

SCOTINFORM



Report on independent research to establish the views of local residents and businesses on traffic and pedestrian issues in Luss

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SCOTINFORM

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Executive Summary

1 Introduction

Luss and Arden Parish has a small population yet the village receives around 750,000 visitors each year (the equivalent would be Helensburgh receiving over 25 million visitors per annum). Many visitors arrive by car, however, the village has narrow streets and no pavements so visitor traffic can result in residents being unable to park near their homes and increased visitor traffic has raised concerns about pedestrian safety, especially for young children.

There are a number of measures which could make a difference to the traffic and pedestrian issues in Luss but a lack of proper consultation means local views have not been considered. In this context, Scotinform Ltd, were asked to conduct an independent survey with the aim of gathering the views of local residents and businesses on the traffic and pedestrian issues in Luss and, specifically, to gauge levels of agreement with a range of possible measures.

These survey results will contribute to ongoing discussions on how to address traffic and pedestrian issues in Luss.

2 Methodology and Sample

A paper self-completion questionnaire, accompanied by a covering letter, was posted to 180 addresses (residents and businesses) in June 2015 with a freepost address provided for returns. The questionnaire set out a range of potential measures for dealing with traffic and pedestrian issues in Luss and sought respondent's views on each. Overall, the survey received 83 responses, representing a 46% response rate from households. This ensures that the results represent a significant proportion of the local resident population.

3 Profile of Respondents

Respondents were almost equally likely to be female or male and three-quarters were aged 45 years+. Two-thirds of respondents lived in Luss village and there was a good response from the Parish area as a whole. The majority of respondents were permanent residents with 7 business owners taking part. Nearly three-quarters of households had 1 or 2 cars and the households who took part in the survey contained 157 adults and 24 children (under 16).

4 Survey Results

The questionnaire highlighted a number of potential measures for addressing the current traffic and pedestrian issues in Luss. Respondents were asked to use a five point scale to indicate the extent to which they agreed or disagreed with each measure.

The table below summarises levels of agreement with each of the 5 potential measures, listing them from the current situation (the status quo) through to complete pedestrianisation.

The results highlight that d. *Resident only free parking* was clearly the measure that most respondents agreed with. In our experience there is little ambiguity in these results, with the extent of agreement demonstrated by the high mean score (3.91 out of 5) for this measure compared to others.

Other measures received less support from respondents, especially a. *The status quo*, and b. *Paid parking in village*. There were strong levels of disagreement with both these measures highlighting a lack of local support for either.

Levels of agreement with potential measures

Base: all respondents

	Strongly agree	Slightly agree	Neither / Nor	Slightly disagree	Strongly disagree	Mean (out of 5)
	%					
a. The status quo	6	10	7	8	55	1.88
b. Paid parking in village	12	4	5	10	52	1.96
c. Resident only permit parking	17	16	4	8	36	2.61
d. Resident only free parking	55	14	4	5	17	3.91
e. Complete pedestrianisation	18	10	2	8	46	2.36

Note: percentage do not all add up to 100 as some respondents did not give a reply

5 Further Suggestions

A number of respondents made further suggestions for dealing with traffic and pedestrian issues in Luss. The topics most likely to be raised were parking suggestions (13 comments), queries on the implications of changes for parish residents and visitors (7) and concerns over the cost and period covered by parking permits (6). A selection of comments illustrate some of the main topics raised by respondents.

“Extra car parking should be provided for visitors in the field to the south of the hotel and for residents using part of the existing playground.”

“Church, village hall and Doctor Surgery users must still get access even if not village or parish residents.”

“For permit parking the charge should be only from April to October.”

The importance of access and safety was highlighted by representatives of Loch Lomond Rescue.

“Although crew can and do park in the gated lane leading to boatshed, they also need on occasion to park on public roads. Some solution to congestion must be found - on occasion crew on call-out and emergency vehicles (police, ambulance, fire service) cannot get near the boatshed.”

These are issues which future communication with residents on traffic and pedestrian issues should seek to address.

1. Introduction

1.1 Background

The Luss and Arden Parish has a small population yet the village of Luss receives in the region of 750,000 visitors per annum, many of whom arrive by car. This is the equivalent of Helensburgh receiving over 25 million visitors per annum¹. It is estimated that visitor numbers may increase, for instance, from interest in Green Pilgrimage Network, an initiative endorsed by Argyll & Bute Council. Luss village has narrow streets and no pavements and the influx of visitor traffic often means that local residents are unable to park near their homes. There are also increasing concerns about pedestrian safety, especially for young children, as cars and people are brought to such close proximity.

Current suggestions from Argyll & Bute Council - a combination of paid permits for residents and, paid for, time-limited parking for visitors – seem to only partially address the current problems. In this context, a number of local groups, including Friends of Loch Lomond & The Trossachs National Park, and The Luss Estate Company, asked Scotnform to conduct an independent survey of local residents and businesses.

1.2 Objectives

The overall aim of the research was to gather the views of local residents and businesses on the traffic and pedestrian issues in Luss and to gauge levels of agreement with a range of possible solutions. Specifically the objectives were to:

- conduct an extensive consultation with the Luss & Arden community
- test out a number of possible solutions to traffic and pedestrian issues in Luss
- offer residents and businesses an opportunity to suggest their own ideas

This report collates the survey results and provides guidance on the views and preferences of local people. It is envisaged that these results will play an important part in ongoing discussions on how best to address traffic and pedestrian issues in Luss.

¹ Based on GROS 2008 population estimate for Settlement of Helensburgh (15,430)

2. Methodology and Sample

2.1 Research Approach

Following initial discussions it was decided that a self-completion survey, posted to local residents and businesses, would be the most effective way to gather views. A questionnaire (see appendix one) was designed by Scotinform. A covering letter was included to explain the current issues and introduce the survey. The questionnaire then set out a range of potential measures for dealing with traffic and pedestrian issues in Luss and sought respondent's views on each. The potential measures were:

- a. The status quo** – leaving things as they currently are
- b. Paid parking in village** – paid parking permits for residents along with paid, time limited, parking for visitors
- c. Resident only permit parking** – paid parking permits for residents along with signs at the top of Pier Road to notify that no visitor parking permitted in the village
- d. Resident only free parking** – a physical barrier that allows controlled, resident only access, at top of Pier Road. Free resident parking throughout village. Coded access for delivery vans, emergency services and resident guests
- e. Complete pedestrianisation** – No cars in village but residents parking nearby in a new resident car park

The survey was posted to 180 addresses week commencing 22nd June and a follow-up reminder was posted week commencing 20th July. A Scotinform freepost address was provided for return purposes. Overall, the survey received 83 responses², representing a 46% response rate from households.

A prize draw for a £50 Waitrose voucher was offered as a thank you for respondents. 41 of the 83 responses entered the prize draw with three respondents drawn at random as the winners.

All returned surveys were input and analysed by Scotinform using the Snap survey software package. This report presents overall, and where relevant, cross-tabulated results, e.g. by gender, age etc... and is designed to provide an overview of the views expressed by survey respondents.

2.2 Profile of Respondents

Respondents were asked a series of questions to allow their profile to be established. The results are displayed in table 2.1 and highlight that:

- respondents were almost equally likely to be female or male

² 3 responses were received to an online version of the survey which was highlighted in the reminder.

- the majority of respondents (74%) were aged 45 years+
- low numbers of young people took part in the research – 11% aged 16-34 years old
- two-thirds of respondents lived in Luss village and there was a good response from the Parish area as a whole
- the majority of respondents were permanent residents with 7 business owners taking part
- nearly three-quarters of households had 1 or 2 cars

Table 2.1: Profile of respondents

	Number	%
Gender		
Female	40	48
Male	38	46
No reply	5	6
Age		
16-24 years old	3	4
25-34 years old	6	7
35-44 years old	9	11
45-54 years old	19	23
55-64 years old	13	16
65+ years old	29	35
Rather not say	1	1
No reply	3	4
Residence		
Luss village	56	67
Luss and Arden Parish	20	24
No reply	7	8
Status		
Permanent resident	70	84
Business owner	7	8
Other	3	4
Holiday home owner	1	1
No reply	2	2
No. of cars in household		
0	2	2
1	34	41
2	27	33
3+	10	12
No reply	10	12

Respondents were also asked to record the number of adults and children in their household. Overall, the households who took part in the survey contained 157 adults and 24 children (under 16).

3. Survey Results

3.1 Summary of Results

As highlighted in section 2.1 the questionnaire highlighted a number of potential measures for addressing the current traffic and pedestrian issues in Luss. Respondents were instructed to read a brief summary of the pros and cons for each measure and then asked to indicate to what extent they agreed or disagreed with each. A five point scale was used to understand levels of agreement.

Table 3.1 summarises levels of agreement with each of the 5 potential measures, listing them from the current situation (the status quo) through to the measure which would involve the biggest change (complete pedestrianisation). The results highlight the following:

- *Resident only free parking* (measure d) was clearly the measure that respondents were most likely to agree with. Over half of all respondents (55%) strongly agreed with this measure and nearly seven-tenths agreed to some extent (strongly or slightly). The high level of agreement, compared to other measures, is borne out by comparing the mean scores (out of 5) for each measure.
- *Resident only permit parking* (measure c) and *Complete pedestrianisation* (measure e) received some support from respondents with just under a fifth strongly agreeing with each of these options. However, agreement with each of these measures was far outweighed by disagreement with more than twice as many respondents strongly disagreeing with each
- *The status quo* (measure a) and *Paid parking in village* (measure b) were least likely to gain agreement from respondents and there were strong levels of disagreement with both these measures

Respondents were asked an additional question on whether resident only parking (measures c, d & e) should be for *Village residents only* or *Village and Parish residents*. The results highlighted that 60% of respondents felt that resident only parking should be for *Village and Parish residents* whilst just over a third (34%) felt it should be for *Village residents only*.

The results outlined in table 3.1 suggest that *Resident only free parking* (measure d) should be explored in more detail as it has agreement from a cross-section of the local population.

Table 3.1: Levels of agreement with potential measures
Base: all respondents

	Strongly agree	Slightly agree	Neither / Nor	Slightly disagree	Strongly disagree	Mean (out of 5)
	%					
a. The status quo – leaving things as they currently are	6	10	7	8	55	1.88
b. Paid parking in village – paid parking permits for residents along with paid, time limited, parking for visitors	12	4	5	10	52	1.96
c. Resident only permit parking – paid parking permits for residents along with signs at the top of Pier Road to notify that no visitor parking permitted in the village	17	16	4	8	36	2.61
d. Resident only free parking – a physical barrier that allows controlled, resident only access, at top of Pier Road. Free resident parking throughout village. Coded access for delivery vans, emergency services and resident guests	55	14	4	5	17	3.91
e. Complete pedestrianisation – No cars in village but residents parking nearby in a new resident car park	18	10	2	8	46	2.36

Note: percentage do not all add up to 100 as some respondents did not give a reply

Sections 3.1.1 – 3.1.5 provide more detailed results on each of the measures, for instance, analysed by gender, age and residence.

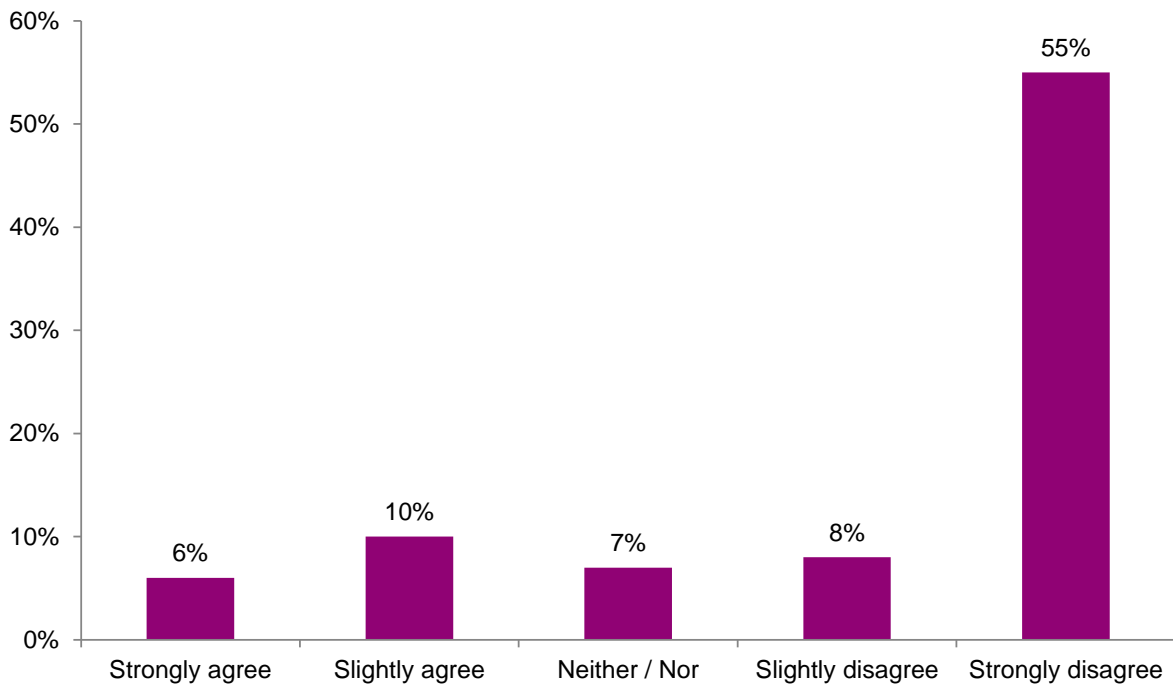
3.1.1 The Status Quo

Just 6% of respondents strongly agreed with this measure. There was strong disagreement (55%) and overall this was the least agreed with measure. Further analysis highlights that:

- male respondents (66%) were more likely to strongly disagree with this measure than female (48%)
- Luss village residents (65%) were more likely to strongly disagree than Luss & Arden Parish residents (55%). Of note, 35% of Luss & Arden Parish residents agreed (strongly or slightly) with this measure.
- of the 7 business respondents, 5 strongly disagreed with this measure (none strongly agreed)

Chart 3.1: Agreement with measure a. The Status quo

Base: all respondents



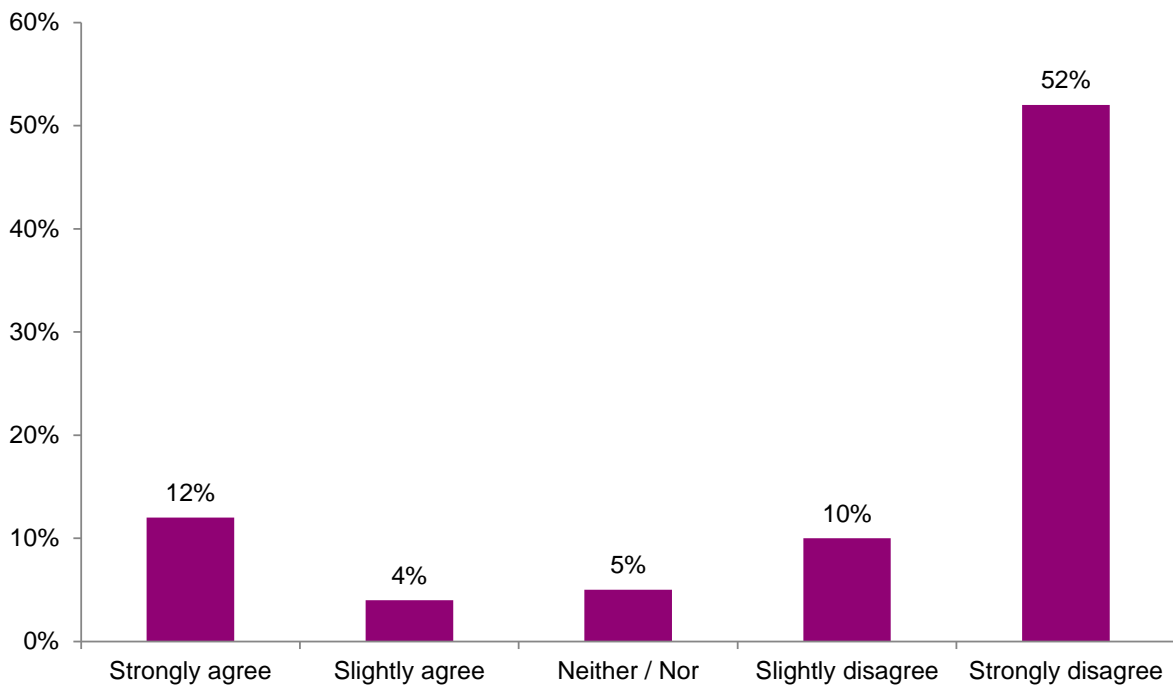
3.1.2 Paid Parking in Village

Just 12% of respondents strongly agreed with this measure. There was strong disagreement (52%) and overall this was the second least agreed with measure. Further analysis highlights that:

- female respondents (68%) were more likely to strongly disagree with this measure than male (61%)
- Luss village residents (54%) were slightly more likely to strongly disagree than Luss & Arden Parish residents (50%). Of note, 25% of Luss & Arden Parish residents agreed (strongly or slightly) with this measure
- of the 7 business respondents, 5 strongly disagreed with this measure (none strongly agreed)

Chart 3.2: Agreement with measure b. Paid parking in village

Base: all respondents

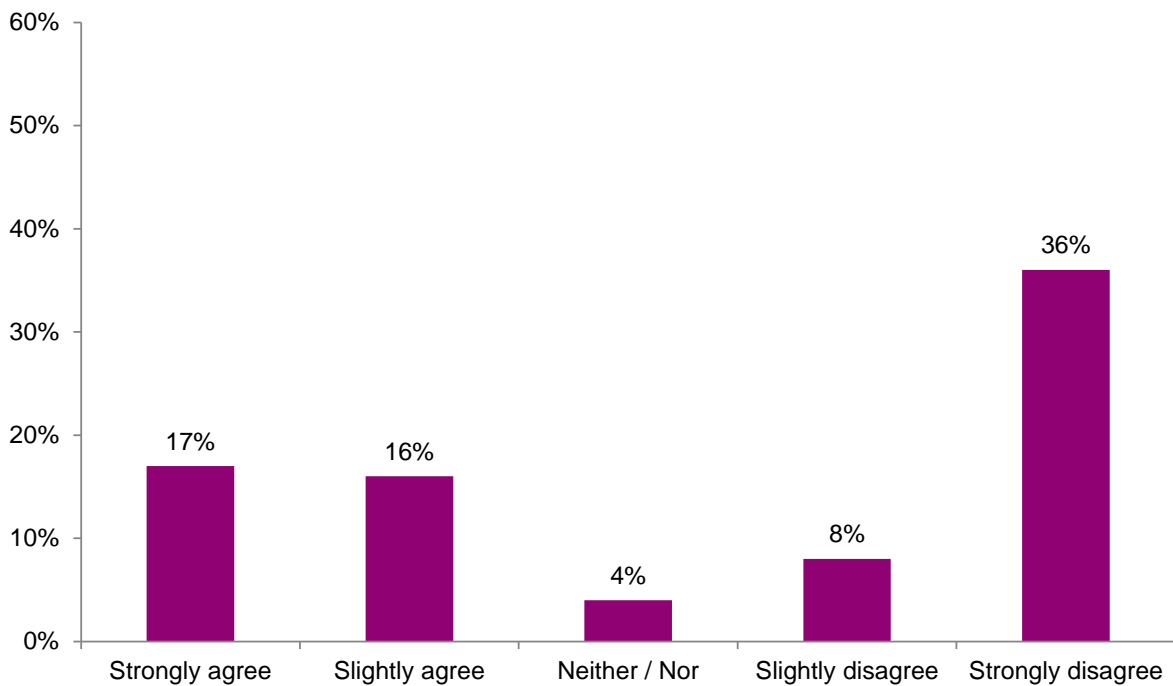


3.1.3 Resident only Permit Parking

17% of respondents strongly agreed with this measure. There was quite strong disagreement (36%), yet overall this was the second most agreed with measure. Further analysis highlights that:

- Female respondents (20%) were more likely to strongly agree with this measure than male (13%)
- Luss village residents (13%) were less likely to strongly disagree than Luss & Arden Parish residents (20%)
- business respondents expressed mixed views on this measure 2 strongly agreeing

Chart 3.3: Agreement with measure c. Resident only permit parking
Base: all respondents

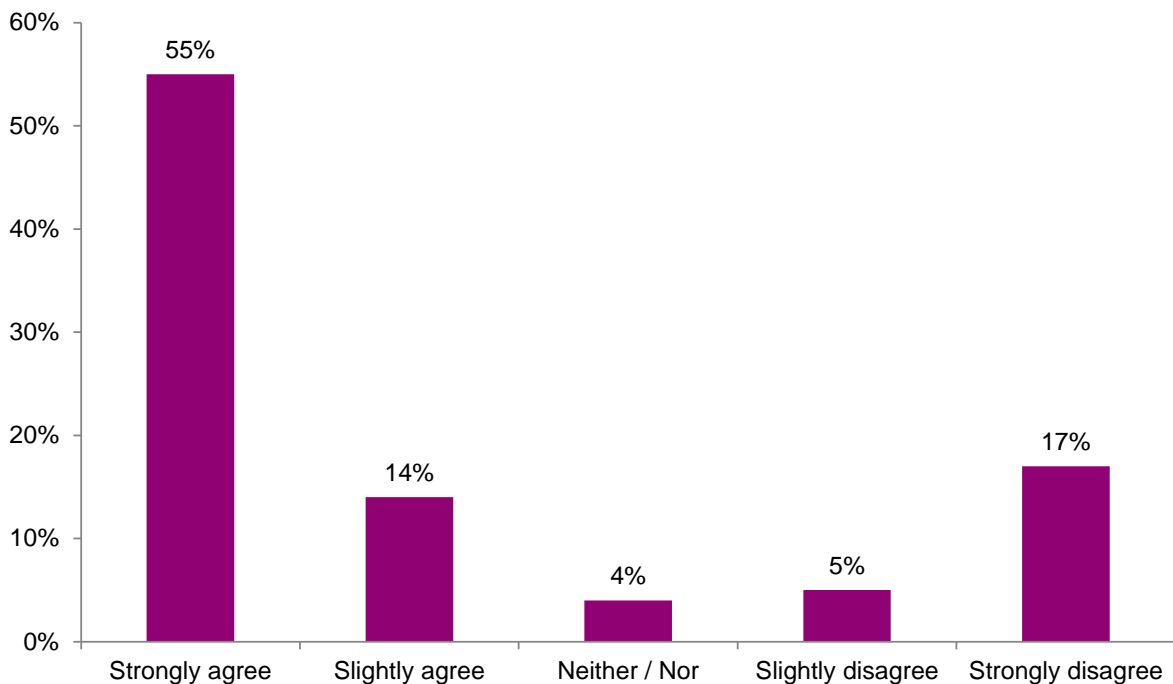


3.1.4 Resident only Free Parking

Over half (55%) of respondents strongly agreed with this measure, whilst less than a fifth strongly disagreed. Overall this was clearly the most agreed with measure. Further analysis highlights that:

- female respondents (60%) were more likely to strongly agree with this measure than male (58%)
- Luss village residents (59%) were more likely to strongly agree than Luss & Arden Parish residents (40%). Of note, 30% of Luss & Arden Parish residents strongly disagreed with this measure.
- Of the 7 business respondents, 4 strongly agreed with this measure and 2 slightly agreed

Chart 3.4: Agreement with measure d. Resident only free parking
Base: all respondents

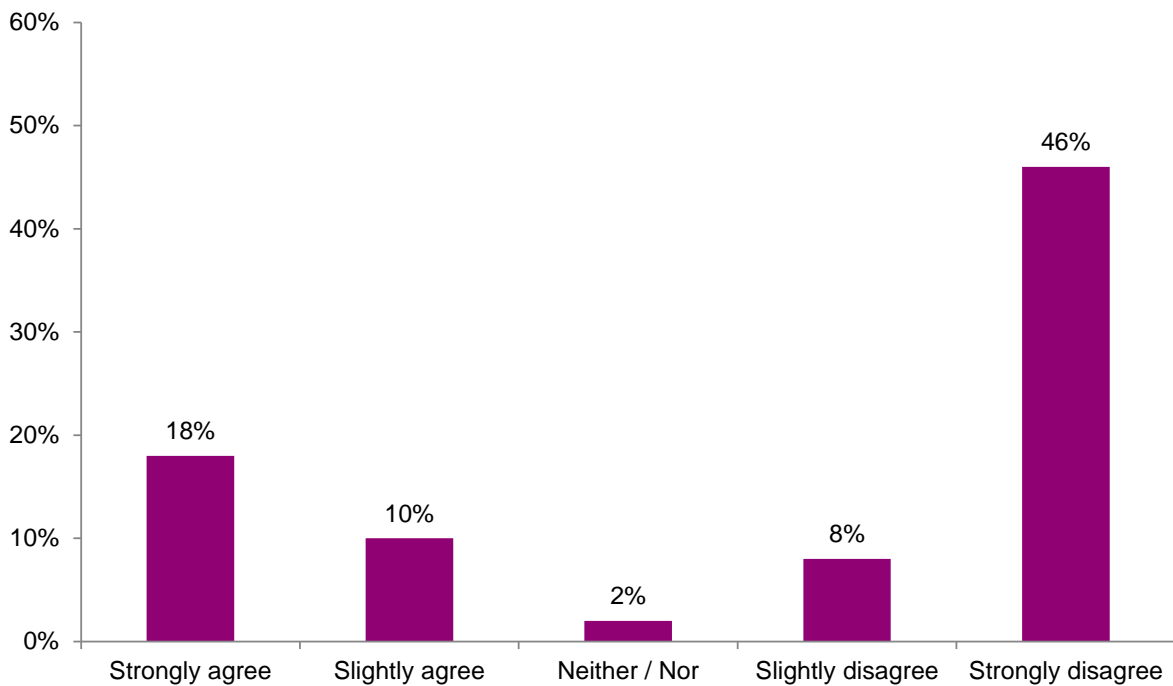


3.1.5 Complete pedestrianisation

18% of respondents strongly agreed with this measure. There was strong disagreement (46%) and overall this was the third most agreed with measure. Further analysis highlights that:

- male respondents (29%) were more likely to strongly agree with this measure than female (10%)
- Luss village residents (16%) were less likely to strongly agree than Luss & Arden Parish residents (20%)
- Of the 7 business respondents, 4 strongly agreed with this measure and 1 slightly agreed

Chart 3.5: Agreement with measure e. Complete pedestrianisation
Base: all respondents



3.2 Further Suggestions

3.2.1 Further Suggestions - Categorised

Respondents were given an opportunity to make suggestions for dealing with traffic and pedestrian issues in Luss or to make amendments to the measures (a-e) highlighted in the survey. In all, 45 respondents made comments and these are categorised in table 3.1 below to highlight the main topics raised.

Some clear topics emerged from respondent comments, most notably on parking suggestions, queries on the implications of changes for parish residents and visitors and concerns over the cost and period covered by parking permits. These are issues which future communication with residents should seek to address.

Table 3.1: Profile of respondents

	Number
Parking suggestions	13
Concern for Parish residents and visitors	7
Objections to permit charge/period	6
Against suggested measures	4
Need for better signage	3
Amendment to measure d: Resident only free parking	3
Amendment to measure c: Resident only permit parking	2
Amendment to measure e: Complete pedestrianisation	2
Parking attendants needed	2
Parking for businesses	2
Parking for disabled people	2
Traffic calming measures	2
In support of measures	2
Concern about barrier costs/maintenance	1
Access and safety concerns	1
Traffic restriction measures	1
Other	3

Appendix two displays a full transcript of the comments made by respondents.

3.2.2 Further Suggestions – Verbatim

A selection of comments are used to illustrate some of the main topics raised by respondents.

Parking suggestions

“Field opposite Loch Lomond Arms Hotel could be used for parking.”

“Extra car parking should be provided for visitors in the field to the south of the hotel and for residents using part of the existing playground.”

“Better use of existing car park area, whether it be the creation of more spaces or a shorter maximum stay in summertime, to give a higher vehicle turn around.”

“Another temporary car park for summer months, which could be used for special occasions off season.”

Concern for Parish residents and visitors

“Church, village hall and Doctor Surgery users must still get access even if not village or parish residents.”

“Access must be made available for church attendees. Many are elderly and will be unable to use distant car parks.”

“I would like my relations and friends to be able to visit at any time, free parking.”

Objections to permit charge/period

“For permit parking the charge should be only from April to October.”

“Free parking permits for residence - two cars maximum at registered address. Additional permits for residence at small fee.”

Against suggested measures

“Danger of village becoming a museum if a barrier is installed - we should be encouraging Luss to thrive as a residential village, not just a tourist attraction full of holiday homes.”

“Complete pedestrianisation would discriminate against those in the village who are elderly or have disabilities. This would be a viable option if there were resident only disabled bays and a pick-up/drop-off option for residents and for shopping etc.”

Amendments to suggested measures

“Option C (resident only permit parking) would only work if the Council put a restriction at the top of the road to make it look like it is no entry - this could be cobbles across the road and a pavement that juts out.”

“For D (resident only free parking) there should be another barrier at School Road to prevent

cars entering wrong way and becoming stuck. For E (complete pedestrianisation) I would hope the pedestrianisation is for all of the village and not just the central loop!"

"D (resident only free parking) - this has to include School Road as well. E (complete pedestrianisation) - this would also need a barrier at top of School Road as one-way sign is often ignored."

Parking for businesses

"As a business on the car-park we presently park in Murray Place. If we are no longer able to do so where do we and our staff park? Would the council issue parking exemption badges, for instance, for the 3 businesses who are based on car-park?"

"I need deliveries to the shop. Need to stop people parking in front of shops or pavements which are dangerous to pedestrians."

Access and Safety concerns

"If there must be a permit fee £40-£80 is far too much. We suggest £15 max per annum. In our specific case as a Lifeboat Crew, we require some one dozen permits at a heavily discounted block fee - we are a charity! Although crew can and do park in the gated lane leading to boatshed, they also need on occasion to park on public roads. Some solution to congestion must be found - on occasion crew on call-out and emergency vehicles (police, ambulance, fire service) cannot get near the boatshed."

Appendices

Appendix One – Survey Questionnaire

Background Information

The information below outlines a number of options for dealing with traffic and pedestrian access to Luss village. Please read over these before answering the questions which follow.

Open Access

		PLUS POINTS	MINUS POINTS
A	THE STATUS QUO Leave things as they currently are.	No changes necessary. Access to the village for anyone who wants it.	Traffic congestion, inability of residents to park outside their homes. Difficulties for emergency vehicles to access the village.
B	PAID PARKING IN VILLAGE Paid parking permits for residents along with paid, time limited, parking for visitors. (This is the current Argyll & Bute Council suggestion).	This option could be enacted quite quickly. Parking permits would enable residents to park near or outside their homes.	Residents would have to pay for permits (£40-80 per annum). Time limited parking would have to be enforced by wardens (currently low provision) No reduction in visitor traffic and cars circling the village in search of spaces.
C	RESIDENT ONLY PERMIT PARKING Paid parking permits for residents along with signs at the top of Pier Road to notify that no visitor parking permitted in the village.	As per B above.	As per B above and.. Visitor cars would still enter the village, possibly at same numbers as at present.

Restricted Access

		PLUS POINTS	MINUS POINTS
D	RESIDENT ONLY FREE PARKING A physical barrier that allows controlled, resident only access, at top of Pier Road. Free resident parking throughout village. Coded access for delivery vans, emergency services and resident guests.	Quieter/calmer village environment as visitor traffic excluded from village. Free, easier access to homes as no visitor cars parked in village. Construction easy and quick to achieve.	Barrier access could create confusion for some residents. Legally complex to organise.
E	COMPLETE PEDESTRIANISATION No cars in village but residents parking nearby in a new resident car park.	As per D above and.. No parking on village streets. Residents still have vehicle access to drop-off goods and to new resident car park.	As per D above and.. Residents may have to walk a short distance from resident car park.

Independent Research to seek the views of local residents on traffic and pedestrian issues in Luss

Q1. Having read over the options in table 1, please indicate, using a scale of 1 to 5, where 1 equals strongly agree and 5 equals strongly disagree, how you feel about each.

NOTE: You can agree equally with more than one option.

	1 Strongly agree	2 Slightly agree	3 Neither / Nor	4 Slightly disagree	5 Strongly disagree
OPEN ACCESS OPTIONS					
A. THE STATUS QUO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. PAID PARKING IN VILLAGE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. RESIDENT ONLY PERMIT PARKING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESTRICTED ACCESS OPTIONS

D. RESIDENT ONLY FREE PARKING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. COMPLETE PEDESTRIANISATION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2. Thinking about resident only parking in Luss (options C,D & E), should this be for...

- Village residents only
 Village and Parish residents

Q3. Do you have any other suggestions for dealing with traffic and pedestrian issues in Luss, or amendments to any of the options outlined? If so, please record your thoughts in the space below.

Please tell us a little bit about yourself so that we can understand your views better. Please note, the research is entirely confidential and results will be reported at an aggregate level.

- Q4. Please record your gender Male Female
- Q5. What age group are you in? 16-24
 25-34
 35-44
 45-54
 55-64
 65 plus
 Prefer not to say
- Q6. Number of household residents... Adults
 Children (under 16)
- Q7. Number of cars in household... 0 2
 1 3+
- Q8. Do you reside in... Luss Village
 Luss and Arden Parish
- Q9. Are you a... Permanent resident
 Holiday home owner
 Business owner
 Other, please specify _____
- Q10. What is your postcode?
- Q11. To enter the free prize draw for a chance to win one of three £50 Waitrose vouchers please tick the box and provide your details below. Please note, your contact details will only be used for the purposes of the prize draw.
 Name:
 Email:
 or Postal Address:
 I would like to enter the prize draw for a chance to win a £50 Waitrose voucher.

Appendix Two – Further Suggestions

A barrier system with access to all with a genuine need to be in village i.e. residents (Parish), doctor, carers etc.
A physical barrier should also be placed at the top of school road.
Access must be made available for church attendees. Many are elderly and will be unable to use distant car parks.
All parking within village and main car park run by community council or development association and funds raised to be used to employ a local parking warden to ensure resident only parking within the village.
Another temporary car park for summer months, which could be used for special occasions off season.
As a business on the car-park we presently park in Murray Place. If we are no longer able to do so where do we and our staff park? Would the council issue parking exemption badges for instance for the 3 businesses who are based on car-park?
Better signage needed. Additional car park needed south of village. Parking attendants are a must if no barrier system installed. Villagers should not have to pay to park in their own village. Income from car parks and parking fines should cover costs of this and for parking attendants.
Better use of existing car park area, whether it be the creation of more spaces or a shorter maximum stay in summertime, to give a higher vehicle turn around. Better quality signage around car park area and on approaches to same.
Build a new car park in the village.
Car park made in field opposite hotel. Footpath from car park - between Smokery and Dell Cottage to gain entrance to church and village hall etc. Free residents only car sticker. Heavy fine for illegal parking.
Church, village hall and Doctor Surgery users must still get access even if not village or parish residents.
Complete pedestrianisation would discriminate against those in the village who are elderly or have disabilities. This would be a viable option if there were resident only disabled bays and a pick-up/drop-off option for residents and for shopping etc.
D - this has to include School Road as well. E - this would also need a barrier at top of School Road as one-way sign is often ignored.
Danger of village becoming a museum if a barrier is installed - we should be encouraging Luss to thrive as a residential village, not just a tourist attraction full of holiday homes.
Disabled parking inadequate. Beside pier and opposite village rest.
Extra car parking should be provided for visitors in the field to the south of the hotel and for residents using part of the existing playground.
Field opposite Loch Lomond Arms Hotel could be used for parking.
For D there should be another barrier at School Road to prevent cars entering wrong way and becoming stuck. For E I would hope the pedestrianisation is for all the village and not just the central loop!
For permit parking the charge should be only from April to October.
Free parking permits for residence - two cars max as registered address with delve. thereafter additional permits for residence of small fee

Have a 6 month charge over summer time, if it has to be permits only.
I need deliveries to the shop. Need to stop people parking in front of shops or pavements which are dangerous to pedestrians.
I think free permits for residents only with signs would provide the deterrent.
I would like my relations and friends to be able to visit at any time, free parking.
If parking permits charge should be for the six months over summer not winter.
If there must be a permit fee £40-£80 is far too much. We suggest £15 max per annum. In our specific case as a Lifeboat Crew, we require some one dozen permits at a heavily discounted block fee - we are a charity! Although crew can and do park in the gated lane leading to boatshed, they also need on occasion to park on public road. Some solution to congestion must be found - on occasion crew on call-out and emergency vehicles (police, ambulance, fire service) cannot get near the boatshed.
Many in the Parish attend local church and participate in village life. I am concerned that by excluding car parking in village the problem is just moved to the outer perimeter of Luss e.g. Murray Place.
Must also be permits available to regular users of the church and village hall that are not village or parish residents.
No parking on Old 82 across from school as it is difficult to get in and out from school road. People with holiday lets should have visitors in their own ground.
No point having restrictions. Signage and enforcement.
Old A82 - parking in footpaths from the car park South to Brigge and beyond. Parking across the drop kerbs at hotel.
Option C would only work if the Council put a restriction at the top of the road to make it look like it is no entry - this could be cobbles across the road and a pavement that juts out.
Option E reduces access to our village for disabled visitors. Build new car parking facility.
Option E would be good for residents and tourists alike, would encourage cycling and walking and would provide a safer environment for children. The village would look and feel more relaxed with the absence of vehicles.
Parking within village for only those of Luss and Arden Parish - free to those people.
Permits are required for users of the church and village hall - many are not village or parish residents - they are good supporters of church and hall, also Doctors Surgeries.
Permits should be available for those who use the hall and attend church - many are not village or parish residents. Social events in the church and hall will suffer. I need a car to get to the Doctor Surgery.
put up signs....and a person to check all cars etc.
Restrictions on large vehicles. Traffic calming on old A82.
Surrounding farmers with families in village.
The 'minus points' listed for options D and E do not include some major problems that must be considered: 1. Security of vehicles and residents walking to new car park? 2. Barriers are not cheap to install or operate - who pays for this? 3. What if barrier fails or is vandalised - when/how is it fixed? 4. Damage to environment with another car park? 5. Where specifically are the examples in UK mentioned in cover letter? Airports? Industrial sites? Villages?

Traffic camera on old A82 - buses go too fast and in the middle of the road - service and coaches.

Whatever solution chosen - parking on the "main" road from the village shop to the Highland Games field must be forbidden!

Whatever solution please do not paint yellow lines on the streets and lanes in Luss.

Would need a good car park(s) for visitors. Fewer visitors may have an impact on local businesses. Need to restrict parking on Old Luss Road, if village access is restricted.