

Cumbrae Ferry Access *Consultation*



WELCOME



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

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Introduction

The Largs-Cumbrae ferry is a lifeline service for the community of the Isle of Cumbrae and is frequently used by island businesses and visitors to the area, the ferry service is therefore vital to the island's economy. North Ayrshire Council carried out a study to assess the impacts of increased traffic and to identify potential improvements for passengers. The study was carried out before the current pandemic.

Following consultation with key stakeholders, and a review of queue surveys and crossing analysis data, the options contained within this consultation were developed to cater for “normal” peak events and assist with the extreme events that sometimes occur.

North Ayrshire Council, through this consultation, is seeking your views on these options. Each option would offer potential improvements to the way the Cumbrae Ferry operates. However, the restraints are challenging and will require innovative design and collaboration with the public and key stakeholders.

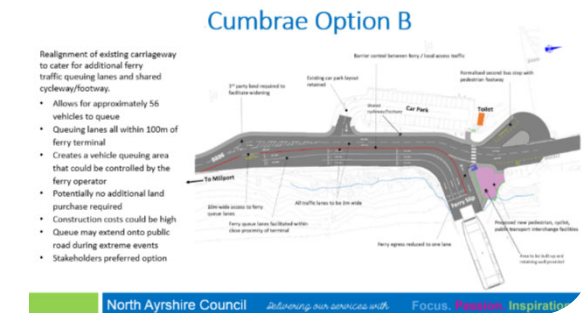
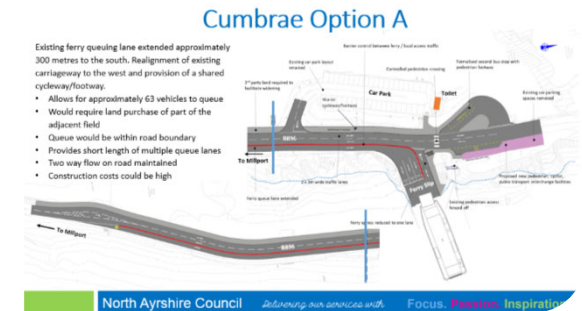


Cumbrae Options Overview

There are several constraints at the Cumbrae slip which contribute to queuing, operational and congestion issues. These include limited available queuing space for ferry traffic, uncontrolled pedestrian and cyclist movements and coordinated bus stop operation.

There is presently one queuing lane for ferry traffic which extends along the eastern edge of the B896 to the south of the ferry terminal. This arrangement sometimes results in only a single lane being available, for the two way traffic on the public road, when the ferry is loading/unloading. This lane provides space for approximately 14 vehicles to queue (81 metres). The maximum queue recorded during the study was 45 vehicles, which would require a queue lane of approximately 260 metres.

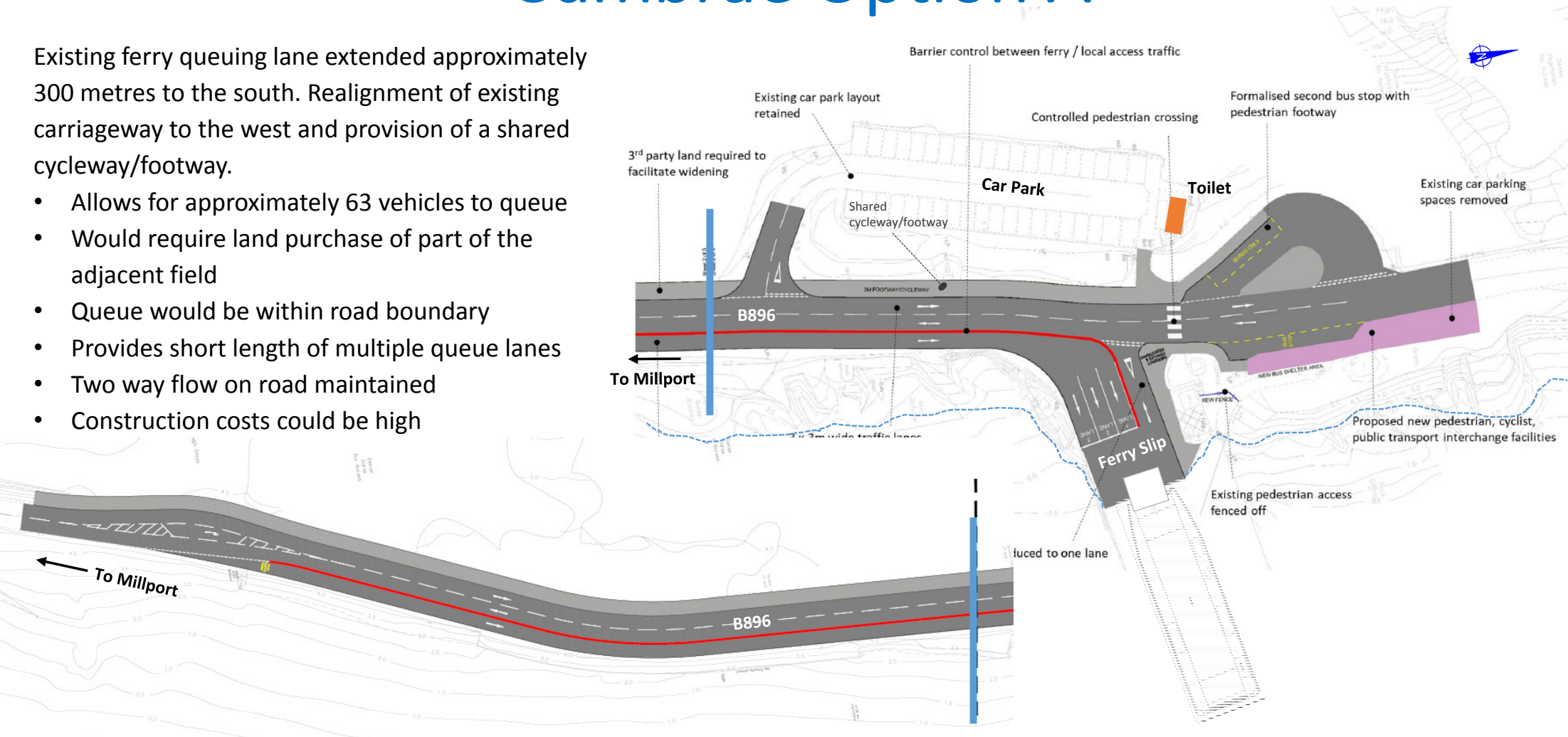
Given the design limitations identified above an Option A and Option B were developed for Cumbrae as shown on the following slides.



Cumbræ Option A

Existing ferry queuing lane extended approximately 300 metres to the south. Realignment of existing carriageway to the west and provision of a shared cycleway/footway.

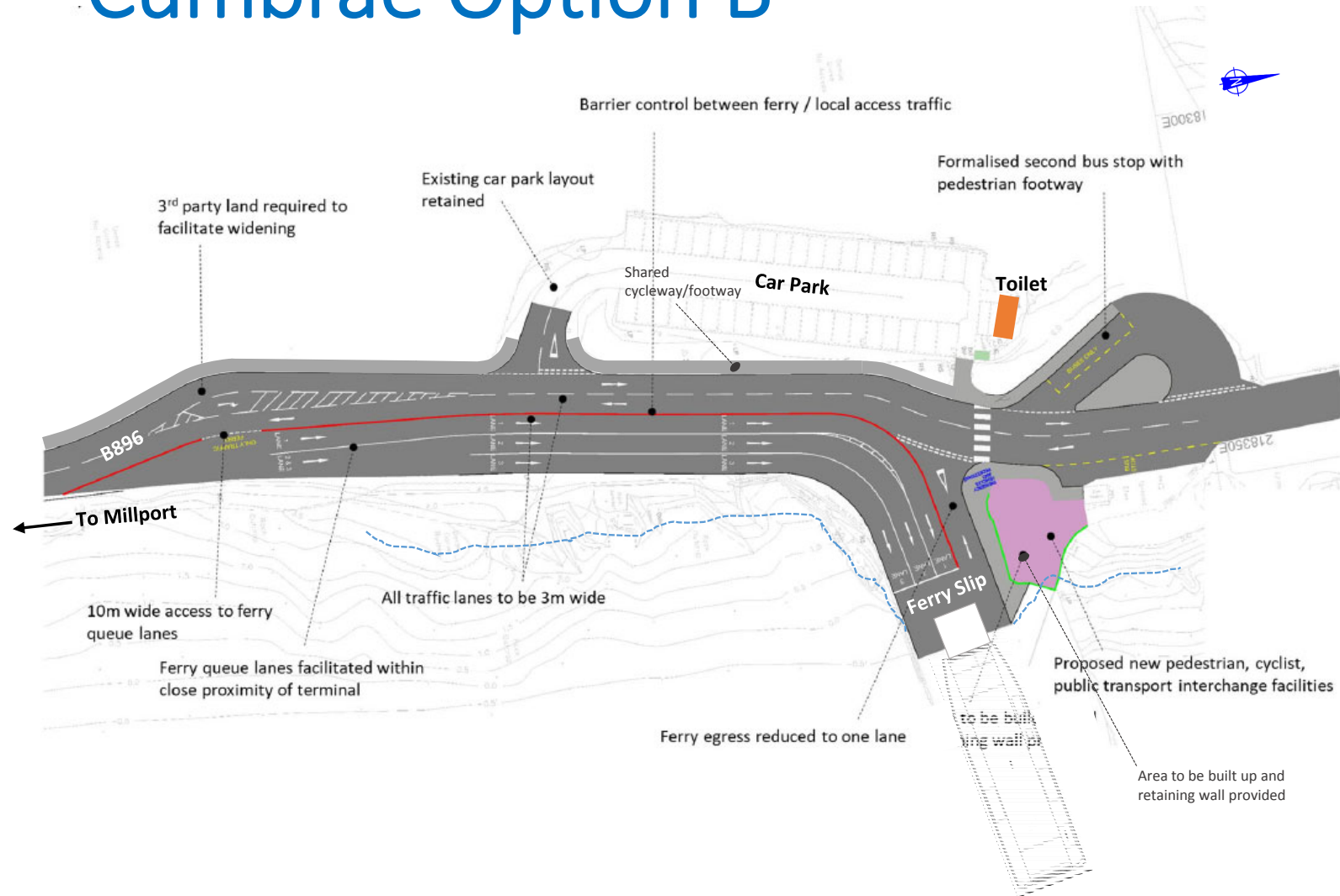
- Allows for approximately 63 vehicles to queue
- Would require land purchase of part of the adjacent field
- Queue would be within road boundary
- Provides short length of multiple queue lanes
- Two way flow on road maintained
- Construction costs could be high



Cumbræ Option B

Realignment of existing carriageway to cater for additional ferry traffic queuing lanes and shared cycleway/footway.

- Allows for approximately 56 vehicles to queue
- Queuing lanes all within 100m of ferry terminal
- Creates a vehicle queuing area that could be controlled by the ferry operator
- Potentially no additional land purchase required
- Construction costs could be high
- Queue may extend onto public road during extreme events
- Stakeholders preferred option



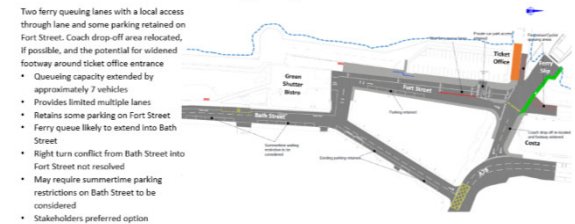
Largs Options Overview

There are several constraints at the Largs slip. These include limited available queuing space for ferry traffic on Fort Street, drivers “queue jumping” by turning right from Bath Street into Fort Street, on-street parking infringements at accesses, access needed to a private residential car park, bus stops and carriageway areas with single/double yellow line markings.

Currently there is one queuing lane for ferry traffic which extends along the length of Fort Street and onto Bath Street terminating at its junction with Union Street. This lane provides capacity for approximately 35 vehicles (200 metres). The maximum queue recorded during the study was 46 vehicles, 26 of which were queued on Bath Street.

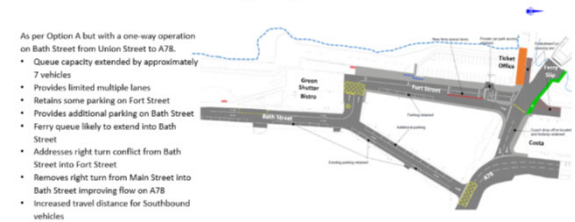
Given the design limitations identified above and the competing demand for the limited road/footway space to accommodate two footways, queuing lanes, through road and parking an Option A and Option B were developed for Largs as shown on the following slides.

Largs Option A



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Largs Option B

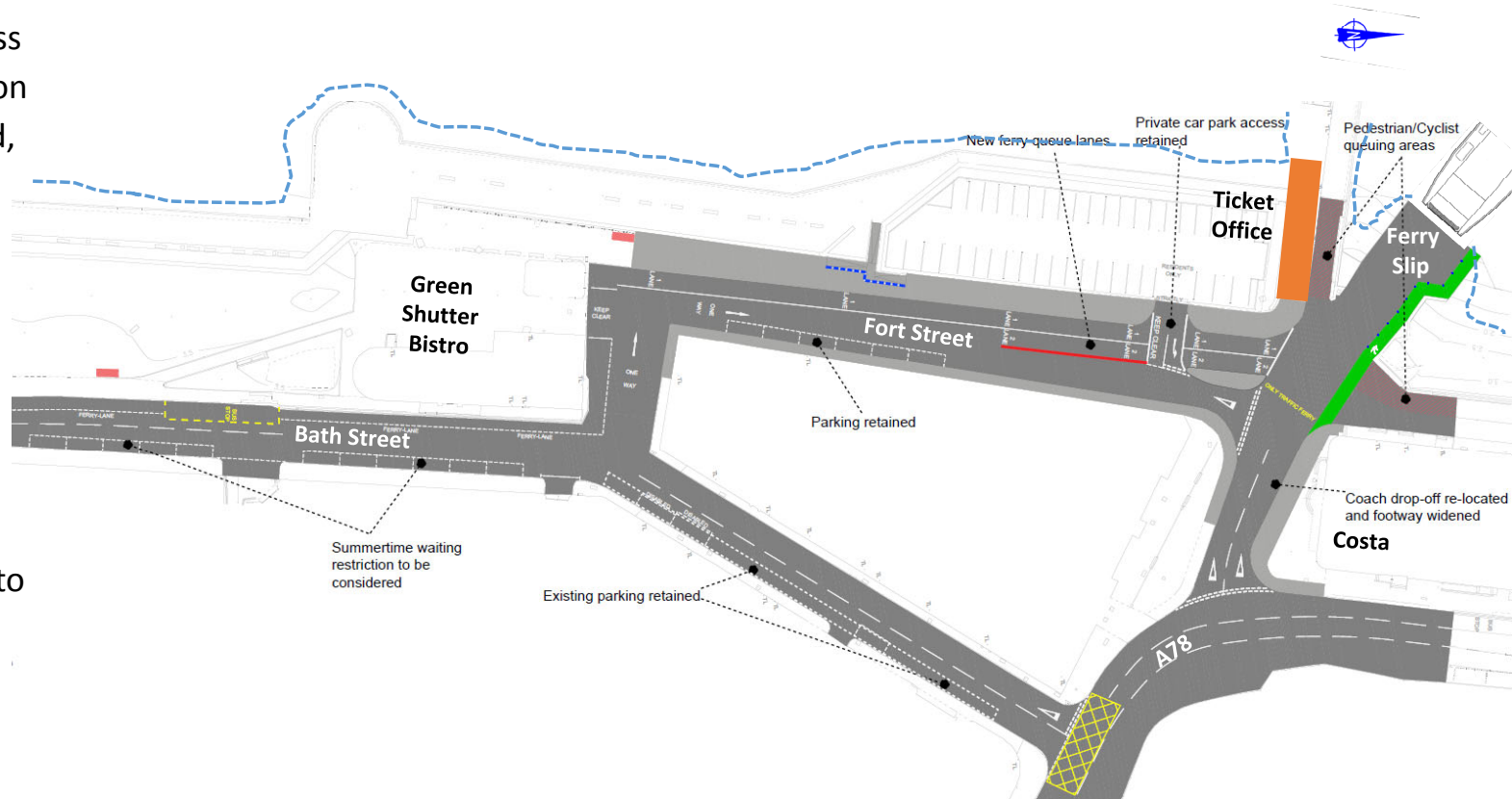


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Largs Option A

Two ferry queuing lanes with a local access through lane and some parking retained on Fort Street. Coach drop-off area relocated, if possible, and the potential for widened footway around ticket office entrance

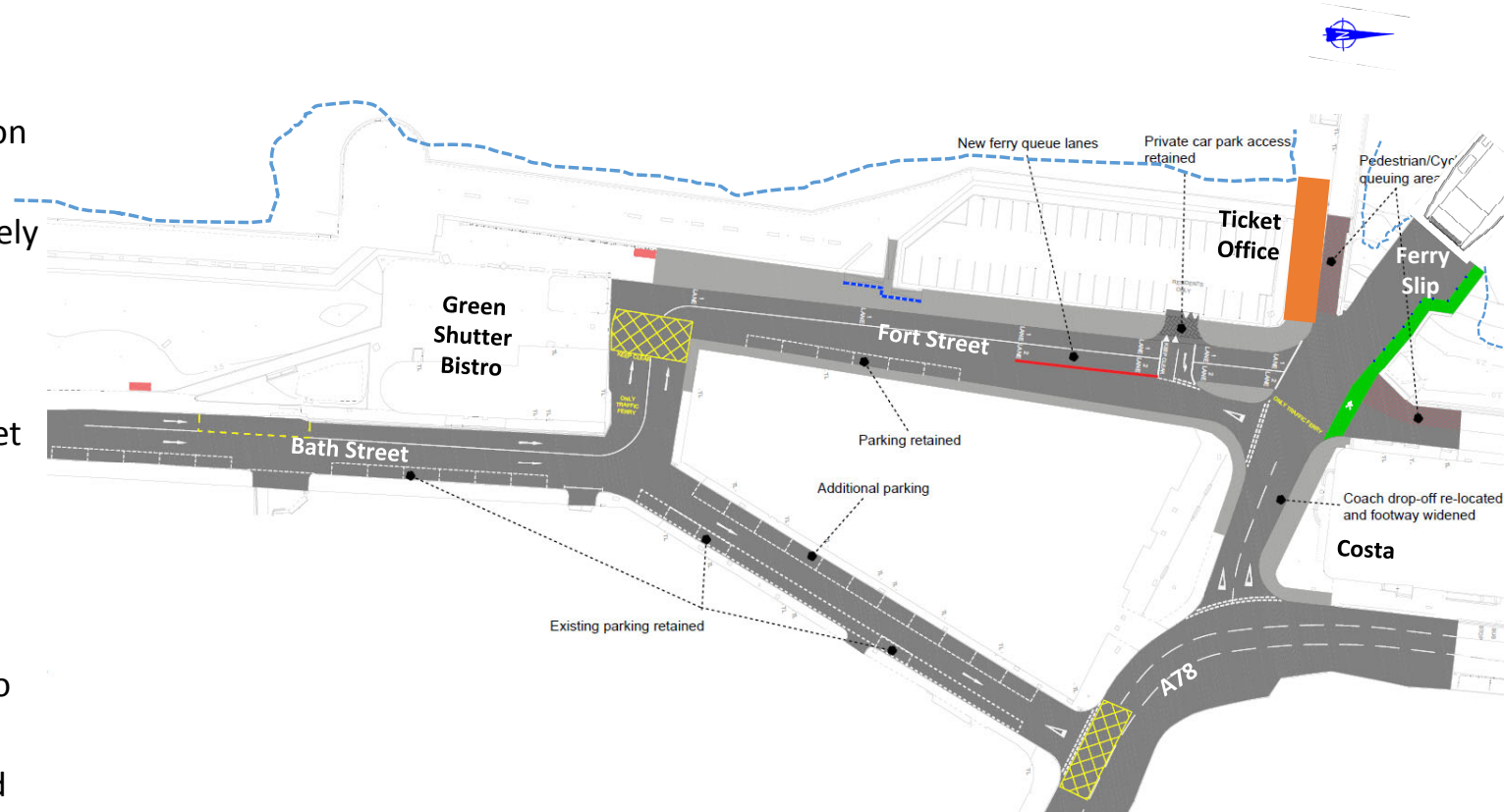
- Queueing capacity extended by approximately 7 vehicles
- Provides limited multiple lanes
- Retains some parking on Fort Street
- Ferry queue likely to extend into Bath Street
- Right turn conflict from Bath Street into Fort Street not resolved
- May require summertime parking restrictions on Bath Street to be considered
- Stakeholders preferred option



Largs Option B

As per Option A but with a one-way operation on Bath Street from Union Street to A78.

- Queue capacity extended by approximately 7 vehicles
- Provides limited multiple lanes
- Retains some parking on Fort Street
- Provides additional parking on Bath Street
- Ferry queue likely to extend into Bath Street
- Addresses right turn conflict from Bath Street into Fort Street
- Removes right turn from Main Street into Bath Street improving flow on A78
- Increased travel distance for Southbound vehicles



Next Steps

- The results of this public consultation exercise will be used to select a preferred option for both Cumbrae and Largs.
- The preferred options for each slip will require to be taken forward to detailed design. North Ayrshire Council has applied for funding from Strathclyde Partnership for Transport (SPT) to carry out the detailed designs and future implementation works. It is anticipated that we will know in March 2021 if this funding application has been successful.
- If funding is secured, a consultant will be employed to carry out the detailed designs, working with the operators to prepare designs based on the preferred options (Spring/Summer 2021)
- The final detailed designs will be discussed with key stakeholders and published online (Summer 2021)
- Given the extents of the current pandemic there is unfortunately no start date for construction works. However, funding permitted and if restrictions ease, we would be seeking to programme works for Autumn/Winter 2021/22