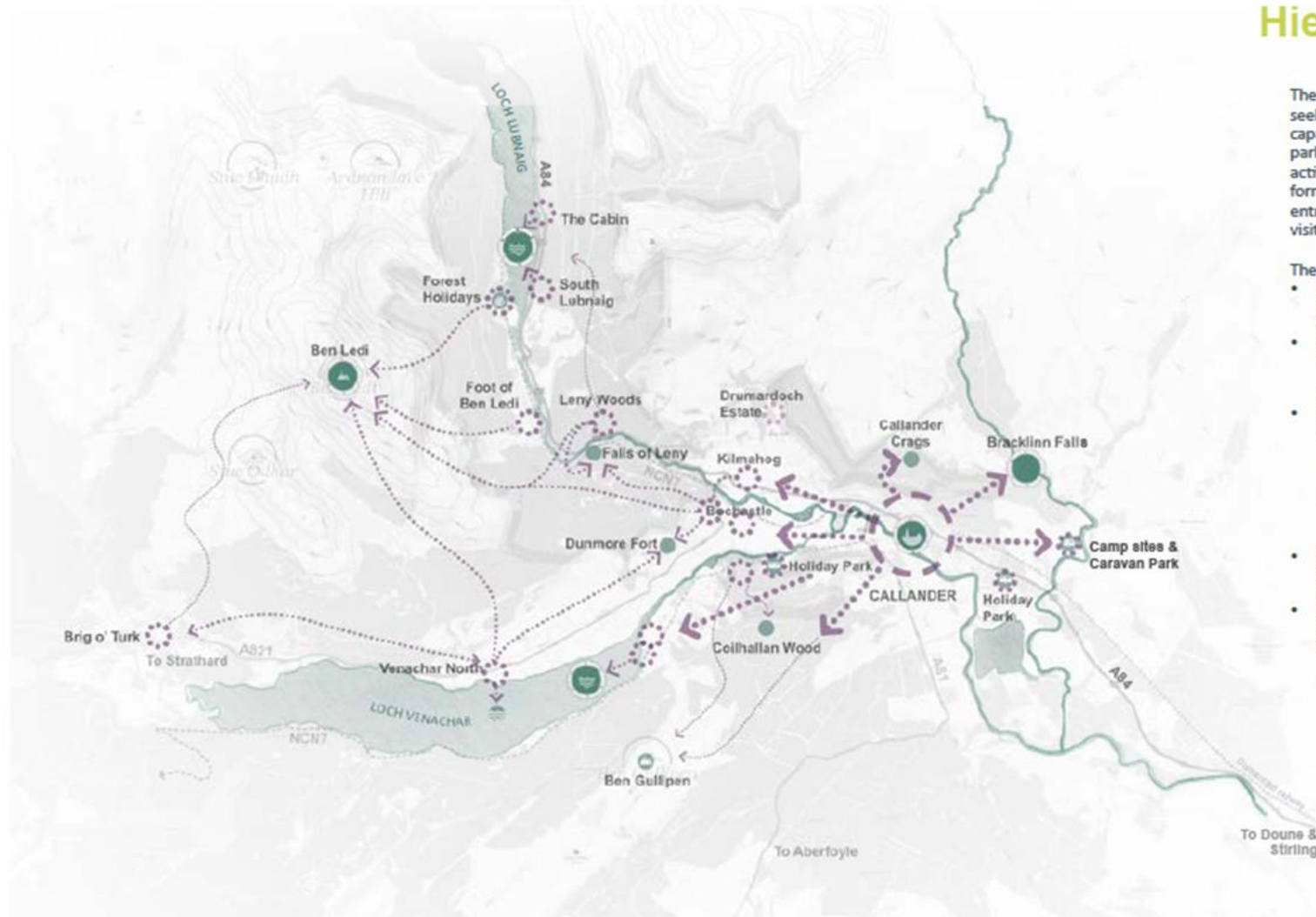
### Key Opportunities/Highest priority investments

7.3. The highest priorities for investment are as follows:

- 7.3.1. **Station Road Hub:** Transforming the car park into the gateway arrival point for the area including sustainable transport hub and orientation point with strengthened connections to the town and wider travel networks. Development will provide a high-quality arrival experience and base for widest range of visitors, including motorhomes and campervans, and will encourage responsible tourism by supporting active, car-free exploration and sustainable options.
- 7.3.2. **Callander Meadows:** Development of the Meadows has potential to transform an underutilised area of the town into a 'green gateway'; a pleasant town centre destination and active-travel focused space with place improvements including enhanced orientation and public realm with road crossing links to the Station Road Hub. The site provides extensive opportunities for nature, biodiversity gains and coordination with emerging flood strategies.

- 7.3.3. **Callander Active travel links:** Developing the active travel network, and defining active-travel focused streets and routes to promote exploration from the Callander base, will support modal shift and improved amenity for visitors and residents and, with connections to NCR7 and wider networks via South Church Street Square, Callander South and Coilhallon Woods will facilitate visitor dispersal, car-free onward travel and exploration.
- 7.3.4. **Kilmahog & Bochastle development:** Enhancements to facilities and appeal of Bochastle and Kilmahog car park locations will position these as favoured access points to Ben Ledi and Falls of Leny, with potential to mitigate pressures at existing parking sites, improve connectivity between the car parks and existing active travel networks, develop and strengthen sense of place and wayfinding, and support development opportunities in Kilmahog.
- 7.3.5. **Accessing North Loch Venachar:** Develop an access hub to North Loch Venachar with water access, managed camping, shuttle bus stop and facilities for motorhomes to mitigate pressures on the south loch shore, provide an alternative approach to Ben Ledi and mitigate pressures on current parking sites, and promote access to the Great Trossachs Forest Path and connections to Brig o' Turk and Glen Finglas.

## 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 & Trossachs

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

Figure 7 Callander Area Mapping, LLTNP Contains OS data ©Crown copyright and database right 2024

Scale of investment required.

7.4. Costs have been used from the Strategic Tourism Infrastructure Study of 2023-2024 and they focus only on the highest priority projects. The table below, takes a cautious approach and shows the investment need at the upper end of the estimated range. The funding required along East Loch Lomond is £2.05million, within the National Park Partnership Plan period.

<b>Callander Area</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Average required investment adjusted for inflation	£0	£0	£0	£1,010,000	£1,040,000	£5,480,000

Note 1. Investment costs are works only, which may be subject to both professional fees and VAT, together potentially an additional 42.5 %.

Note2. Investment required averaged over years active in an area

Indicative timeline – when could change happen on the ground.

7.5. The table below shows the preferred pathway to delivery on the ground. The years leading up to delivery on the ground will require development work, community engagement, necessary consents, funding bids and detailed design plans.

<b>Callander Area</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-2034</b>
Highest Priority Projects				Station Road Hub Phase1	Station Road Hub Phase 1	Station Road Hub Phase 2
				Meadows Phase 1	Meadows Phase 1	Meadows Phase 2

						Active Travel Links Kilmahog and Bochastle North Venachar Hub
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Partnership working to take the next steps.

7.6. In the Priority Area of Callander and Surrounding Area partnership working will involve Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, Forestry & Land Scotland, Stirling Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community organisations and representatives. Whilst these stakeholders are not directly members of the partnership, their collective views and experiences have informed the creation and actions in this strategic approach through wider engagement for example, via Visitor Management Group and the Callander Partnership.



## 8. Wider Park, primarily focused on secondary hubs.

### Introduction

- 8.1. The wider park area covers the investment priority locations outside Priority Areas. It is primarily focussed on the Secondary hubs for visitor investment of Benmore, Crianlarich, Helensburgh, Killin, Lochgoilhead, St Fillans and Tyndrum, and also the primary hub outside the park of Dunoon. Infrastructure investment at visitor hubs can provide more sustainable ways for people to travel to, from and within the National Park through improved and joined up sustainable and active travel options.
- 8.2. The National Park Authority is drawing only on known work supported by the partnership for the period 2024-25. Within the period of the Route Map investment needs will become clearer in the wider park, and where resourcing permits, they may be included in the programming.

### Key Opportunities/Highest priority investments and scale of investment in 2024-25

8.3. The highest priorities for investment in the coming year 2024- 25 are as follows:

- 8.3.1. **Changing Places Toilet Tyndrum:** Following National Park Authority support for the design and planning stage of the Changing Places Toilet, the Tyndrum Infrastructure Group is now working with Stirling Council to secure funds of around £300,000, with an aim to commence works by November. This is a vital step in creating a more inclusive society and will realise the Place Programme thematic priority of supporting Inclusion and improving accessibility in the National Park and would increase the network in the park, adding to the Changing Places Toilet Stirling Council installed in Aberfoyle in 2022-23.
- 8.3.2. **Benmore Botanic Garden:** Argyll and Bute Council awarded £50,000 from their UK Shared Prosperity Fund Vibrant & Living Spaces Grant. The grant is to support redeveloping the Walled Garden space through installation of a reflecting pool that will add a striking centrepiece, improve pathways, plant a pictorial meadow and introduce a sustainable water supply. The project will help Benmore attract new audiences from near and far, unlock new events, educational and cultural programming, and pave the way for wider development of the surrounding spaces at Benmore.

### Partnership working to take the next steps.

8.4. In the Wider Park partnership working will involve: Loch Lomond & The Trossachs National Park Authority – Facilitator, Police Scotland, Transport Scotland, Forestry & Land Scotland, Argyll & Bute Council, Perth & Kinross Council and Stirling Council. All partners also engage with a range of other organisations and individuals who have a stake in visitor management and the associated infrastructure in the National Park; local businesses, third sector bodies, land managers and local community representatives.

## **9. Conclusion**

9.1. The table overleaf shows, in summary, where investment in the National Park will be sought and the preferred pathway for delivering the National Park Partnership Plan objective of a multi-year Place programme. It presents a collated preferred timeline of intervention for only the highest priority projects across the partnership. In the years 2024-2029 activity is more heavily focussed on West Loch Lomond, Balloch and East Loch Lomond. The investment required in the National Park on the highest priority public infrastructure sites, across the partnership is £16.85 million over the 5-year NPPP period to 2029, rising to £29.84 million to 2034.

9.2. Place Programme Delivery Route Map Summary:

Place Programme Delivery Route Map Summary		Year of the Route Map, preferred delivery path					
		1	2	3	4	5	6-10
		2024-25	2025-26	2026-27	2027-28	2028-29	2029-2034
Activity	Focus of investment by Priority Area or, if outside, by secondary hub	West LL East LL Balloch Tyndrum Benmore	West LL East LL Balloch	West LL East LL Balloch	West LL East LL Balloch Strathard & The Trossachs Callander	West LL East LL Balloch Strathard & The Trossachs Callander	West LL East LL Balloch Strathard & The Trossachs Callander
	Primary Hub projects in delivery on the ground	Tarbet Balmaha - Conic Hill Path	Tarbet	Arrochar Balloch Balmaha	Tarbet Balloch Callander	Balloch Balmaha & Drymen Callander Aberfoyle	Balmaha & Drymen Callander Aberfoyle
	Primary Hub projects, anticipated delivery leads	National Park Authority (NPA)	National Park Authority (NPA)	Argyll & Bute NPA West Dunbartonshire Stirling Council	NPA West Dunbartonshire Stirling Council	NPA West Dunbartonshire Stirling Council	Argyll & Bute NPA Stirling Council
Investment	Average partnership investment required per year, all (works) projects.	£1,870,000	£2,090,000	£2,960,000	£4,910,000	£5,020,000	£12,990,000
	Cumulative investment required building across years (works) projects.	£1,870,000	£3,960,000	£6,920,000	£11,830,000	£16,850,000	£29,840,000

Note 1. Except for 2024-25, investment costs are works only, averaged over years active in an area, which may be subject to professional fees and VAT, potentially an additional 42.5 %. Inflation is accounted for.

Note 2. Balloch costs are a placeholder as these are as yet unknown but will add significantly to the investment required. Within the period of the Route Map investment needs will become clearer in Balloch, and where resourcing permits, they can be included in the programming.

Note3. No allowance has been made for in the wider park beyond 2024-25 as costs have focussed on National Park Partnership Plan Priority Areas, investment need for secondary hubs outside these areas will be progressed as we move through the Route Map period.

## 10. Supporting Evidence/ further reference material

- 10.1. The Place Programme Approach <https://www.lochlomond-trossachs.org/place-programme/>
- 10.2. National Park Partnership Plan 2024-2029 <https://www.lochlomond-trossachs.org/park-authority/get-involved/consultations/draft-national-park-partnership-plan-2024-29/>
- 10.3. Partnership Projects Summary <https://www.lochlomond-trossachs.org/wp-content/uploads/2023/06/Agenda-Item-6-zAppendix-1-summary-tables.pdf>
- 10.4. Strategic Tourism Infrastructure Studies:
  - 10.4.1. West Loch Lomond <https://www.lochlomond-trossachs.org/place-programme/>
  - 10.4.2. East Loch Lomond <https://www.lochlomond-trossachs.org/place-programme/>
  - 10.4.3. Strathard and The Trossachs <https://www.lochlomond-trossachs.org/park-authority/our-board-committees/meetings/> 10<sup>th</sup> June Papers
  - 10.4.4. Callander and Surrounding Area <https://www.lochlomond-trossachs.org/park-authority/our-board-committees/meetings/> 10<sup>th</sup> June Papers
- 10.5. Local Place Plans <https://www.lochlomond-trossachs.org/planning/planning-guidance/local-place-plan/>
- 10.6. Strathard Framework <https://www.lochlomond-trossachs.org/planning/development-delivery/strathard-framework/>
- 10.7. Balloch Charette Report <https://www.lochlomond-trossachs.org/planning/development-delivery/live-in-balloch/>