



**20 MINUTE VILLAGES**  
**Development Project**



**Drymen and the villages of East Loch Lomond**

# Living Well Locally

**VISION AND ROUTE MAP**

Produced by:



**Forth  
Environment  
Link**  
LINKING PEOPLE AND  
THE ENVIRONMENT

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## Living Well Locally – Community Vision

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*Drymen and the villages of east Loch Lomond are safe and connected facilities allow people to move with ease through and between communities. There is a strong sense of identity, high quality natural and built spaces, and amenities that fulfil village needs.*

*These are places that encourage and welcome visitors, offering good quality off-site parking and EV charging, public places, where excellent pedestrian, cycling and public transport facilities, tourist information, excellent signage and local heritage trails along with access to popular walking routes.*

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# Introduction

This is a community vision for how people can meet their needs locally in villages on the east of Loch Lomond.

The community lies within the Loch Lomond and Trossachs National Park, overlooked by the Campsie Fells and surrounded by farmland, lochs, rivers, moorland and with the Queen Elizabeth Forest on its northern edge. Its villages include Drymen, which is four miles from Balmaha and the south eastern shores of loch Lomond, with Milton of Buchanan, Buchanan Smithy and Buchanan Castle nestled in between, while Croftamie, which marks the boundary of the National Park, sits a mile and a half to the south.

Forth Environment Link has worked with organisations and individuals across these communities to pilot a rural framework for a 20-minute neighbourhood or 'living well locally'. The work has been led by Forth Environment Link, funded by the Loch Lomond and Trossachs National Park and supported by Drymen Community Development Trust and Drymen Community Council, with participation by people living in communities across the east of Loch Lomond.

Having been developed as a framework more usually applied in urban areas, this Living Well Locally vision is a rural adaptation of the 20-minute neighbourhood concept. The Scottish Government's Programme for Government defines this as:

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*'Where people can meet their needs within a 20 minute walk from their house – enabling people to live better, healthier lives and supporting our net zero ambitions.'*

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The goal for any 20-minute neighbourhood is that it connects us to each other and what we need. A place where everyone can thrive without having to use a car. This is a greater challenge in a rural area because amenities are not as concentrated as they are in a town or city. Therefore, we have worked with people right across the east of Loch Lomond to understand what Living Well Locally means for them and how it can deliver the same benefits as those that underpin the 20 minute neighbourhood concept:

- Improved local economy
- Climate action and sustainable lifestyles
- Improved wellbeing and quality of life
- Decreased health inequalities
- Ageing in place well

This vision is structured around the five dimensions of the Scotland Place and Wellbeing Outcomes, summarised in the figure 1 on page 3..



Figure 1: Scotland Place and Wellbeing Outcomes



Source: ClimateXChange, "20 Minute Neighbourhoods in a Scottish Context" (Feb '21)

The project began in Autumn 2021 and has involved four parts.

Figure 2: The Living Well Locally project was delivered in four parts

<b>Baseline</b>	A baseline document presented a snapshot of quantitative measures for 20-minute neighbourhoods, highlighting key facts and figures for Drymen and villages on the east of Loch Lomond
<b>Surveys</b>	Online surveys collected views from people: East Loch Lomond & Croftamie; and Drymen
<b>Pop Up Events</b>	A series of pop up consultation events gave people the opportunity to provide views about a range of issues within each of the themes of the 20 minute neighbourhood framework (Figure 1 above)
<b>Conversations</b>	FEL colleagues went out and about in each of the communities, having informal conversations with people about their aspirations and priorities for living well in their local area

People who participated in the project identified a clear set of objectives and priorities and framed a vision for living well locally.

The consultation engaged with in excess of 120 people across age groups from upper primary school children (see appendix for the mapping exercise completed with students at Drymen Primary school) to senior citizens. In addition, capacity building sessions (led by local environmental group Hub G63 on FEL's behalf) generated an uplift in knowledge among residents and businesses about climate and 20-minute neighbourhoods. A result of this was a shift from 86% of participants knowing nothing or only a little about this concept, to 85% knowing a moderate amount, a lot, or a great deal.

The Coronavirus pandemic which led to a major lockdown in 2020, meant adapting to radically different daily routines for many. As a silver lining, it also offered an insight into the potential benefits of Living Well Locally.

Survey respondents in East Loch Lomond and Croftamie gave the following examples of aspects that they would like to retain from that time (ranked in order of popularity):

1. Greater connection with neighbours or community
2. Extra family time (and less commuting)
3. Walking for exercise
4. Shopping from local businesses

Survey respondents in Drymen cited the following:

1. Working from home / flexible working
2. Quiet clean air, no traffic noise or fumes
3. Walking for exercise
4. Shopping from local businesses

# Priorities

The communities of Drymen and the villages on the east of Loch Lomond identified a range of opportunities and challenges related to living well locally.

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## Movement



**Walking and cycling routes:** People have long been concerned about the condition of footpaths which are unusable in some parts for people wheeling, pushing buggies or with mobility issues. The path in Croftamie is not continuous, requiring crossing the road several times and is overgrown in sections. Narrow pavements blocked by bins on refuse collection days is another barrier to walking more.

Non-car access to facilities in Drymen from the surrounding villages is particularly challenging. Shared use paths through and between villages would allow people to make more short journeys actively and they would welcome the opportunity to use their cars less.

There is demand to prioritise pedestrians over cars in all villages. Speeding cars are seen as a risk to safety.

**Public transport:** Bus service improvement is a priority for a majority of people involved in the project – more frequent services, new fit-for-purpose routes and more public transport options to meet different needs and travel distances. Buses better synchronised with commuter trains at Balloch would make commuting by public transport more attractive. Shuttle buses (potentially electric) or a boat bus to Balloch would reduce traffic moving between villages and connect them with local railway stations, reducing congestion and demand for parking in Balmaha, in particular.

A park-and-ride was put forward as a way to reduce congestion, particularly in tourist season.

An electric vehicle share scheme was put forward as a way to reduce the parking burden on Drymen while allowing residents to still make the occasional shopping trip to out-of-town shopping centres, for instance.

**Traffic and parking:** There are significant concerns about the quality and quantity of off-road dedicated parking, dearth of electric vehicle charging points, speed of traffic and pedestrian crossings.

There is demand to prioritise pedestrians over cars, with shared use paths through and between villages, pedestrian crossings - especially around the set of junctions in the centre of Drymen - and part pedestrianisation of Drymen to reduce traffic and increase safe movement. Improved traffic calming measures to replace the existing ones (considered by some to be ineffective) were also suggested.

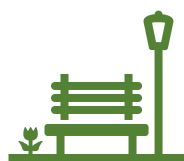
Enforcement of parking rules, particularly around SPAR and the Primary school, or banning on-road parking altogether in the village centre was felt to be a way to improve the look and accessibility of Drymen.

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## Spaces



**Buildings and spaces:** There are disused buildings around Drymen village square that could be brought back into use and this was recognised as an opportunity. As is the potential renovation of the village hall in Drymen and re-use of the mothballed school in Milton of Buchanan as a community space. The closure of the nursery school in Croftamie is a cause for anxiety with respondents, who hope that the space can be retained for village use, potentially as a community resilience hub.

**Green space:** There are concerns about the quality of green space, with several areas undervalued, underused, and not maintained across all the villages – another opportunity. There is demand for space for food growing, permaculture, nature and biodiversity, for seating, and for more and better maintained litter and dog bins.

**Play and recreation space:** A lack of space for recreation for young people was raised as an issue by several survey respondents and during conversations. Young people themselves are concerned about limited access to leisure facilities in places like Balfron, Glasgow and Stirling due to a lack of public transport. There is a lack of sufficient outdoor play and recreation space for this age group and while younger children in Drymen are better served by a play park, litter and well-lit access to this was raised as a concern.

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## Resources



**Facilities and amenities:** There are concerns about the range of High Street services. Daily access to good quality fresh fruit and veg in particular is lacking, though the weekly online NeighbourFood market was praised. Older children want the choice of fast food on a par with their urban peers. The loss of a bank and post office in Drymen in recent years is seen as a particular loss. This is felt acutely in other villages, where there are very limited amenities. Public toilets, footpaths, limited sports facilities and the quality of infrastructure were all raised as challenges across the area.

**Local economy:** The quality and diversity of available jobs is of concern to many. Lack of space for businesses and the quality of the internet is also an issue. It is hoped 'Net Zero targets' may create jobs in the National Park. Some people commute out of the village for better paid work, while others, currently priced out of the local housing market, commute the other way into the village for its lower paid work, often in retail or hospitality. The hospitality sector provides work and good experience for school leavers, including summer jobs, but despite efforts to create career paths, these are seen as a stepping stone into further education and work outside of the area.

**Spaces to connect with people:** There is a good range of hospitality venues in Drymen, valued by the majority. However, many people noted that there is far less choice of spaces to connect with others in surrounding villages. For instance, the But & Ben Cafe in Croftamie is not available as an evening venue. There is demand for community hubs and venues in Milton of Buchanan and Croftamie.

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**Housing:** A need for affordable housing was raised consistently as an issue, along with the lack of houses for rent, and this was more pronounced by people living in villages east of Loch Lomond, outside of Drymen. There is demand for a proportion of new homes to be tailored to meet the needs of village life, rather than the profits of the developer. It was also felt that existing homes should be future-proofed as a priority. Homes are needed for older generations to downsize, thus freeing up larger properties for growing families. Any new homes should be built to high ecological standards. Sufficient infrastructure needs to be in place, for example school and GP surgery provision, to meet the needs of an expanded population.

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## Civic



**Identity and belonging:** Survey respondents in Drymen had positive reflections on the identity of the village and their feelings of belonging. In other villages some commented that lack of shared amenities in villages limits how communities can come together to cement their shared sense of identity to the same extent. There is a feeling that while resources may be shared between villages, that each community should be better able to retain a sense of identity rather than being seen as part of Drymen.

**Feeling safe:** People tend to feel this is a very safe place to live, although a recent event (albeit outside the area) has impacted how women feel about this.

There are concerns about safety to pedestrians and cyclists, as well as other road users, caused by speeding traffic. Poorly maintained pavements and footpaths, overgrown shrubbery, lighting in some areas and high levels of dog mess in green spaces are concerns.

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# Objectives

A recent round table on 20 minute neighbourhoods in rural & island Scotland<sup>i</sup> organised by Scottish Rural Action, the Scottish Rural & Islands Transport Community and SURF - Scotland's Regeneration Forum concludes:

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*“The 20 MN method is, potentially, a useful community-led planning tool, enabling people to visualise the built and natural environment they wish to live in and helping them to work through a process of prioritising services and facilities that should be easily accessible”*

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But that...

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*“instead of trying to fit 20 MNs to a rural and island context, for example by re-framing them as 30 or 45 Minute Neighbourhoods, there is a need for a strong rural and island narrative on ‘living well locally’ which is recognised and resourced by those who set national and regional policy”*

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People living in Drymen and villages on the east of Loch Lomond have highlighted a set of objectives to deliver their Living Well Locally vision. Low population density across the area means a limited market for commercial services that might be sustainable within urban 20 minute neighbourhoods.

Therefore, we should allow for rural 20 minute neighbourhoods, places where people can Live Well Locally, to be stretched out over greater distances and to overlap with other places where these everyday needs can be met.

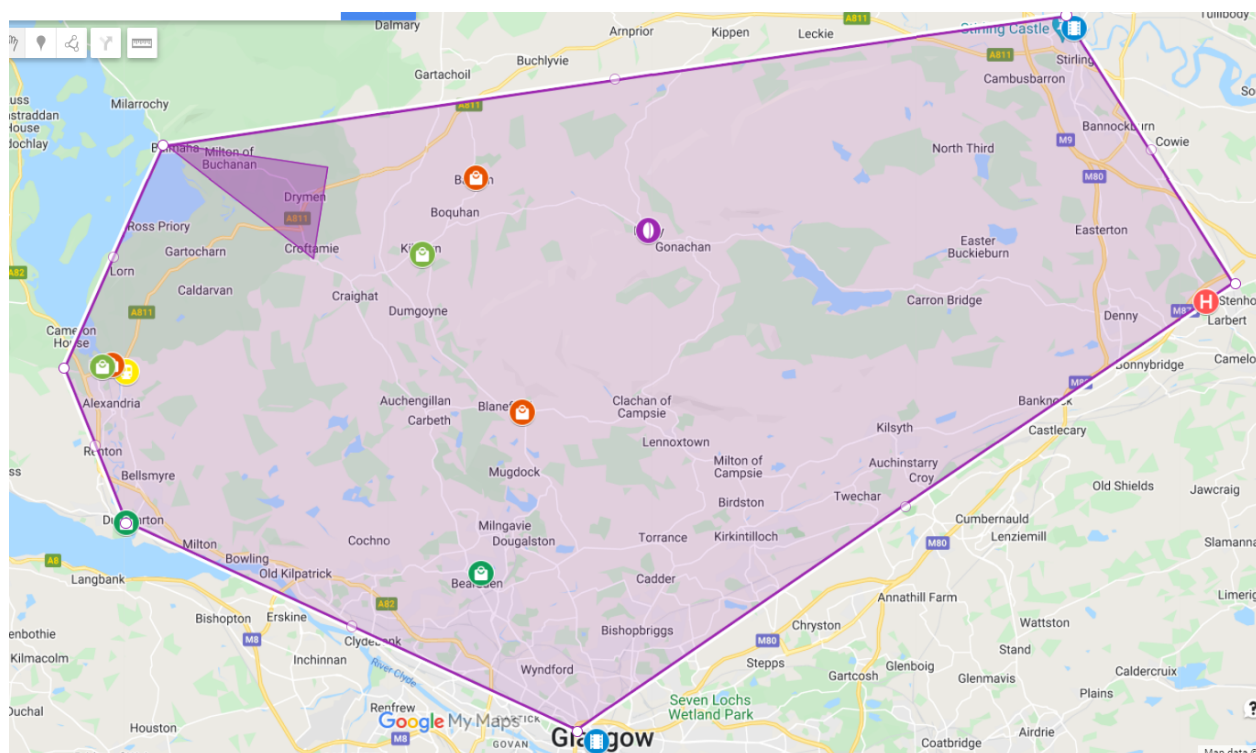
Following this logic, car-free access should be extended out of East Loch Lomond, forging corridors of access that are viable alternatives to private cars, and creating equity between people who drive, and those who can't or choose not to.

Face-to-face services such as groceries, leisure, retail, banking, post office and easy access to healthcare (such as The Royal Infirmary, in Larbert, for example), which one might expect to find in a 20 Minute neighbourhood, are in demand. However, a lack of viable car-free access is a barrier to achieving a true '20-minute Neighbourhood'. Car free access to these services from rural villages requires strong and high-quality public transport links.



The below map shows the catchment area and the broader region it relies on for public services, healthcare, leisure and groceries among other things.

- **Groceries** – Minimarkets in Balfron, Killearn are preferred for the availability of fresh produce
- **Groceries**- Supermarkets in Dumbarton, Bearsden and Milngavie are preferred for more affordable food and essentials
- **Post office** – since its closure in Drymen, Balfron and Strathendrick villages are relied on
- **Bank** – Balloch is the nearest since the closure of the local branch
- **Sports** – Fintry provides the closest facility
- **Hospital** – The distance to Larbert is a bone of contention for some, with the shortest public transport route taking over 2 hours each way.
- **Cities** – Stirling and Glasgow are in-demand destinations for leisure (particularly among older children and teens with bus passes) and for employment but lack of a direct route is a barrier



Extending the existing DRT service to these destinations, specifically, would be one way to provide access to these essential 20 minute neighbourhood features for those without a car. Given that this audience is made up of mostly younger and older generations, who do have a free bus pass, it would also remove barriers and level up access to these services for all.

It is not a problem, in itself, that services are dispersed but they should remain accessible to all. In *The 30-minute rural community / Future Mobility*<sup>ii</sup>, a paper aimed at starting a conversation about rural mobility in the UK, we are asked to reimagine how mobility within our rural communities can:

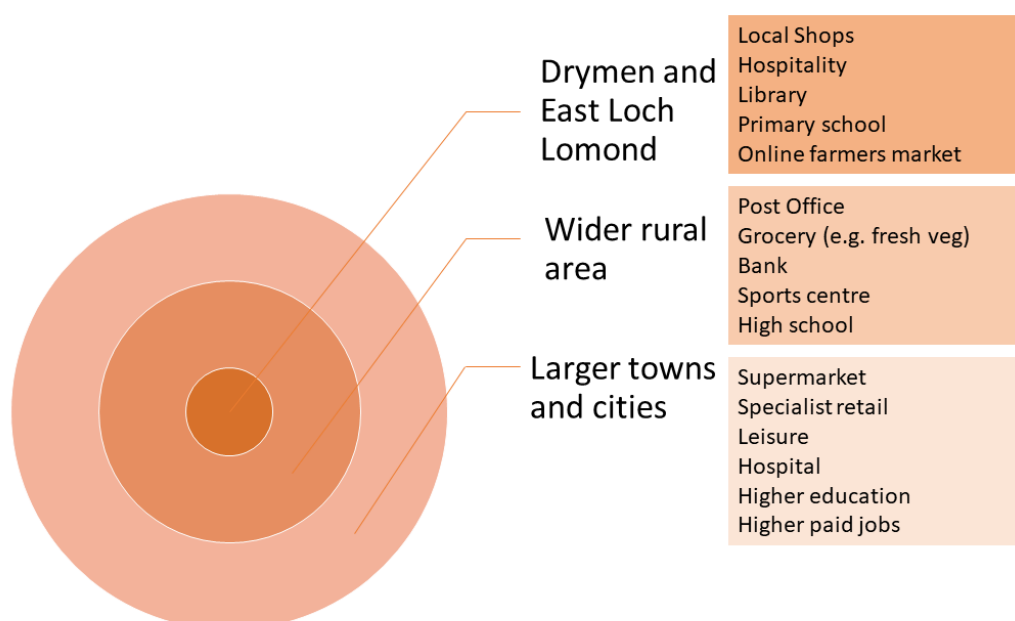
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*“connect dispersed healthcare, retail, education and leisure facilities so that more people have easier access as well as improving connectivity to local jobs and our major centres of activity such as market towns and cities”.*

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If the rural communities of East Loch Lomond collaborate as a place of interconnected villages that share their network of facilities, they can reduce the need for residents to travel long distances by car to meet their day-to-day needs, and create more economic opportunities through improved access to local alternatives, while also building bridges (literally in some cases) to nearby villages and towns, like Balfron, Balloch and Dumbarton, as well as cities of Stirling and Glasgow, for access to additional essential services.




The below graphic shows an example of services shared across a wider area that, with access for all, would form an adapted rural 20 minute neighbourhood.




Achieving the vision of Living Well Locally will involve better public transport, of course, but it also needs much more. The objectives proposed by people in communities on the east of Loch Lomond are summarised in the following tables. We have broken these down according to the themes running through this project: movement; spaces; resources; civic; and stewardship.



## Movement

	What	Where
 <b>Active Travel</b>	Shared-use paths segregated from the road	<ul style="list-style-type: none"> <li>- Through and between villages</li> <li>- Croftamie (&amp; Cycle route 7) to Milton of Buchanan via Buchanan estate entrance)</li> <li>- Completion of the partial off-road cycle route between Buchanan Castle and Balmaha</li> <li>- Balmaha to Drymen</li> <li>- Drymen to Balfron High school</li> <li>- Balloch, Killearn, Gartmore, &amp; Aberfoyle, Buchlyvie</li> </ul>
	Paths cleared of vegetation and levelled	<ul style="list-style-type: none"> <li>- Croftamie and around Village square</li> <li>- Stirling Road</li> <li>- Between Balmaha and Drymen</li> </ul>
	Paths Widened	Around Village square
	Footpaths	From bus stop on Balmaha Rd (opposite Gartness Rd) Helping navigate blind corner to the square
 <b>Public Transport</b>	Bike friendly buses	In general, to link active travel with onward destinations including railway station and cities.
	Shuttle buses between villages	Between local villages (hop on-hop off)
	Bus to cities	Stirling, Glasgow
	Bus / DRT extension to Balloch timed with Glasgow train	Balloch railway, Bank, post office,
	Bus / DRT extension to Forth Valley Royal Infirmary	Larbert
	Direct Response Transport (DRT) shuttle buses	Whole area
	School bus	Villages-Drymen-Balfron
	Community car share scheme	Drymen
	Open rail station in Croftamie	Croftamie - Glasgow
 <b>Pedestrians</b>	Pedestrian zones	Village centre or fully around the square
	Safe crossings	Square to Stirling Rd and Gartmore Road




 <b>Traffic</b>	Dedicated off road parking	Linking villages via shared use paths or park & ride
	Enforcement of yellow lines and pavement parking	Spar and Primary school
	EV (and e-bike) charge points	Drymen car park, Rowardennan and Balmaha
	Cattermills Bridge – welcoming and fit for purpose	Croftamie
	One way system (south in, north out)	Drymen
	Park & Ride	Linking villages via shared use paths and bus
	Speed cameras (replace existing traffic calming measures)	Whole area
	Measures to reduce traffic despite greater switch to EVs	Whole area





## Spaces




	What	Where
 <b>Empty Spaces</b>	Community Hub / Community space ('community' being a need in itself)	Mason's / Garage Drymen
	Small business park Additional hot desk space / internet café	Potential to bring disused buildings into use. e.g. Square and Main St. in Drymen
	Tourist Information centre / Luggage storage	Drymen
 <b>Biodiversity and Growing</b>	More trees & wildflowers	Whole area
	Planting to segregate paths and roads	Whole area
	Improved care of the lawn on the square	Village square
	Wildlife crossing underpass	A81
	Improved access and paths to and through woods and green spaces	e.g. Gallowswood and Old Gartmore Rd.
	More seating / picnic benches	Square and green spaces
	More space allocated for allotments and community food growing.	Drymen football pitch

	More community access to and use of space beside football pitch	Drymen football pitch
	Primary school to use space at side of pitch for nature play, gardening and growing	Drymen football pitch
	Sufficient litter and dog bins in green spaces and beauty spots	Whole area
	Hydro electricity	Whole area
 <b>Play and Recreation</b>	Play area for older children (e.g. skate park, pump track, flying fox)	Drymen
	Sheltered hang out area	Drymen
	All weather Sports facility	Drymen
	After school childcare	Drymen
	Ensure swimming pool is kept open	Buchanan arms
	Improved signage and lighting to and around play areas	Whole area
	Drain football pitch to allow use all year round	Drymen football pitch
	Bike friendly (bus pass accepting) public transport access to recreation and leisure facilities in other villages and surrounding towns and cities (this is the major ask from young people themselves)	Stirling, Glasgow, Balfron., Milngavie, Strathblane






## Resources

	What	Where
 <b>Post office &amp; bank</b>	Replacement of these services or facilitated face-to-face digital service	Drymen
	Convenient and quality access via public transport to these and similar services in Strathendrick or other places	Whole area
 <b>Shops</b>	Small supermarket e.g. Co-op (Balfron and Balloch branches are popular )	Drymen
	Craft fairs (and similar)	Village square
	Art gallery / pottery	Drymen
	Gift shop	Drymen
	More local veg (from expanded community gardens)	Drymen

 <b>Toilets</b>	Toilets to service tourism	Drymen (car park / park and ride) Islands in the loch
 <b>Leisure</b>	Cinema	Eg. in Village halls?
	Fast food	Eg. affordable pop-up nights in Drymen village hall
	More diverse high street	Drymen and Balmaha
	Library services - important to keep	Drymen
 <b>Homes</b>	Sheltered housing	All villages
	More smaller homes for elderly to downsize into (freeing up larger homes for growing families)	Drymen
	Limited number of new builds to meet village needs (Eg. max 2 or 3 bedrooms)	Drymen
	Sustainability of new homes and future proofing of old homes (e.g. energy efficiency, EV charge points)	Drymen
	Sufficient diverse job opportunities	Drymen
	Affordable homes to ensure local people aren't priced out of the area and workers to move closer to lower paid jobs in the villages	All villages
	Social housing	All villages






## Civic

	What	Where
 <b>Community engagement</b>	More volunteers and community group leaders needed	Drymen and other village community facilities, groups and clubs
	Volunteer notice board (tasks to be done, recruitment)	Village square
	Trading post	Village square
	Calendar of events: Christmas lights, craft and other fairs and sales	Village square
	Event notice boards	All villages. Offline
 <b>Community safety</b>	CCTV / neighbourhood watch	All villages
	Street lighting	play park, football pitch, road out of Drymen, and improvement in general
 <b>Pedestrian safety</b>	Prioritise pedestrians	All villages
	Address speeding vehicles	Whole area



## Stewardship

	What	Where
 <b>Litter</b>	Well maintained and sufficiently sized recycling centre for tourists and locals	Drymen
	Dog and litter bins	Along walking and cycle routes
	Small recycling bins combined with waste bins on streets	Drymen
	More uplifts in tourist season	Whole area
 <b>Pavements</b>	Pavements cleared and level - accessible to all abilities and wheeling	Whole area
 <b>Maintenance</b>	More council presence maintaining public areas	Whole area

## Next Steps

Essential to the success of any move towards 'Living Well Locally' or a bespoke rural version of a '20 Minute neighbourhood' is a recognition that communities don't exist in bubbles, but are inextricably connected by the facilities meeting the everyday needs that they share.

Rural place plans can therefore use the 20 minute neighbourhood model to provide dual focus - to explore the priorities within the village and also, together with neighbouring villages and towns, the priorities for improving access to essential services out of walkable reach and reimagining mobility for the wider area.

By doing this, local authorities could be left in no doubt regarding not just the individual demand on their resources at village level, but also the opportunity to support the Scottish Government's car kilometre reduction targets by 2030 and 2045 respectively at a broader and interconnected '20 minute neighbourhood' level.

For the vision set out by local communities to become a catalyst for change, everyone in the community should be given ample opportunity to engage and converse with the ideas set out here along with the overarching objective to be a more resilient and sustainable place that offers improved wellbeing economic opportunities. A lead anchor organisation can help ensure ideas become plans and help those plans progress to actions.

Recruiting a 'Living Well Locally' co-ordinator role could increase capacity and maintain momentum while building relationships with the stakeholders required. To an extent, the kind of systemic change sought through a 20 minute neighbourhood lens can be likened to the *Sustainable Food Places* movement. This benefits from a network of place-focused co-ordinators to connect stakeholders and communities as a whole and oversee the delivery of six interconnected, if quite diverse, objectives that all rely on significant action from across the public and private realm to create change for the benefit of people and planet.

Achieving the bigger picture changes set out in this vision will take more than a coalition of Community Councils, development trusts and similar community groups. Productive working relationships with businesses and the private sector, local government and Loch Lomond and the Trossachs National Park Authority, will be key. The following organisations too should be engaged as they have influence over how people live in and move through or use these spaces:

- Transport Scotland
- First Bus
- Scotrail
- Sustrans
- Mactaggart and Mickel
- The Loch Lomond and The Trossachs Countryside Trust
- West Highland Way Management Group
- Forestry and Land Scotland

A range of policy levers and hooks may be used to good advantage in bringing stakeholders into the necessary conversation. For example, according to the Climate Xchange in its recent paper *20 Minute Neighbourhoods in a Scottish Context*<sup>iii</sup> it builds into changes in planning.



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*“The desire to deliver the 20 minute neighbourhood ambition is also identified in the new spatial plan for Scotland to 2050, **National Planning Framework 4** (NPF4) Position Statement....It promotes 20 minute neighbourhoods as a key opportunity and clarifies a desire to guide change in both existing and new places. Importantly, it confirms an ambition to explore how the emphasis on living locally could work in different parts of Scotland, from remote rural communities to cities and towns, taking into account the needs of everyone in society so that equality is built in from the start”*

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It also builds into the Scottish Government’s net zero ambitions as highlighted in the *Climate Change Plan Update* (December 2020)<sup>iv</sup>

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*“We are also committed to delivering a place-based approach to our green recovery working closely with those communities and organisations that need change, are undergoing change or affected by change. Our ongoing planning system reforms will aim to reduce process and procedures so that planning can focus more on places and people and evolving concepts such as 20 minute neighbourhoods will prioritise quality of life and health as well as our net zero ambitions.”*

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Additionally, it feeds into Transport Scotland’s car emission reduction strategy. In its paper *Reducing car use for a healthier, fairer and greener Scotland - A route map to achieve a 20 per cent reduction in car kilometres by 2030*<sup>v</sup>, Transport Scotland points to delivering 20 minute neighbourhoods as an intervention to create places

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*“where people can have their everyday needs met locally within a 20 minute walk, wheel or cycle from their homes, reducing emissions and encouraging active travel.”*

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# Recommendations

To make this vision a reality the next steps involve:

- Technical assessments on the walkability, transport network, land use and housing issues raised within the list of objectives
- Detailed initiative and infrastructure opportunities to be identified across the area
- Place plans and broader collaborative implementation plans to be developed to deliver these

In the shorter term, the following next steps will help the vision for living well locally in Drymen and East Loch Lomond (as a rural adaption of a '20 minute Neighbourhood') to turn into objectives and tangible actions:

## **Confirm shared priorities**

The findings of the engagement work carried out by FEL should be presented back to the community, businesses and other stakeholders for a consensus to be formed on themes such as demand for fit-for-purpose foot and cycle paths or public transport, for example.

## **Form working groups**

Priorities shared by stakeholders from the National Park's communities east of Loch Lomond should then become the focus of cross-area, multi-agency sub-working groups set up to develop strategic plans to deliver desired change.

## **Seek funding and financial support**

It is hoped that the consultation process and findings in this report will support funding applications aimed at rural community development, or with a focus on any of the themes highlighted. Additionally, funding a **co-ordinator post** would increase local capacity and maintain momentum in achieving local objectives.

## **Instigate a participatory budgeting process<sup>vi</sup>**

This gives communities a direct say in how local money is spent, so that it goes on things improving their quality of life based on the communities' stated priorities. For example, in Paris, 10% of funds earmarked for an area goes through participatory budgeting.

## Conclusion

There is a huge opportunity for Drymen and the villages east of Loch Lomond including Croftamie, Milton of Buchanan and Balmaha to 'live well locally'. Between them these areas already have many of the features of a 20 minute neighbourhood and it is clear it is a place people love to call home.

However, residents have noted key areas for improvement, most notably the poor public transport infrastructure restricting access to essential services further afield. Poor maintenance of paths through and between villages and of direct cycle routes is limiting how people move around these villages or travel to nearby towns such as Balloch and Balfron for services such as education, high street facilities such as fresh produce and groceries, banking and post office counter services. These are a barrier to the place performing effectively as a 20 minute neighbourhood.

Traffic congestion, parked vehicles and speeding are to the detriment of the accessibility to local services, particularly during tourist season. These issues also impact on the attractiveness of the area and the perceived safety for pedestrians and cyclists.

There is an opportunity to reimagine how people travel to where they need to get to in this part of the national park and how, as a place, it can connect to the south (for instance to Glasgow) and to the east (for instance to Forth Valley Royal Infirmary or Stirling) for work, learning, leisure or other essential services that contribute to a high quality of life.

An infrastructure of high quality and shared use paths, and dynamic public transport options, could reduce reliance on private car use for these everyday journeys. This is particularly important as development of new homes - necessary to allow residents to downsize and ideally tailored for local needs and affordability - substantially grows the population and risks increasing commuter traffic.

Additionally, while more people have found ways to work from home following the pandemic, reducing their commutes and spending more time with family, increased active travel and public transport would contribute to other positive aspects of lockdown. Residents noted that these include a sense of quiet, clean air, no traffic noise or fumes, walking for exercise, shopping from local businesses and greater connection with neighbours.

Visitors are welcome and are regarded as essential to the local economy. Improving the gateways to the park (notably from Glasgow through Croftamie) and visitor facilities has benefits for locals too, by better balancing the needs of both groups. Public toilets, better litter management, improved tourist information signage and luggage storage for example would help keep people moving safely and negate the more negative impacts of the annual swell in population. Off-road parking and charging stations, or a park-and-ride, coupled with hop-on-hop-off shuttle buses would help to make village centres safer, more attractive and pedestrian and cyclist friendly and reduce the burden on Balmaha as a no-through road.

A better-connected East Loch Lomond with transport links to neighbouring towns and cities has potential to improve wellbeing and quality of life, to reduce health inequalities, to enable aging in place well and to deliver climate action, thus matching the desirable outcomes of a 20-minute neighbourhood.

# Appendix 1 - Illustration

## Living Well Locally in Drymen and East Loch Lomond





### Notes on viewing the illustration:

This illustration incorporates many of the ideas residents proposed during the consultation.

Please keep in mind the following points:

1. The purpose of the illustration is to reflect back to the community their combined vision and many of the ideas they proposed to improve their quality of life.
2. It is not geographically accurate or to scale and may not capture all the landscape. However, it broadly follows the shape of Drymen to show it acting as a hub for local services and how it provides easy access for those travelling in from the villages east of Loch Lomond, via a variety of active travel and public transport options.
3. It is not meant to be viewed in its entirety, but rather as a collage of ideas to provoke further discussion and inspire future planning
4. Features are indicative of collated groups of similar ideas and as such they may not reflect any individual idea exactly.
5. The location of features is indicative only and does not suggest they replace anything that currently exists in these spaces.



### Limitations:

The ideas set out here were prompted, largely, by the place standard questionnaire. If themes are missing or underrepresented it may be seen as a weakness of this tool in representing rural needs, rather than a lack of community vision. For example, land use, nature based climate solutions and the local digital economy (online shopping) are some additional areas to give thought to.



## Appendix 2 - Drymen Primary Mapping activity

### OUR 20-MINUTE NEIGHBOURHOOD PLAN

DRYMEN PRIMARY SCHOOL, DEC '21-FEB '22

#### Background



This report describes the outcomes of a project we, the children of Drymen Primary School, took part in to discuss and agree our ideas, needs and priorities for a 20-minute neighbourhood for the village. The project was commissioned by Forth Environment Link (FEL) and was facilitated by A Place in Childhood (APiC) with the support of FEL and the staff of Drymen Primary.



The project entailed two sessions. In the first session on the 16<sup>th</sup> December 2021, we took APiC and FEL on a tour of the places important to us in the village, after which these and others were put together on a “Drymen Village Map” (see Figure 1). In the second half of the session, we built upon these ideas by imagining what we would need to do to survive if the village and the surrounding land was an island. We collated ideas on another map called “Drymen Island” (see Figure 2). Together, these formed our draft plan for a 20-minute neighbourhood.



APiC then went away and wrote down everything we had done. In the third session on 10<sup>th</sup> February 2022, they came back to make sure they'd got this right and to see if there was anything we'd missed. We then discussed and agreed our top priorities for starting our 20-minute neighbourhood plan, as well as talking about the skills we already have which might be useful for taking it forward. APiC then added what we had discussed and agreed to the maps and report and checked that it was OK.



In the two sections below, there is first an overview of our two final maps, identifying places, and themes and priorities which are important to us now and in the future, to become a true 20-minute neighbourhood. There was considerable consensus regarding these.

## **DRYMEN'S IMPORTANT PLACES:**

The final map of "Drymen Village" shown on page 24, shows the places which are important to us, both what is good and what we think could be improved. There is a list of these below, which also includes a few other places in the local area that fall outside this map but appear on the "Drymen Island" map.

### **Places (and things) to be protected and / or improved in Drymen and the local area:**

**Our Woods:** Gallowhill and (our favourite) Ballyconach Woods, and Garadhban Forest for playing and climbing and walking

**The Village field and viewpoint** which is a great place to watch fireworks.

**Our great views** from the viewpoint and from the school field and the Garadhban Forest of Loch Lomond, Conic Hill, Ben Lomond and the hills towards Glasgow.

**Drymen Park:** needs more equipment and challenges for our age group

**Community Farm and Orchard:** there needs to be a litter bin here as people come here to snack and leave their rubbish.

**Football Field:** nets for the goals please.

**Our shops and eateries:** (our favourite) Skoosh!, the Deli, the Drymen Inn, The Winnock Hotel, Butcher, and the Clachan. We'd love a sweet shop and a fast food restaurant.

**Our Library** (more books for our age group please).

**Our Sledging Hill.**

**The Village Hub.**

**The Buchanan Arms** and its swimming pool.

**The Village Hall** and its clubs and events.

**The Old Buildings** around the Village Square (Clachan and Winnock), and also Buchanan Castle, and the Old School.

**The War Memorial**

**Millionaire's Road and the Big Houses**

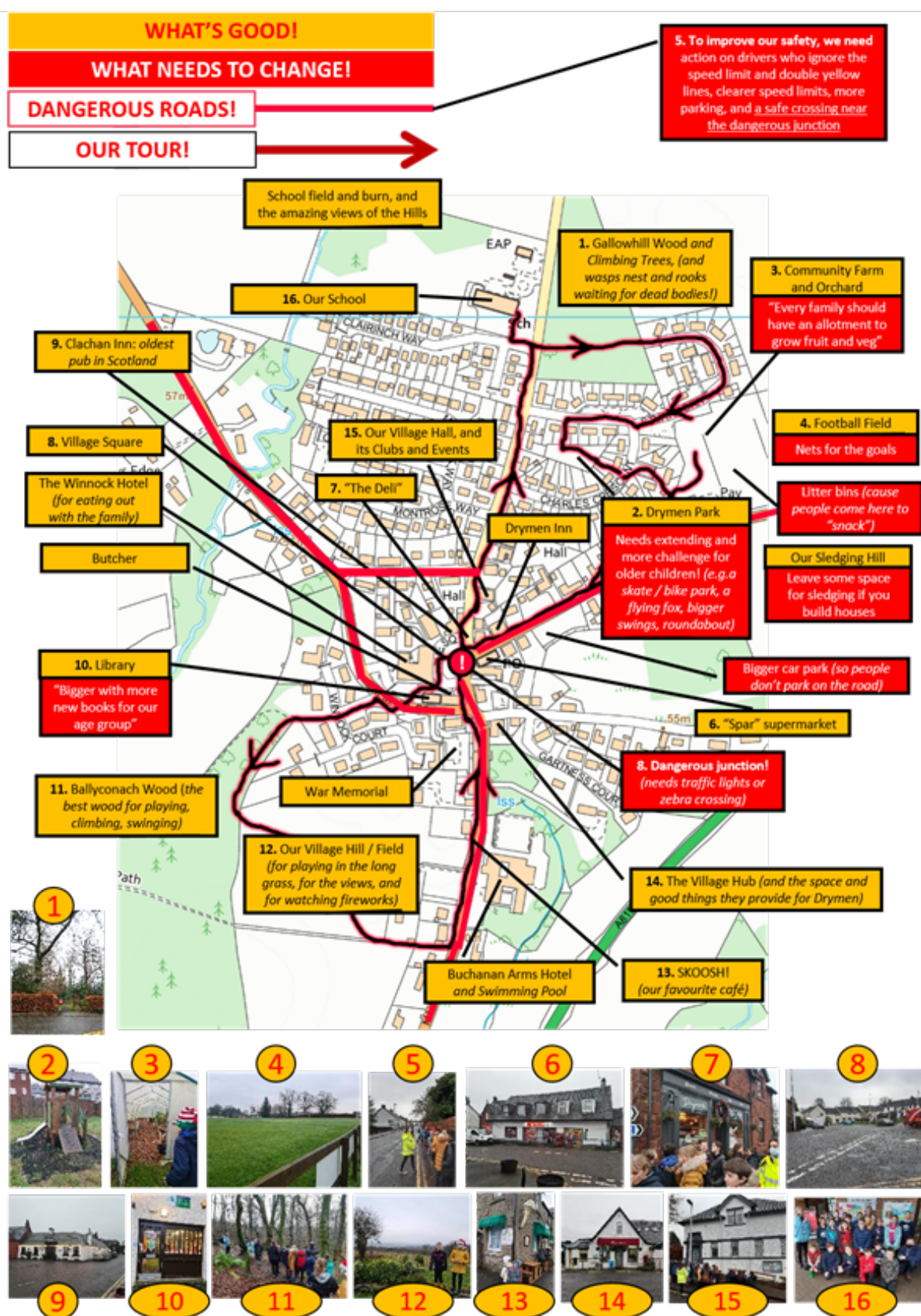
**"Penny Ponies"**

**The Quarry**

**The Golf Course**

**Croftamie** and the old railway, and the But and Ben Café

Figure 1: Drymen Village





## MAIN THEMES AND PRIORITIES FOR A 20-MIN NEIGHBOURHOOD:

Overleaf, is the final map of “Drymen Island” which summarises our main Themes and Priorities for a 20-minute neighbourhood. These are as follows:

### OUR TOP PRIORITIES:

- **Our Play, Outdoor and Sports Activities.** These things and our freedom to do them are very important to our life in Drymen. Improving them would be essential for a 20-minute neighbourhood. While we love Drymen Park and the swimming pool at the Buchanan Arms, the village doesn't offer much challenging play for children of our age. A big improvement would be a bike or skate park, a sand pit, a flying fox or bigger swings.

We also enjoy cycling, mountain-biking, walking in nature and swimming in the Endrick Water in Summer. However, we wish there were more trails and think this would be important for getting about safely in our 20-minute neighbourhood. Another priority would be to provide a £1 bike-hire service and electric bikes, so even children who cannot afford them are able to get about easily.



For sports, we value our football field, although we wish the goals had nets, so we don't have to waste time chasing balls. However, for our 20-minute neighbourhood, we'd love more sport options, including tennis courts, a gym, a trampoline park, a better football pitch or even a sports centre.

Finally, we love sledging in winter, and are all sad that there may be plans to build houses on the hill we all use. We wish there was a way of leaving some of that hill for us.

**More Eateries and Shops.** Drymen's places to buy food or eat are some of our favourite things about the village, particularly Skoosh (!), but also the Deli, the Butcher, the Drymen Inn, the Spar, the Clachan and the Winnock. However we really wish there were more options. Most of all we'd like to see a **sweet shop** but we'd also like a fast food restaurant like McDonalds, KFC or Subway. At the same time, we realise that in a 20-minute neighbourhood, we would need to make, rear or grow the food these shops or restaurants would require.

For Drymen Island we also think we'd need a “trading post”, food hall and pet shop, which sell all the essential things, electrical equipment and technology, local food, clothes, tools etc.



- Safer Roads.** Drivers who drive well over the speed limit through the village, or do not indicate or who park on double yellow lines along the main roads make us feel unsafe. A big priority for us is action and enforcement on dangerous drivers before a serious accident occurs. The danger spots are Stirling Road, Main Street, Gartness Road, and Balmaha Road (notably the section which cuts across to the Old Gartmore Road). We would welcome traffic lights or a zebra crossing near the corner / junction at The Square between Stirling Road and the Old Gartmore Road, which is particularly risky. We also think extending the car park would help by reducing the cars parking along the main roads, which makes crossing hazardous.
- Village Services.** To be a 20-minute neighbourhood we need to protect and improve our essential services. This includes having our own emergency services – fire, police, hospital - and medical facilities: doctor, dentist and vet, and also a post office, bank and a hairdresser. We love our library too but wish it had more new books for our age group. The Village Hall and Hub and what they provide for the village are also things we value highly and we need to keep them.

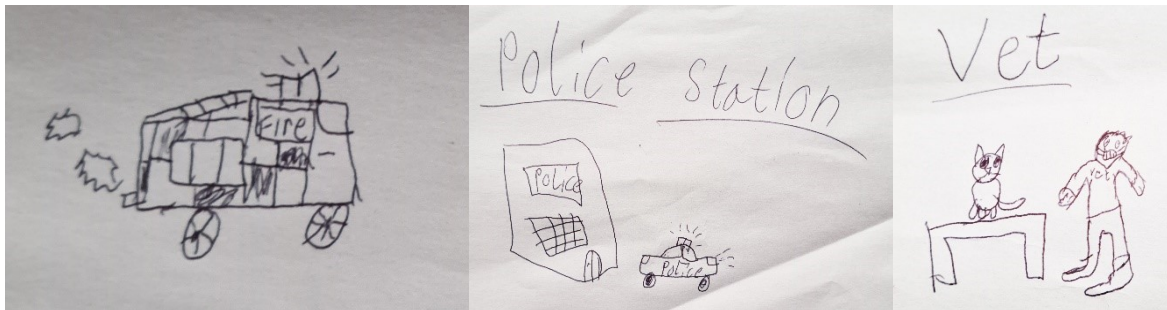
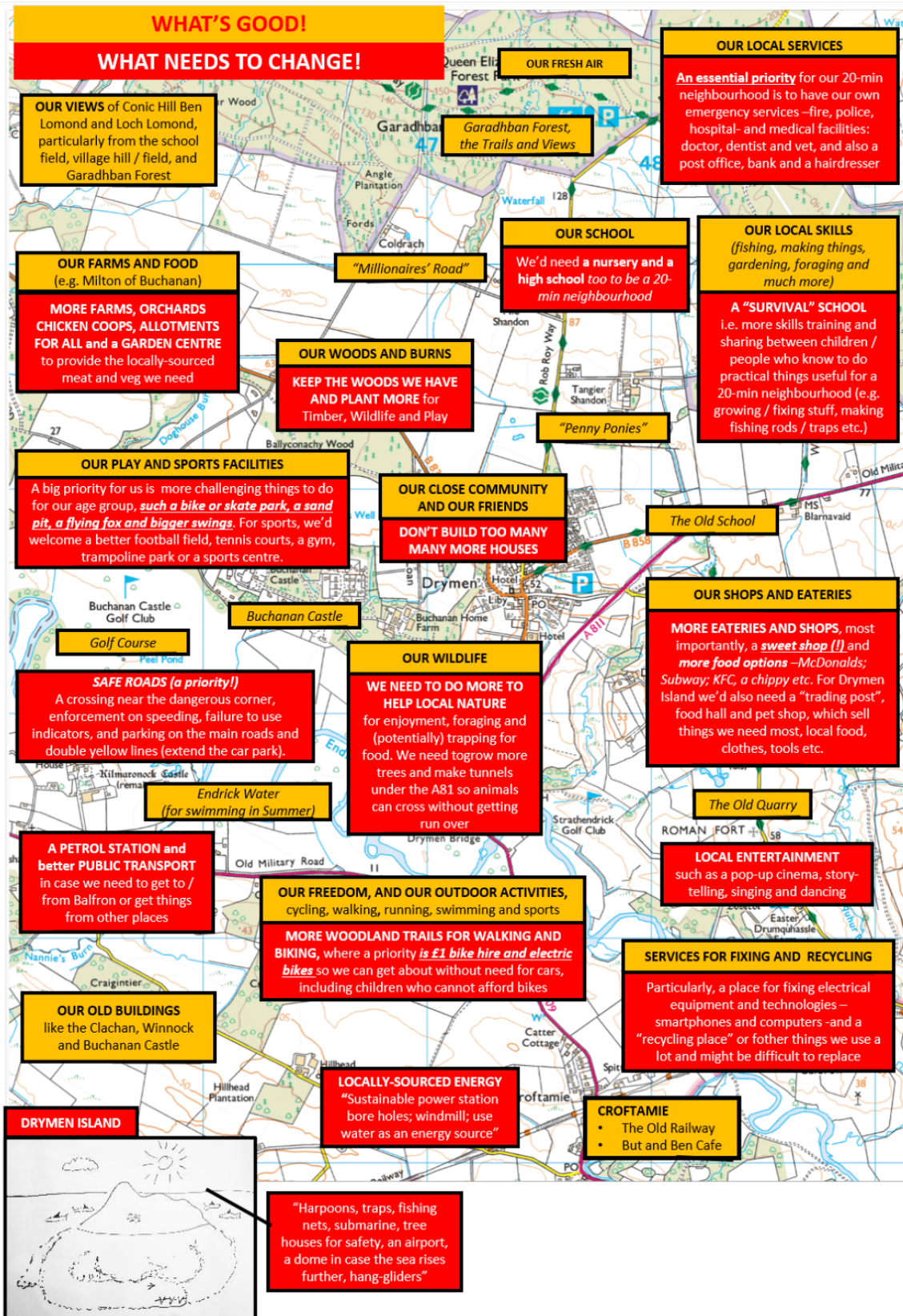




Figure 2: “Drymen Island”

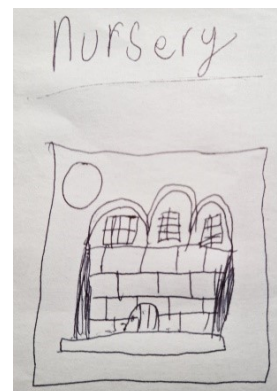


## OTHER IMPORTANT THEMES AND PRIORITIES:

- **Protecting and Improving Nature.** The local woods, burns, meadows, rivers and wildlife are very special for us for our enjoyment, play and the fresh air, and because the natural environment is incredibly important for everybody. To be a successful 20-minute neighbourhood, we feel strongly that we need to take better care of what we have and grow more woodlands for timber, foraging and food, and to provide more habitat for local animals. We also think there are ways we could help local wildlife, such as making tunnels under the A81 so animals can cross without getting run over.
- **Taking care of our Community.** We realise we have a very close and safe community where everyone knows each other and think it is important to keep things that way. Some of us feel it is important not to build too many new houses as this might change things.
- **Local Entertainment.** We wish there was more entertainment and more events in the village for us and our families. We think improving this would be very important if we were to have an enjoyable 20-minute neighbourhood and didn't have to travel all the time for entertainment. One popular idea we had was to have a pop-up cinema, although story-telling, singing and dancing were also mentioned.
- **Survival Skills and School(s).** To provide and make as much for ourselves as we can, we think it is important that we learn and share practical skills useful for a 20-min neighbourhood. These include the ability to grow and rear food, cooking, looking after nature and animals, building and fixing things, making fishing rods, traps, cutlery and plates, and even providing entertainment like storytelling, singing and dancing.

Following discussion, we realised that among us we have a lot of relevant skills we could teach including baking, cooking, cleaning, sewing, construction, designing, gardening, making things, foraging, storytelling, singing and dancing, and many more if we include our families.

Also, while we love our Primary School, to be a true 20-minute neighbourhood Drymen Island would also need a proper nursery and high school.



- **More farms, allotments, and food rearing and growing.** We value our community farm and our local farmers (e.g. at Milton of Buchanan), but think we need to rear and grow much more of our own food to be a 20-minute neighbourhood. We should grow our community farm, with more fruit trees and allotments for every family. We also need more local farms to provide enough meat, fruit and vegetables for the village, and for our shops and restaurants, without having to bring it in from elsewhere. A garden centre is also important, for equipment, plants, seeds and other things we'll require.

- **Sustainable power and heat.** We depend on electricity, and so Drymen Island will need to provide its own. Our ideas about how we do this include building “sustainable power stations”, windmills, bore holes, and looking at using our rivers and burns to supply energy.
- **A “recycling place”.** Drymen Island will need to recycle and reuse its waste if it is to be a successful and tidy 20-minute neighbourhood. In particular, we would need a place for recycling and fixing electrical or mechanical equipment and technologies such as smartphones and computers and other things we use a lot that might be difficult to replace. However, we also need to look at ways of using waste for other things, for example, using bones from the fish and animals we eat to make plates and cutlery.
- **Public transport.** Even the best 20-minute neighbourhood cannot produce *everything* it needs! We therefore need a petrol station and the ability to travel to neighbouring communities (e.g. Balfron) to access and get things we cannot provide for ourselves.
- **Taking care of our old buildings.** We think our old buildings are important to the village and how it feels to live here and that we should take care of them in our 20-minute neighbourhood. These include The Clachan, The Winnock Hotel and Buchanan Castle.

## Appendix 3 - Services and Facilities

Organisation Name	Type of Organisation	Purpose	Target Group For Services
<b>DRYMEN</b>			
<b>Community-led organisations</b>			
<a href="#">Drymen Community Development Trust</a>	Development Trust	Delivering projects to improve the community. DCDT actively seeks engagement and involvement from the community to determine and support key priorities	All
<a href="#">Drymen Community Council</a>	Community Council	Drymen Community Council consider a wide variety of local issues, including planning applications, traffic management issues, visitor management issues and lots of other community related matters	All
<a href="#">Village Hall</a>	Village Hall	Community asset, space for clubs, services for community use, volunteer run.	All
<a href="#">Drymen Church</a>	Church of Scotland	Provides religious & support services to communities of Drymen, Buchanan, Balmaha, Killearn, Balfroon, Gartmore and Aberfoyle. Church of Scotland.	All
<a href="#">The Hub G63</a>	Social Enterprise	Village Zero Waste Shop; Neighbourhood (online food market); Community Garden and Foraging; localised sustainable food hub.	All
<a href="#">Drymen Reporter</a>	Local Media	Four Editions per year - 16 page newsletter printed and delivered to local community (electronic version also available)	All
<a href="#">Drymen Brownies &amp; Girl Guiding Group</a>	Youth Organisation	Youth Activities for various staged groups: Brownies, Guides, Rangers	Youth
<a href="#">Drymen Active Travel Plan</a>	Development Trust	Developed Active Travel Plan	All
<a href="#">Drymen and District Senior Citizens</a>	Senior Citizens Organisation	For people aged over 60 who would like to come along once a month for some light entertainment.	Senior
<a href="#">Drymen Art Club</a>	Arts and Culture	Weekly Art Club Wednesday 1-4pm, village hall.	All
<a href="#">Drymen Scout Club</a>	Youth Organisation	Welcomes boys and girls aged 8-11. Currently they meet at 6pm on a Wednesday for 90 minutes.	Youth

Organisation Name	Type of Organisation	Purpose	Target Group For Services
<a href="#">Drymen Youth Café</a>	Youth Organisation	Drymen Youth Cafe is a club open to young people from the local villages of Drymen, Croftamie and Buchanan who are in years S1 - S6 at high school. It offers a varied programme of events including club nights with table tennis, pool, Xbox and games, classes in baking & cooking and team games.	Youth
Drymen Under 5's	Parent Toddler Group	Drymen Under 5's is a parent and toddler group. They meet in Drymen Village Hall twice weekly. Tea, coffee and snacks for adults and children are provided. The Under 5's group is a great way to meet new people for both the adults and children.	Parents
<a href="#">Probus of Lomond</a>	Men's Group	Probus Club of Lomond provides a forum for retired and semi-retired professionals and businessmen to meet and make new friends with others in similar circumstances. Members have a wide range of interests and life experiences which are shared at regular meetings throughout the winter months (Sept-April).	Men
<a href="#">Drymen in Bloom</a>	Environmental	Flowers and civic green spaces	All
<a href="#">Drymen Card School</a>	Card Playing	The Drymen Card School is a place to learn different card games that can be played by all ages. The card school encourages the older generation of our community to come along and help teach the next generation. It is a great way to get to know your local community in a fun environment.	All
<a href="#">Drymen Bridge Club</a>	Card Playing	A small, friendly bridge club open to players of all ages. Currently there is no facility to teach bridge or take on beginners, however if there was enough interest shown then lessons might be arranged.	Adults
<a href="#">Drymen Walking Group</a>	Walking	Weekly walking group with a focus on walking for health and wellbeing.	All
<a href="#">Drymens women's Institute</a>	Women's Group	The meetings take the form of a demonstration or a talk on subjects chosen by the members. There is still a focus on the traditional subjects such as crafting and cookery (Sept-May).	Women
<a href="#">Drymens History Group</a>	Interest Group	Local History Society (seasonal, last Thursday of month)	All



Organisation Name	Type of Organisation	Purpose	Target Group For Services
<a href="#">Loch Lomond Sailing Club</a>	Sailing	Loch Lomond Sailing Club	All
<a href="#">Strathendrick Stitchers</a>	Emroidery	Embroiderers guild/club - makers, talks, skills.	All
<b>Education (Local Authority)</b>			
<a href="#">Drymen Primary School</a>	Education	Primary School	All
<a href="#">Balfron High School</a>	Education	High School for Drymen and villages. Also available for use/hire by community. Includes pool, gym, outdoor sports tracks.	All
<b>Health</b>			
<a href="#">Drymen Health Centre</a>	Health Centre	GPs, pharmacy & other health services	All
<a href="#">Drymen Chemist</a>	Pharmacy	Pharmacy	All
<a href="#">Drymen Dentists</a>	NHS Dentist	NHS Dentist	All
<b>Public Services</b>			
Recycling Centre Balfron	Recycling Centre	<a href="#">Recycling centre - visits must be pre-booked.</a>	Adults
Public Transport (Buses)			
Drymen Library		<a href="#">Library Opening Times - Stirling Council</a>	
<b>Banking</b>			
<a href="#">Mobile Banking RBS</a>			All
<b>Businesses</b>			
<a href="#">Drymen Bakery and Deli</a>	Food Producer	Bakers & Deli and Coffee	All
<a href="#">The Wee Video Company</a>	Media	Media and video production	All
<a href="#">Thomas Robinson Architects</a>	Architects	Providing architecture and interior architecture services to clients throughout Scotland on all types of projects.	All

Organisation Name	Type of Organisation	Purpose	Target Group For Services
<a href="#">Sharmi Yoga</a>	Health & Leisure	Yoga, all types	All
<a href="#">Retreat Scotland UK</a>	Health & Leisure	Little boutique experiences incorporating yoga, walking, exercise fun, juicing, buddha bowls. For all individuals and working with many cancer charities. Retreats/Accommodation	All
<a href="#">Paul Saunders Photography</a>	Media	Photography for all occasions	All
<a href="#">Paul Saunders Marketing</a>	Media	Marketing consultancy, website design, PR, commercial photography & video production. Marketing support and creative digital content to help grow local businesses.	All
<a href="#">Mairi Duncan sales and marketing</a>	Sales & Marketing	Specialises in hospitality sector	All
<a href="#">Neighbourfood Balfon (Drymen - g63 Hub)</a>	Food	Online click and collect local food market	All
Killearn Garage (services drymen)	Garage	MOTs repairs, services	All
<a href="#">Fraser C Robb</a>	Agricultural/ Outdoor machinery	Sell, service and hire all types of farm and garden machinery.	all
<a href="#">Pothole Repairs</a>	Road Repair	Pothole/driveway repairs	All
<a href="#">Craigievern Poultry</a>	Poultry	Craigievern supplies free range poultry and ducks, free range eggs and free range pork from our farm on the outskirts of Drymen.	ALL
<a href="#">Drymen Business Hub</a>	Business Hub	Hot desking, co-working space, meeting space, event space	All
<a href="#">Buchanan Castle Pro Shop</a>	Retail	Golf Retail	All
<a href="#">Klassy Kuts</a>	Hairdresser	Hairdresser: ladies, gents and children.	All
David MacDonald Butchers	Butcher	Butchers and vegetables	All
<a href="#">Moon Drymen</a>	Clothing	Ladies fashion	All
<a href="#">Not too Shabby</a>	Furniture	Specialises industrial, country style, hand-painted modern furniture (from Asia)	All

Organisation Name	Type of Organisation	Purpose	Target Group For Services
<a href="#">Skoosh</a>	Tearoom	tearoom and takeaway	all
<a href="#">Spar Drymen</a>	Shop	Collect Plus, off licence, ATM, lottery, fresh fruit n veg, meat, post office, pay point.	All
<a href="#">The Village Hub Shop</a>	Shop	The village shop sells zero waste and local food, sustainable living products & daily staples.	All
<a href="#">The Buchanan Arms Hotel</a>	Hotel	Pub, Food, Accommodation	All
<a href="#">The Winnock Hotel</a>	Hotel	Pub, Food, Accommodation, Events & Functions.	All
<a href="#">Angel Cottage</a>	B&B	Accommodation	All
<a href="#">Ashbank Bed and Breakfast</a>	B&B	Accommodation	All
<a href="#">The Clachan Inn</a>	B&B	Accommodation, pub, food.	All
<a href="#">The Hawthorns</a>	B&B	Accommodation	All
<a href="#">Shandon Farmhouse</a>	B&B	Accommodation	All
<a href="#">Arcadia Glamping</a>	Glamping	Accommodation	All
<a href="#">Craigievern Holiday Cottage</a>	B&B	Accommodation	All
<a href="#">Ellanderroch</a>	B&B	Accommodation	All
<a href="#">The Pod and Nest</a>	Self catering		
<a href="#">White Cottage</a>	Self catering		
<b>Croftamie</b>			
<a href="#">The But and Ben</a>	Cafe/Venue	Situated on the West Highland Way, close to Drymen, Balmaha and Loch Lomond, we are an ideal stop for those walking, cycling or enjoying a visit to Loch Lomond and The Trossachs National Park. Members of Forth Valley Food & Drink.	
<a href="#">Croftamie SWI</a>	SWI Group	Meet the first Weds of the month at The But and Ben from 7.30pm	
<a href="#">Croftamie Development Trust</a>			

Organisation Name	Type of Organisation	Purpose	Target Group For Services
<b>Buchanan</b>			
Buchanan Community Council - DISSOLVED			
Buchanan of Milton Primary School - May Close			
Buchanan Memorial Hall			
<b>East Loch Lomond (Covers Balmaha &amp; Milton of Buchanan)</b>			
<a href="#">East Loch Lomond Community Trust</a>			
East Loch Lomond Community Trust			
East Loch Lomond Community Trust			
<b>Balfron</b>			
<a href="#">Balfron High School</a>	Education		
<a href="#">Balfron Community Council</a>			
<a href="#">Balfron Heritage Group</a>			
<a href="#">Balfron library</a>			
<a href="#">McLintock Hall</a>		Hosts various community groups. See websites for links, including activities such as Scouts and mother & toddler groups.	

## Links and footnotes

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<sup>i</sup> <https://www.surf.scot/wp-content/uploads/2022/03/20-MN-in-Rural-Island-Scotland-January-2022.pdf>

<sup>ii</sup> <https://www.wsp.com/en-GB/campaigns/lets-think-differently-about-rural-mobility>

<sup>iii</sup> <https://www.climateexchange.org.uk/research/projects/20-minute-neighbourhoods-in-a-scottish-context/#:~:text='20%20minute%20neighbourhoods'%20are%20places,routes%2C%20or%20by%20public%20transport.>

<sup>iv</sup> <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/documents/>

<sup>v</sup> <https://www.transport.gov.scot/publication/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030/>

<sup>vi</sup> <https://pbscotland.scot/>



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**Loch Lomond & The Trossachs**  
**National Park Authority**  
Carrochan, Carrochan  
Road, Balloch G83 8EG

**t: 01389 722600**

**w: [lochlomond-trossachs.org](http://lochlomond-trossachs.org)**

**e: [info@lochlomond-trossachs.org](mailto:info@lochlomond-trossachs.org)**



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Cameron House,  
Forthside Way,  
Stirling FK8 1QZ

**[www.forthenvironmentlink.org](http://www.forthenvironmentlink.org)**



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