



National Park Mobility Route Map

Agenda Item 6

National Park Authority Board Meeting

Monday 8 June 2026

Paper for decision

1.	Purpose	1
2.	Recommendation(s).....	2
3.	Contribution to National Park Partnership Plan and/or Our 5-year Plan	2
4.	Strategic overview.....	2
5.	Summary of document.....	4
6.	Delivery approach	4
7.	Partner engagement	5
8.	Challenges and risks.....	5
9.	Financial considerations	6
10.	Next Steps	6
11.	Appendices	7

1. Purpose

- 1.1. The purpose of this paper is to outline and seek Board approval for the National Park Mobility Route Map ('the Route Map') which establishes the long-term framework for transforming the transport network across Loch Lomond and The Trossachs National Park ('National Park') through a coordinated, partnership-led approach.
- 1.2. The paper provides an overview of the strategic context for the Route Map, a summary of the document, delivery approach, engagement undertaken, key challenges and risks, and next steps.
- 1.3. The paper also summarises engagement undertaken with strategic partners throughout development of the Route Map. Their contribution, alongside Stakeholder input, has informed the delivery framework for the National Park Mobility Partnership programme ('the Mobility Partnership'). We believe this type of partnership to be a first, one which acknowledges and responds to transport challenges across a region through the lenses of; residential need, visitor

economy, inclusion, demand management, sustainable revenue reinvestment, capacity building and climate.

1.4. Development of the Route Map has been supported through funding from Strathclyde Partnership for Transport via Transport Scotland's People and Place programme for 2025/26 and 2026/27.

2. Recommendation(s)

2.1. It is recommended Members:

- **Approve** the Route Map as the strategic framework for delivering an inclusive, low-carbon travel network across the National Park.
- **Note** that delivery remains subject to funding availability, partner capacity, and governance arrangements.

3. Contribution to National Park Partnership Plan and/or Our 5-year Plan

3.1. The work detailed in this report progresses delivery of the National Park Partnership Plan 2024-2029 following objectives:

- Develop a new strategic transport partnership approach
- Make sustainable travel choices more attractive
- Improve travel routes and services

3.2. These objectives sit within the 2045 outcome 'An Inclusive, Low-Carbon Travel Network', section 'Low-Carbon Travel for Everyone' and delivery framework 'Creating a Low-Carbon Place'.

4. Strategic overview

4.1. Since 2020, evidence and partnership working have consistently identified the need for a coordinated, long-term transformation of transport across the National Park. This has reinforced the case for a step-change approach that reduces car dependency while improving accessibility, inclusion, and sustainability. Evidence gathered indicates that meaningful change is achievable but will require a coordinated package of complementary measures delivered over the long term rather than through individual interventions.

4.2. The Mobility Partnership provides the strategic framework for delivery of the Route Map, bringing together local, regional, and national partners alongside communities, businesses, third sector organisations and rural mobility representatives. The Route Map recognises that transport transformation cannot and should not be delivered by the National Park Authority alone and will require sustained collaboration, shared investment, and coordinated action across organisational and geographic boundaries. This approach reflects the Scottish Government's wider Public Service Reform agenda.

4.3. Building on the Sustainable Travel Options Appraisal and Modal Shift Report (2023) and the National Park Partnership Plan (2024), partners have co-developed a shared long-term vision for transport across the National Park:

By 2045, the National Park will have an inclusive, low-carbon travel network for those who live, work and visit here — where special landscapes are accessible for everyone, protected for the future, and places for communities to thrive.

4.4. This vision is supported by ambitions to:

- Enable transport to positively support environmental, economic, and social outcomes
- Create a circular transport economy that reinvests revenues into sustainable travel choices
- Deliver a whole system approach connecting all modes, technologies, and services
- Integrate services, technologies, and approaches to meet evolving needs

4.5. Progress across the Mobility Partnership has developed incrementally since 2023 through strategy development, increased capacity, and emerging governance arrangements. The programme represents a complex and ambitious cross-boundary approach to transport delivery, requiring alignment at local, regional, and national levels.

4.6. The Route Map has been co-developed through a programme of meetings, workshops and review periods with partners and stakeholders. Feedback has emphasised the importance of:

- Strong alignment with shared objectives and strategic priorities
- Clearer linkage between identified transport challenges and proposed solutions
- Recognition that enforcement approaches should be considered separately from parking revenue models
- Further consideration of the needs of different target audiences
- Continued emphasis on strong regional coordination and collaboration
- Support for integrated, cross-boundary service delivery across the wider area

4.7. Strong partnership working is central to the programme's success. By bringing together strategic partners and stakeholders, the partnership aims to support collaboration, innovation, and sustainable investment. Collectively we recognise that this regional-scale approach is groundbreaking, complex and challenging. However, the Route Map breaks down the required stages into achievable priorities and deliverables.

4.8. The National Park Authority will continue to provide regional coordination across the partnership. Partners have committed to continued development of the Mobility Partnership and delivery of the Route Map's short-term actions.

5. Summary of document

5.1. The Route Map clearly sets out the background and future direction of travel for the Mobility Partnership through the following headings:

- Case for change
- Partnership approach
- Vision for transport
- Statement of intent
- Activities
- Known unknowns
- Next steps

5.2. This is supported by three appendices:

- Appendix A: Overarching framework
- Appendix B: Phased milestones [2026-2045]
- Appendix C: Action plan [2026-2028]

6. Delivery approach

6.1. The Route Map establishes a phased approach to delivery of activities between 2026 and 2045, comprising:

- Short term (2026-2028)
- Medium term (2028-2035)
- Long term (2035-2045)

6.2. Delivery will be supported through a rolling two-year Action Plan, reviewed and updated annually to translate strategic objectives and phased milestones into prioritised, adaptable, and partnership-led actions.

6.3. The delivery approach promotes a multi-year planning and investment mindset across partners, supporting long-term coordination, capacity building, and sustainable implementation.

7. Partner engagement

7.1. The Route Map has been developed through a structured programme of meetings, workshops and review periods between June 2025 and May 2026. This process included agreement of the Route Map's purpose and structure, development of success measures and programme outcomes, preparation of a coordinated activities schedule aligned to the National Park Partnership Plan, and refinement of the long-term vision and phased milestones to support delivery and monitoring.

7.2. Throughout development of the Route Map, Partners have confirmed:

- Strong endorsement of the shared vision
- Commitment to progressing agreed actions and exploring longer-term opportunities
- Recognition of sensitivities relating to revenue-sharing arrangements, particularly around parking income, alongside a willingness to explore efficiencies and shared investment opportunities

8. Challenges and risks

8.1. The Mobility Partnership represents a complex and ambitious cross-boundary approach to transport delivery, requiring alignment across local, regional, and national partners.

8.2. The Route Map adopts an adaptive and phased approach, supported by ongoing monitoring, annual review, and continuous partnership engagement.

8.3. Key programme risks include:

- Securing long-term, multi-year funding
- Partner capacity and resource constraints
- Clarity of delivery responsibilities across organisations
- Maintaining sufficient public confidence and legitimacy to enable support for long-term modal shift
- Managing interdependencies between infrastructure, services and behaviour change measures to ensure benefits are realised in a coordinated way

8.4. Delivery will depend on a combination of:

- External grant funding
- Partner contributions and aligned investment
- Opportunities to reinvest transport-related revenues through shared or more effective funding mechanisms.
- Potential visitor levy opportunities

- Future transport subsidy mechanisms
- National and regional transport investment

8.5. Mitigation measures include continued partnership governance, phased implementation, stakeholder engagement, and a strategic communications and engagement approach that builds understanding of the case for change, and supports long-term modal shift, alongside diversified funding approaches.

9. Financial considerations

9.1. The Route Map is intended to support a more coordinated and financially sustainable approach to transport delivery across the National Park, building on the findings of the Sustainable Travel Options Appraisal and Modal Shift Report. The evidence indicates that a step-change in sustainable travel provision can be delivered collectively through partnership working, aligned investment and more efficient use of available resources.

9.2. Delivery of a whole-system approach will require significant phased investment over the next twenty years. Partners recognise the scale of this ambition and are committed to exploring diverse and sustainable funding approaches. A coordinated delivery model also presents opportunities to achieve efficiencies and maximise value across the partnership.

9.3. At this stage, the Route Map does not commit the National Park Authority or partners to specific long-term financial liabilities beyond approved annual budgets. Individual projects, services, and infrastructure proposals will continue to be developed and considered through existing governance, business planning and approval processes.

9.4. It is encouraging that investment in transport activity across the National Park has increased in recent years through National Park Authority expenditure, Local Authority delivery and partnership funding contributions from Regional Transport Partners and third sector delivery partners.

9.5. Officers will continue to collaborate with partners to secure, align and diversify future funding sources to support delivery of the Route Map.

10. Next Steps

10.1. Subject to approval, Officers will:

- Publish and promote the Route Map
- Work with partners to deliver the 2-year action plan
- Continue regional funding and investment discussions for the 2027/28 programme and beyond
- Establish monitoring and reporting arrangements

- 10.2. Together, these next steps transition the Route Map from strategy into delivery, establishing the foundations for long-term change across the National Park.
- 10.3. A substantive progress update will be brought back to Members in June 2027 which will complement the Place Programme annual update cycle.

11. Appendices

Appendix 1: Mobility Route Map

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