Local Development Plan – Draft Topic Paper

Sustainable Transport

May 2025

Introduction

Thanks for taking an interest in this Topic Paper, which is part of the evidence we're drawing together for our new Local Development Plan. The following notes explain what the Topic Papers cover and how these fit into the process to prepare the new Plan. At the bottom of the notes, you will find a list of guidance and information should you wish further details.

What is a Topic Paper?

The first stage in preparing a new Local Development Plan is the evidence gathering stage, which is the stage we are currently in. This involves collating information on key relevant policies, strategies and data for an Evidence Report which the National Park Authority has to submit to the Scottish Government for a review that is called a 'gate check'. This to ensure that sufficient information is available to start preparing a new Local Development Plan. The next step, after the gate check, is preparing a Proposed Plan which will set out policies, proposals and priorities which will be formally issued for a period of consultation.

To break the gathered evidence up into manageable blocks, we have created 10 Topic Papers by grouping the most closely related national planning policies of NPF4 (see Table below). Each of these 10 Topic Papers aim to summarise relevant national, regional and local evidence and information for the given topic area. Whilst we have grouped these national planning policies into 10 Topic Papers we fully acknowledge that there are overlaps and linkages between these policies; for example, matters such as climate, nature, and flooding are of relevance to all of the topic areas. We have aimed to highlight these links, where explicit, in the Topic Papers.

How are the Topic Papers structured?

The Topic Papers cover all National Planning Framework 4's policies, as summarised in the table below.

Topic paper 1: Climate and Land Use	Topic paper 2: Biodiversity, Natural Places, and Forestry, Woodland and Trees	Topic paper 3: Infrastructure First	Topic paper 4: Flooding, Water Management and Blue and Green infrastructure	Topic paper 5: Energy, and Heat and Cooling
1. Tackling the Climate and Nature Crisis 2. Climate Mitigation and Adaptation 5. Soils 10. Coastal Development Land Use	3. Biodiversity 4. Natural Places 6. Forestry, Woodland and Trees	18. Infrastructure First 24. Digital Infrastructure	22. Flood Risk and Water Management 20. Blue and Green Infrastructure	11. Energy 19. Heat and Cooling

Topic paper 6: Sustainable Transport	Topic paper 7: Housing	Topic paper 8: Living Well Locally	Topic paper 9: Cultural Heritage and Place	Topic paper 10: Rural Economy
13. Sustainable Transport	16. Quality Homes 17. Rural Homes	15. Local Living and 20 Minute Neighbourhoods 23. Health and Safety 9. Brownfield, vacant and derelict land and empty buildings 21. Play, recreation and sport 12. Zero Waste	14. Design, Quality and Place 7. Historic Assets and Places 31. Culture and Creativity	29. Rural Development 30. Tourism 28. Retail 27. City, town, local and commercial centres 26. Business and Industry 32. Aquaculture 33. Minerals 25. Community Wealth Building

Each of the Topic Papers has the same format, as follows:

- List of the relevant sections of the Planning Act (and any other relevant legislation and statutory requirements);

- Links to the Evidence that informs that Topic Paper;

- Context of National Planning Framework 4 (NPF4) and the National Park Partnership Plan (NPPP)

- Summary of the selected Evidence for that Topic Paper;

- Implications that the Evidence presents for the preparation of the new Local Development Plan.

Additional sections in the Papers (i.e. Summary of Stakeholder Engagement & Statement of Agreement/Dispute) will be added upon the completion of this engagement phase and prior to the completion of the Evidence Report and its submission to Scottish Government.

It is important to note that the Topic Papers do not present any proposals– such as proposed sites for development. As these Papers are technical and follow a structure and template required by the Scottish Government, an additional 6 Area Summaries have also been prepared. These are separate map-based reports which have been designed to provide a summary of how this technical content relates to different areas of the National Park, for the series of in-person workshops during May and June. These also include a summary of the Local Place Plans prepared by communities, which the majority of communities have either prepared or are under preparation. While these reports will be primarily be used at in-person workshops, they will also included on the website if you would prefer to feedback on those.

The Topic Papers are engagement drafts; these are not the final ones that we will include within our Evidence Report. The Topic Papers have been prepared by National Park staff with advice and comments incorporated where possible from public bodies such as SEPA, Historic Environment Scotland, NatureScot, Transport Scotland and the Councils that cover the National Park. Where data or information has not been available, incomplete or is currently in the process of being finalised, this has been highlighted in the Topic Paper and where relevant this will be actioned for the final versions for the Evidence Report.

We are now sharing the Topic Papers with wider stakeholders who would like to review and provide us with feedback, helping us to identify any gaps or pieces of evidence we should also consider for the Evidence Report. This feedback can be given by filling in the survey available on our website.

The Topic Papers are technical and present a lot of information. This is due to their nature as baseline information to be reviewed by Scottish Government, as the foundation for the new Local Development Plan. We have also created shorter map-based summaries for different areas of the Park to be more accessible, as introduced above.

Feedback will help finalise the Topic Papers. Once we have completed the 8-week engagement period, we will review all the responses we have received. We will make changes to the Topic Papers where required and collate these into the full Evidence Report, which will also summarise the outcomes of our engagement. It is this full – finalised - Evidence Report that the Park Authority Board will need to approve before it can be submitted to the Scottish Government for review at the 'gate check'.

Next stage. Once we have received Scottish Government's feedback on whether we can either proceed or need to amend the Report the next stage is preparing the Proposed Plan (draft Local Development Plan). As noted already, there will be formal public consultation on the Proposed Plan.

Further information

Scottish Government's Guidance on preparing a Local Development Plan

National Planning Framework 4

Loch Lomond and the Trossachs National Park Development Plan Scheme

Contact
If you need help with any of the above or have queries on the Topic Papers, please contact localdevplan2@lochlomond-trossachs.org or call us on 01389 722600.

Issue: Topic/Place	Sustainable Transport
Information required by the Act regarding the issue addressed in this section	**Town and Country Planning (Scotland) (Act) 1997**, as amended, • Section 15(5)(d) the infrastructure of the district (including transport systems); and • Section 15(5)(e) how that infrastructure is used **Town and Country Planning (Development Planning) (Scotland) Regulations 2023** Under Regulation 9, have regard to: • Any regional transport strategy; and • Any local transport strategy **Other relevant legislation** The Aims of National Parks in Scotland (as set out in the **National Parks (Scotland) Act 2000)**
Links to Evidence	**Overarching Policies, Strategies and Reports** *National:* • The Transport (Scotland) Act 2019 • National Transport Strategy 2 (2020) • Strategic Transport Projects Review 2 (2022) • Transport Scotland's 'A Route map to a 20% reduction in car kilometres by 2030 (2022) • A Network Fit for The Future: Vision for Scotland's Public Electric Vehicle Charging Network (2023) • Cleaner Air for Scotland 2 (2021) • Scotland's Road Safety Framework to 2030 (2021) • Let's Get Scotland Walking: National Walking Strategy (2014) • Transport Scotland's Rail Enhancement & Capital Investment Strategy (2018) • Scotland's Railway: Sustainable Travel to Stations (2023)

Regional:
- TACTRAN Regional Transport Strategy 2024 – 2034
- SPT Regional Transport Strategy 2023 -2038
- SPT Regional Active Travel Strategy for the West of Scotland 2024 – 2038
- SPT Regional Bus Strategy [Draft]
- Hitrans Regional Transport Strategy [Draft]

Local/National Park:
- Stirling Council's Local Transport Strategy 2017 - 2027
- Stirling Council Towns, Villages and Rural Areas Transport Plan 2017 – 2027
- Perth and Kinross Mobility Strategy (2024)
- West Dunbartonshire Council Active Travel Strategy (2024)
- Argyll and Bute Active Travel Strategy [Draft]
- Loch Lomond and the Trossachs National Park Sustainable Travel Options Appraisal and Modal Shift Report (2023)
- Loch Lomond and the Trossachs National Park Partnership Plan 2024 – 2029
- Community Active Travel Action Plans – Aberfoyle (2020), Callander (2020) and Drymen (2021)

Other relevant Policies, Strategies and Reports

- Loch Lomond and the Trossachs National Park Carbon Footprint Assessment and Proposed Pathway to Net Zero
- The Trossachs Explorer Evaluation Report
- Living Well Locally – Drymen and the Villages of East Loch Lomond
- Lochearnhead Active Travel and Placemaking Project 2020

Relevant data
- The data below is from the following report: Loch Lomond and the Trossachs National Park Sustainable Travel Options Appraisal and Modal Shift Report (2023)
    - Travel to work, study and/or school data – Datashine Scotland Commute
    - Online Sustainable Travel: Community and Business Survey (November 2022 – December 2022)

| | • Visitor Profile Survey 2019 - 2020
• Traffic Flow Data
• Commute Journey Flows Data

EV Charging Facilities – Traffic Scotland |

National Planning Framework 4 (NPF4) Context

<u>**Policy 13 – Sustainable Transport**</u> promotes sustainable travel methods in new development such as walking, wheeling, cycling and public transport. The policy seeks to reduce the need for unsustainable travel practices. To meet this intent, Local Development Plans should undertake the following actions:

- **Location Prioritisation:** Future development locations should be chosen based on their accessibility by sustainable transport modes. This involves ensuring that new developments are conveniently accessed by walking, cycling and public transport to reduce car dependency.
- **Spatial Strategy Alignment:** The spatial strategy of the LDPs should reflect the principles of the sustainable travel hierarchy and the sustainable investment hierarchy. This means making best use of existing infrastructure and services, prioritising developments that support sustainable travel.
- **Place-Based Approach:** LDPs should adopt a place-based approach to minimise car dominance in urban areas. This can include implementing low traffic schemes, offering shared transport options, designing roads with speed controls, creating bus and cycle priority lanes, pedestrianisation of certain areas and minimising space allocated for car parking.
- **Development Considerations:** When planning developments, LDPs should consider factors such as the type and mix of developments, the concept of local living, the 20-minute neighbourhood principle, car ownership levels and the overall accessibility of proposals for all users, including those with disabilities.
- **Transport Appraisal:** LDPs should be informed by comprehensive transport appraisals conducted according to relevant transport appraisal guidance. These appraisals should provide evidence of the capacity of the area's transport infrastructure and assess the impact of the spatial strategy on the transport network. They should identify any potential cumulative transport impacts and propose feasible mitigation measures to support an infrastructure-first approach.

National Park Partnership Plan (NPPP) 2024 – 2029 Context

The National Park Partnership Plan (NPPP) outlines a coordinated strategy to deliver a more sustainable, inclusive, and low-carbon transport system across Loch Lomond & The Trossachs National Park. The overarching aim is to reduce dependency on private cars, support modal shift toward more sustainable options, and ensure residents and visitors can access the Park efficiently and equitably.

Key actions include delivering connectivity projects in Tarbet, Balloch, and Callander to enable seamless multi-modal journeys, and developing a strategic approach to public transport and EV infrastructure, including EV car sharing schemes. A programme of active travel infrastructure, such as paths for walking, cycling, and wheeling, is being developed to integrate active travel into everyday life.

To support system-wide change, the Plan proposes the establishment of a National Park Mobility Partnership, a new governance model where partners pool resources and expertise to expand low-carbon mobility options. The Plan also calls for the development of integrated ticketing, marketing, and communication packages to promote sustainable travel, as well as the introduction of targeted transport services (including on-water travel) to meet local and visitor demand.

Finally, the Plan recognises the importance of strategic pricing policies for travel and parking to encourage more sustainable behaviour and aims to strengthen transport hubs that support public transport, EV use, cycling, and walking, creating a joined-up network of low-emission travel choices.

Summary of Evidence

This paper covers National Planning Framework 4 (NPF4) Policy 13(Sustainable Transport). The summary of evidence section is structured in the following order:

- National Context
- Regional Context
- Local/National Park Context
  - Existing Transport Infrastructure
    - Active Travel
    - Public Transport
    - Private Transport

It is also important to acknowledge that there is overlap between the Sustainable Transport paper and NPF 4 Policy 15 – Local Living and 20-minute Neighbourhoods and Policy 18 – Infrastructure First. Although the link between these policies are noted in this paper, there is more detail in the following papers:

Policy 15 – Topic Paper 8

Policy 18 – Topic Paper 3

The transport pressures faced by Loch Lomond & The Trossachs National Park are broadly consistent with those experienced across rural Scotland. These include limited public transport options, a reliance on private car travel, dispersed communities, and sharp seasonal peaks in visitor numbers. These factors create unique challenges for both residents and visitors. A few of these pressures are highlighted below:

Travel to, from, and within Loch Lomond and The Trossachs National Park is currently shaped by a strong reliance on private car use. This reflects the rural nature of the area and the existing transport network, which presents challenges in offering viable alternatives. During peak visitor periods, this can lead to increased traffic levels, parking demand, and localised pressure on infrastructure and the environment, which may affect the visitor experience and place added strain on communities and businesses.

Public transport provision across the Park is varied and reflects the priorities and service patterns of the constituent local authorities. While services play a vital role, particularly for commuters and essential travel, they are not always aligned with the Park's unique visitor patterns or geographic spread, which can limit the appeal and accessibility of sustainable travel options.

Car parking provision within the Park is managed by a range of organisations, leading to variation in ownership, charging approaches, and enforcement practices. In some cases, this can make car travel more convenient and cost-effective, potentially reducing the incentive to use more sustainable modes.

It is important to recognise that Loch Lomond & The Trossachs National Park Authority is not a transport authority. Responsibility for public transport and transport infrastructure lies with the constituent local authorities, West Dunbartonshire, Argyll and Bute, Stirling, and Perth and Kinross, each of which has statutory duties in this area.

The National Park Authority plays a key coordinating and influencing role, supporting efforts to enhance sustainable transport through collaboration with transport providers, local authorities, and regional and national partners. It also has a statutory role in planning, ensuring that transport considerations are appropriately addressed in development proposals in line with national and local policy, and in consultation with Roads Authorities.

National Context:

The Transport (Scotland) Act 2019

The Transport (Scotland) Act 2019 sets out the legal framework to modernise transport services, make them more sustainable, improve accessibility, and empower local authorities to have more control over transport planning in their areas.

National Transport Strategy 2 (2020)

National Transport Strategy 2 is Transport Scotland's comprehensive plan and detailed policy framework for transforming the transportation system to address current challenges and future needs. The strategy sets out a vision for sustainable, inclusive, safe and accessible transport system that contributes to the well-being of Scotland's people and communities.

It is advocated that all forthcoming plans promote and adhere to the ambitions and policies within NTS2. Embedded within policy making should be the sustainable travel and the sustainable investment hierarchies. The sustainable travel hierarchy (figure 1) promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people, with the sustainable investment hierarchy (figure 2) ensuring transport options maintain and safely operate existing assets, taking due consideration of the need to adapt to the impacts of climate change.
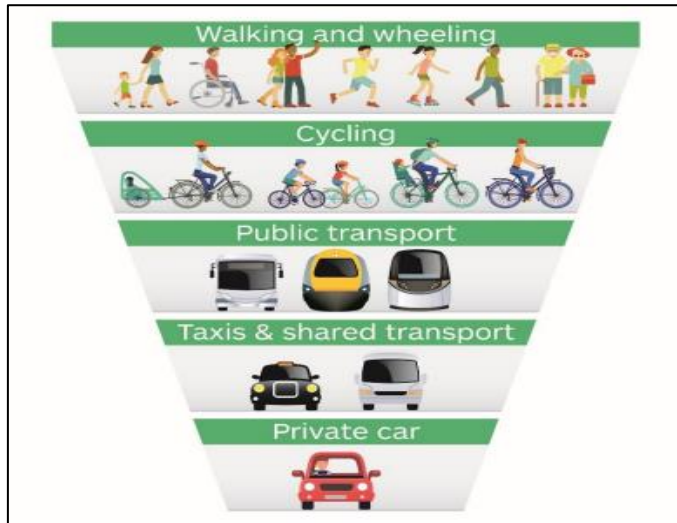
Figure 1: Sustainable Travel Hierarchy

Figure 2: Sustainable Travel Investment Hierarchy

NTS2 states "*Planning and development have a major influence on our transport system. We will continue to work collaboratively to ensure that, when planning decisions are made, as a priority they will consider the impacts on transport*." Furthermore, "*transport accessibility will influence the location and design of future development. Transport will help planning and development and also ensure our communities are sustainable*." Thus, transport accessibility should be a key consideration in determining the location of development.

Strategic Transport Projects Review 2 (2022)

Strategic Transport Projects Review 2 (STPR2) prepared by Transport Scotland details how it will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2), aligning with other national plans such as the Climate Change Plan 2018 – 2032 and the fourth National Planning Framework (NPF4). It sets out 45 recommendations which will help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022-

2042. The recommendations relate to transport investment in Scotland over the next 20 years to improve active travel infrastructure, influence travel choices and behaviours, enhance access to affordable public transport, decarbonise transport, increase safety and resilience of the strategic transport network and enhance strategic connections.

Of the 45 recommendations described above, those of relevance to the National Park are as follows:

1. Connected Neighbourhoods
3. Village-town active travel connections
4. Connecting towns by active travel
5. Long-distance active travel network
6. Behaviour change initiatives
7. Changing road user behaviour
8. Increasing active travel to school
9. Improving access to bikes
10. Expansion of 20mph limits and zones
20. Investment in Demand Responsive Transport and Mobility as a Service
22. Framework for the Delivery of Mobility Hubs
23. Smart, integrated public transport ticketing
29. Access to Argyll (A83)
30. Trunk road and motorway safety improvements to progress towards 'Vision Zero'
31. Trunk road and motorway climate change adaptation and resilience

The recommendations above encompass various themes, such as enhancing active travel infrastructure, shaping travel choices and behaviours and boosting safety and resilience on the strategic transport network. It is important to note, however, that several other strategic recommendations, while not directly related to the National Park, will still positively impact it.

Trunk Road Investment Programme

Transport Scotland continues to invest in several infrastructure projects across the country, including a number within the National Park. These projects aim to enhance facilities and services for both residents and visitors, supporting the region's growth and accessibility. The projects specific to the National Park are listed below:

A83 Rest and Be Thankful – Delivering an alternative route to the existing A83 (in preparation).
A82 Crianlarich Bypass – A new bypass has been constructed where the A82 and A85 meet, to tackle the congestion experienced during the busy tourist season (complete).
A82 Pulpit Rock – The removal of traffic signals and the re-introduction of two-lane carriageway (complete).
A82 Tarbet to Inverarnan – Jacobs Fairhurst Joint Venture are looking at options to upgrade the road between Tarbet and Inverarnan (in preparation).

Transport Scotland's A Route map to a 20% reduction in car kilometres by 2030 (2022)

The route map is in response to the Scottish Government's Climate Change Plan update and the commitment to reduce car kilometres by 20 per cent by 2030, to meet Scotland's statutory obligations for greenhouse gas emissions reduction by 2045. However, it also recognises the benefits that re-thinking the way people travel can have on individual and community health and wellbeing, as well as the fairness in society and the inclusiveness of the economy.

The route map builds on the vision for Scotland's transport system set out in the second National Transport Strategy, aimed at protecting the climate and improving people's lives. However, it acknowledges that people's travel behaviours are shaped by the wider context in which they live and services they need to access. This route map therefore includes a range of non-transport policies interventions, including the provision of good connectivity and digital access to services; planning and investment in public places; location of key services such as healthcare; and supporting young people to make healthy, fair and sustainable travel choices from an early age.

The route map does not aim to eliminate all car use. Rather, the route map encourages all people to reduce overreliance on cars wherever possible and identifies four key behaviours for people to consider when planning a journey:

- make use of sustainable online options to reduce the need to travel;

- choose local destinations to reduce the distance travelled;

- switch to walking, wheeling, cycling or public transport where possible; and

- combine a trip or share a journey to reduce the number of individual car trips made, if car remains the only feasible option.

The route map sets out the interventions to make it easy for people to take these actions and is applicable in both rural and urban settings as well as for those with a variety of mobility needs. Although it recognises that rural communities may face challenges in reducing car travel at the same rate as urban areas. As the National Park is predominantly a rural area, where car dependency is higher due to limited public transport options and longer travel distances between communities, services, and employment. It also highlights the need for tailored transport solutions that consider the realities of rural living, rather than applying urban-focused expectations across the board.

A Network Fit for The Future: Vision for Scotland's Public Electric Vehicle Charging Network (2023)

A Network Fit for the Future: Vision for Scotland's Public Electric Vehicle Charging Network sets out the Scottish Government's long-term vision for developing a high-quality, accessible, and reliable public electric vehicle (EV) charging network. It is designed to support Scotland's wider climate commitments, including the aim to phase out the need for new petrol and diesel cars and vans by 2030, and to reach net zero emissions by 2045. The strategy recognises that a well-planned public EV charging network is critical to enabling this transition, particularly for people who cannot charge at home, as well as for businesses, visitors, and communities across the country.

The strategy focuses on several key goals to guide the development of the charging network. First, it aims to expand the availability of public EV chargers in line with rising demand, ensuring that charging is convenient and reliable. It also emphasises the importance of fair and equitable access, especially for rural, remote, and island communities, so that no area is left behind. A core goal is to attract greater private sector investment to help scale and maintain the network sustainably. Finally, the strategy supports a just transition, ensuring that the environmental and economic benefits of the shift to electric vehicles are shared fairly across all parts of society.

Cleaner Air for Scotland 2 (2021)

Over the last 50 years, air quality has improved beyond all recognition. Although air quality in Scotland's towns and cities is improving year on year, there are still areas across the country where air quality standards for human and environmental health are not being met. Road transport remains the significant contributor to poor air quality. Air pollution especially impacts on the more vulnerable members of society – the very young and the elderly or those with existing health conditions such as asthma, respiratory and heart disease. This makes air quality an important health inequalities issue.

This revised policy is shaped around 10 general themes, which largely reflect the high-level recommendations arising from the Cleaner Air for Scotland (CAFS) review:

1. Health – A Precautionary Approach
2. Integrated Policy
3. Placemaking
4. Data
5. Public Engagement and Behaviour Change
6. Industrial Emissions Regulation
7. Tackling Non-Transport Emissions Sources
8. Transport
9. Governance, Accountability and Delivery
10. Further Progress Review

Scotland's Road Safety Framework to 2030 (2021)

The Framework sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long-term goal where no one is seriously injured or killed on the roads by 2050.

The Framework builds on what has already been achieved here in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets are being created to focus attention by partners on priority areas. Transport Scotland will also establish new Local Partnership Forums to expand and grow the connections between national and local road safety across Scotland.

Let's Get Scotland Walking: Scotland's National Walking Strategy (2014)

Scotland's National Walking Strategy aims to make walking a key part of daily life, promoting it as the easiest and most attractive option for short trips and recreation. The strategy focuses on creating a culture where walking is encouraged by people of all ages and abilities, emphasising its health benefits like reducing obesity and improving mental well-being.
It also seeks to improve walking environments by making the streets safer and more accessible. This includes developing pedestrian-friendly infrastructure, better signage and safe routes in both urban and rural areas.

A key focus is reducing inequalities, ensuring everyone, regardless of age or background, has access to safe, enjoyable walking spaces. By breaking down barriers for disadvantaged groups, the strategy aims to create a more inclusive walking culture. It also contributes to broader goals such as lowering traffic congestion, cutting carbon emissions and enhancing community health and well-being.

Transport Scotland's Rail Enhancement & Capital Investment Strategy (2018)

Through this Rail Investment Strategy, Transport Scotland are setting out a new approach to planning and funding rail projects. The Strategy looks beyond the traditional 5-year railway industry planning cycle and takes a strategic approach to all rail capital investments with a particular focus on making best use of the opportunities presented by major renewals.

The approach to investment remains within the context of the Government's overarching ambitions for Scotland which are encapsulated in our Economic Strategy with its two mutually supportive goals of increasing competitiveness and tackling inequality in Scotland.

Scotland's Railway : Sustainable Travel to Stations (2023)

The vision of the Sustainable Travel to Stations (STtS) strategy is to grow the number of journeys passengers make to, and from, local neighbourhoods to the railway station by healthy and sustainable modes of transport: walking, wheeling, cycling, on-demand transport and the bus. Integrating stations into the communities they serve sits at the heart of this strategy: improving access to public transport, increasing opportunity to travel sustainably and delivering improved safety and social justice. Sustainable Travel to Stations is a practical guide for everyone interested in growing passenger numbers, delivering integrated transport, and creating a healthy, connected net zero economy.

The strategy is a practical guide for all statutory bodies, and private developers planning developments on or near the rail network. In addition, it is written as a guide for communities served by rail where the station could be better integrated.

It sets three key outcomes:
- Increasing passengers
- Net zero economy
- More people living locally

Delivering the strategy will better integrate railway stations into the communities they serve, anchoring them to their station, and increasing passenger numbers getting to the station actively and sustainably. Its practical delivery will reduce driving to stations and increase active and sustainable travel, assessed by a monitoring plan. STsS will help improve neighbourhoods, deliver local living, increase every day active travelling and bus patronage, improve air quality, and help deliver the target of a 20% reduction in driven car kilometres by 2030.

Regional Context:

Tayside and Central Scotland Regional Transport Strategy (Tactran RTS) 2024 – 2034

The Tactran RTS 2024-2034 aims to meet local and national climate goals through significant behaviour changes from individuals, businesses and delivery agencies. It emphasises the need for fair, timely and proportionate measures.

The strategy focuses on supporting locations and groups that need the most help accessing facilities or changing behaviours. It encourages coordinated efforts among partners to create integrated solutions that provide real alternatives to car use and explore new models for bus services.

To reduce car usage, the strategy promotes improved alternatives in high-traffic areas, national fiscal measures and potentially local charging mechanisms. It also advocates for a shift towards electric and low-emission vehicles. Overall, the strategy seeks a sustainable, efficient and inclusive transport system.

Tactrans RTS outlines a number of actions that must be considered by the National Park Authority throughout the development of the new LDP. These are as follows:

> *Action 1: Planning Authorities will reduce the car dependency of new developments.*
> *Action 12: Roads and Panning Authorities will improve the accessibility and security of the street environment.*
> *Action 15: Tactran, the Councils and the National Park Authorities will improve walking, wheeling and cycling opportunities.*

The Tactran RTS Delivery Plan is currently being prepared and is expected to include key activities identified by the Loch Lomond and The Trossachs National Park Sustainable Travel Options Appraisal and Modal Shift Report.

SPT Regional Transport Strategy 2023-2038

Strathclyde's Partnership for Transport Regional Transport Strategy 2023-2038 addresses urgent challenges like climate change, the COVID-19 aftermath and the cost-of-living crisis. It shifts focus from traditional commuting to broader travel demands, such as local living, leisure trips and increased walking and cycling.

The strategy aligns national goals to meet climate targets, create an inclusive economy, reduce inequalities, improve health and foster prosperous communities. Strathclyde's diverse region, featuring urban and rural areas, presents ongoing transport challenges, which the strategy aims to address through five key issues: transport emissions, access for all, regional connectivity, active living and public transport quality and integration.

Key initiatives include setting measurable targets to reduce car use and emissions, enhancing public transport and active travel networks and ensuring accessibility, affordability and safety. The strategy calls for strong partnerships and political will to create a high-quality, integrated sustainable transport network across the region, focusing on reducing the need to travel and managing car demand to achieve climate goals and improve quality of life.

As the Planning Authority, the following policies are of relevance to the National Park:

1: Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.
6: Support development of 20-minute neighbourhoods through improved integration of transport, land use and service planning whilst recognising that the concept and how it should be applied will vary across the region particularly in rural, island and remote areas.
16: Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport.
43: Support increased integration of transport and flood risk planning.
44: Protect and enhance biodiversity by integrating sustainable transport and green networks in the planning and delivery of transport strategies and infrastructure.
45: Protect and enhance the built environment. Support placemaking and the creation of high quality, people-centred places that prioritise the movement of people over vehicles.

47: Strengthen sustainable inter-regional transport links for passengers and freight to support a resilient, competitive regional economy, including improved connectivity between Strathclyde and Loch Lomond and The Trossachs National Park.

48: Improve, increase and enhance sustainable connectivity of regional strategic economic development and investment locations and intra-regional travel to work and freight corridors such as HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde - Balloch/Dumbarton - Clydebank - Glasgow.

50: Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs.

The SPT RTS Delivery Plan is currently being prepared and is expected to include key activities identified from the Loch Lomond and The Trossachs National Park Sustainable Travel Options Appraisal and Modal Shift Report.

SPT Regional Active Travel Strategy for the West of Scotland 2024 – 2038

SPT's draft Regional Active Travel Strategy for the West of Scotland outlines a long-term vision to enhance active travel in the Strathclyde region. It aims to transform how people travel by creating a well-connected, continuous active travel network that crosses boundaries and includes measures to encourage and enable active travel.

Building on previous work with partners, the strategy proposes a high-quality network with infrastructure that prioritises segregation from vehicular traffic and integrates with public transport, schools, workplaces and green spaces like parks and playing fields.

Key to the strategy's success is comprehensive behaviour change initiatives designed to provide practical tools and programs to encourage active travel, especially in areas with low current uptake. The strategy prioritises interventions based on evidence and community input from across the region.

SPT Regional Bus Strategy [Draft]

SPT's Regional Bus Strategy (RBS) sets out a clear policy statement with the aim of a world-class passenger-focused public transport system. The RBS recognises the need to invest in transformative public transport, ensuring a sufficiently attractive 'offer' to move more people by more sustainable transport modes rather than by car. Therefore, a key theme within the strategy

encompasses enhancing the quality and integration of public transport with a specific objective to make public transport a desirable and convenient travel choice for everyone.

The need for the development of a Strathclyde RBS was recognised with the new powers and opportunities available through the Transport (Scotland) Act 2019. The draft Strathclyde Regional Bus Strategy is currently out for consultation until the end of May 2025.

Hitrans Regional Transport Strategy [Draft]

Highlands and Islands Transport Partnership is in the process of producing a new Regional Transport Strategy for the development of transport in the region over the next circa 20 years with the aim of delivering a transport system that reduces inequalities, takes climate action, helps deliver inclusive economic growth, and improves the health and wellbeing of people in the region.

The overarching vision underpinning the Strategy is that the transport networks and services will act to realise the economic potential of the TACTRAN region through reducing the actual and perceived impacts of distance, poor resilience and low population density. By doing this, they will facilitate economically and socially valuable activities for all, provide equality of opportunity, enable people to live active and healthy lives and allow our region to contribute fully to the national net zero emissions target.

The following policies are of relevance to the National Park Authorities duty as a Planning Authority:

ST1e: The RTS recognises the challenges presented by the impacts of increasing abnormal load movements across the region. It calls for a coordinated approach to be taken to ensure that appropriate planning and mitigation is put in place as part of the planning process for new developments that will generate such movements.
ST1h: The RTS supports the prioritisation of new development in locations that are in proximity to key services and already well-served by active travel and public transport,
ST1j: The RTS supports the integration of active travel, public transport and shared mobility into the planning of all new developments.
ST1l: The RTS recognises the centrality of environmental considerations, particularly biodiversity enhancements and nature networks, within the planning and decision-making process.
ST2e: The RTS supports the integration of active travel and public transport connections within our communities.

Local/National Park Context:

Stirling Council's Local Transport Strategy 2017 – 2027

Stirling's Local Transport Strategy, published in 2017, outlines the Council's goals for how people and goods move around the area. It focuses on creating a public transport system that is both efficient and sustainable. The strategy includes three main sets of objectives:

- Social – which seek to ensure everyone can access jobs, services and opportunities, promote healthier lifestyles and ensure that transport is safe, secure and accessible for all.
- Economic – which focus on helping businesses run more efficiently, attracting investment by improving travel times and market access, supporting tourism.
- Environmental – which seek to minimise the negative effects of transport on air and noise pollution, lower carbon emissions and protect natural habitats.

The Stirling Council Active Travel Action Plan helps deliver the Local Transport Strategy's goal of creating a more active and sustainable Stirling by promoting and supporting increased use of walking, cycling, and public transport.

In line with the National Transport Strategy 2 (NTS2), both the Local Transport Strategy and the Active Travel Plan are currently being updated. The existing Local Transport Strategy will be replaced by Stirling Council's new Sustainable Mobility Strategy, due to be published in 2025.

Stirling Council Towns, Villages and Rural Areas Transport Plan 2017 - 2027

The Stirling Council Towns, Villages and Rural Areas Transport Plan seeks to address the key transport issues affecting the rural areas of Stirling, a number of which are located within the national park boundary. The issues are summarised below:

- Impact of Traffic on Communities vs. Supporting Freight and Tourism Industries – Traffic in rural areas, including those within the National Park, affects communities in several ways. Heavy Goods Vehicles (HGVs), essential for industries like timber, often pass through towns and villages, leading to issues such as safety concerns, poor air quality, noise and disruption of local life. Tourism contributes to traffic congestion and parking problems in popular spots, impacting local infrastructure and residents. Additionally, the growing number of commuters increases overall traffic. Despite these

challenges, rural industries and tourism are vital for the local economy, providing jobs and economic benefits. Managing traffic effectively while supporting these important sectors is crucial, as cars remain the main transport option for both locals and visitors in these areas.

- Quality of Streetscape, Carriageways and Road – There are concerns about the condition of roads and road infrastructure, including issues with maintenance and the appearance of streetscapes. Problems with hedges, verges, footpaths and signage are particularly notable in tourism areas. The overall quality of the journey significantly affects how visitors perceive the region.

- Ensuring access to jobs, services and opportunities – The number of jobs and services in these areas is declining and while the council can control the location of its own services, it has limited influence over others. Public transport connections between rural areas and major centres for work, healthcare, shopping and education are decreasing, with issues related to service frequency, coverage and cost. Most public transport is provided by commercial companies, leaving the council with limited options to support local services. Many rural households lack car access and elderly, or low-income residents often face transportation challenges. The growing and aging population further complicates these issues.

- Opportunities to walk and cycle – Reliance on cars is linked to health issues, while walking and cycling offer healthier alternatives for both leisure and practical travel. However, rising traffic volumes are making it unsafe to walk or cycle to local amenities. There are also obstacles in the street environment for people with mobility challenges. In rural areas, there are few pedestrian and cycle facilities, leading to a lack of safe and appealing routes. Communities are focusing on improving paths and access to address these problems.

Perth and Kinross Mobility Strategy (2024)

The draft Perth and Kinross Mobility Strategy seeks to enhance transportation across the region by emphasising sustainability, efficiency and inclusiveness. It promotes reducing reliance on private vehicles by encouraging cycling and walking and supports the development of green technologies such as electric vehicles. The strategy aims to build infrastructure that facilitates active travel, including bike lanes and pedestrian pathways.

Public transport improvements are a core focus, with plans to expand and enhance bus and train services to improve connectivity and upgrade facilities like bus stops and train stations. The strategy also emphasises the integration of different transport modes – such as buses and accessible train stations, alongside improved transport links to prevent isolation in less-served areas.

Innovation is key, with the strategy supporting the use of digital tools for real-time travel information and online ticketing. It also includes developing multimodal transport hubs to streamline travel across different transport modes.

Overall, the strategy seeks to create a modern, sustainable and efficient transportation system that supports the region's growth and addresses current transportation challenges.

West Dunbartonshire Council's Active Travel Strategy (2024)

The West Dunbartonshire Council's Active Travel Strategy was approved by the Council in November 2024 and is soon to be published.

The Strategy aims to improve public health, reduce traffic congestion, support environmental sustainability, and enhance the overall quality of life in West Dunbartonshire.

In regard to actions outlined in the Strategy of relevance to the National Park Authority, the following have been outlined:

R-05: A811 route connecting Balloch to Drymen has been highlighted as a priority, while it is a rural route, it connects settlements such as Gartocharn with Balloch. The route links to Balloch railway station, as well as key land uses such as Gartocharn Primary School and retail. The route currently has a low cycle friendliness score and was mentioned by stakeholders as a route they'd like to see improved.
In-07: To promote sustainable travel to Loch Lomond and The Trossachs National Park, explore opportunities to better integrate Balloch railway station with active travel infrastructure, making it easier and more attractive for visitors to use public transport and active travel options.
In-11: Balloch to Tarbet Active Travel Route, to improve and extend route on the western shore of Loch Lomond to serve communities as well as promote leisure trips.
BC-06: Work with the Loch Lomond and Trossachs National Park Authority to encourage active tourism through ways to access the park by active modes, as well as opportunities to explore the park actively once visitors have arrived.

These actions reinforce the role of Loch Lomond & The Trossachs National Park Authority as a key delivery partner in promoting sustainable and active travel. They highlight the need for the Authority to work collaboratively with transport and community partners to improve active travel infrastructure along key routes such as the A811 and the western shore of Loch Lomond, including the Balloch to Tarbet corridor. The Authority is also expected to support efforts to better integrate Balloch railway station

with active travel connections, making it easier for visitors to access and move through the Park sustainably. More broadly, the Authority has a role in encouraging active tourism by enabling and promoting opportunities for visitors to explore the Park by walking and cycling once they have arrived.

Argyll and Bute Council Active Travel Strategy [Draft]

The Active Travel Strategy establishes a long-term, high-level direction of travel to provide the context and reasons for the development and promotion of active travel opportunities across Argyll and Bute. The timescale for this Strategy is deliberately set in the longer term to provide the policy stability that is required to deliver a long-term, infrastructure led change in behaviour and travel options. This 30-year Strategy, from 2024 to 2054, will be reviewed at least every 10 years to ensure if remains relevant and appropriate.

The strategy will be delivered by the Active Travel Delivery Plan (ATDP), a subsidiary 10-year prioritised plan, which will develop the direction set in the Strategy into deliverable projects.

The overarching vision for the strategy is: to make active travel the most attractive, accessible and useable mode of travel for everyday local journeys to work, education, essential services, retail and leisure.

The Argyll and Bute Council Active Travel Strategy was approved by the Council's Committee in December 2024 and is subject to a period of public consultation.

The Trossachs Explorer Evaluation Report

This report evaluated the pilot sustainable transport initiative launched by the Loch Lomond & The Trossachs National Park (LLTNP) Authority in partnership with local stakeholders. The initiative aimed to reduce car reliance and its environmental impact, particularly carbon emissions, by promoting sustainable transport solutions. With 79% of the park's millions of visitors traveling by car, contributing significantly to congestion and emissions, the Trossachs Explorer sought to alleviate these issues and provide convenient travel for those without cars. The pilot project, the Trossachs Explorer, operated from July 1st to September 30th, 2024, providing car-free access between key locations such as Aberfoyle and Callander. It offered up to eight daily services and unlimited daily travel for £5.95, with free travel for those under 22 and over 60. The project was funded by BMW UK, the Scottish Government, and Transport Scotland.

Following the pilot, the University of Strathclyde conducted a thorough evaluation using a mixed-methods approach, including interviews, surveys, and observational data. A total of 29 interviews were conducted with 32 participants, and 195 respondents completed a survey. Additionally, a Ketso workshop provided insights from Volunteer Rangers.

Key strengths of the initiative included enhanced access to nature for non-drivers, reduced reliance on cars, and stronger community connections. The service also received positive feedback for its professional branding and visual appeal. Looking ahead, recommendations for improvement focused on expanding service coverage, refining marketing efforts, boosting reliability, and improving integration with other transport options to ensure the continued success of future iterations of the Trossachs Explorer.

Loch Lomond and The Trossachs National Park Sustainable Travel Options Appraisal and Modal Shift Report [2023]

In July 2022, Ansons Consulting was commissioned by Loch Lomond and The Trossachs National Park Authority to create a report evaluating ways to improve sustainable transport for both visitors and residents in the park. This report followed a previous study highlighting the urgent need to reduce visitor car journeys due to traffic congestion, parking issues and high greenhouse gas emissions. These problems have been exacerbated by the rise in tourism to natural areas, especially during and after COVID-19, and by the current limited public transport network. Additionally, inconsistent car park management, with some charging low fees or none, contributes to these challenges.

The report assessed various strategies for improving transport, including a "business-as-usual", a more proactive approach and a "step-change" approach. The recommended strategy was the "step-change" option, which includes developing gateways and hubs, enhancing public transport, promoting active travel, improving parking and traffic management and strengthening visitor communications through new governance and financial arrangements. To encourage a significant shift from car travel to sustainable transport, the network must be convenient, affordable and add value to the visitor experience. A map of the suggested locations for gateways and hubs within the National Park can be found in the Modal Shift Report, with the proposed locations also listed below:

Primary Gateways:
- Balloch
- Drymen
- Aberfoyle

- Drymen
- Callander
- Dunoon

Secondary Gateways:
- Helensburgh
- Arrochar
- Tyndrum
- Killin
- St Fillans

Primary Hubs:
- Balloch
- Balmaha
- Aberfoyle
- Callander

Secondary Hubs:
- Drymen
- Luss
- Benmore
- Tarbet
- Killin
- Lochearnhead
- St Fillans

Other recommendations included better infrastructure for walking and cycling, standardised parking policies and promoting the park as a sustainable travel destination. The goal of this sustainable transport strategy is to increase the number of visitors using public transport and encourage active travel within the park, such as walking, cycling or taking buses and water transport. This approach would reduce parking and congestion problems while benefiting local communities and businesses by improving

transport services and boosting local spending. Ultimately, it aims to protect the park's natural beauty while making it a more accessible and inclusive destination.

The following sections present data collected as part of the background research for the Travel Options Appraisal and Modal Shift Report. This evidence helped to inform the analysis and shape the recommendations aimed at improving sustainable travel within the National Park.

Travel to work, study and/or school data – Datashine Scotland Commute

Travel to work data has been collected from DataShine Scotland Commute. The most popular mode of transport for commuter journeys for both journeys in to and out of Loch Lomond and the Trossachs National Park was driving a car. Over 50% of journeys were made by car drivers with the second most popular mode of transport being on foot.

Online Sustainable Travel: Community and Business Survey (November 2022 – December 2022)

When asked about the challenges that need to be addressed to achieve a ten-year vision for transport within the park, residents highlighted the need to extend bus routes to provide more comprehensive coverage, including the expansion of active travel paths. Specifically, they mentioned the development of the Kings Highway path, which runs from Stirling Castle to Dumbarton Castle and serves as a key corridor to the park. Additionally, residents suggested better promotion of public transport options for accessing the park, along with the introduction of multi-day passes for integrated transport options.

When residents were asked to rate various aspects of travel in their local area, the highest dissatisfaction was with park-and-ride facilities, indicating that these services are underprovided. Low satisfaction was also expressed regarding the integration of public transport and the availability of routes.

Visitor Profile Survey 2019-2020

Loch Lomond and the Trossachs National Park carried out a survey between May 2019 and March 2020. Information was collected through face-to-face interviews with visitors to Loch Lomond in 23 different locations. A total of 2,265 interviews were achieved, 3% of those interviewed were residents.

When asked what form of transport they used to travel to the park, the most common mode of transport to Loch Lomond and the Trossachs identified in the visitor survey was by car (79%). Four percent of visitors travelled to Loch Lomond using active travel, with 3% of those walking and 1% cycling. Seven percent of visitors surveyed travelled to Loch Lomond and the Trossachs using public transport, with a further 7% using a motorhome.

When asked if they had travelled to the area using their preferred mode of transport, 95% (2,152) respondents said that they had. Of those who would have preferred to travel by a different mode of travel, 40% (21 respondents) would have travelled by train and 36% (19 respondents) by car, while 32% (17 respondents) would have preferred to walk.

Traffic Flow Data

Throughout the park, the busiest traffic routes are primarily to the south and west. The A82 is the most heavily used road, with over 7,000 vehicles travelling north to Luss and more than 5,900 heading south from Luss each day. Between Luss and Tarbet, the A82 sees over 4,300 vehicles daily, with traffic decreasing north of Tarbet to around 1,500 vehicles between Tarbet and Ardlui and over 2,000 between Ardlui and Crianlarich. Northbound traffic on these sections is slightly higher than southbound. The A83 between Arrochar and Tarbet has over 2,100 vehicles daily, with slightly more traffic heading east to Tarbet. The A811 between Balloch and Drymen averages over 2,800 vehicles daily in each direction. Other busy routes include the A85, which sees over 1,000 vehicles eastbound and 1,500 westbound between Crianlarich and the A827 junction, increasing to over 1,800 between the A827 junction and Lochearnhead. The A81 to Aberfoyle and the A809 to Drymen both average over 1,700 vehicles daily in both directions.

Commuter Journey Flows Data

An analysis of commuter destinations for residents in the park was conducted, dividing the origins into four geographic areas: Callander and Trossachs, Cowal North, Highland and Balloch. In the Callander and Trossachs area, 50% of commuters work locally with most others travelling to Stirling and its surroundings. In Cowal North, 42% of commuters stay within the area, while those who leave primarily head to locations on the Cowal Peninsula, such as Hunter's Quay, Dunoon and Garelochhead. Most commuters from the Highland area also work locally, but those who travel farther often go to Callander and Trossachs or Stirling. In contrast, commuters from Balloch have more varied destinations compared to those from other areas.

Cars are the main form of transport for commuting journeys from the areas mentioned, making up 70% to 80% of the journeys. Walking is the next most common method, particularly in the Callander and Trossachs and Highland areas, where it accounts for

about a quarter of the commutes. Walking is less popular among Balloch commuters, likely due to their more diverse travel patterns. Public transport usage varies, but it is lowest in the Callander and Trossachs, Cowal North and Highland areas.

An analysis of commutes to destinations within the four areas showed that 64% of commutes to Callander and Trossachs started within that area. Those coming from outside mostly originated in the Stirling area, the southeast, or the Highland area. In Cowal North, only 43% of commutes originated locally, with significant numbers coming from other parts of the Cowal Peninsula – 19% from Hunter's Quay, 17% from Dunoon and 6% from Cowal South. The Highland area had the highest local commuting rate, with 75% commutes starting and ending there. Most of the remaining commutes came from the south and southeast. For Balloch, many commutes started nearby, but only 23% originated within Balloch itself.

Cars were the primary mode of transport for 60% to 80% of commutes, with the highest car usage in Cowal North and Balloch, and the lowest in the highland area, where walking made up the rest of the commutes. Walking was also the most popular alternative in Callander and Trossachs, far surpassing public transport use. Public transport usage for commutes to destinations within the park was generally low, making up only 7% in Cowal North, and there were no recorded public transport commutes to the Highland area.

Trip Generators in the National Park
Unlike many other rural areas, the National Park itself is a trip generator for leisure journeys. People come to the National Park for sightseeing, to access holiday accommodation, to take part in organised tourism offers and for active recreation in the hills and forests and in the water. Whilst there are many promoted walking routes in the National Park, these are predominantly used for recreational rather than functional purposes and therefore act more as a 'destination' than as a part of the transport infrastructure. Similarly, many of the promoted cycling routes in, to and through the Park are used predominantly by leisure cyclists, however, they are also used for functional journeys and are therefore described below.

Ultimately, travel demand in Loch Lomond & The Trossachs National Park varies significantly by location and season. Some areas, like those along the A82 corridor, consistently generate high volumes of traffic, particularly due to commuting and tourism, while others, especially more remote communities, generate fewer trips and have limited transport options. Seasonal peaks are common in visitor hotspots, placing pressure on infrastructure. Throughout the development of the Proposed Plan these patters should be taken into consideration, focusing on how new development aligns with existing demand or can be supported through improved transport connections.

Community Active Travel Action Plans – Aberfoyle (2020), Callander (2020) and Drymen (2021)

In their active travel action plans, the communities of Aberfoyle (2020), Callander (2020) and Drymen (2021) raised several key concerns and issues related to active travel, particularly regarding road safety and the need to encourage more cycling and walking. One major concern is the lack of promotion and awareness of the existing infrastructure which means that residents and visitors may not be fully aware of the available routes and facilities for walking and cycling.

Another significant issue is the limited network of segregated active travel paths, which restricts safe and accessible options for cyclists and pedestrians. This lack of dedicated routes also means that there are insufficient connections between key destinations within and between these communities, making active travel less convenient and less appealing.

Additionally, the communities identified several barriers to active travel, including the challenging topography of the area, which can make cycling and walking difficult, especially for those who are less physically fit or have mobility issues. Accessibility is another concern, as existing routes may not be easily navigable for everyone. Finally, the weather was highlighted as a deterrent to active travel.

These concerns underscore the need for a more comprehensive approach to improving active travel in these communities, with a focus on enhancing safety, expanding and promoting the active travel network and addressing the physical and environmental barriers that currently limit the appeal and feasibility of walking and cycling.

Although these Community Active Travel Action Plans remain an important part of the evidence base, it is important to note that since their development, a number of actions have already been completed by local communities. For the most up-to-date and detailed actions now being taken forward, please refer to the associated place-based topic papers and Local Place Plan content, which reflect current community priorities around travel and transport.

Loch Lomond and the Trossachs National Park Carbon Footprint Assessment and Proposed Pathway to Net Zero

To support evidence-based climate action, a carbon footprint assessment was commissioned for the National Park. This assessment has been referenced in other topic papers where relevant, particularly in relation to climate adaptation, land use, and transport. The findings are cross-cutting and support a range of planning considerations, but this section focuses specifically on the energy-related aspects of the assessment and their implications for reducing emissions and achieving net zero within the National Park.

This greenhouse gas emissions assessment provides important evidence for shaping transport priorities in Loch Lomond & The Trossachs National Park. It analyses emissions generated by both residents and visitors, with a particular emphasis on the significant impact of travel to, from, and within the National Park. The findings directly inform efforts to develop a low-carbon transport system aligned with national net-zero targets and the Paris Agreement.

The report reveals that resident emissions are 17.6% higher than the UK average, primarily due to higher reliance on car travel, which alone produces 36% more emissions than the average UK resident. However, the impact of visitor travel is even more substantial, with journeys to and from the National Park accounting for 81% of all visitor-related emissions, three times higher than emissions generated within the National Park. For residents, travel still makes up a significant 30% of their total emissions. In addition, through-traffic on strategic road corridors such as the A82, A83, A84, A85, and A811 contributes 90% of emissions from these routes within the Park's boundary.

The assessment also identifies international visitor travel as a key challenge. Although beneficial to the local economy, the short average stay of just over three days results in high per-trip emissions from flying. The report recommends encouraging longer visits and promoting alternative low-carbon travel options, such as rail or coach travel for shorter-haul trips.

To support the National Park's net-zero pathway, the report calls for a 13% reduction in visitor travel emissions (excluding flights) by 2050. These findings reinforce the need for targeted interventions such as sustainable transport infrastructure, behavioural change campaigns, and better integration of travel options to reduce transport emissions and support climate goals.

Living Well Locally – Drymen and the Villages of East Loch Lomond

The National Park Authority commissioned Forth Environment Link to work with organisations and individuals across Drymen and the Villages of East Loch Lomond communities to pilot a rural framework for a 20-minute neighbourhood or 'living well locally'.

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

• Walking and cycling routes: footpaths are unusable in some parts for people wheeling, pushing buggies or with mobility issues. Non-car access to facilities in Drymen from the surrounding villages is particularly challenging. Shared use paths through and

between villages would allow people to make more short journeys actively and they would welcome the opportunity to use their cars less. There is a demand to prioritise pedestrians over cars in all villages. Speeding cars are seen as a risk to safety.

• Public transport: Bus service improvement is a priority for most people involved in the project, who highlighted the need for more frequent services, new fit-for-purpose routes and more public transport options to meet different needs and travel distances. Better synchronised bus and train services at Balloch and shuttle buses or a boat bus to Balloch were also suggested as means of making public transport a more appealing option and reducing traffic moving between villages. A park-and-ride scheme to reduce congestion and an electric vehicle share scheme to reduce the parking burden on Drymen were also put forward.

• Traffic and parking: Concerns were raised about the quality and quantity of off-road dedicated parking, and the lack of electric vehicle charging points and pedestrian crossings. Related to the previously mentioned demand to prioritise pedestrians over cars, were suggestions for shared-use paths through and between villages, and part pedestrianisation of Drymen to reduce traffic and increase safe movement along with improved traffic calming measures to replace the existing ones. In Drymen, there were also calls for the enforcement of parking rules, particularly around SPAR and the Primary school, or the banning on-road parking altogether in the village centre.

Lochearnhead Active Travel and Placemaking Project 2020

The Loch Lomond & Trossachs National Park Authority, working with Sustrans, engaged consultants to engage with residents of Lochearnhead about their future needs and aspirations particularly around walking, cycling and increasing opportunities to improve the infrastructure to enhance, improve or provide more facilities for the village. Following a programme of community and stakeholder consultation, several key themes and initiatives were identified. These included steps towards safer roads and paths - namely new pedestrian crossings and traffic calming on the A84 and A85, improved street lighting and an extended and improved pavement on the A85 – and improved connectivity and access, specifically improved path connectivity to link village with NCN7, community and visitor loch-side access and improved public transport links.

Existing Transport Infrastructure in the National Park

Active Travel

Destinations and Path Links

Functional walking and wheeling journeys, for example between home and work, or home and public transport, are mostly confined to roadside footways (pavements) in and around the Park's small towns and villages. Whilst footway provision is relatively good in the larger centres of population, such as Balloch and Callander, it becomes increasingly poor to non-existent in and between villages and hamlets. Additionally, the footways that do exist are often below current acceptable standards, being overly narrow and poorly maintained. Some off-road paths between centres of population will also support functional journeys on foot, but their use will predominantly be recreational. In this respect, existing off-road, local path networks between villages offer a significant opportunity for future active travel, where they need to be upgraded to facilitate wheeling and cycling. Such routes could thereby offer a sustainable mode of transport to facilities in neighbouring settlements (e.g. GP, school, shop) thus supporting the 'living well locally' agenda,

As noted above, the National Park hosts a number of longer-distance promoted cycling routes, including National Cycle Route 7. These routes are both a recreational and functional resource, and certain sections are used by small numbers of commuter cyclists.

Commuter cyclists, and others making functional journeys by bike, predominantly use the roads network, particularly in and around centres of population. However, during the tourist season and in periods of good weather, the roads in the National Park can be extremely busy and congested with both fast and slow-moving traffic, making cycling unpleasant and in some cases unsafe. A project to introduce an on-road cycle route between Drymen and Balmaha was welcomed by local cyclists but remains unfinished due to lack of funds, and now no longer meets Transport Scotland's Cycling by Design Standards.

The West Loch Lomond Cycle Route, running from Balloch to Tarbet along the A82 corridor, is popular with both pedestrians and cyclists, and could provide greater active travel opportunities, but is not built to current standards and is in very poor condition due to lack of maintenance by responsible parties. A significant amount of upgrading along the whole route is required.

An ongoing project to provide a high-standard off-road cycle link between Lochearnhead and St. Fillans also promises to be well used for functional walking, wheeling and cycle journeys, taking vulnerable users off the busy A85. The route is currently half-complete, but the completed sections are already being used by all non-motorised modes.

e-bike Charging Facilities

Bosch E-Bike Charging Points are available at the following sites in the Trossachs, around the National Cycle Network Route 7 in the National Park (funded by Forth Valley and Lomond LEADER):

- Drymen (Village Square)
- Balmaha (St Mocha Coffee Shop)
- Croftamie (The But and Ben)
- Callander (Deli Ecosse)
- Gartmore (Black Bull Inn)
- Aberfoyle (Bike Hire)
- Stronachlachar (Pier Café)
- Loch Katrine (Pier Kiosk)
- Loch Ard (Forest Hills Hotel)
- Brig o'Turk (Tearoom)
- Brig o'Turk (Achray Farm)
- Strathyre (Broch Café)
- Kinghouse (Roll Outdoors Bike Hire)
- Balquhidder Glen (Monachyle Mhor Hotel)
- Invertrossachs (Wheels Cycling Centre)

Public Transport

Waterbus Service

There are several waterbus services that depart from Loch Lomond and Loch Katrine, offering transportation options across Lochs. These services are provided by Cruise Loch Lomond, Sweeney's Cruise Co. Loch Lomond and Loch Katrine Cruises. Cruise Loch Lomond provide the following services across Loch Lomond:

- Tarbet to Rowardennan (Weekends Only/May – September)
- Rowardennan to Tarbet (Friday, Saturday and Sunday/May – September)
- Tarbet to Inversnaid (Daily/March – October)
- Inversnaid to Tarbet (Daily/March – October)
- Luss to Rowardennan (Friday, Saturdy and Sunday/May – September)
- Rowardennan to Luss (Saturday, Sunday and Monday/May – September)
- Luss to Inchcailloch (Daily/March – November)
- Inchcailloch to Luss (Daily/March – November)
- Tarbet to Luss (Saturday, Sunday and Monday/May – September)
- Luss to Tarbet (Friday, Saturday and Sunday/May – September)
- Balmaha to Luss (Daily/March – October)
- Luss to Balmaha (Daily/March – October)

Sweeney's Cruise Co. provide the following services across Loch Lomond:
- Balloch to Luss
- Luss to Balmaha

Steamship Sir Walter Scott – operated by Loch Katrine Cruises carries passengers with daily scheduled services (March to October) on Loch Katrine, departing from Stronachlachar Pier to Trossachs Pier. On all of the waterbus services, bikes can be transported for a small surcharge.

Bus and Coach Services

A variety of operators provide both subsidised and commercial bus and coach services throughout the Loch Lomond & The Trossachs National Park, connecting communities within the park as well as linking them to major cities and transport hubs.

Local Bus Services:

- McColl's Buses
    - Route 305: *Alexandria – Luss*
    - Route 306: *Alexandria – Helensburgh*
    - Route 309: *Alexandria – Balmaha*
    - Route 340: *Helensburgh – Vale of Leven – Paisley Royal Alexandra Hospital*

- Garelochhead Coaches
    - Route 302: *Helensburgh – Luss – Inverbeg – Tarbet – Arrochar – Rest and Be Thankful – Lochgoilhead – Carrick Castle*

- Stirling Council
    - Route C60: *Killin – Callander*

- Sweeney's Buses *(Perth and Kinross area)*
    - Route 115: *Comrie – St Fillans*

- Docherty's Midland Coaches *(Perth and Kinross area)*
    - Route 890: *Crieff – Killin*

- Stagecoach
    - Route 15: *Perth – Crieff*

<u>Regional Bus Services:</u>

- First Group
  - Route 1E: *Balloch – Glasgow*

- Midland Bluebird
  - Route X10A: *Stirling – Glasgow*
  - Route 59: *Stirling – Doune – Callander*

- Scottish Citylink
  - Route 912: *Edinburgh – Oban (via the National Park)*
  - Route 978: *Edinburgh – Fort William (via the National Park)*
  - Routes 975, 976, 977: *Glasgow – Oban / Western Isles*
  - Routes 914, 915: *Glasgow – Fort William – Uig Pier (via the National Park)*

- West Coast Motors
  - Routes 484, 486, 489: *Dunoon and Cowal Peninsula services*
  - Joint operator with Citylink on routes 975, 976, and 977

As part of the modal shift report commissioned by the National Park Authority, an evaluation of bus and rail services identified several key opportunities for improvement. Extending routes to Balloch Pier is necessary, with the route 1 service potentially expanding to include this destination at weekends and on bank holidays. Coordinating routes 305 and 309 at Balloch could establish comprehensive 'round the loch' services. Additionally, promoting local Citylink journeys more effectively would enhance connectivity. Lastly, conducting a review of park and ride facilities based on parking studies should be considered for areas such as Aberfoyle, Arrochar, Balloch, and Luss to better accommodate visitors.

<u>Bus Catchment Areas</u>

Catchment maps were developed as part of the Modal Shift report to illustrate bus and coach accessibility around Loch Lomond and the Trossachs National Park on a Saturday morning between 9:00 and 12:00. These maps revealed that coach travel within the park is quite limited. From Drymen, Balloch and Tarbet, travel is restricted mostly to areas in the western part of the park. Bus and coach travel from Dunoon does not provide access to locations within the park within 180 minutes. From Callander, bus and

coach services can reach Aberfoyle but no other areas within the park. However, from Aberfoyle, areas east of Loch Lomond are accessible, with travel to Callander taking 60 – 120 minutes and locations like Lochearnhead, Killin, Crianlarich and Tyndrum reachable within 180 minutes. From Crianlarich, both eastern and western parts of the park are accessible, with Tyndrum, Tarbet and Strathyre reachable within 60 minutes by bus and Callander and Balloch accessible within 120 minutes.

Rail Services

Two main train lines offer access to the National Park, with a total of six stations located within the park's boundaries. ScotRail runs a direct service from Glasgow Queen Street to Balloch. Additionally, the West Highland Line, which connects Glasgow with Oban and Fort William, has five stations within the park: Arrochar and Tarbet, Ardlui, Crianlarich, and both Tyndrum Lower and Upper.

Glasgow Queen Street to Balloch:-

This service operates around twice an hour and takes approximately 50 minutes when making all stops. However, its frequency is limited by infrastructure constraints, particularly the single track from Dalreoch Junction. Balloch serves primarily as a commuter station, with 72.9% of its traffic heading to stations in and around Glasgow. In the opposite direction, 78.6% of journeys begin from stations beyond Glasgow.

The current trains on the line are not ideal for tourism, and with peak hour demand still not fully recovering after the pandemic, there is an opportunity to replace them. Passenger numbers at Balloch Station were relatively stable from 2005 to 2019 but dropped sharply in 2020 due to lockdown measures and increased telecommuting. In the year 2021- 22 the total number of passengers per year remained at half the peak level of passengers in 2008 - 09.

West Highland Line:-

The West Highland Line is known as one of the most scenic train routes in the country, with stops both within and near the National Park. This includes Tarbet and Ardlui, where passengers can connect to a waterbus service that crosses to the eastern shores of Loch Lomond, offering access to the West Highland Way, Ben Lomond and Balmaha.

Most trips on the West Highland Line involve travel between stations within the park and Glasgow, with only about 20% of journeys originating from beyond Glasgow. Crianlarich station stands out as a key destination because it serves both branches of the line, making it more appealing than other stations within the National Park.

The five stations, like others on the line, are unstaffed and lack step-free access, which poses challenges for travelers. Additionally, the absence of nearby cycle hire options makes it harder for visitors to explore the National Park. Another limitation is that the stations are generally located far from key tourist villages, making access to popular sites more difficult.

The West Highland Line's rolling stock features Highland Explorer cycle carriages, which were utilised by 2,000 cyclists in 2021. A review of the service, focusing on access for cyclists, showed that the time allocated at stations within the National Park wasn't fully optimised to enhance rail-cycle connectivity. For example, the stop at Crianlarich allowed cyclists only 3 hours and 24 minutes from Monday to Friday and 5 hours and 41 minutes on Sunday.

Rail Catchment Areas

The Modal Shift report also included catchment maps to show train travel times to Balloch, Tarbet and Crianlarich – key hub stations within Loch Lomond National Park. These maps illustrate the areas accessible by train within 180 minutes on a Saturday between 9:00am and 12pm. For example, Glasgow to Balloch can be reached in under 60 minutes, while travel from Tarbet and Ardlui takes 60 -120 minutes. Locations east of Loch Lomond, such as Dunblane, Stirling and Alloa takes 61 – 180 minutes and Balloch is accessible from Crianlarich, Tyndrum, Edinburgh and Perth within 180 minutes.

Traveling from Helensburgh to Tabet takes under 60 minutes, while trips from Glasgow and Balloch range between 61 and 120 minutes. Areas like Edinburgh, Stirling, Alloa, Dunblane and southern locations such as Prestwick can reach Tarbet within 180 minutes.

Train access to Crianlarich is more restricted than to Balloch and Tarbet. Journeys from Tyndrum and Tarbet take under 60 minutes, while travel from Dumbarton and Clydebank takes 61 – 120 minutes. From Glasgow to Balloch, it takes 121 – 180 minutes to reach Crianlarich. The catchment maps also indicate that areas east of Loch Lomond, like Stirling, Edinburgh, Perth cannot access Crianlarich by train within 180 minutes.

Community Owned Transport Schemes

Several communities within the park operate their own transport services. In Killin, a community bus run by local volunteers serves residents and is the only village bus within a 4-mile radius. Killin also has a volunteer car scheme, where drivers use their own vehicles to help people reach appointments, day centres and clubs, offering a door-to-door service for those who struggle with public transport. Passengers pay 20p per mile, with the cost subsidised to keep it affordable. Following the introduction of reduced operating hours at the Aberfoyle GP surgery, the Strathard local development action group received approval to launch a similar community transport service, connecting patients with volunteer drivers at a cost of 25p per mile.

Private Transport

Parking

Tourism plays a vital role in the economy of Loch Lomond and the Trossachs National Park, but it also puts pressure on the landscape and infrastructure, particularly parking facilities. According to the STEAM 2019 report, 79% of the 2.7 million visitors in 2019 traveled by private vehicle. The shuttle bus pilot report from 2022 highlights that car parks in the East and West Loch Lomond and Trossachs areas reach over 70% capacity during peak times, a situation worsened by the rise of staycations due to the Covid-19 pandemic. Ansons' audit found 9,515 parking spaces in the park: 564 managed by the National Park Authority, 376 by Forestry and Land Scotland, 838 by Argyll and Bute Council, 1385 by Stirling Council, 253 by West Dunbartonshire and Helensburgh and 138 by Perth and Kinross Council. There are also 3,935 spaces in authorised private car parks, these figures exclude laybys and other informal parking areas. Additionally, an estimated 600 unauthorised parking spaces, especially around key visitor attractions, present a significant issue across the park.

As highlighted in the modal shift report by Ansons Consulting, a list of the main areas where verge parking is a problem in the National Park are summarised below:

- Inveruglas (A82 Northbound at Sloy Hydro Electric Power Station)
- Millarochy Bay, Balmaha
- Balmaha to Rowardennan (C6 Road)
- A83 Loch Long
- Trossachs – Dukes Pass neare Ben Venue Car Park
- Callander, South of Loch Venachar

- Callander, Callander Crags Car Park to Bracklinn Falls
- Loch Lubnaig North Car Park entrance
- Inverlochlarig, North of Loch Doine
- Lochearnhead, Loch Earn
- Falls of Falloch

<u>EV Charging Facilities</u>

The automotive industry has been rapidly responding to climate targets and emerging technologies, with significant growth expected to continue in zero-emission vehicles and electric vehicle purchases by households and businesses in the coming years. In response, there has been a corresponding rise in investment in electric vehicle (EV) charging infrastructure. Currently, there are 17 EV charging points distributed across the National Park. Most of these are strategically located in the larger towns of Balloch, Aberfoyle, Callander and Killin, which serve as key entry points to the park. Additionally, the national park is served by several charging facilities located on its outskirts. However, given the park's rural nature, it is crucial to expand this infrastructure further, particularly in the wider Trossachs area, to better accommodate the growing number of electric vehicles.

Similarly, the Cowal Peninsula within the park faces limited access to charging facilities, highlighting the need for additional investment in these areas. Ensuring that residents and visitors to these more remote regions have adequate charging options is essential for supporting the ongoing shift towards electric and hybrid vehicles. Recent infrastructure improvements, such as the transformation of Tarbet Pier picnic site to include charging points for both electric vehicles and e-bikes, demonstrate a positive step in this direction. However, continued investment is necessary to meet the future demands of a more electrified transportation system throughout the park.

Currently, the National Park does not have specific policy on EV charging infrastructure. However, consultations with the Roads Authority on planning applications help determine the EV charging requirements for new development proposals.

Summary of Stakeholder Engagement

This section will be completed following the end of the engagement period and prior to inclusion in the final Evidence Report.

Summary of Implications for the Proposed Plan

The implications of the evidence for the Proposed Plan may be summarised as follows:

- Due to limitations in local public transport options, private cars remain the primary mode of transport within the National Park. Consistent with national, regional and local policy, the new Local Development Plan should aim to encourage a significant shift in travel behaviour by carefully locating new development and supporting the provision of sustainable transport services and infrastructure.
- To complement the spatial planning approach outlined in the previous implication, the National Park Authority will, throughout the development and implementation of the new Local Development Plan, continue to collaborate with local, regional and national transport bodies to establish a Mobility Partnership. Focused on service provision, this partnership will be informed, where appropriate, by relevant transport strategies and will aim to:
  o Develop a five-year Mobility Route Map
  o Deliver proof of concept pilot transport options with a view to delivering new transport services in the longer term.
  o Commission transport-related studies and research
  o Secure external funding resources and develop alternative funding models.
- The new Local Development Plan should assess further opportunities for Active Travel to connect settlements at a local level.

Statements of Agreement / Dispute

This section will be completed following the end of the engagement period and prior to inclusion in the final Evidence Report.