



National Park Place Programme

Agenda Item 5

Appendix 4 – East Loch Lomond Strategic Development Framework

National Park Authority Board Meeting
13th June 2022

Loch Lomond & the Trossachs National Park

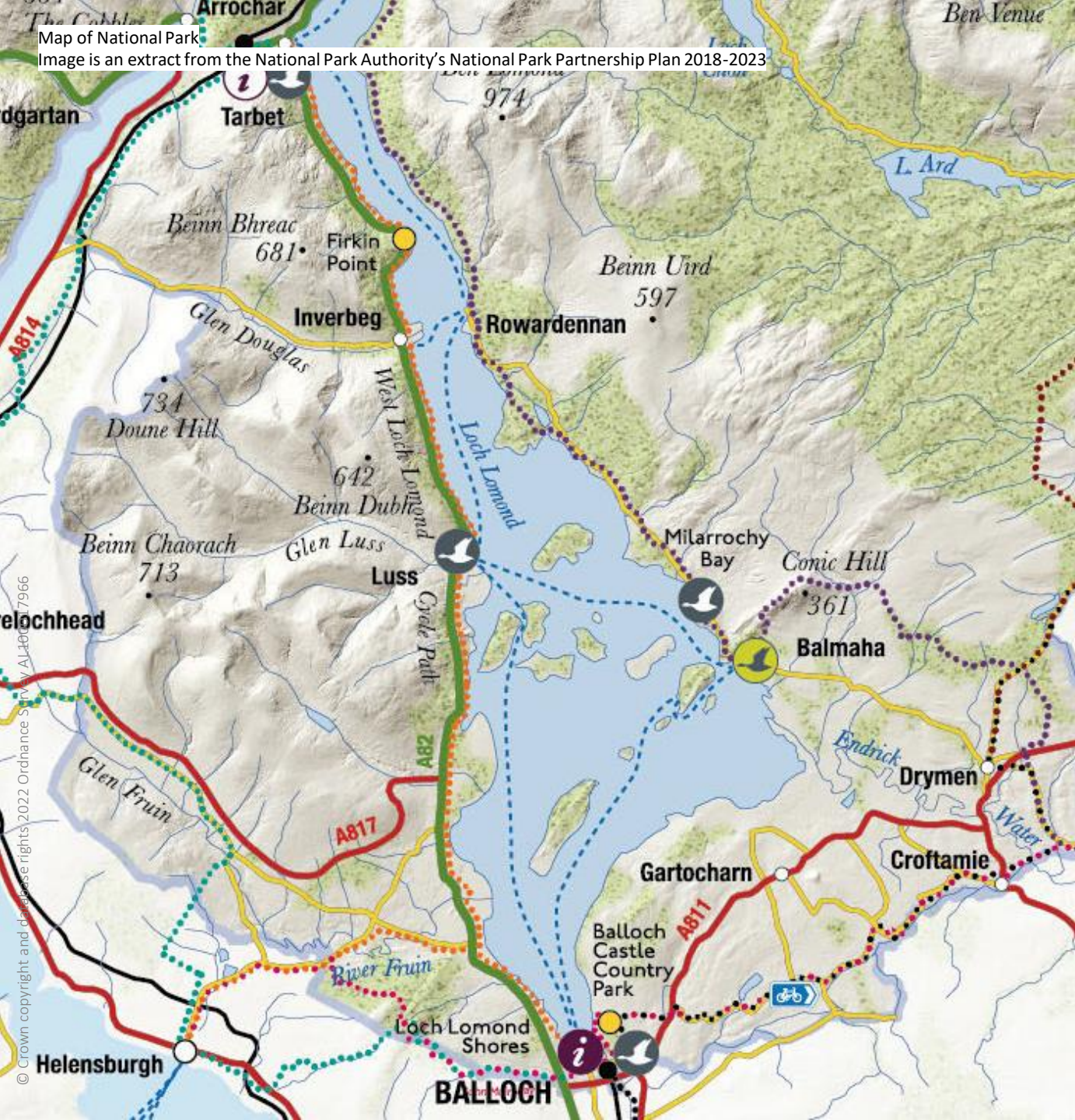
East Loch Lomond Strategic Tourism Infrastructure Development Framework

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Introduction



Introduction

The Loch Lomond and Trossachs National Park Authority has commissioned this study to identify high level requirements for strategic tourism infrastructure development in the East Loch Lomond area of the National Park.

This study has been developed through a design-led review of current known information, including existing survey data and a review of current site provision, incorporates infrastructure opportunities identified by the National Park Authority/ Visitor Management Group, and has been informed by previous stakeholder/ community engagement and discussions.

Proposals have been developed through engagement with the East Loch Lomond Visitor Management Group and stakeholders, through a process which will continue beyond this study. Concepts have been developed for all sites identified as being strategic for the National Park Authority & Partners within the area defined as East Loch Lomond.

Timescales have not allowed detailed community engagement at this initial stage. However, having been based upon earlier dialogue on local issues, onward progression of projects will have community engagement embedded in the planning and design process to ensure outcomes fully support local as well as visitor needs.

The study is can be described as a live document which will be reviewed and updated to reflect the findings of ongoing project development, engagement and respond to the results of studies currently running in parallel. The study will be used as a framework, talking point, and starting point for detailed examination of the projects identified within, and a tool for use in applying for funding.

Study Objectives

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

Strategic Study Supporting Sustainable Tourism



The National Park Authority with the support of Scottish Government are seeking to develop a 5-year work programme, with capacity to draw-down on the COVID Recovery Task Force Funding delivered through the Rural Tourism Infrastructure Fund (RTIF) administered by Visit Scotland.

Environmental Capacity Promoting Place Based Assets



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

Site Audit & Analysis Based on Problems/Opp's/Issues/Constraints



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

Concept Ideas Aligned with Stakeholder Engagement



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

Concept Development Feasibility Cost & Programme



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

Integrated Plan & Programme Consistent with LDP & Partnership Plan



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



Context

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

The following information sets the context for this study:

- Local Development Plan 2017-2021
- Partnership Plan 2018-2023
- Climate Emergency Plan
- Core Paths Plan
- Visitor Experience – Tourism Development Plan
- Design & Placemaking (Scottish Government)
- West Loch Lomond Development Framework (Scottish Government)
- Design & Placemaking Guidance (Scottish Government)
- National Park Biodiversity Action Plan & Programme 2018-2023
- Local Place Plans
- Listed Buildings & Conservation Areas
- Trees & Woodland Strategy
- National Park Website – Project / Action Plan Updates
- National Park Authority Geographic Information System (GIS) Database

Additional references have been taken from wider policy frameworks including:

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

Alignment with the National Park Partnership Plan

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

Priority Outcomes for Key Elements of Visitor/Tourism Infrastructure

Conservation & Land Management

Outcome 1: Natural Capital

Priority 1.1: Habitats
Priority 1.2: Species

Outcome 2: Landscape Qualities

Priority 2.1: Landscape & Heritage

Outcome 3: Climate Change

Priority 3.1: Climate Change

Outcome 4: Land Partnerships

Priority 4.1: Integrated Land Management

Visitor Experience

Outcome 5: Recreation Opportunities

Priority 5.1: Path Provision
Priority 5.2: Path Maintenance
Priority 5.3: Active Travel

Outcome 6: Water Recreation

Priority 6.1: Water Facilities
Priority 6.2: Waterbus Network
Priority 6.3: Water Recreation

Outcome 7: Visitor Economy

Priority 7.1: Growing Tourism Markets
Priority 7.2: Information & Connectivity

Outcome 8: Visitor Management

Priority 8.1: Visitor Management
Priority 8.2: Public Transport

Outcome 9: Health & Learning

Priority 9.1: Health Improvement
Priority 9.2: Engagement & Learning

Rural Development

Outcome 10: Placemaking

Priority 10.1: Improving Towns & Villages
Priority 10.2: Built Heritage
Priority 10.3: Improved Resilience

Outcome 11: Sustainable Growth

Priority 11.1: Low Carbon Economy
Priority 11.2: Rural Diversification
Priority 11.3: Infrastructure for Business Growth
Priority 11.4: Broadband & Mobile Coverage

Outcome 12: Sustainable Population

Priority 12.1: Skills & Training
Priority 12.2: Affordable Housing
Priority 12.3: Local Services

Outcome 13: Community Empowerment

Priority 13.1: Supporting Capacity of Community Organisations
Priority 13.2: Supporting Community-led Action
Priority 13.3: Supporting Partnership Working

Challenges of Covid-19 and impacts/ implications on visitor use and demand

Study Focus

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

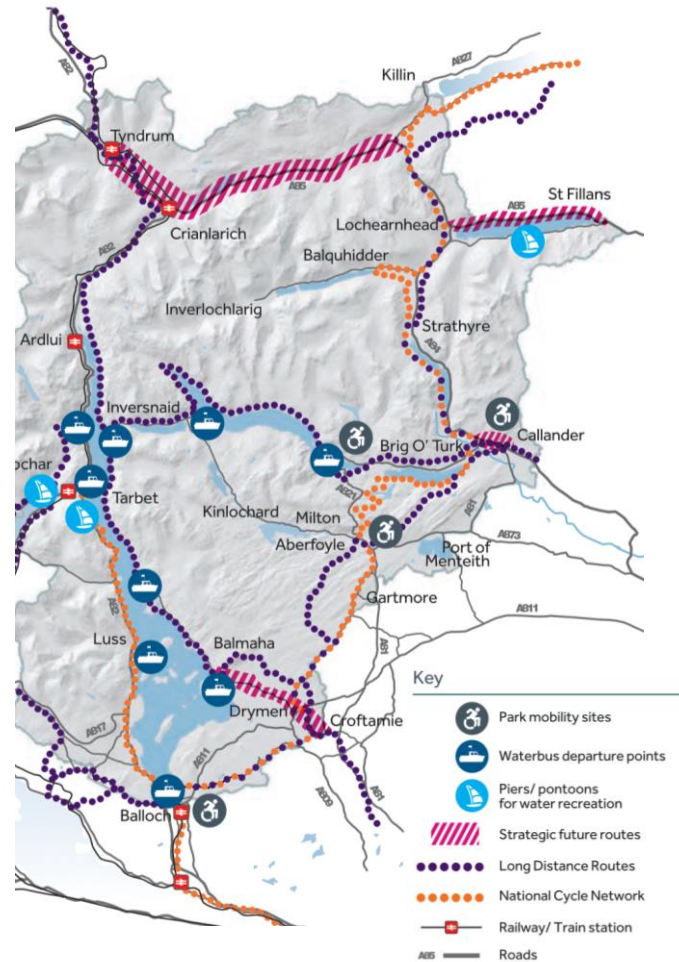
The study builds on National Park Partnership Plan and Local Development Plan (extracts plans to right)

Visitor management will promote development of/greater use of the National Walking and Cycling Network (LDR/ NCR) for recreation and active travel and importantly promote better linkages from existing public transport hubs and services to support sustainable travel choices.

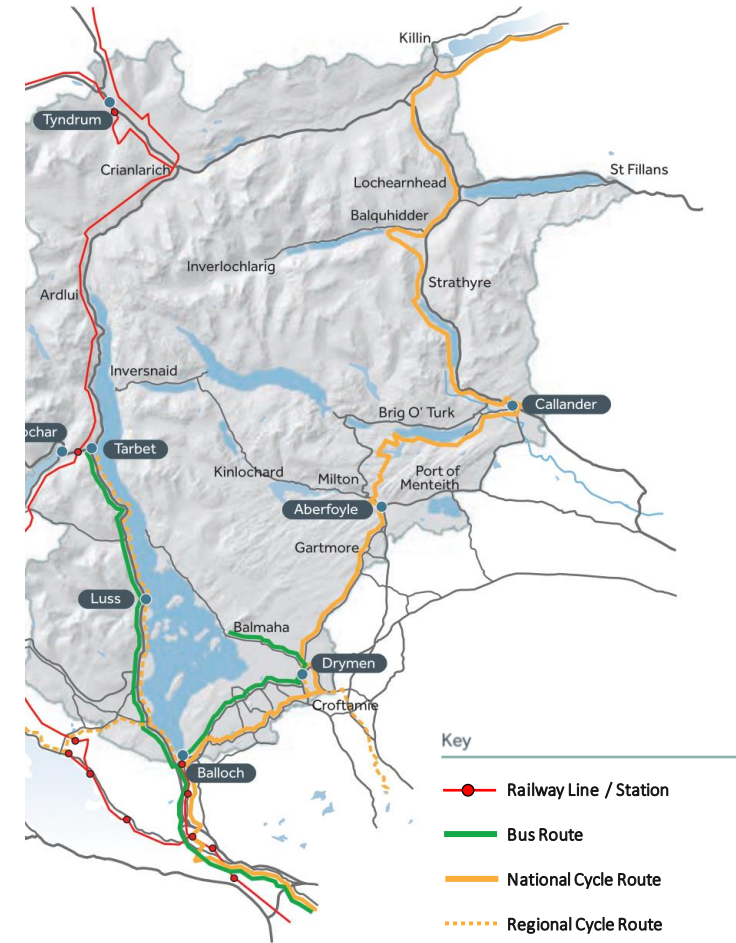
Important in the recreational network and transport network are bus & water-based connections that give non-car-based access to East Loch Lomond and links to Balloch. Extending travel choice by supporting sustainable modes through the development of a comprehensive interlinked sustainable transport system (Shuttle bus/ Waterbus) are proposed by the National Park Authority to help deliver wider elements of the Partnership Plan and commitment to net zero

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

Strategic Recreation Network



Access & Transport Network



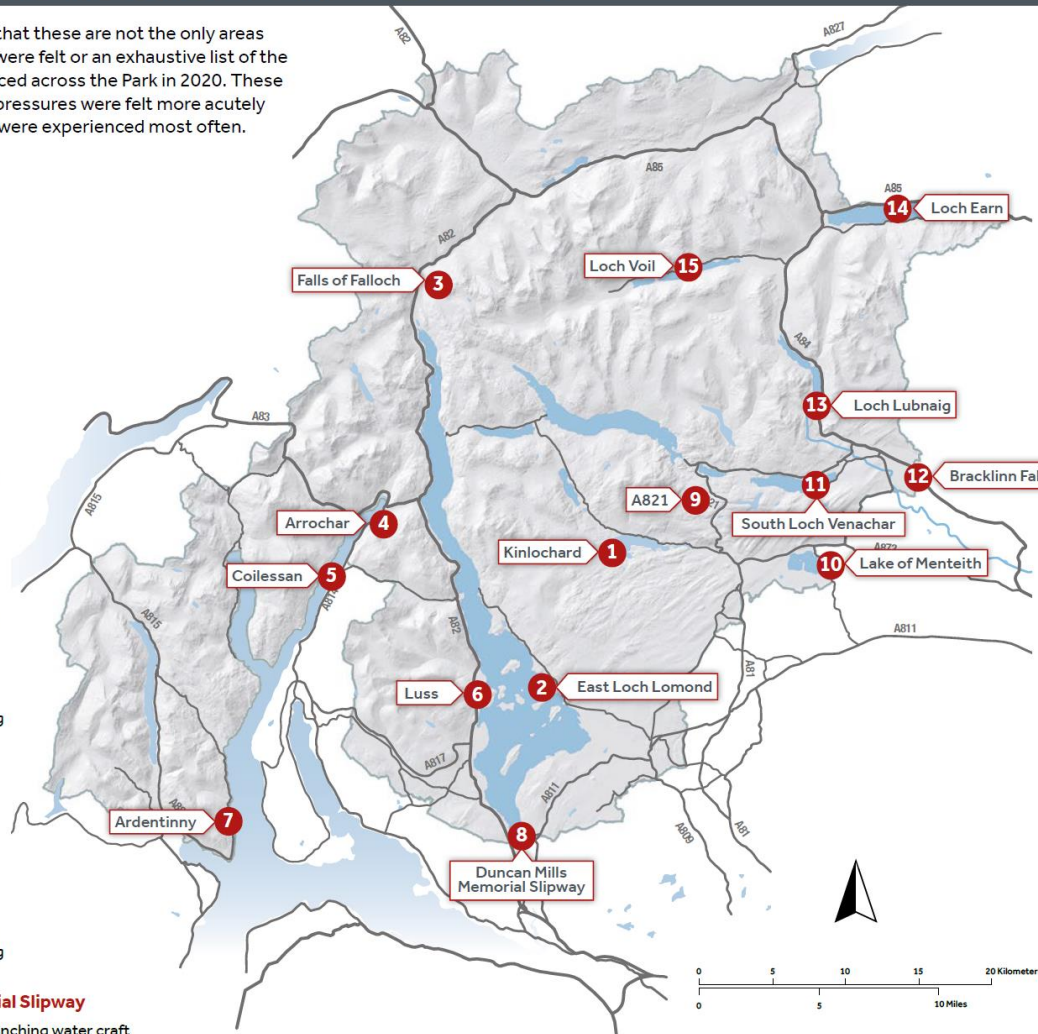
National Park Safe Recovery Action Group Covid Response Plan:

Identifies additional pressures and need for improvement

MAP 1: VISITOR PRESSURES EXPERIENCED IN 2020

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

- 1 Kinlochard**
 - Traffic congestion
 - Irresponsible parking
 - Irresponsible toileting
- 2 East Loch Lomond**
 - Traffic congestion
 - Irresponsible parking
- 3 Falls of Falloch**
 - Irresponsible parking
 - Risk of high speed Road
 - Traffic Accident
 - Littering
- 4 Arrochar**
 - Traffic congestion
 - Irresponsible parking
 - Risk of high speed Road
 - Traffic Accident
- 5 Coileissan**
 - Antisocial Behaviours associated with camping (permit area closed)
- 6 Luss**
 - Irresponsible parking
 - Inadequate service provision for visitor numbers
- 7 Ardentinny**
 - Anti-social behaviours associated with camping
- 8 Duncan Mills Memorial Slipway**
 - Reduced capacity for launching water craft



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

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

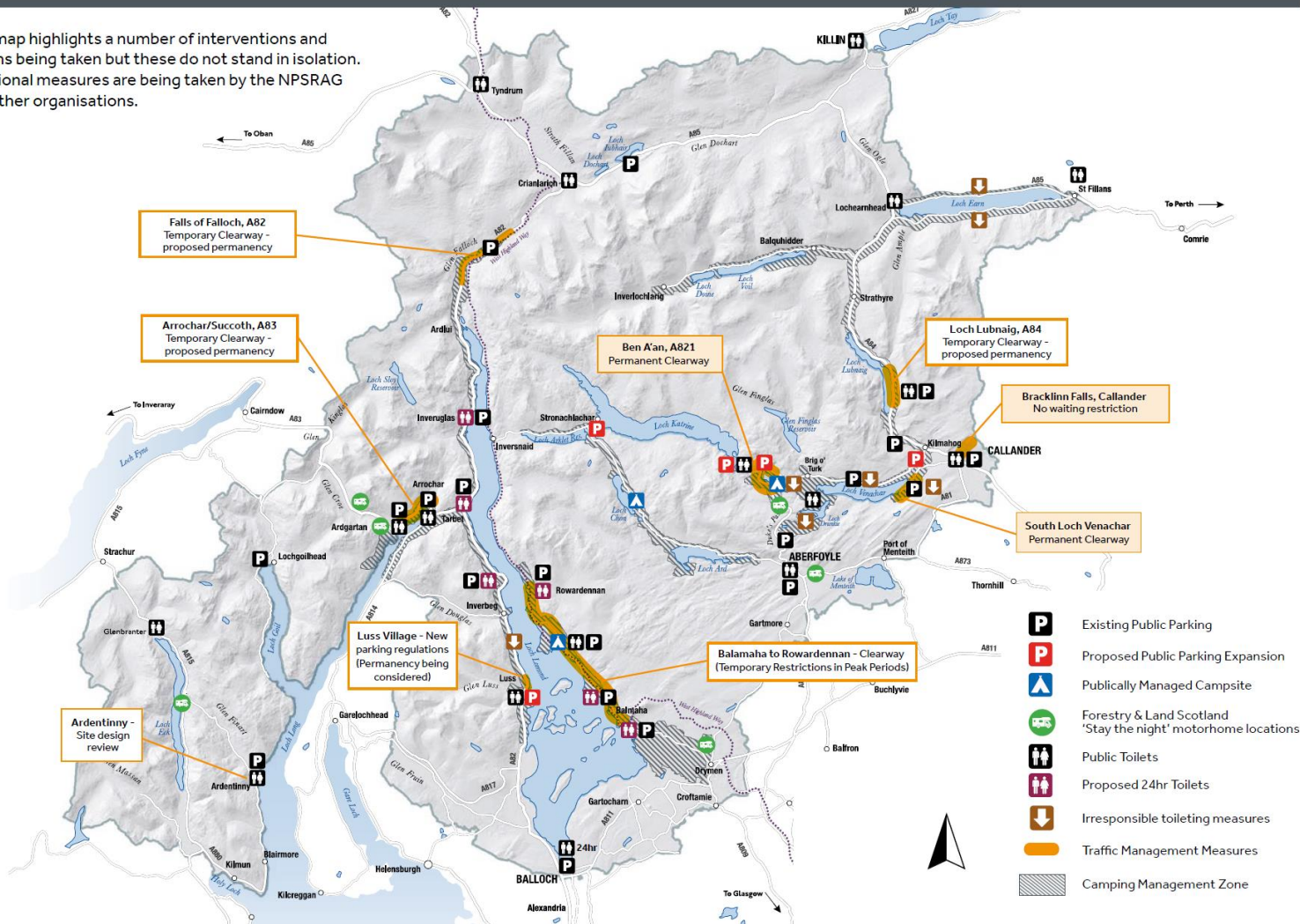
The Plan responds to the Covid global pandemic with its increase in visitor pressures and address local issues and concerns.

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

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

MAP 2: MANAGING KEY VISITOR PRESSURES IN LOCH LOMOND & THE TROSSACHS NATIONAL PARK

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



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

Creating a sustainable tourism model looks to improve the visitor experience whilst also protecting local amenity and enhancing access and facilities for the wider community. Many sites and locations have come under significant pressure during Covid (levels of activity/ irresponsible use/ anti-social behaviour/ congestion/ littering/ etc). These are not comprehensive and many locally specific issues on East Loch Lomond that have been highlighted need to be addressed in the planning and future development of the visitor infrastructure at specific sites.

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

High-Level Policy

The Strategic Development Study reviewed the vision and challenges and opportunities, outcomes and priorities as identified within the Partnership Plan and following engagement with the East Loch Lomond Visitor Management Group. The Visitor Management Group highlighted the critical importance of local engagement in the development of future plans.

Problems

- Sustainable management of an environment of high value and sensitivity offering quality visitor experiences in an area with increasing visitor pressures.
- Challenges of water management. Critical issues associated with use/mis-use and antisocial behaviours
- Avoiding a 'predict & provide' strategy that simply responds to visitor pressure through greater provision and is ultimately unsustainable.
- Damage to sensitive landscapes and nature
- Need to address Climate Change and Net Zero commitments by reducing car dependency and extending choice, facilitating modal shift and limiting demand.
- Pressures on single lane, cul-de-sac road beyond Balmaha. Conflicting demand v capacity
- East Loch Lomond limited public transport access (no rail/limited bus) with need to develop a 'hub' based on sustainable modes
- Awareness of wider opportunity (education/facilities) and investment requirements takes time to build a sustainable network

Opportunities

- Extend recreational opportunity to offer a more inclusive and diverse range of experiences across the Park
- Grow tourism activity and enterprise support in partnership to ensure high intensity use areas offer complimentary visitor facilities
- Secure greater access by public transport securing Net Zero benefits strengthening service support at Hubs
- Capitalise on the benefits of nature
- Improve quality / diversity and distinctiveness of the visitor experience
- Use good design and better provision to encourage more responsible behaviours
- Secure barrier free / inclusive access meeting the needs of all users
- Develop Active Travel Networks between 'Hubs' allowing integrated routes
- Use of good design and better provision to support more responsible behaviours
- Benefits for nature, landscape, place
- Capitalise on water-based transport connection and cross Loch interconnectivity and access along East Loch Lomond

Issues

- Visitors and communities have a sense of appropriateness relating to scale / character of facility requiring sensitive integration within settlements/sites
- Carrying capacity of sites/ locations (water and land) are not necessarily aligned to visitor demand/ levels of use & mis-use and sustainable management
- Main facilities should focus on settlements and primary road corridors and offer dispersal from these points
- Waterbus arrangements offer a distinctive additional visitor experience but have significant operational and user cost
- Shuttle bus arrangements offer a sustainable alternative to personal transport and would allow traffic to be limited but have significant operational cost
- Park and ride and parking facilities required to support interchange between personal and public transport require significant masterplanning, public engagement, resolution of ownership issues.

Challenges

- Visitor demand in the National Park grew by 14% (2014-2017) with consistent growth and additional Covid related uplift – demand is growing faster than capacity
- Securing early wins / additional infrastructure /new model for VM is time critical.
- Developing and implementing a Sustainable Transport strategy
- Identifying mechanisms to provide more robust control, enforcement & management of the water-based leisure
- Supporting modal shift and working for climate and nature
- Developing a visitor infrastructure as a resilient network of facilities, places, & routes needs education/awareness alongside infrastructure provision
- Revenue costs, operational management and maintenance generated by capital investment in infrastructure

Place-Level Design

The Strategic Development Plan reviewed the vision and challenges and opportunities, outcomes and priorities as identified within the Partnership Plan and identified following place & site level issues.

Problems

- Demand exceeds local carrying capacity
- Congestion /De-values visitor hotspots
- Peak day congestion / over-use
- Changing visitor needs
- Inadequate Car Parking
- Need for Motorhome Servicing
- Camping Facilities/Uncontrolled Camping
- Lack of safe road crossings
- Management of Waste Facilities
- Fragmented Active Travel Networks
- Inadequate infrastructure
- Environmental degradation impacting on landscape and nature
- Adverse impact on place quality & community/residential amenity
- Potential conflicts residents / landowners
- Potential conflicts visitor/user groups
- Lack of Signage / Information
- Limits capacity sustainable management
- Limits enterprise & Community Wealth

Opportunities

- Infrastructure that supports a nature- centred approach, green recovery and modal shift (supporting climate action)
- Infrastructure a catalyst for recovery
- Supports additional place capacity
- Extend visitor experiences / value
- Facilitates inclusive access
- Extends unique/special experiences
- Extending Public Access / Trails
- Promotes Health & Well Being
- Promotes Hubs with Public Transport
- Disperse peak visitor numbers
- Improves connectivity/ Active Travel
- Water based Recreation/ Leisure
- Creates/extends local enterprise opportunity
- Developing a B837 & Balmaha-Rowardennan road corridor strategy
- Working with Transport teams (National Park Authority / Transport Scotland) on road-based/active travel measures
- Supports Community Place Plans

Issues

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

Challenges

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

Sustainable Planning

In the development of a programme which needs to address the complex challenges and opportunities of Visitor Management a number of approaches can be considered. The need to adopt a positive, carefully planned and pro-active response is recognised as essential to deliver infrastructure capable of addressing long term needs, capacity and promotion of sustainable destinations.

Addressing Needs / Capacity / Promotion of Destination

Option 1 Do Minimum

- Do Minimum
- Engage and seek to Minimise Conflicts
- Adopt Low Level Measures to Address/Resolve/Mitigate
- Seek wider National Park Dispersal
- Promote Other Locations /Sites

Option 2 Positive - Re-Active Responses

- Monitor & Review Pressures
- Respond to Local Issues as Arise
- Respond to Access /Emergency Services Issues
- Discussions with Wider Partners / Communities
- Manage Sites
- Create Additional Capacity
- Develop & Trial Short-Term & Pilot Solutions

Option 3 ADOPTED Positive - Pro-Active Responses

- Monitor & Review Pressures
- Assess Long-term Carrying Capacity
- Engage to understand Detailed Issues/Challenges
 - Local Communities
 - Business /Enterprise Activity
- Benchmark/ Review comparable Visitor Management approaches
- Establish Destination Strategy – Area Based
 - Managed Access (Sustainable Modes)
 - Enhanced Facilities
- Align Visitor Management with areas Carrying Capacity
- Develop Place & Access Strategy
- Seek Support through Engagement
- Seek Partner Funding Support
- Develop Business Case – Mission Zero Case
- Promote Seasonal Trials / Pilots
- Integrate with Wider LLNPA Plans

Vision

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

Infrastructure Investment Vision

The National Park Authority and its partners invest in higher quality, facilities that reflect a sustainable balance between local needs and amenity and visitor demand. A hierarchy of destinations is developed to offer more sustainable capacity. Enhanced facilities are provided that promote sustainable travel and offer improved accessibility, whilst protecting and enhancing natural capital, resident's amenity, place quality and the visitor experience.

Strategy

Investment over the period 2022-2032 needs to focus on sustainable management of resources, support modal shift and promote sustainable transport choice by developing a network of well connected key outcomes for 2032 delivering:

- Stronger infrastructure supporting tourism, rural economy, place & amenity for local residents/communities
- A hierarchy of visitor destinations based on capacity/facilities and other pressures
- A Transport Strategy aligned with Visitor Management to deliver objectives and targets (Visitor Management, Mission Zero / Climate Change objectives, others)
- Modal shift with greater % uptake of public transport choices (bus / cycle / boat)
- Managed limitation of private vehicle use, for visitors, on Balmaha – Rowardennan during peak season
- Provision of a Shuttle Bus, and Water Bus services from Balmaha, new Primary Hub (further exploration through National Park Authority Sustainable Transport Study)
- Connection of Balmaha to the National Cycle Network (further exploration through National Park Authority Sustainable Transport Study)
- Dispersal of visitors to reduce pressures on sensitive environments and to enhance visitor experience
- Improved facilities and management of visitor destinations and locations
- Better management of land / water assets and control over visitor activities
- Well designed infrastructure to support behaviour change, encourage investment and income generation and thereby reduce the need for enforcement by influencing more positive use.
- Pilot innovative visitor management arrangements (land & water)
- Protection of and enhancements to biodiversity and conservation of landscape character

Strategy

The strategy for development of Visitor Infrastructure seeks to promote responsible tourism & quality visitor experience structured around interventions which support managed dispersal of visitors, encourage modal shift, promote sustainable development and ensure the needs of residents, businesses visitors are addressed in a fully inclusive environment. The key elements of the strategy are:

- **Supporting Visitor Dispersal & Management:**

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

- **Supporting Inclusion**

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



- **Supporting Modal Shift:**



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

- **Supporting Sustainable Development:**

- ✓ **Low Carbon Development:** adopt simple, low cost, energy efficient approaches to built development, management and maintenance.
- ✓ **Reduction of car dependency:** infrastructure and park management to support access to East Loch Lomond via sustainable transport, and to limit onward journeys beyond Balmaha to cycling, walking, shuttle bus and taxi (except for access)
- ✓ **SuDS:** Sustainable Drainage Strategies providing mitigation of impacts of site development through rainwater catchment/ storage/ treatment and reuse.
- ✓ **Green Infrastructure/ biodiversity:** enhancing environment & habitat value, promoting maintenance/ management regimes supporting development of species rich green infrastructure/ green roofs/ etc
- ✓ **Education and Advocacy:** ensure all visitor infrastructure addresses sustainable objectives where viable, include on site advice and information to promote visitor awareness, demonstrate success encourage behaviour change/ identify easy to achieve targets in day to day living.

Hierarchy of Visitor Hubs/Destinations:

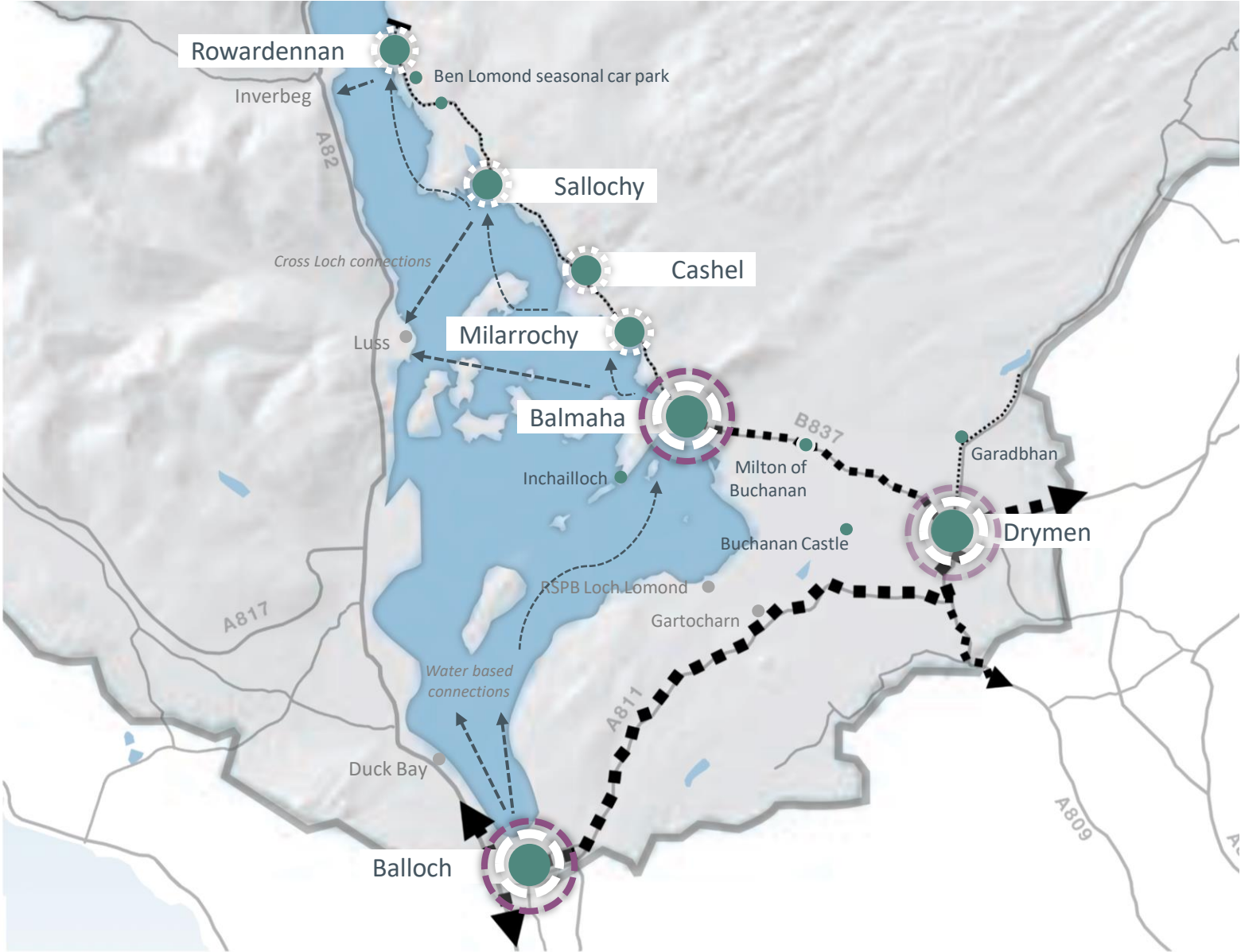
The strategy establishes the need to develop a hierarchy of destinations structured around strategic position (hubs) and size capacity/ appeal of destination. The following gives a guide to role and facilities that might be expected for each:

Primary Hub : Gateway Facilities/arrival points providing strategic access	Primary Destination: Capacity for defining & enhancing place quality & improving visitor capacity	Secondary Destination: Sensitivity of place moderate capacity/ limits opportunity	Tertiary Destination: Places with limited carrying capacity
<ul style="list-style-type: none">  Transport (Rail/Bus)  Interchange 	<ul style="list-style-type: none">  Visitor Centre/ Café/ Rangers  24hr Toilets/ Changing  Sustainable Transport Hub  Monitored Car Parks & VMS* 	<ul style="list-style-type: none">  Toilets/ Changing  Sustainable Transport Hub 	
<ul style="list-style-type: none">  National Cycle Route 	<ul style="list-style-type: none">  Cycle Hub & Infrastructure  Signage & Visitor Information  Shelter 	<ul style="list-style-type: none">  Cycle Hub & Infrastructure  Signage & Visitor Information 	<ul style="list-style-type: none">  Signage & Visitor Information
<ul style="list-style-type: none">  Hotels /Accommodation 	<ul style="list-style-type: none">  Waste Water Disposal Facility  Coach Parking  EV charge points 	<ul style="list-style-type: none">  EV charge points 	
<ul style="list-style-type: none">  Food & Beverage 	<ul style="list-style-type: none">  Accessible Parking  Drinking water supply  Free Wi-Fi 	<ul style="list-style-type: none">  Accessible Parking  Drinking water supply 	
<ul style="list-style-type: none">  Business Infrastructure 	<ul style="list-style-type: none">  Litter/ Recycling  Picnic & Natural Play 	<ul style="list-style-type: none">  Litter/ Recycling  Picnic & Natural Play 	<ul style="list-style-type: none">  Litter/ Recycling (including signage)  Potential Picnic Facilities




*VMS: Variable Message Signage

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

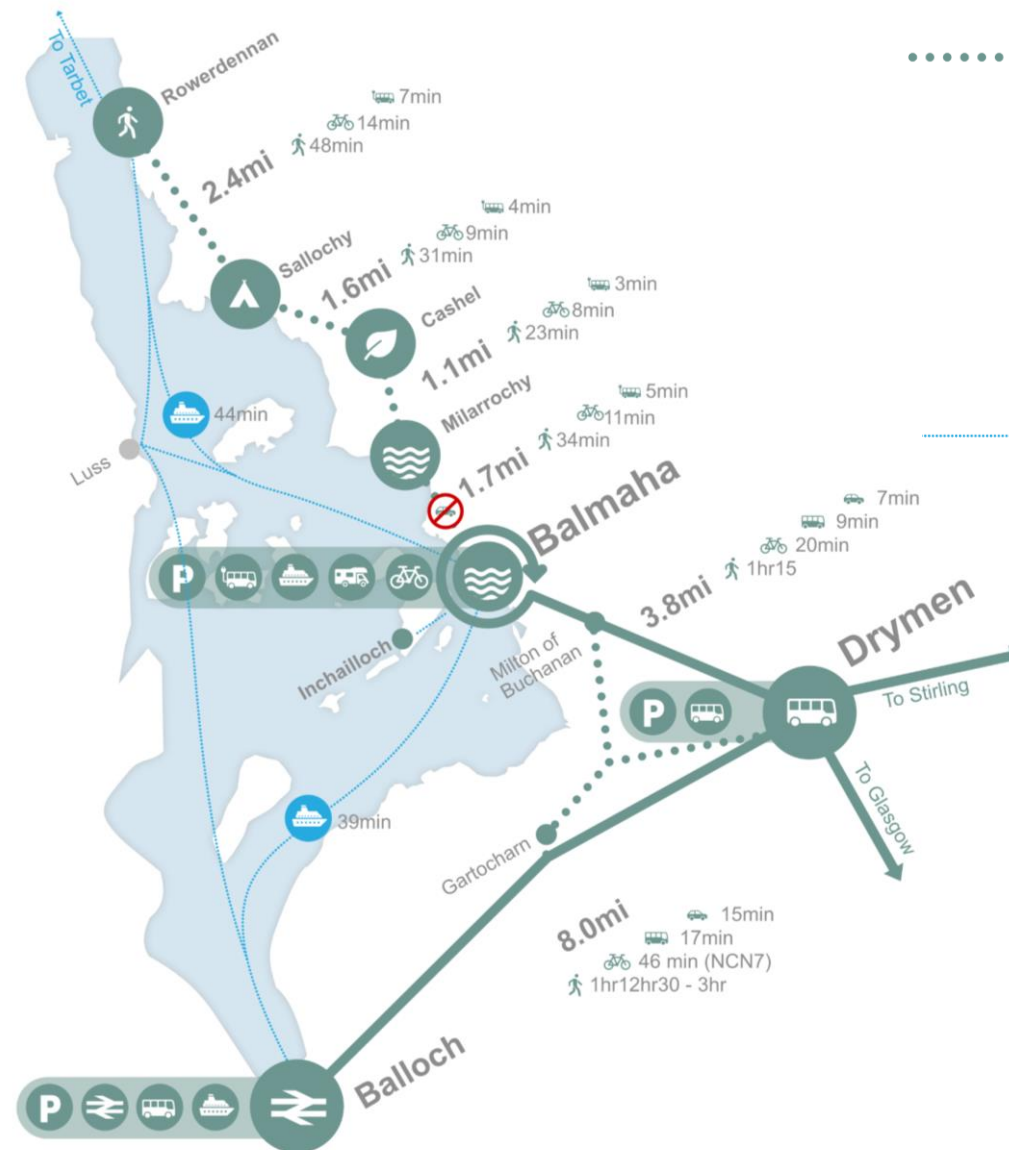
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Primary Hub
 Balmaha is the primary hub, in the immediate term this location facilitates effective sustainable transport to East Loch Lomond, a point of changeover from private modes of transport
- 
 Drymen could become a primary hub in the longer term on development of park & ride facilities, building on the proximity to the A811 and existing role as a gateway
- 
Primary Destinations
 Drymen and Balmaha are primary destinations
- 
Secondary Destinations
 Milarrochy, Cashel, Sallochy and Rowardennan are secondary destinations within the East Loch Lomond area
- 
Tertiary Destinations

Sustainable Visitor Travel

A Sustainable Transport Strategy is under development (LLTNPA). To advance the development of a hierarchy of destinations findings of the Strategy are anticipated to recommend:

- Balmaha will be a Primary Hub with
 - Park and ride type car parking and services
 - A shuttle bus starting point
 - Motor home facilities
 - Cycle infrastructure
 - Improved connections (pier, ferry, parking, visitor centre, Conic Hill)
 - Improved Public Transport connection
- The Balmaha to Rowardennan road will become a 'low flow' road, with restricted access for private vehicles/ prebooking/ seasonal restriction
- Interconnected Shuttle Bus/Water Bus/Taxi services will run from Balmaha to Rowardennan. To maximise uptake shuttle bus needs to be a low cost frequent service, with short journey times and regular pickups.
- The success and viability of the shuttle bus service will be determined by its utility: frequency & journey times need to be attractive, route length short to reduce cost of operation/ number of vehicles, until fully established. Hence, recommendation for Balmaha to be the initial Primary Hub
- Improved public transport connections (Including from Drymen to local villages Stirling & Glasgow)
- Balloch-Drymen-Balmaha cycle infrastructure will be improved including completion of the Drymen-Balmaha cycle route, providing a connection from Balmaha to the National Cycle Network (at Drymen) and improved paths around Drymen

The development of strategic visitor infrastructure therefore has, at its core, the need to put in place infrastructure (piers/road access/ laybys/shelter/ Real Time Information, connections/signage etc) which will support the effective access, operation, convenience and use of sustainable visitor transport on land and across water.



Key



Main road

- Personal and public transport route



Low flow road

- Electric shuttle bus route
- Pedestrian and cycle priority
- Private vehicle access by arrangement and pre-booking only
- Road not suitable for motor homes or coaches
- Cycle hire available at Balmaha
- Taxi service available



Water Taxi or Bus

Visitor Infrastructure Investment Priorities

Priority Assessment Outcome 8 Visitor Management Visitor Infrastructure Investment Priorities

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

This strategy recognises the importance of this objective and seeks to build on the 2018 investment priorities by considering a wider range of elements which support visitor dispersal & management, inclusion, modal shift and sustainable development. Additional elements expand the focus to include resident amenity, place improvements, sustainable transport infrastructure (active travel, public transport, water & land), improved toilet/changing facilities, signage and information, and electric vehicle charging.

								
Balmaha	✓	✓	✓			✓	✓	✓
Milararochy	✓	✓	✓			✓	✓	✓
Rowardennan	✓	✓	✓		✓	✓	✓	✓

Extract:

From The National Park Partnership Plan 2018 – 2023 Outcome 8: Visitor Infrastructure Investment Priorities

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

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

Proposed Additional Elements for Sustainable Tourism Infrastructure :

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

Site Strategies & Concepts

Recommendations have been developed for each significant destination using information from Loch Lomond & Trossachs National Park Authority GIS data, site inspections, visual inspection of topography, dialogue with National Park Staff, Visitor Management Group and assessment of known/visible site constraints. The following three key elements are considered and described for each:

Site Strategy – review of **Pressure Points** informed by assessment of pressure points (National Park Authority collected data/monitoring & management); **Principles for Development** identifying future strategic role of visitor destination & setting out future requirements; **Key Elements** setting out key infrastructure requirements of location to fulfil future role

Concept - site schematic indicating key elements and arrangement.

Prioritisation – assessment of **impact** reviewing benefits (impact to visitors /community/enterprise); **sustainability/climate change** attributes & benefits; **complexity** – reviewing issues/ barriers to delivery. These are considered and inform prioritisation which are then considered alongside order of **cost** and **timescales** for delivery.

Drymen

Site Strategy



Visitor Infrastructure Requirements:

✓*		✓*			✓*	✓		✓*	✓*	✓*

* Areas for development

Pressure Points:

- Place Quality
 - Primary destination with access to Est Loch Lomond, with NCN cycle and long-distance walk routes passing through the village.
- Traffic and congestion
 - Gateway to all East Loch Lomond destinations. The B837 junction (via the B858 in Drymen Village) from the main access road the A811 carries all vehicular traffic.

Principles for Development:

- Sense of place and place improvements
 - Village Green place improvements
 - Improved active travel & walking arrival – local paths, cycle paths, core path network
- Alleviate traffic issues
 - Junction improvements
 - Signage and Variable Message Signage
 - Increased parking with public transport connection (site to be identified)
 - Cycle infrastructure (lanes e.g. to Balmaha) improvements

Key Elements:

- Coordination with Drymen Village Green/Square improvements
- Additional parking
- Signage
 - Permeant variable message signage for motorists (Variable Message Signage)
 - Real time bus information
 - Gateway, identity and orientation improvements
- Active travel enhancements
 - Improved integration and arrival on National Cycle Route
 - Cycle parking and coordination with cycleway projects (e.g., Balmaha links, Gartocharn, Buchanan Castle Estate)

Village centre placemaking
Village Green public realm improvements including bus shelter

Expansion to car parking

- Parking to support Drymen's role as a primary destination and local centre access for residents
- Small sites identified in village Local Development Plan (TR1)
- Identification of larger site, capable of park and ride scale, required. Deliver will support Drymen becoming a hub connecting Drymen and Balmaha via sustainable transport

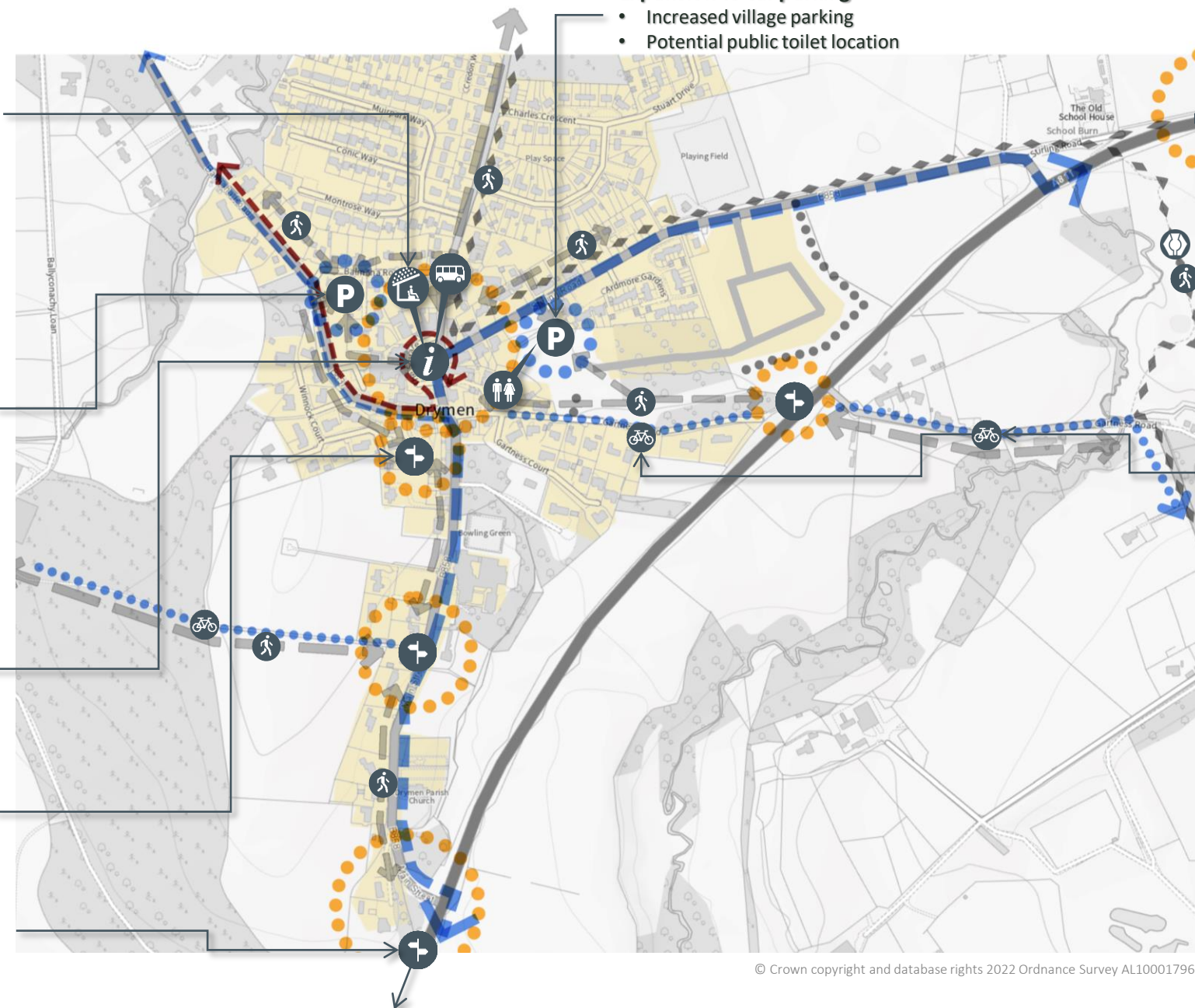
Orientation signage in village

Existing mobile Variable Message Signage upgraded to permanent solution

A811 Signage (in advance of arrival)

Expansion to car parking

- Increased village parking
- Potential public toilet location



A811 Signage (in advance of arrival)

- high quality variable message signage with real time road restriction/ car park capacity information

Cycle network (NCN7)

- Active travel signage
- Orientation points
- Improved crossings
- Arrival and inclusivity improvements: The national cycle route connects to Drymen via Gartness Rd. The existing connection includes use of narrow footways, the A-road crossing and steps

Core path improvements & network

- Supporting exercise routes for residents, suitable for buggies, mobility impaired
- Supporting active travel, walking routes etc.
- Upgrade visibility of existing branding signage, include pedestrian scale signage to mark arrival at the National Park on long distance walks and improve setting of road crossing point.

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Drymen Prioritisation Destination

Immediate investment in village centre placemaking, enhanced bus shelters, expansion to car parking, signage supporting the sustainable transport strategy and core path enhancements.

Impact

(visitor experience/ responsible tourism)

High

- Improved access and inclusivity of paths for visitors and residents
- Visitor dispersal and support to shift towards sustainable transport
- Improved visitor information & quality of experience
- Placemaking and identity building opportunity
- Improved provision of parking and public toilets for visitors and residents

Sustainability/ Mission Zero

Medium

- Core path and signage improvements support active travel routes and access for all
- Enhanced public transport infrastructure (bus shelters and waiting points, information signage, nearby toilets, connecting paths) support the use of public transport and support in development of better/more frequent public transport connections
- Integrated variable messaging signage supports the overall sustainable visitor transport system for East Loch Lomond

Delivery Complexity

(issues/ barriers)

Low-Moderate

- Signage improvement, orientation mapping and wayfinding not challenging or complex
- Cost of large lengths of paths can be a barrier
- Widening of paths likely to be challenged by ownership, availability of land, topography etc. ; and requirements of active travel funders

Timescale

Short - Long Term

- Project suitable for immediate start: development of signage and wayfinding strategies; implementation of signage; parking expansion; new public toilets
- Core path improvements requiring significant coordination and planning suitable for immediate study with implementation being phased and overall a series of long term projects

Prioritisation Summary

Impact	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/>
Sustainability	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 3 <input type="checkbox"/> <input type="checkbox"/>
Complexity	<input type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short – Long Term

Priority Score

11

Priority Level

High: Early actions can enhance Drymen as a destination, variable messaging signage will support the seasonal changes to road access at Balmaha and support the sustainable visitor transport system, other actions can support local economy, active travel and public transport.

Delivery Agents

National Park Authority; Landowners; Bus operators; Stirling Council; Drymen Community Development Trust; Housing Developer

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Local community engagement & support
- Housing developer timescales

Note

Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Drymen Prioritisation Hub with Park & Ride

Investment to support the potential extension of the shuttle bus route, once the Balmaha-Rowardennan phase is established and successful.

Impact

(visitor experience/ responsible tourism)

Moderate – High

- As an important destination with a strategic location on the road to East Loch Lomond, provision of a additional parking and park & ride infrastructure would enhance Drymen’s attraction as a destination and position the village as a hub
- Parking would enhance local centre access for local residents

Sustainability/ Mission Zero

Moderate – High

- Park and ride would position the village as a transport hub which could support the Balmaha hub, providing for the extension of the shuttle bus route and an earlier intervention to private vehicle access to East Loch Lomond restricted access (restrictions at Drymen).

Delivery Complexity

(issues/ barriers)

High




Small parking sites have been identified in the village Local Development Plan (TR1). A larger site of park and ride scale, has not been identified with the viability of the site verified and the challenges of ownership overcome. The project is highly complex.

Timescale

Long Term

With the sustainable visitor transport concept promoting Balmaha as a hub, chiefly responding to the shuttle bus viability inherent with a shorter shuttle run and the natural attraction of Balmaha for Loch Lomond visitors, the requirement for Drymen to operate as a hub is negated. The complex project would allow an extension to an operating sustainable visitor transport system and is therefore a long term potential requirement.

Prioritisation Summary

Impact	 4
Sustainability	 4
Complexity	 1
Timescale	Long Term

Priority Score 9

Priority Level

Medium: As an important destination with a strategic location on the road to East Loch Lomond, provision of a park and ride would enhance Drymen’s attraction as a destination and position the village as a hub which could support the Balmaha hub if required, providing for the extension of the shuttle bus route and an earlier intervention to private vehicle access to East Loch Lomond. With Balmaha operating as a hub, and the current unavailability of appropriate sites for park and ride at Drymen, this project is categorised as complex, a low priority and is a long term potential requirement.

Delivery Agents

National Park Authority; Landowners; Bus operators; Stirling Council

Dependencies

- Sustainable Visitor Transport business case
- Identification of suitable site
- Local community engagement & support
- Funding

Note

Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Balmaha

Site Strategy



Visitor Infrastructure Requirements:

✓*	✓	✓*	✓*		✓*	✓	✓	✓*	✓*	✓*

* Areas for development

Pressure Points:

- Parking (popular with day trippers, walkers, visitors to Conic Hill, important access point to water)
- B837 road narrows and steepens at the Pass of Balmaha, at the exit from the village, and is single lane until its terminus at Rowardennan. Balmaha is the final location in the East Loch Lomond suitable to larger vehicles (motor homes, coaches etc)

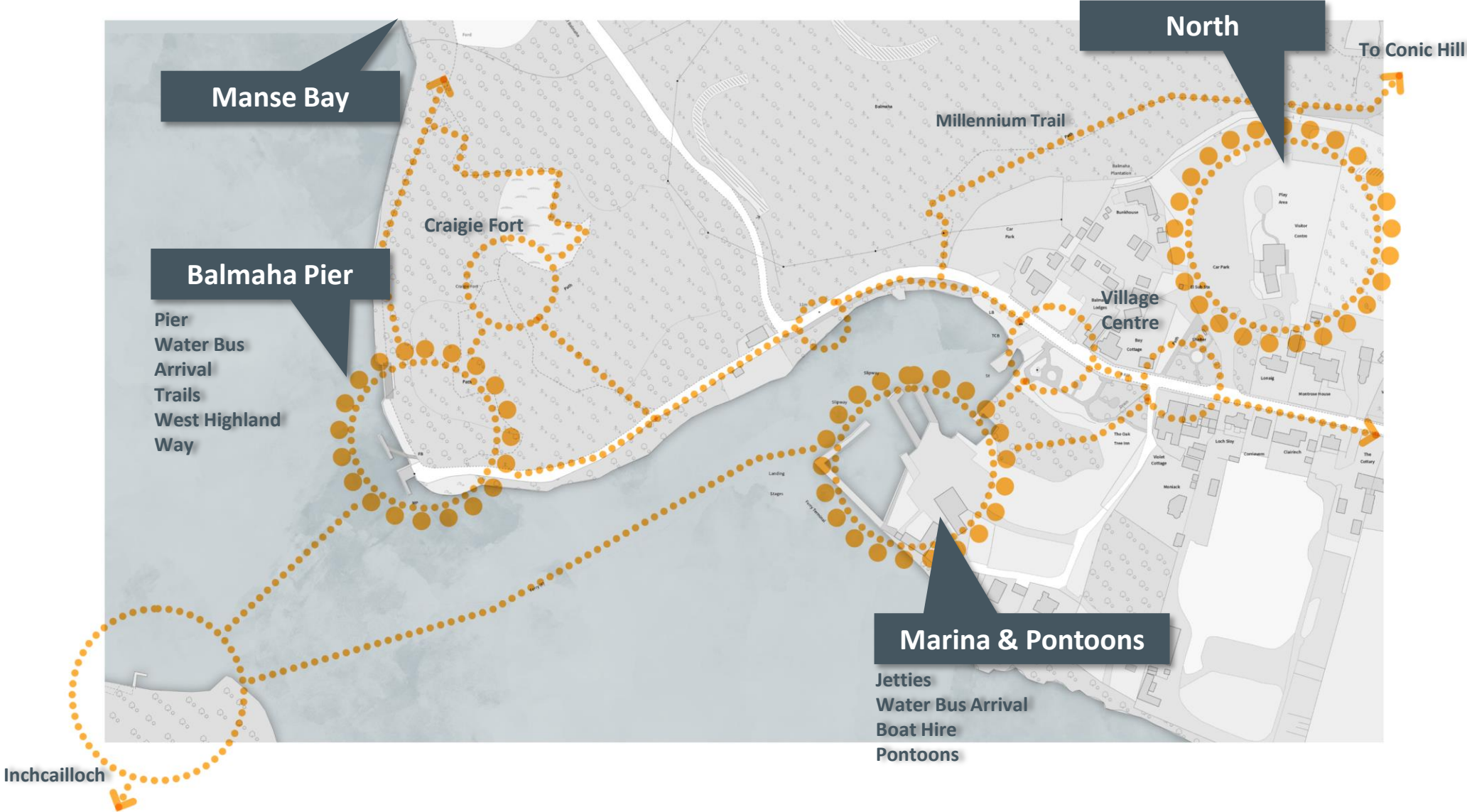
Principles for Development:

- Develop Balmaha as a hub for arrival / use of shuttle bus / park and ride / active travel
- Promote as Loch Lomond East arrival point (i.e. supporting limited onward and westward travel by private transport)

Key Elements:

- Due to the complexity and sensitivity of the location a masterplan approach is required to develop a long term Place led vision for transport and visitor infrastructure which is sensitive to residents and local business needs. TE
- Bus shelter and public transport information (Variable Message Signage) to support sustainable travel
- Cycle storage / parking, coordination with cycle route projects
- Parking improvements: EV, Variable Message Signage, motor home facilities
- Place improvements
 - Importance of bus shelter & shuttle bus infrastructure emphasised via quality, location, landscape setting
 - Connected village centre and remote ferry pier
 - Strengthened access to boat hire & marina
 - Improved play facilities (e.g. renovation and new natural play)
- Sense of arrival: signage, place making etc
- Enhanced toilets: increased numbers, opening outwith visitor centre hours
- Link to Inchailloch
- Trail improvements with more paths made accessible to all

To deliver meaningful improvements to sustainable transport and to reduce pressures in East Loch Lomond, Balmaha is a principal location with strategic transport and 'place quality' importance. A Transport & Place Masterplan is required to identify and coordinate interventions, considering Balmaha and local context as a whole, while recognising community needs, engaging further and protecting the special qualities of place in Balmaha



Concept

Craigie Fort Trails

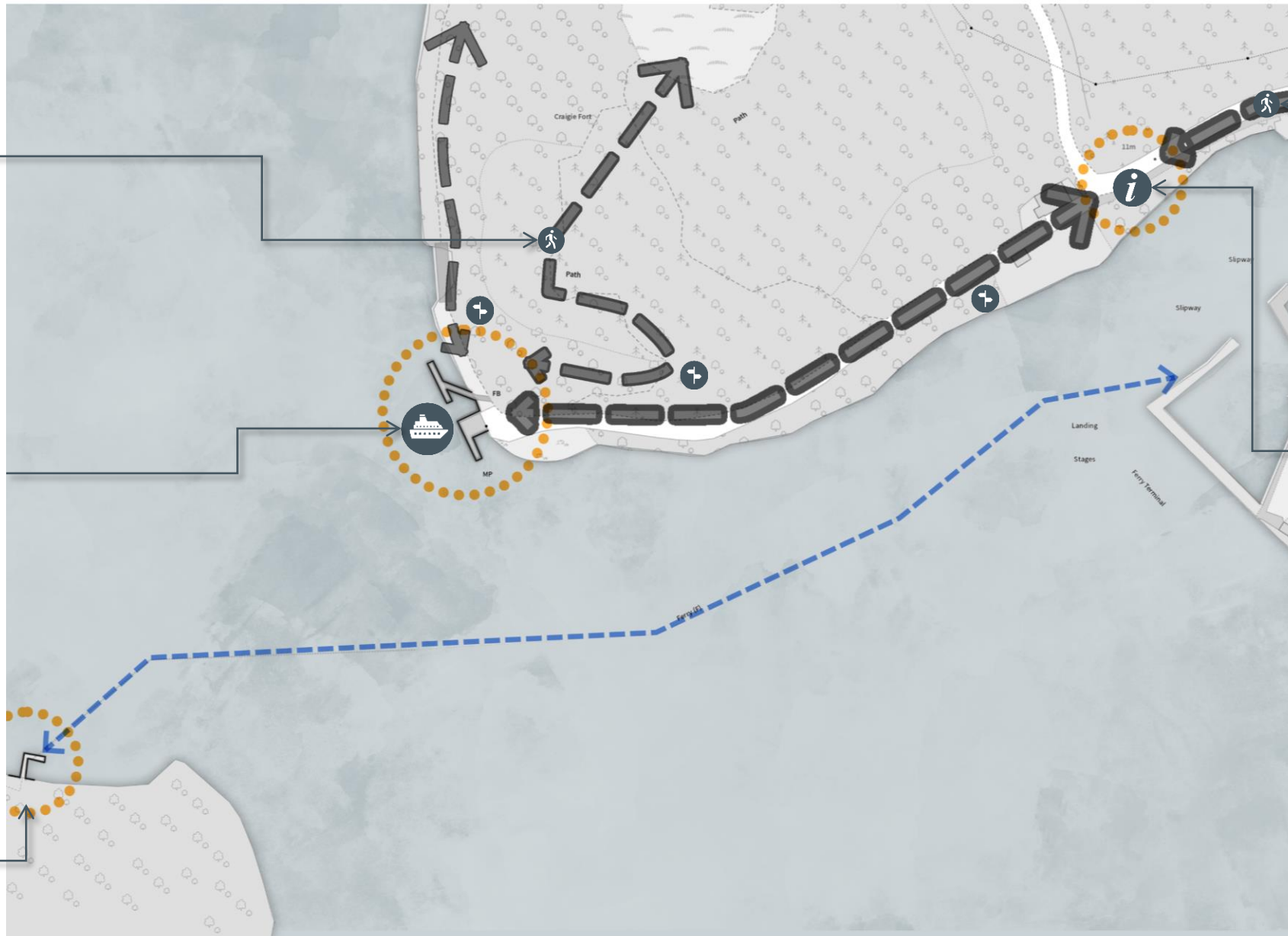
- Improved trails with accessible and inclusive routes extended

Pier Improvements

- Shelters / Waiting Areas / Cycle racks at, near or on piers
- Accessibility issues addressed on piers / jetties
- Signage: Digitised waterbus timetables/ Water safety notices

Inchcailloch Trails

- Improved trails with accessible and inclusive routes extended

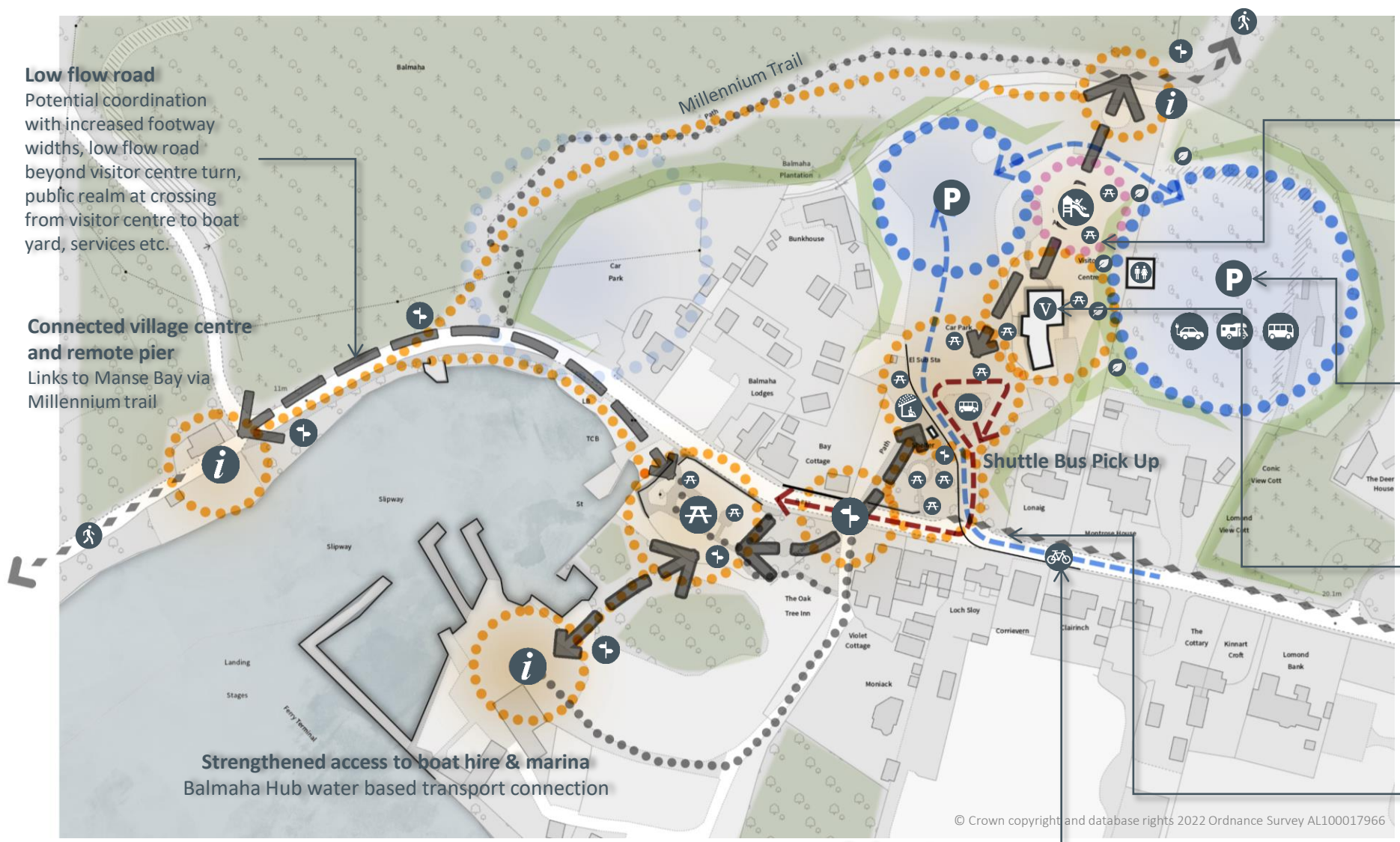


Connected village centre and remote pier

- Links to Manse Bay via Millennium trail

Orientation point

- With visual connection to marina and Balmaha across bay



Low flow road
 Potential coordination with increased footway widths, low flow road beyond visitor centre turn, public realm at crossing from visitor centre to boat yard, services etc.

Connected village centre and remote pier
 Links to Manse Bay via Millennium trail

Strengthened access to boat hire & marina
 Balmaha Hub water based transport connection

Cycle route
 Coordination with cycle route projects, important connection to Drymen

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Landscape with natural play and planting

- Connecting element between Conic gateway and visitor centre, expansion of the public realm and place setting, with planting improvements targeting biodiversity gains

Parking & Shuttle Bus Infrastructure

- Explore potential for centrally located Park and Ride infrastructure and parking expansion location
- Significant parking improvements and expansion: EV, Variable Message Signage, motor home facilities
- Shuttle bus infrastructure: turning, garages, office, waiting shelter and public transport information (Variable Message Signage)
- Public toilet expansion, 24hr access

Visitor Centre



Junction & streetscape

- Emphasise Balmaha being terminus for private vehicle arrivals to East Loch Lomond / signify narrowing ahead
- Encourage visitors in vehicles to park, not continue beyond Balmaha
- Wayfinding & arrival signage

Balmaha Prioritisation

Transport & Place

Central project in delivering improvements to sustainable transport and reduction of pressure in East Loch Lomond. A Transport & Place Masterplan is required to identify and coordinate interventions to support the Strategic Tourism Infrastructure Development Framework and recognise community needs and the special qualities of place

Impact

(visitor experience/
responsible tourism)

Very High

- Improved visitor facilities commensurate with level of use, supporting appropriate quality of experience in primary location
- Improved visitor access and support to local centre businesses
- Central project in delivering meaningful improvements to sustainable transport and reduction of pressure in East Loch Lomond whilst recognising community needs and the special qualities of place in Balmaha.
- The high impact seasonal changes to visitor access on the Balmaha-Rowardennan road are made possible through provision of a successful hub at Balmaha

Sustainability/ Mission Zero

High

- The project transforms how the East Loch Lomond area and destinations are accessed by visitors during peak periods underpinning the development of an important sustainable transport system which addresses climate challenges and modal shift in parallel with road capacity problems

Delivery Complexity

(issues/ barriers)

High

- Large scale project with areas including multiple ownerships
- Public & stakeholder support, with multiple parties/views to consider/engage
- Road corridor / TRO changes
- Coordination with Stirling Council re parking
- Long term success contingent in part on implementation of shuttle bus, improved cycle connectivity, water taxi

Timescale

1. Development of Masterplan and associated consultation & engagement needs to be initiated as early action to develop & progress this project.
2. Physical delivery of infrastructure, when defined and supported anticipated to be delivered in phases over short, medium and longer term

Prioritisation Summary

Impact	5
Sustainability	5
Complexity	3
Timescale	Short - Long Term

Priority Score

13

Priority Level

High, essential intervention around which visitor management and dispersal around East Loch Lomond will be structured

Delivery Agents

National Park Authority; Landowners; Bus operators; Stirling Council; Drymen Community Development Trust (cycle route)

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Masterplan
- Land owner approval
- Local community engagement & support

Note

Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Balmaha Pier
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Millarrochy

Site Strategy



Visitor Infrastructure Requirements:

✓*		✓*			✓*	✓*	✓	✓*	✓*	✓*

* Areas for development

Pressure Points:

- Popular destination with parking which reaches capacity in busy periods
- Water access is challenging to manage and control
- No infrastructure for shuttle bus drop off/pick up
- Weak arrival from and connection to walking routes
- Car parks are split with separate access
- Limited facilities
- Poor active travel infrastructure e.g. cycle parking etc.
- Waste and recycling facilities inadequate

Principles for Development:

- Capitalise on **prime water side location**
- Establish pre-booking requirement for car park & slip way access (peak periods)
 - Manage vehicles numbers on Balmaha – Rowardennan road
 - Manage and control water access
 - Encourage sustainable transport methods
- Establish infrastructure to ensure Milarrochy destination can operate successfully and contribute to the wider sustainable visitor travel arrangements, when seasonally access by personal motor vehicle is limited and controlled

Key Elements:

- New shuttle bus stop and drop off with shelter, site cohesion and strong site connections
- Develop facilities offered, and connections in the site, including potential place and play improvements; changing and showers; litter and recycling re-organisation; potential location for seasonal food van etc (commercial opportunities).
- Additional cycle parking and cycle hub infrastructure
- Legible and safe routes through site
- Car park improvements: Drainage, surface improvements; mitigated disconnection between two car parks

Paths & connections

- Legible and safe route through site
- Bus hub connections
- Mitigated disconnection between two car parks
- Strong links to WHW

Parking

- Booking system and controls, facilitating controlled access and controlled use of Balmaha - Rowardennan road
- Car park improvements: organisation, drainage, surface improvements

Place & play improvements

Spaces with seating, natural play and connecting paths as linking element between car parks & Connection to the waterfront

Water access and arrival

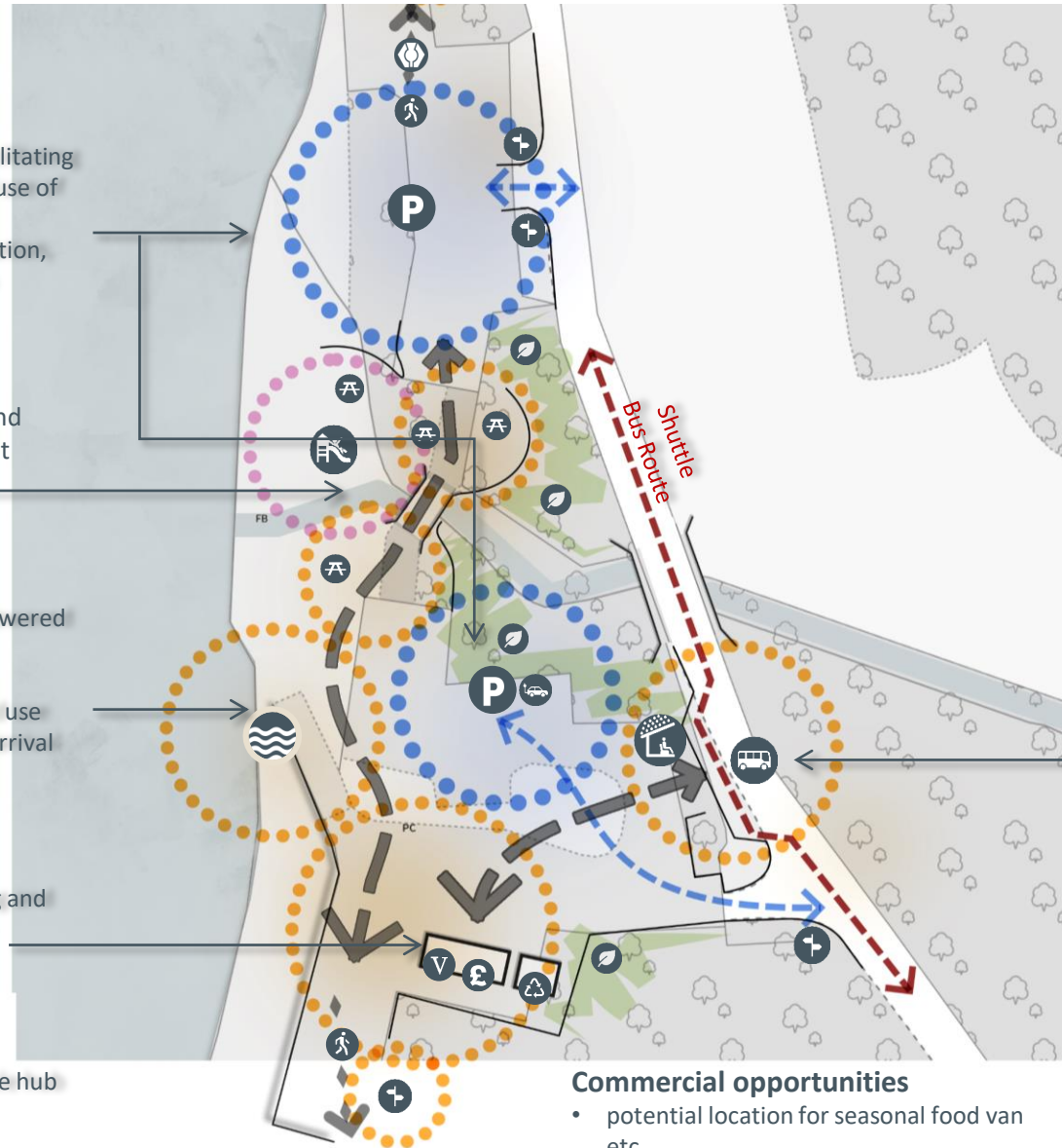
- Water access retained for non-powered craft
- Controlled parking facilitates management of water access and use
- Potential water based transport arrival point

Facilities

- Develop facilities offered, and connections in the site; changing and showers; litter and recycling re-organisation

Cycling

- Additional cycle parking and cycle hub infrastructure



Commercial opportunities

- potential location for seasonal food van etc.

Shuttle bus infrastructure

- New shuttle bus stop and drop off
- High quality shelter, branding opportunity – e.g. distinctive, sensitive National Park architectural identity.

Millarochy Prioritisation

Sustainable Destination

Infrastructure improvements to enhance the destination and enable Millarochy to be accessible whilst ensuring the primary access to East Loch Lomond is via sustainable transport methods, or active travel

Impact

(visitor experience/
responsible tourism)

Moderate

- Millarochy's appeal as a destination is established, improvements to the facilities will enhance appeal further
- Car park and shuttle bus infrastructure will facilitate controlled access and controlled use of the Balmaha-Rowardennan road with significant positive impacts for sustainable access

Sustainability/ Mission Zero

High

- Infrastructure ensures the primary visitor access, seasonally, to East Loch Lomond beyond Balmaha to be via sustainable transport methods, or active travel
- Infrastructure to support car park management allows the implementation of booking systems (required seasonally)
- Improvements to the Millarochy site facilitate shuttle bus drop off and pick up, investment at Millarochy provides good improvement to sustainability as the current site arrangement does not readily support shuttle bus layby.

Delivery Complexity

(issues/ barriers)

Low - Moderate

- Single ownership
- Booking system administration setup challenge
- Connectivity required for remote Variable Message Signage
- Coordination with implementation of shuttle bus, improved cycle connectivity

Timescale

Short term

- Infrastructure can be developed immediately with infrastructure for connectivity to wider Variable Message Signage, booking systems, shuttle bus service etc. in place and linked to wider system as required and in phases as priority projects are realised

Prioritisation Summary :

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Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/>
Complexity	<input type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short – Medium Term

Priority Score 11

Priority Level

High

Delivery Agents

National Park Authority; Stirling Council (Roads authority)

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Local community engagement & support

Note

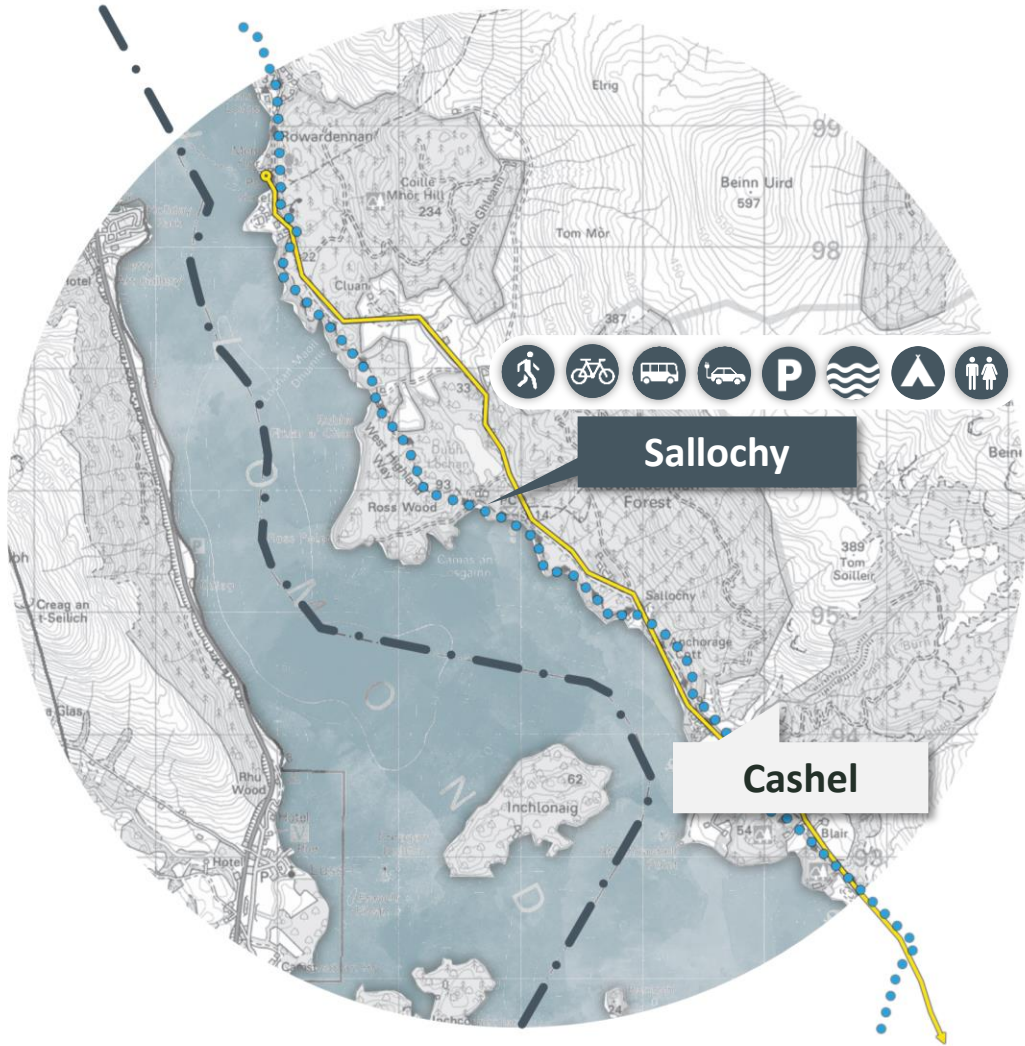
Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Lone tree at Milarrochy Bay
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Sallochy

Site Strategy



Visitor Infrastructure Requirements:

✓*		✓*		✓*	✓*	✓*	✓*	✓*	✓*	✓*

* Areas for development

Pressure Points:

- Shuttle bus connection required
- Weak arrival from and connection to walking routes
- Limited facilities
- Poor active travel infrastructure
- Litter and waste

Principles for Development:

- Enhance existing **Camping Destination**
 - Shuttle Bus arrival promoted
 - Parking available for campers only
 - Place improvements
- Capitalise on prime water side location
 - Develop facilities offered for non-drivers to capitalise on water side location and enhance camping
- Develop infrastructure to support Sallochy destination's success in contributing to the wider sustainable visitor travel arrangements, when seasonally access by personal motor vehicle is limited and controlled

Key Elements:

- Shuttle bus stop and shelter
- Gateway improvements
- Additional cycle parking, infrastructure for commercial cycle hire/ drop off opportunity
- Path and place improvements
 - Legible and safe route through site (around car parks)
 - Connected bus stop
 - Signage improvements
 - Integrated picnic and play
- Facility improvements: Bin store, toilets, changing, showers, ranger office space, camp fire location, bin stores, cycle security, set up space for commercial opportunities
- Coordination & engagement with Forestry & Land Scotland

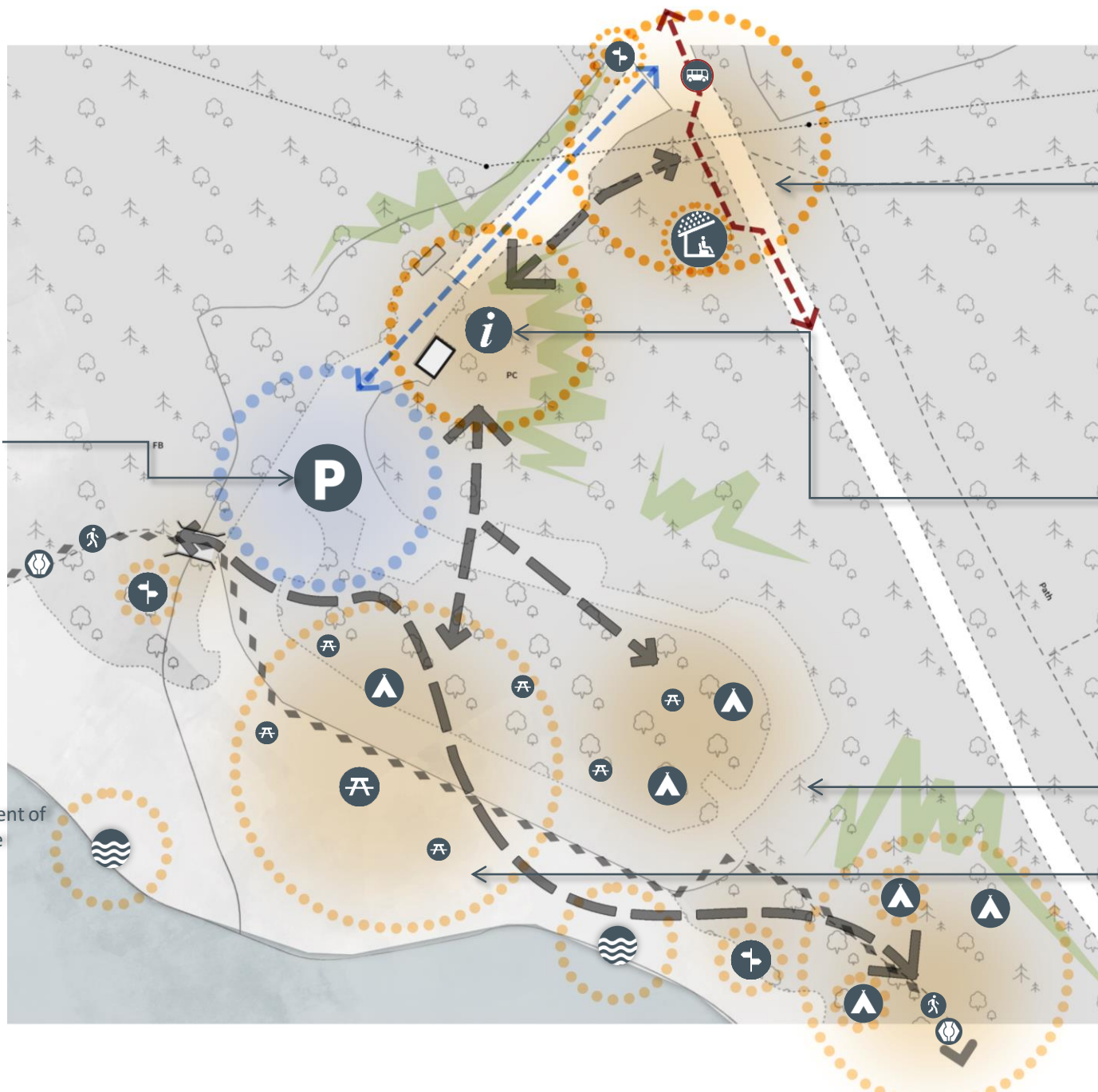
Concept

Camp-site only car park retained

Trails and West Highland Way route

Water access

- Controlled parking facilitates management of water access and use



Arrival & shuttle bus access

- Layby with high quality shelter
- Footpath connections to site core
- Gateway improvements and arrival branding
- Biodiversity enhancements as part of arrival gateway and bus access works



Develop campsite facilities

Such as: toilets, showers & changing; cycle infrastructure - repair point, parking; Top up tap (drinking water); bin store; shelter; info; investigate commercial opportunities e.g. set down space for food van, cycle/water-sports rental drop off



Path & place improvements

- Legible and safe route through site (around car parks)
- Connected bus stop
- Signage improvements
- Integrated informal picnic and play

Sallochy Prioritisation

Sustainable Destination

Infrastructure improvements to enhance the destination and enable Sallochy to be accessible whilst ensuring the primary access to East Loch Lomond is via sustainable transport methods, or active travel

Impact

(visitor experience/
responsible tourism)

High

- Sallochy's appeal as a destination is established, improvements to the facilities will enhance appeal further
- Shuttle bus infrastructure will facilitate controlled access and controlled use of the Balmaha-Rowardennan road with significant positive impacts for sustainable access

Sustainability/ Mission Zero

High

- Infrastructure ensures the primary visitor access, seasonally, to East Loch Lomond beyond Balmaha to be via sustainable transport methods, or active travel
- Infrastructure to support car park management allows the implementation of booking systems (required seasonally)
- Improvements to the site facilitate shuttle bus drop off and pick up

Delivery Complexity

(issues/ barriers)

Low

- Single ownership
- Restricted parking and promotion of active travel already piloted
- Integration with wider booking system, administration, setup challenge
- Coordination with implementation of shuttle bus, improved cycle connectivity, water taxi

Timescale

Short term

- Infrastructure can be developed immediately with infrastructure for connectivity to wider Variable Message Signage, booking systems, shuttle bus service etc. in place and linked to wider system as required and in phases as priority projects are realised

Prioritisation Summary

Impact	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> 3 <input type="checkbox"/> <input type="checkbox"/>
Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/>
Complexity	<input checked="" type="checkbox"/> 5 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short – Medium Term

Priority Score 12

Priority Level

High

Delivery Agents

**National Park Authority; Forestry and Land Scotland;
Stirling Council (Roads authority)**

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Local community engagement & support

Note

Prioritisation
Scoring is based on

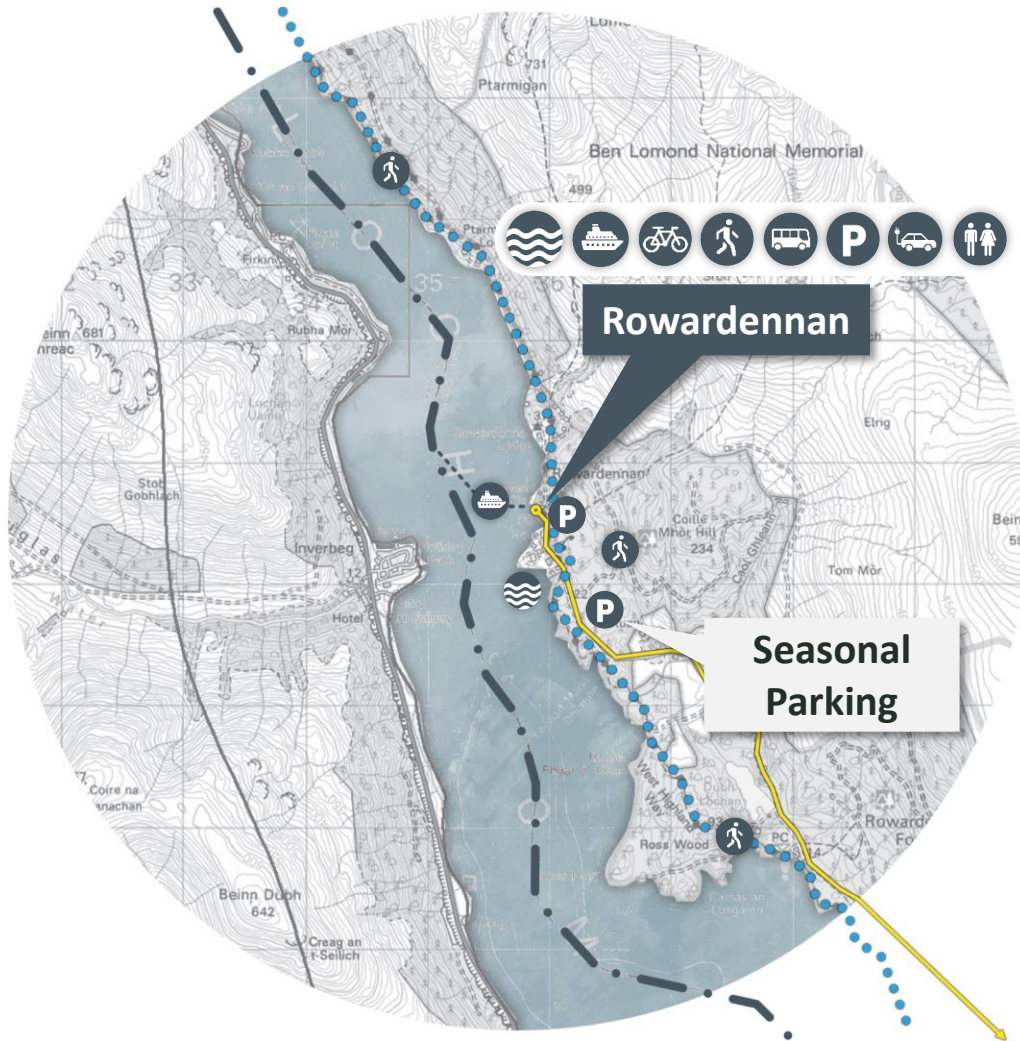
Impact:
Sustainability:
Complexity:

1 low - 5 high
1 low – 5 high
5 low – 1 high



Rowardennan

Site Strategy



Visitor Infrastructure Requirements:

✓*		✓*			✓*	✓	✓	✓*	✓*	✓*

* Areas for development

Pressure Points:

- High Parking Demand/ Congestion/ pressure on Safety
 - Ben Lomond and access to the loch generate a high level of car park use. Demand for parking at peak times results in overflow onto the single lane approach road, creating road safety issues & congestion.

Principles for Development:

- Improve facilities to encourage sustainable transport use/ reduce parking demand & better control parking to position Rowardennan destination as a sustainable destination
- Protection of Memorial Landscape
 - Accommodate shuttle bus turning
 - Reorganise car park and access
 - Strengthen facilities setting & Ben Lomond walk starting point
 - Enhance facilities (including changing, toilets, drinking water, shelter, bin storage, office space)
 - Develop stronger arrival, setting, water front (picnic location) and pedestrian environment
 - Renew pier to provide for water based transport

Key Elements:

- Facilities supporting high levels of visitor need:
- Shuttle bus infrastructure & real time information
 - Expanded facilities to support destination role for visitors without personal transport. Shelter, changing, Wi-Fi etc.
 - Reorganised parking and access
 - Improved place quality and water front appeal
 - Cycle facilities: secure parking etc.
 - Pier repairs to facilitate water-taxi or water-bus
 - Full visitor signage infrastructure and identity building



Loch Lomond from Rowardennan
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Concept

Car park renewal

- Surfacing improvement
- Accessible parking
- EV charging



Pier renewal

- Support arrival by water bus or taxi
- Shelters / Waiting Areas / Cycle racks at, near or on piers
- Accessibility issues addressed on piers / jetties
- Signage: Digitised waterbus timetables/ Water safety notices

New water-side picnic and natural play spaces

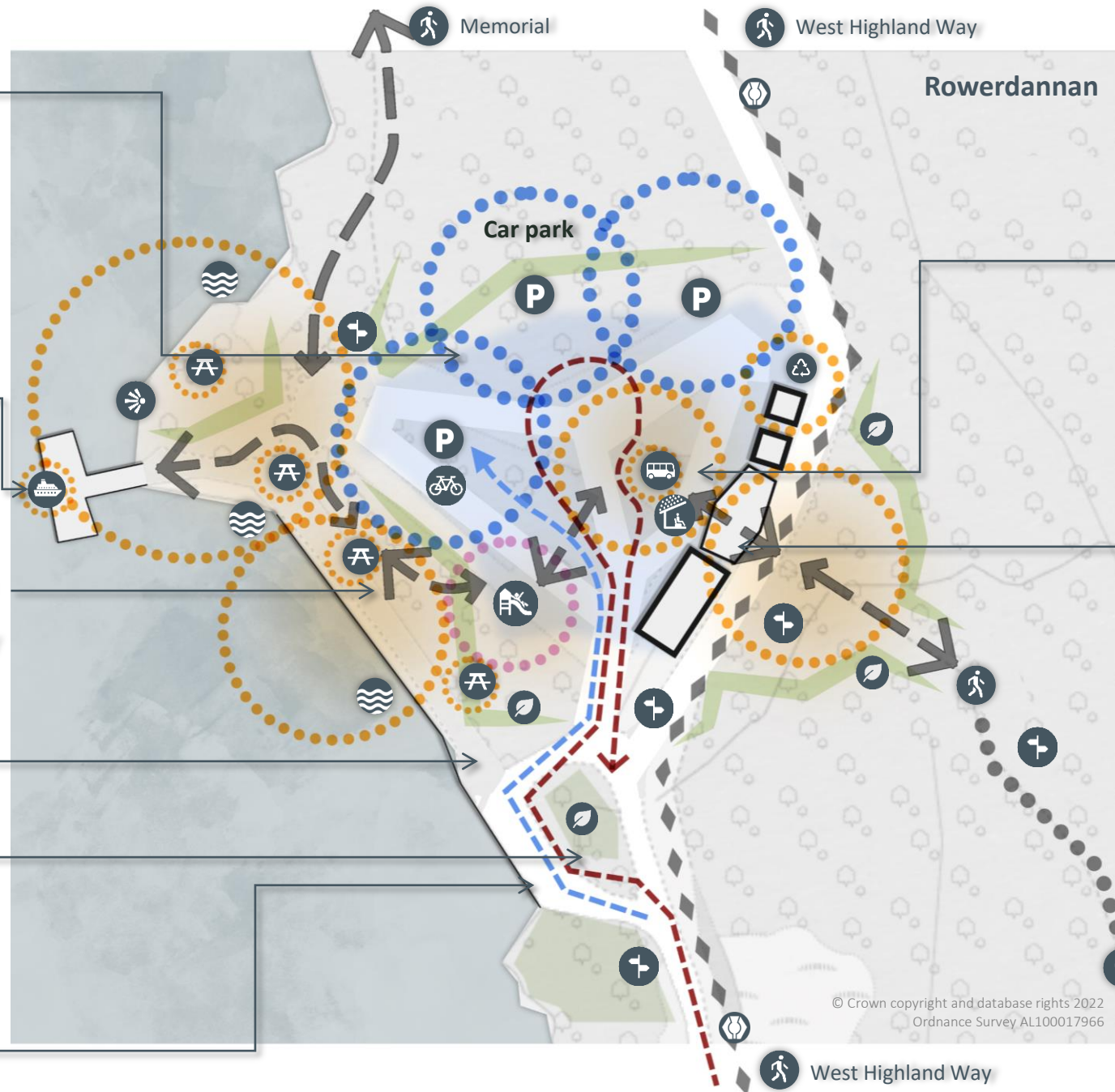
- Water access / Outdoor swimming / Picnic areas
- Seating / Shelter / Play

Consider need for road, as part of car park reorganisation

New access layout

- Shuttle bus prioritised
- Clear 1- way system to facilitate easy turning / Clear signage / Closing up of water-front parking

Exploration with Hotel on potential relocation of water-front parking



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Shuttle bus turning and pick up point

- Integrated to public realm
- With high quality shelter
- Real time messaging
- Wi-fi



Develop facilities

- Expansion and adaptation of existing building
- Shelter and waiting place
- Toilets, showers & changing
- Potential cycle hub (hire drop off)
- Top up tap (drinking water)
- Enhanced setting, orientation point and path start



Ben Lomond



Ben Lomond from Rowardennan

Concept

Signage improvements

- Information, orientation, wayfinding and National Park identity building
- Potential location for small scale picnic area and provision for the disposal and collection of litter



Orientation point

- Orientation point at Ben Lomond start/finish point; signage and setting can be developed. Potential connections to West Highland Way trails (and water side walks)
- Potential location for small scale picnic area and provision for the disposal and collection of litter

Parking

- Seek to instate the car park permanently. (The car park is currently temporary, permitted to November 2023).

Rowardennan Prioritisation

Sustainable Destination

Infrastructure improvements to enhance the destination and enable Rowardennan to be accessible whilst ensuring the primary access to East Loch Lomond is via sustainable transport methods, or active travel

Impact

(visitor experience/ responsible tourism)

High

- While Rowardennan's appeal as a destination is established, the memorial landscape, waterfront appeal and car parking arrangements are as a whole weakened by poor cohesion and lack of order. Improvements offer a high impact on place appeal
- Shuttle bus infrastructure will facilitate controlled access and controlled use of the Balmaha-Rowardennan road with significant positive impacts for sustainable access

Sustainability/ Mission Zero

High

- Infrastructure ensures the primary visitor access, seasonally, to East Loch Lomond beyond Balmaha to be via sustainable transport methods, or active travel
- Infrastructure to support car park management allows the implementation of booking systems (required seasonally)
- Improvements to the site facilitate shuttle bus drop off and pick up
- Water based transport is promoted

Delivery Complexity

(issues/ barriers)

Moderate

- Integration with wider booking system, administration, setup challenge
- Coordination & support with neighbouring Hotel & Lodge required
- Site reorganisation requires developed design
- Coordination with implementation of shuttle bus, improved cycle connectivity, water taxi

Timescale

Short term

- Site works and reorganisation can be developed immediately with infrastructure for connectivity to wider Variable Message Signage, booking systems, shuttle bus service etc. in place and linked to wider system as required and in phases as priority projects are realised

Prioritisation Summary :

Impact	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/>
Sustainability	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 4 <input type="checkbox"/>
Complexity	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 3 <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short – Medium Term

Priority Score

11

Priority Level

High

Delivery Agents

National Park Authority; Forestry and Land Scotland; Stirling Council (Roads authority)

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Landowner consents (e.g. at Hotel parking)
- Local community engagement & support

Note

Prioritisation Scoring is based on

Impact:
Sustainability:
Complexity:

1 low - 5 high
1 low – 5 high
5 low – 1 high

Cashel

Site Strategy



Visitor Infrastructure Requirements:

✓*	✓*	✓*			✓*	✓*			✓*	✓*

* Areas for development

Description:

Cashel farm is a Cashel Forest Trust managed site, 3km from Balmaha, the trust works in partnership with the National Park Authority. The location provides a car parking location with excellent access to walks on the 3,000 acre working native Scottish forest, and has ambitions to improve the destination's appeal through the additional of a visitor centre with toilets.

Principles for Development:

An Integrated Land Management Plan (ILMP) was developed as a stocktake of Cashel's assets and to improve the financial, social and environmental sustainability of the project. The Trustees are currently exploring how best to take forward these ideas.

The location has a role in visitor dispersal, opportunities to better connect Cashel with the wider National Park can be explored.

Key Elements:

Visitor centre

- Bringing into new use existing barns
- Potential for pop up food and drink
- Events space
- Toilets

Shuttle bus stop location

Signage improvements

- Branding
- Wider orientation
- Promote trails and walking routes

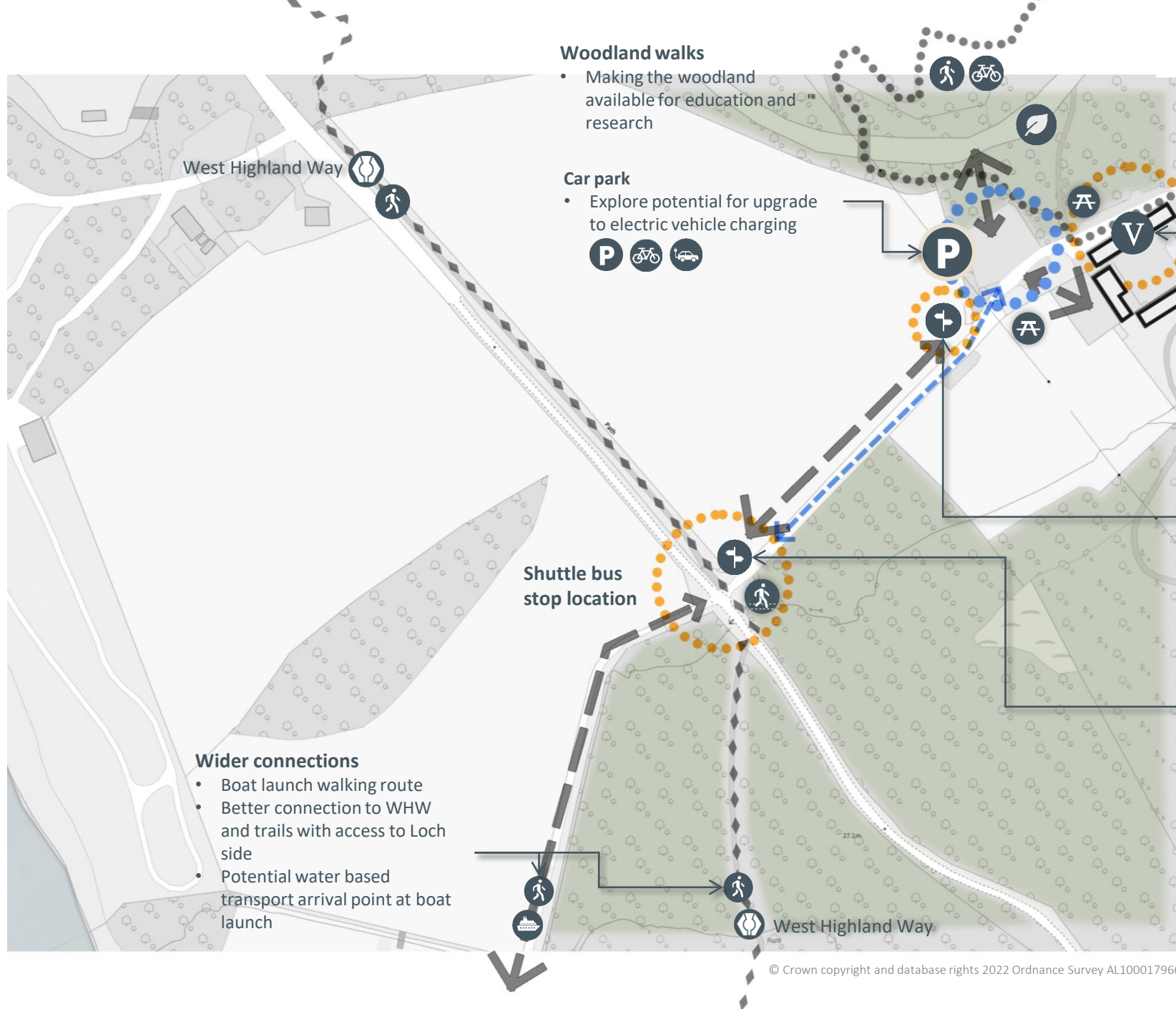
Wider connections

- Better connection to WHW and trails with access to Loch side

Improvements

- Potential picnic location
- Explore potential for upgrade to electric vehicle charging

Concept



Woodland walks

- Making the woodland available for education and research

Car park

- Explore potential for upgrade to electric vehicle charging



Visitor centre

- Bringing into new use existing barns, to encourage nature conservation, amenity and rural recreation;
- Potential for pop up food and drink
- Events space
- Toilets
- Potential picnic location



Orientation & wayfinding

- Orientation point at farm, provides potential location for picnic benches
- Potential connections to West Highland Way trails (and water side walks)

Signage improvements

- Information, orientation, and wayfinding.
- Signage opportunity to build on partnership with National Park Authority

Wider connections

- Boat launch walking route
- Better connection to WHW and trails with access to Loch side
- Potential water based transport arrival point at boat launch

Cashel Prioritisation

Destination

Infrastructure improvements to enhance the destination and enable Cashel to be accessible whilst ensuring the primary access to East Loch Lomond is via sustainable transport methods, or active travel

Impact

(visitor experience/
responsible tourism)

High

- Development of Cashel will aid visitor dispersal, and broaden the overall visitor experience offer of East Loch Lomond
- Shuttle bus infrastructure will facilitate controlled access and controlled use of the Balmaha-Rowardennan road with significant positive impacts for sustainable access

Sustainability/ Mission Zero

High

- Infrastructure supports primary visitor access, seasonally, to East Loch Lomond beyond Balmaha to be via sustainable transport methods, or active travel

Delivery Complexity

(issues/ barriers)

Low

- Single ownership
- Trust has ambitions to develop the site

Timescale

Short term

- Site works and reorganisation can be developed immediately independent of infrastructure for connectivity to wider booking systems, shuttle bus service etc.

Prioritisation Summary

Impact	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> 3 <input type="checkbox"/> <input type="checkbox"/>
Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> 3 <input type="checkbox"/> <input type="checkbox"/>
Complexity	<input checked="" type="checkbox"/> 5 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short – Medium Term

Priority Score

11

Priority Level

High

Delivery Agents

Cashel Trust; National Park Authority; Stirling Council
(Roads authority)

Dependencies

- National Park Authority implementation of Sustainable Visitor Travel System
- Local community engagement & support

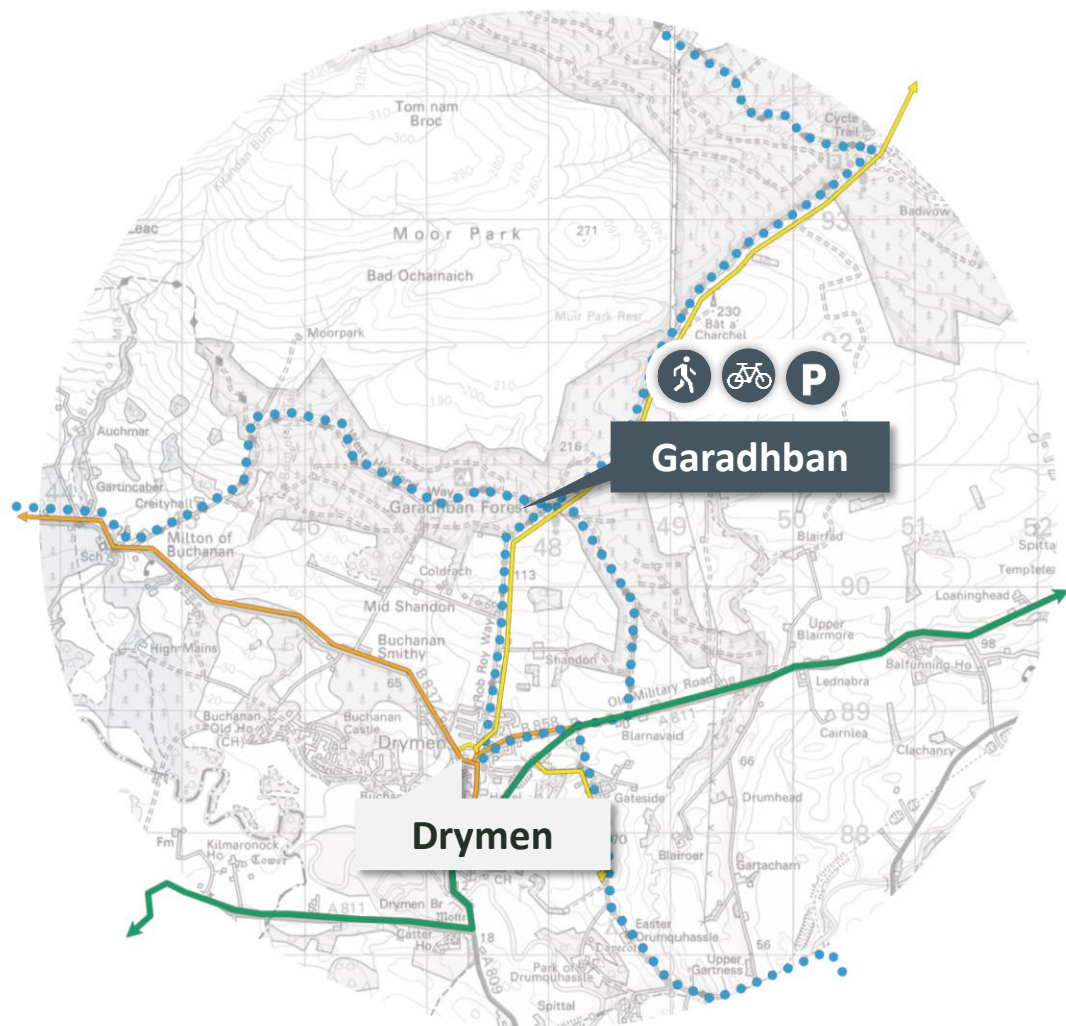
Note

Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Garadhban

Site Strategy



Visitor Infrastructure Requirements:

✓*		✓*							✓*	✓*

* Areas for development

Description:

Garadbahn Forest, 1km north of, is a crossroads for the Rob Roy Way and the West Highland Way. The car park provides access to the Garadbahn Forest and is an alternative Conic Hill approach to the Balmaha starting point

Principles for Development:

- Visitor dispersal, promote as alternative Conic approach
- Information and identity building
- Car park improvements to future proofed dispersal with modal shift

Key Elements:

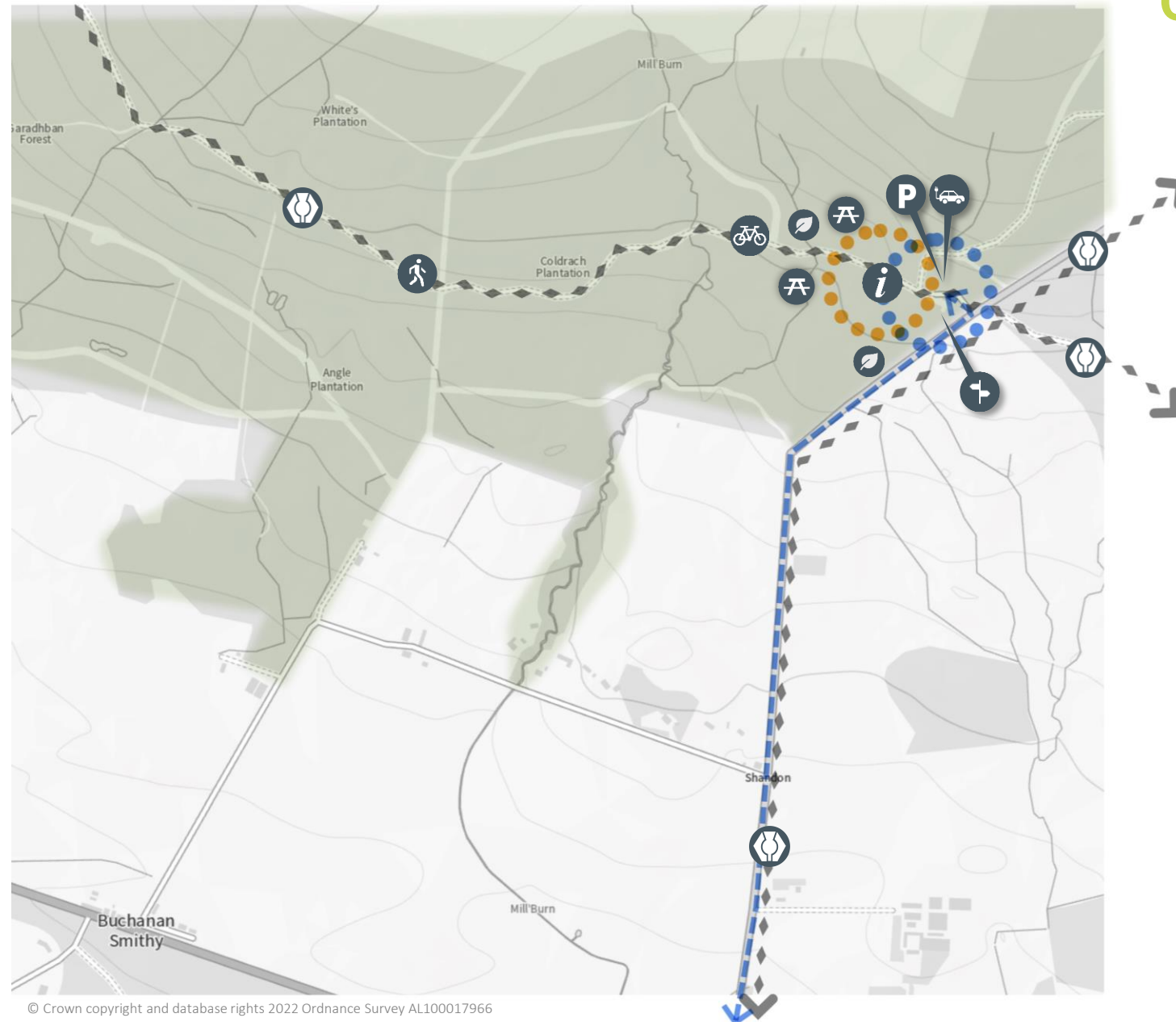
- Signage improvements
- Branding
 - Strengthen role in visitor dispersal, alternative parking location for approach to Conic or Drymen
 - Wider orientation
 - Promote trails
- Wider connections
- Better connection to West Highland Way walks and trails
- Improvements
- Potential picnic location

Signage improvements

- Information, orientation, and wayfinding.
- Signage opportunity to strengthen National Park Authority identity

Orientation & wayfinding

- Orientation point for Conic Hill approach and forest walks, provides potential location for picnic benches



Garadhban Prioritisation

Destination

Impact

(visitor experience/
responsible tourism)

Low

- Investment improves the visitor experience at the alternative approach to Conic Hill and can support visitor dispersal in East Loch Lomond

Sustainability/ Mission Zero

Low

- The locations primary role is as an arrival point and car park location, improvements to parking offer very limited suitability gains

Delivery Complexity

(issues/ barriers)

Low

- Works to car parking, setting , and signage are low complexity

Timescale

Short term

- Works to car parking, setting , and signage can be advanced and concluded in the short term

Prioritisation Summary

Impact	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Sustainability	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Complexity	<input checked="" type="checkbox"/> 5 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Timescale	Short Term

Priority Score 8

Priority Level

Medium

Delivery Agents

National Park Authority; Forestry and Land Scotland

Dependencies

- Coordination with Forestry and Land Scotland
- National Park Authority implementation of Sustainable Visitor Travel System
- Local community engagement & support

Note

Prioritisation Scoring is based on	Impact: Sustainability: Complexity:	1 low - 5 high 1 low – 5 high 5 low – 1 high
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Summary of Priorities

Project Priorities

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

The following assessment identifies **Balmaha** to be the highest priority project. Balmaha is the key strategic Primary Hub and Primary Destination to be developed.

Investment in establishing Balmaha as a Primary Hub is a priority for Sustainable Transport along the East of the Loch, which will have significant impact on traffic management & congestion/visitor experience as well as mitigating impact/ bringing benefits to the local community.

Assessment also identifies **Milarrochy, Sallochy, Rowardennan, and Cashel** to be high priority projects. Investment in destinations accessed via sustainable transport will support modal shift and the measures to control visitor access beyond Balmaha in peak periods. A range of alternative locations and visitor experiences is provided to absorb footfall and activity and at Rowardennan renewal of pier/waterbus access further supports sustainable travel.

Drymen as a further primary destination can be enhanced in the short term with placemaking improvements, with a focus on the village core and measures to improve the public transport experience e.g. bus shelter and place improvements. Signage and variable messaging for motorists in the Drymen's strategic geographical location will support the restrictions to visitor access on the Balmaha-Rowardennan road. Therefore Drymen provides a high priority project .

Potential long term investment in parking to support an extension to the Sustainable Transport System, allowing for earlier restrictions to East Loch Lomond visitor access by personal vehicle, are subject to demonstrated need, operational business case and an appropriate and well located site being identified for park & ride infrastructure.

Prioritisation Summary

Locations	Category	Evaluation	Rank	Cost (Low-High)					Timescale (Short/Medium/Long Term)			Comments	PRIORITY
				£	£	£	£	£	S	M	L		
Drymen	Primary Destination	11	4	£	£	£	£	£	S	<u>M</u>	L	Investment to enhance existing facilities & visitor dispersal, and to develop appeal of existing public transport	high
Drymen Park & Ride	Primary Hub	9	4	£	£	£	£	£	S	M	<u>L</u>	Significant investment to extend and accommodate Sustainable Transport System once first phase operational and successful	medium
Balmaha	Primary Destination & Hub	13	1	£	£	£	£	£	<u>S</u>	<u>M</u>	L	Development of Masterplan as early action to facilitate significant investment in delivery of Sustainable Transport Hub/ quality of place/ visitor destination (M)	high
Milarrochy	Secondary Destination	11	3	£					<u>S</u>	M	L	Investment to accommodate and support Sustainable Transport & enhance facilities	high
Sallochy	Secondary Destination	12	3	£					<u>S</u>	M	L	Investment to accommodate and support Sustainable Transport & enhance facilities	high
Rowardennan	Secondary Destination	11	2	£	£	£			S	<u>M</u>	L	Moderate investment to integrate sustainable transport terminus (Shuttle & Waterbus) and improve build facilities	high
Cashel	Secondary Destination	11	2	£	£				<u>S</u>	M	L	Moderate investment to enhance existing facilities & visitor dispersal, delivery with 3 rd party support	high
Garadbhan	Secondary Destination	8	5	£					<u>S</u>	M	L	Lower cost/ modest benefits achievable within short term timescale absorbing a level of pressure	medium
Milton of Buchanan	Tertiary Destination			£					S	M	<u>L</u>	Limited immediate opportunities. Long term Moderate investment to enhance facilities as part of extension of Sustainable Transport System	low

Order of Cost

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

A total investment of between £3.15M - £3.95M ex VAT can be anticipated, spread over a 5yr+ period.

<i>Locations</i>	<i>Cost Low Range</i>	<i>Cost High Range</i>
Drymen	£400,000	£500,000
Drymen Park & Ride	£450,000	£600,000
Balmaha	£800,000	£1,000,000
Milarrochy	£250,000	£300,000
Sallochy	£200,000	£250,000
Rowardennan	£450,000	£550,000
Cashel	£250,000	£300,000
Garadbhan	£150,000	£200,000
Milton of Buchanan	£200,000	£250,000
TOTAL (ex VAT)	£3,150,000	£3,950,000

Project Elements

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

- Camp site improvements
- Toilets
- Parking Reorganisation
 - surface/drainage renewal
 - EV-charge
 - Pre-booking systems & parking controls
- Commercial opportunity: food van location, cycle hire drop off
- Motorhome facilities
 - Parking
 - Water supply
 - Waste disposal
- Loch access: Piers & jetties (waterbus arrival/access)
- Shuttle Bus Infrastructure
 - Drop off and pick up
 - On road bus layby
 - Shelter
- Cycling infrastructure
 - Parking
 - Repair points
- Public realm, setting and gateways
- Signage
 - Visitor Signage
 - Variable Message Signage
 - Digital timetables
- Enhanced Visitor Facilities
- Natural play
- Picnic
- Shelter
- Visitor Centres
- Pier renewal (Rowardennan)



1. Campsite fire pit: Photo by Roman Pohorecki
2. Natural Play © Leslie Science & Nature Center
3. High quality building and place improvements - Image from © LLTNPA Live Park Design & Placemaking Supplementary Guidance
4. Loading bikes onto the shuttle bus at the Appgar Visitor Center
5. Scottish Water Top Up Tap
6. Bespoke, place sensitive shelter
7. Branding & Variable Message signage, sensitive to sense of place
8. Pier renewal



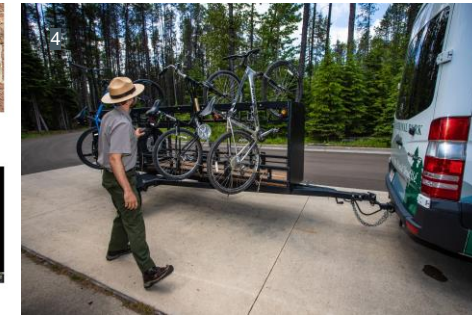
Loch Eibh, painted rubble walls, slate roof

Crafternic, red sandstone



Bridge of Dochart, Coloured carved

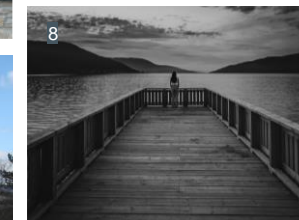
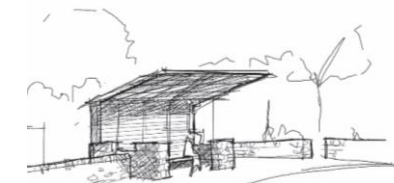
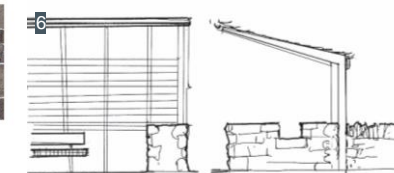
Glenbremler, Timber Cladding



Bellender, Carved gable



Bellender, puddingstone



Outline Design

Drymen

Outline Design Brief

Outline Site Design Brief:

Key elements of site infrastructure to be developed:

Village Green

- Public realm improvements, reduction in carriageway widths, improved usable green
- Bus shelter improvements to support use of public transport

A811 gateways & signage

- Permanent high quality signage with real time information about Balmaha to Rowardennan road closures and capacity of Drymen and Balmaha car parks.
- Branding
- Incorporate near by setting for A811 crossing points on long distance walks. Signage suite to extend to include pedestrian scale wayfinding and interpretive signage to mark arrival at the National Park on long distance walks
- NCN7 national cycle route connects to Drymen via Gartness Rd. Address weak existing connection's use of narrow footways, the A-road crossing and steps

Wayfinding

- Wayfinding signage to cycle paths and walking routes, gateway
- Village centre orientation signage with active travel, public transport and wider park information

Parking

- Increase existing parking
- Potential to include public toilet facilities
- Potential to incorporate bus shelter/ layby and include as relocate bus stop as part of Village Green improvements
- Additional parking to support access to the local centre for residents & locals, support access for visitors to Drymen, potentially facilitate onward travel to East Loch Lomond by bus/cycle etc.

Balmaha

Outline Design Brief

Site Design Briefs:

Key elements of site infrastructure to be developed:

Transport & Place

Balmaha is a key Hub; a clear, considered masterplan developed by designers with the engagement of local people and stakeholders is required to identify a series of interventions, provide key evidence on how they can be delivered and illustrate what the overall development would look like, to support the Strategic Tourism Infrastructure Development Framework.

Parking Shuttle Bus Infrastructure

- Significant parking improvements and expansion: EV, Variable Message Signage, motor home facilities
- Shuttle bus infrastructure: turning, garages, office, waiting shelter and public transport information (Variable Message Signage)
- Public toilet expansion, 24hr access

Appropriateness to place, place improvements & strengthened connections

- Importance of bus shelter & shuttle bus infrastructure emphasised via quality, location, landscape setting
- Connected village centre and remote ferry pier
- Strengthened access to boat hire & marina
- Strengthen visitor centre setting
- Improved connection to Conic Hill paths, Millennium Trail, West Highland Way paths

Natural play

- Natural play – connecting place between Conic Hill gateway and the visitor centre setting, expansion of the public realm and place setting

Wayfinding & identity building

- Build sense of arrival through signage, place making etc

Enhanced toilets

- increased numbers , opening outwith visitor centre hours

Road infrastructure

- Road organisation to support & emphasise Balmaha being terminus for much of private vehicle arrivals for visitors to East Loch Lomond during peak tourist season / signify narrowing ahead / encourage visitors in vehicles to park, not continue beyond Balmaha
- Potential coordination with increased footway widths, low flow road beyond the Visitor Centre turn-in, potential public realm at crossing from Visitor Centre to boat yard, services etc.
- Cycle parking and cycle route

Coordination

- Coordination with cycle route projects, important connection to Drymen

Stakeholder & Public Engagement

Millarrochy

Outline Design Brief

Site Design Brief:

Key elements of site infrastructure to be developed:

Shuttle bus infrastructure

- New shuttle bus stop and drop off
- High quality shelter, branding opportunity – e.g. distinctive, sensitive National Park architectural identity.
- Connection to site: public realm, setting, landscape, paths

Parking

- Booking system and controls, facilitating controlled access and controlled use of Balmaha - Rowardennan road
- Car park improvements: organisation, drainage, surface improvements
- Variable Message Signage – providing real time information to signage on the A811, apps etc, facilitating booking system

Facilities

- Develop facilities offered, and connections in the site, including place improvements and natural play; changing and showers; litter and recycling re- organisation; potential location for seasonal food van etc.

Cycling

- Additional cycle parking and cycle hub infrastructure

Paths & connections

- Legible and safe route through site
- Bus hub connections
- Mitigated disconnection between two car parks
- Strong links to WHW

Cashel

Outline Design Brief

Site Design Brief:

Key elements of site infrastructure to be developed:

Shuttle bus infrastructure

- New shuttle bus stop and drop off
- High quality shelter, branding opportunity – e.g. distinctive, sensitive National Park architectural identity.
- Connection to site: public realm, setting, landscape, paths

Parking

- Potential integration of Cashel car park with East Loch Lomond booking system and controls, facilitating controlled access and controlled use of Balmaha - Rowardennan road
- Car park improvements: sustainable drainage, surface improvements
- Explore potential for upgrade to electric vehicle charging

Visitor centre & Facilities

- Bringing into new use existing barns, to encourage nature conservation, amenity and rural recreation;
- Potential for pop up food and drink
- Events space
- Toilets

Cycling

- Additional cycle parking and cycle hub infrastructure

Paths & connections

- Accessibly and inclusivity improvements where possible on local trails, making the woodland available to all for education and research
- Enhanced connection to boat launch walking route
- Better connection to West Highland Way and trails with access to Loch side
- Legible and safe route through site
- Bus hub connections

Orientation & wayfinding

- Orientation point at farm, provides potential location for picnic benches
- Potential connections to West Highland Way trails (and water side walks)
- Signage opportunity to build on Cashel Trust partnership with National Park Authority

Sallochy

Outline Design Brief

Site Design Brief:

Key elements of site infrastructure to be developed:

Shuttle bus infrastructure

- New shuttle bus stop and drop off
- High quality shelter, branding opportunity – e.g. distinctive, sensitive National Park architectural identity.
- Connection to site: public realm, setting, landscape, paths

Parking

- Booking system and controls, facilitating controlled access and controlled use of Balmaha - Rowardennan road
- Car park improvements: organisation, drainage, surface improvements

Facilities

- Develop facilities offered, and connections in the site, including place and improvements and natural play; changing and showers; litter and recycling re-organisation; potential location for seasonal food van etc. ; potential cycle hire (or similar) drop off

Cycling

- Additional cycle parking and cycle hub infrastructure

Paths & connections

- Legible and safe route through site
- Bus hub connections
- Strong links to WHW

Rowardennan

Outline Design Brief

Site Design Brief:

Key elements of site infrastructure to be developed:

Shuttle bus infrastructure

- New shuttle bus stop and drop off
- High quality shelter, branding opportunity – e.g. distinctive, sensitive National Park architectural identity.
- Connection to site: public realm, setting, landscape, paths.

Site organisation & waterfront appeal

- Organisation of site as a public realm to enhance waterfront area and attractiveness of the memorial landscape arrival point, start point to Ben Lomond Walks and arrival by water.

Facilities

- Develop facilities offered, and connections in the site, including place improvements and natural play; changing and showers; litter and recycling re-organisation; potential location for seasonal food van etc. ; potential cycle hire (or similar) drop off
- Deliver setting and public realm. Enhance the Ben Lomond path connections, strengthen the cross over with the West Highland Way, strengthen connection to the water front and pier, strengthen connections to the memorial sculpture. Develop arrival and orientation point.

Parking

- Booking system and controls, facilitating controlled access and controlled use of Balmaha - Rowardennan road
- Car park improvements: organisation, drainage, surface improvements

Cycling

- Additional cycle parking and cycle hub infrastructure

Paths & connections

- Legible and safe route through site
- Bus hub connections
- Strong links to WHW, memorial, pier, Ben Lomond walks start/finish point, Hotel etc.

Pier renewal

- To facilitate arrival by water

Recommended Next Steps

Next Steps & Recommendations

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

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

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

- **Establish the Sustainable Transport Strategy** - the operational strategy and business case for development of sustainable transport is necessary to verify all assumptions made in this study to do with viability, delivery and operational needs of future transport services for which infrastructure is to be provided. This is essential and should be prioritised as an early action. It will demonstrate the viability of East Loch Lomond Hub options.
- **Advance Transport and Place Masterplan for Balmaha** – identified as a potential Visitor and Transport Hub, detailed work to determine viability is required to fix this key part of the framework for the East.

- **Define the role of Balloch** - the role of Balloch and surrounding area is not included in the East (or West) Study Area. As the key gateway and arrival point from south Balloch has a pivotal role to play, which needs to be defined and developed to support the assumptions made in this study.
- **Strengthen Partnership Working and extend Engagement** Future success of capital investment relies on participation of stakeholders in delivery, management, operation and maintenance, which confirms critical need and provides opportunity to further strengthen and consolidate partnership working as a priority to support and in some cases pilot the lead in delivery of these projects. VMG is a successful forum for engaging with stakeholders, membership should be expanded wherever possible to maximise participation.
- **Progress Community Engagement** – to date, tight study timescales have precluded ability to conduct any real community engagement. This needs to be given early focus in next steps to secure in principle support and buy-in and progress to ensure that actions are developed in detail to target the detailed of local issues of most concern.

- **Information Sharing & Wider Coordination** - Early engagement with other initiatives and projects will be important to extend the reach of this exercise to inform and shape future actions in a coordinated approach with a focus on delivering identified outcomes. Specifically this study has identified a particular need for early engaging with Transport Scotland. Engagement to coordinate place concepts with A82 works and avoid missed opportunities

