



LIVE PARK

PLANNING FOR THE FUTURE OF OUR NATIONAL PARK

**LOCH
LOMOND
& THE TROSSACHS
NATIONAL PARK**



Draft

Sustainable and Active Travel



Planning Guidance for consultation

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1. Purpose and Introduction

Good easy access to a high quality and efficient transport network is essential to support new development and ensuring that it is sustainable. We can no longer adopt a 'predict and provide' approach to private transport and there needs to be a definitive shift to more sustainable modes. The Scottish Government has committed to decarbonisation of our transport network by 2050.

This guidance is about **how development proposals can support the shift to active and sustainable travel**. Travel plans aim to promote greener modes of transport and this guidance will help you create a travel plan. This guidance also gives developers and applicants further clarification on sustainable travel and improving active travel options for all development proposals whether you are building a house or new holiday accommodation.

The [Local Development Plan 2017-21](#), Transport Policy 2 states that ***"All proposals will make a positive contribution towards encouraging safe, sustainable travel and improving active travel options throughout the Park by enabling opportunities for sustainable transport modes, access opportunities for water transport, encouraging modal change from private cars and new and improved links to existing walking and cycling routes."***

Also, Transport Policy 3 states that ***"for larger scale developments a travel plan is required indicating measures to reduce the impact of travel"***. This guidance explains what is expected to be included in a travel plan and offers guidance and advice to help you put forward your submission.

The purpose of this guidance is to highlight and bring to the fore the need for development proposals to comply with this policy to help reduce carbon emissions and help tackle the climate emergency in Scotland. It is interim guidance until our next Local Development Plan is prepared by 2024/2025.

Status of the Guidance

This draft Planning Guidance is non-statutory however once approved will be a material consideration in determining planning applications. The guidance, following consultation, will be approved by our Planning and Access Committee. This guidance should be read in conjunction with the Local Development Plan which includes all policies.

Other relevant policies

National Planning Framework

The draft National Planning Framework 4 (NPF4), has a four themes around sustainable, liveable, productive and distinctive places. This guidance shows a real commitment to delivering liveable places by supporting sustainable travel and transport in all new developments and ensuring there is strong commitment to modal shift as set out in Policy 10: Sustainable Transport of the draft NPF4. This interim guidance ensures our Local Development Plan echo's the national priority "*to reduce the need to travel unsustainably, and decarbonise our transport system and promote active travel choices*".

EV charging regulations

The current [Scottish Government Consultation: Scottish Building Regulations](#): Proposed change to energy standards and associated topics including Electric Vehicle Charging Infrastructure is likely to bring about new mandatory requirements for charging (from 2025). As a planning authority, we are seeking to ensure that buildings are future proofed, as it is likely that existing buildings will have a requirement to retro fit EV-charging points/ducting for car parks of more than 20 spaces (where there is an existing building/facility).

Active Park, Healthy People

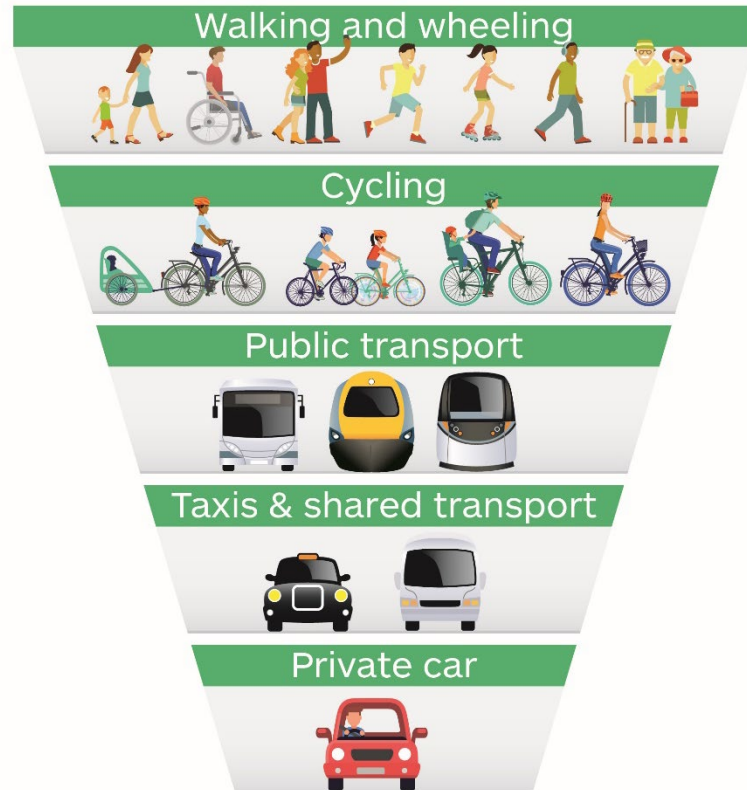
Our [draft Active Park, Healthy People](#) – Outdoor Recreation Plan, seeks to help tackle the Climate Emergency through supporting a further shift towards active travel. The Plan sets out its priorities for ourselves and partners including communities until 2025 within 6 themes: park for all, active and vibrant places, connecting places, exploring further, happy and healthy people and coasts and waters. There are maps that highlight the key routes, cycling and walking opportunities, bus and rail stations, ferry locations, DRT coverage. This information is relevant to any development proposal in terms of how it can contribute to the movement of people via active travel and the development of a Travel Plan.

Local Place Plans

There are also a number of [Local Place Plans](#) across the Park, where communities have highlighted where investment is needed in walking and cycling locally.

In addition, a number of communities – Aberfoyle, Callander & Drymen – have prepared an Active Travel Action Plans. The information contained within these local plans is also relevant to any development proposal. More information on these can be found on the [Countryside Trust website](#).

2. What is active and sustainable travel?



Active travel is walking, wheeling and cycling and sustainable travel is public transport, taxis and shared transport including buses, rail, ferries and at the bottom of the hierarchy is private car.

Active modes such as walking, and cycling are a high priority, being an essential and highly sustainable means of transport, which also support a healthy lifestyle.

There needs to be a choice for mobility and active travel to help reduce physical inactivity and sustainable transport should improve health and wellbeing of the people who use it.

This is why our policies seek to promote active and sustainable travel, ensuring people have all the options available to them. Part of this is being ready to accommodate electric vehicle, e-scooters and e-bikes by having charge points at all new homes, at new car parks and within new street lighting columns. This is not a mandatory requirement at the moment, but it is something that we would strongly encourage as part of meeting Transport Policy 2.

3. How can my proposal make a positive contribution?

To meet the requirements of Local Development Plan Transport Policy 2, all proposals should include information on the measures that have been included to support sustainable and active travel. This could include all or some of the following measures:

Walking/Cycling Routes	Locating the proposal near to existing walking/cycling routes/facilities/shops and making a direct, new link – i.e. where there is a National Cycle Network, core path, or link into a town/village nearby then the proposal should create a new off-road connection. Any proposed new path/connection should be included on the plans. The Core Path Plan indicates the various existing routes across the Park.
Parking space for cycles and scooters	Making parking and storage provision for cycles and scooters both electric and non-electric e.g. if it is a new home, provision for a shed/storage for bikes and scooters along with electrical charging facility, or if a car park, then provision of an area for cycle parking and for cycle charging. Cycling should be considered in terms of long stay and short stay. Longer stay parking will be required for nurseries, schools, places of employment and provision should consider security and weather protection. Also within the proposals there should be the associated facilities including lockers, showers and changing rooms. Details of the location and type of provision should be included on the plans.
Bus routes/Bus Stops	Analysis of bus provision and how the proposal connects to the existing system, for larger proposals, a new bus stop may be required, this should be sustainably designed with solar power if possible to power lighting and any electrical messaging boards and using sustainable materials.
Parking Standards and car clubs	The roads authorities at West Dunbartonshire, Stirling, Argyll and Bute and Perth and Kinross Councils all have their own respective parking requirements. In some instances we may say that the level of parking can be lower than the requirements set by the Standards. This may be where other provision is being put in place, such as a 'car club' and is reflective of the type of development or its location where all alternative active and public transport modes are available.

Electric vehicle charging	<p>Making provision for electric vehicle (EV) charging both at homes and in car parks. It is recommended that if the proposal results in parking for 10 or more car parking spaces non-residential proposals provide ducting infrastructure to be installed in 1 in every 2 parking spaces and for 1 in every 10 parking spaces to provide an EV charge point socket. The delivery of charging points should not exclude spaces for blue badge holders. Within the current government consultation, it states if grid connection exceeds £2,000 then the requirement falls away. However if charge points and ducting are not installed at build stage then they are more expensive to retrofit (for a car park it could be around £600 new, but £1000-£2500 to retrofit).</p> <p>If the car park is for users of a retail facility or other such facility where there is expected to be a short turnaround of vehicles then they should be should be fast chargers (Type 1/Type 2, 22kW, 2 hour charging time or CCS/CHAdeMO connector at DC 50Kw, <1hour charging time). If it is proven to be unfeasible due to high expense, then efforts must be made to include other measures as required by the Travel Plan or making a contribution towards other charging points in nearby public car parks (if available).</p> <p>In remote locations, visitor parking for instance for recreational users, there may be a requirement for an extensive power supply upgrade which would make the installation of charging points unfeasible. It is also not expected that EV charging will be mandatory at these locations where there is no existing building. However, you must demonstrate that this has been explored and where it is too expensive then efforts should be made to include other measures to ensure sustainable modes of travel such as cycle parking, solar e-bike charging, bus stop shelter, seating and lockers for recreational equipment or pick up of deliveries for local communities.</p> <p>All dwellings with a parking space must have at least one EV charge point –for flatted/terraced properties within the off-street parking or for individual dwellings within a driveway or garage. For dwellings a slow charger is expected – either a Type 1 or Type 2 connector - 3.6kw or 7kw power with a 7-11 hour charge time. You should engage with electricity providers to ensure that the infrastructure will have sufficient capacity to enable all charge points to operate simultaneously. There may be funding available from Scottish Government via Energy Saving Trust.</p> <p>Further information on electric charge points is available on Energy Saving Trust website including types of charge points, installing a charge point, on-street charging and the public charging network.</p>
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4. Transport Assessment and Travel Plans

Transport assessment and travel plans are integral to the success of a development and tackling climate change by reducing the need to travel by car. Local Development Plan Transport Policy 3 requires a full transport assessment and a travel plan for larger scale developments in the National Park.

A Transport Assessment is principally required to understand the potential impacts on traffic flows on the local and strategic road network. It can help identify and tackle issues of concern and determine whether further infrastructure or service improvements are required to support the development.

Transport Scotland has published [Transport Assessment Guidance](#) (2012) and developers should refer to this for more detailed information. It should measure trip generation as person trips initially, not vehicle trips. The process should incorporate a Travel Plan and monitoring stages to provide a comprehensive process.

A Travel Plan is a long-term management strategy for travel of those living or occupying visitor facilities, a place of work or a home. They are unique to each development and identify a package of measures for that specific location to improve accessibility and encourage use of sustainable modes of travel.

Their ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development.

The policy states that for larger-scale developments a travel plan indicating measures to reduce the impact of travel should be submitted. As a guide a Transport Assessment and Travel Plan is expected for:

- economic development/retail/food & drink/visitor facility >250sqm,
- any hotel over 50 bedspaces,
- any other tourism accommodation >10 units; and
- any housing development over 10 homes¹.

There may also be cases where a Travel Plan will be required for smaller-scale developments than listed above. This would be where it is judged that the development will have significant travel generating uses and where it is considered important to monitor travel patterns resulting from development.

¹ the thresholds are lower than 'Major' development thresholds as categorised by legislation given the impact of this scale of development in a National Park context and the level of travel generated from these uses.

There are four different types of travel plans:

- Workplace travel places – addressing the transport impact generated by employees commuting to and from the site and during their work.
- Residential travel plans – access travel generated by residents and deal with the journey origin rather than destination. Location and amenities within the development should reduce car use, the need to travel and be supported by site permeability and connectivity to alternative modes.
- Visitor travel plans – relate to a variety of tourism accommodation, leisure, visitor facilities/centres, retail and entertainment. The primary consideration is the end user but also staff travel and deliveries.
- Education travel plans – this should include a package of measures thinking about the whole school community and including road safety initiatives such as pedestrian skills and cycle training, in addition to Safer Routes to Schools – walking/cycling infrastructure improvements.

Examples of the types of measures to be included in each Travel Plan is contained in the next section.

The Travel Plan's ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development. The developer will be responsible for the implementation of the plan and any monitoring, and as the planning authority we will have a role in ensuring conditions of any permission are met in relation to Travel Plans being implemented.

In some major developments, the plan should include identification of a **Travel Plan Co-ordinator** who will be responsible for implementation of the plan and the contact details should be listed. It should include details of any transition from construction to occupation and the handover to subsequent owners. Their responsibilities may include implementation of measures set out in the Travel Plan, promotion and marketing of the Travel Plan, setting up a steering group, acting as a point of contact, liaising with the National Park Authority and council roads authority, and submitting monitoring reports.

The plan should include details of how often the plan will be **reviewed** (recommended it is reviewed every 5 years) and a **monitoring statement**. It should set targets such as number of car vehicle trips per occupied unit per weekday will not exceed 1 or measurement could be number of train trips, cycling trips and for visitor sites it could be number of people that arrived by public transport. The plan should consider how information would be gathered e.g. enumerator, strips, counts, surveys. Further information on Travel Plans, templates and examples can be found on the **Travelknowhow**² website <https://www.travelknowhowsotland.co.uk/>

² Travelknowhow is a online resource offering organisations across Scotland access to a wide variety of travel planning solutions to develop and implement workplace Travel Plans.

5. Travel Plan Guide

The table below contains examples of the types of measures to be included specific to the development type. There are also examples of positive contributions to sustainable and active travel within Section 3.

Residential	Office/ Business Hub	Education	Tourism/Visitor Facilities
Site Design			
<ul style="list-style-type: none"> • Site permeability and access points to non-car modes • Requiring bus re-routing through new site. 	<ul style="list-style-type: none"> • Located near to hub with access points to bus/train, cycle and walking (no more than 10 min walk from hub) 	<ul style="list-style-type: none"> • Wet weather waiting area for parents, • Secure storage for parents to leave pushchairs/car seats 	<ul style="list-style-type: none"> • Access to recreation networks – core paths, national cycle route • Prominent and quality bus stops
Creation and enhancement of walking and cycling links			
<ul style="list-style-type: none"> • Provision of off-site bus infrastructure; or • Hub improvements 	<ul style="list-style-type: none"> • Footpath improvements, • Cycle infrastructure and signage. 	<ul style="list-style-type: none"> • Traffic calming, • Footpath improvements, • Crossing points, • Cycle infrastructure and signage. 	<ul style="list-style-type: none"> • Footpath improvements, • Cycle infrastructure and signage. • For larger site, provision of off-site bus infrastructure
Active Travel – Walking/Cycling/Wheeling			
<ul style="list-style-type: none"> • Cycle and scooter storage (long-stay and short-stay) and e-charging within garage/shelter 	<ul style="list-style-type: none"> • Lockers for equipment and dry room, showering facilities for staff • Provide bike maintenance tools and/or service. • Discounted cycle purchase 	<ul style="list-style-type: none"> • Lockers for equipment and dry room, showering facilities for staff • Walking bus 	<ul style="list-style-type: none"> • Left luggage and cloakroom facilities • Cycle hire • Signage • Short stay cycle parking, and long stay (for staff?) and e-charging • Lockers for equipment and dry room, showering facilities for staff • Provide bike maintenance tools and/or service.

Residential	Office/ Business Hub	Education	Tourism/Visitor Facilities
Reduce need to travel			
<ul style="list-style-type: none"> • Provision of high-speed broadband, or access to community business hub • Home delivery drop-off points 	<ul style="list-style-type: none"> • Provide of audio/video-conferencing facilities, • Flexible working policy 		<ul style="list-style-type: none"> • Offer home delivery service for local groceries/take away
Promotion of bus/train routes, real time information on departures			
<ul style="list-style-type: none"> • Residential travel voucher incentives provided as a developer contribution e.g. £100 per house to use on bus/train or for cycle equipment 	<ul style="list-style-type: none"> • Provision of shuttle bus to transport hubs • Financial incentives for day/season tickets • Season ticket loans • Consider timetabling and shift patterns 		<ul style="list-style-type: none"> • Financial incentives for day/season tickets
Car Sharing			
<ul style="list-style-type: none"> • Resident car sharing scheme • Priority parking for car club 	<ul style="list-style-type: none"> • Car sharing database, • Provide taxi service details • Free, priority parking for car sharers, • Provide pool cars, • Car share promotional events 		<ul style="list-style-type: none"> • Car sharing database, • Provide taxi service details • Free, priority parking for car sharers, • Provide pool cars, • Car share promotional events
Parking Management, Car parking charges, parking restraints, e-charging points			
<ul style="list-style-type: none"> • Control of off-site parking through controlled parking zones 	<ul style="list-style-type: none"> • Limit parking allocation on site • Create a needs-based parking allocation scheme 		<ul style="list-style-type: none"> • Revenue from car parking charges ring fenced to support sustainable travel measures

Residential	Office/ Business Hub	Education	Tourism/Visitor Facilities
Promotion and Marketing			
<ul style="list-style-type: none"> • Training for sales and marketing staff, • Welcome packs for new residents • Community events on sustainable travel • Community travel website, notice boards • Local Community Plans and/or Active Travel Plans? 	<ul style="list-style-type: none"> • Personal travel advice to employees for offices • Welcome pack for new employees • Flyers and events on sustainable travel • Competitions to win day/season tickets 	<ul style="list-style-type: none"> • Promotional events such as 'Environment Week' or linked to national campaigns e.g. walk to school week. • Events, competitions • Inclusion of Travel Plan in induction session and on school website. 	<ul style="list-style-type: none"> • Welcome packs for new overnight visitors • Discount on ticketing/entry price if you arrive by and use active travel during your stay, • Develop entry discount packages with local public transport operators • provide information on sustainable travel on all posters and website.