

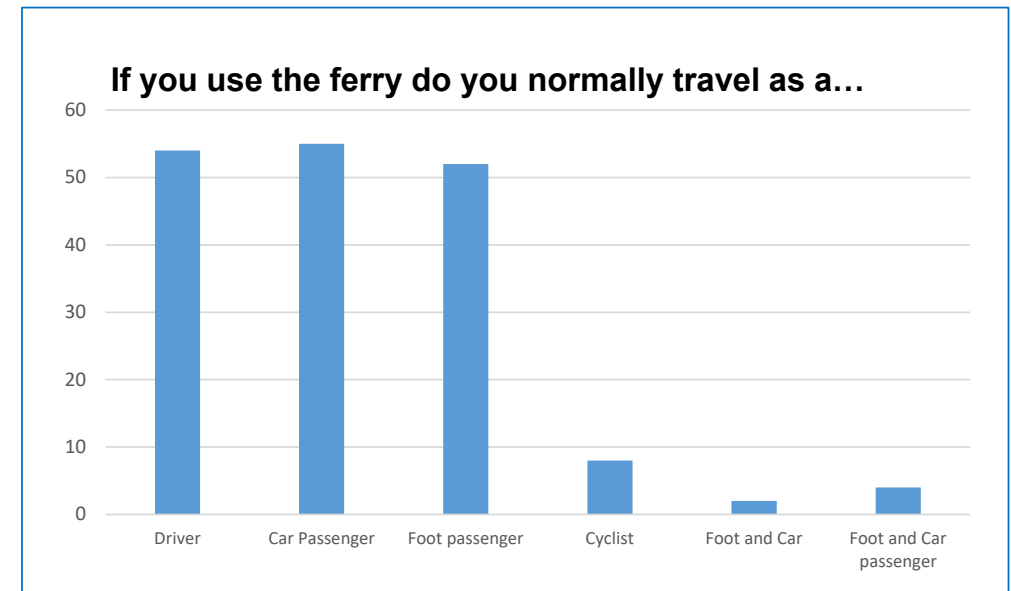
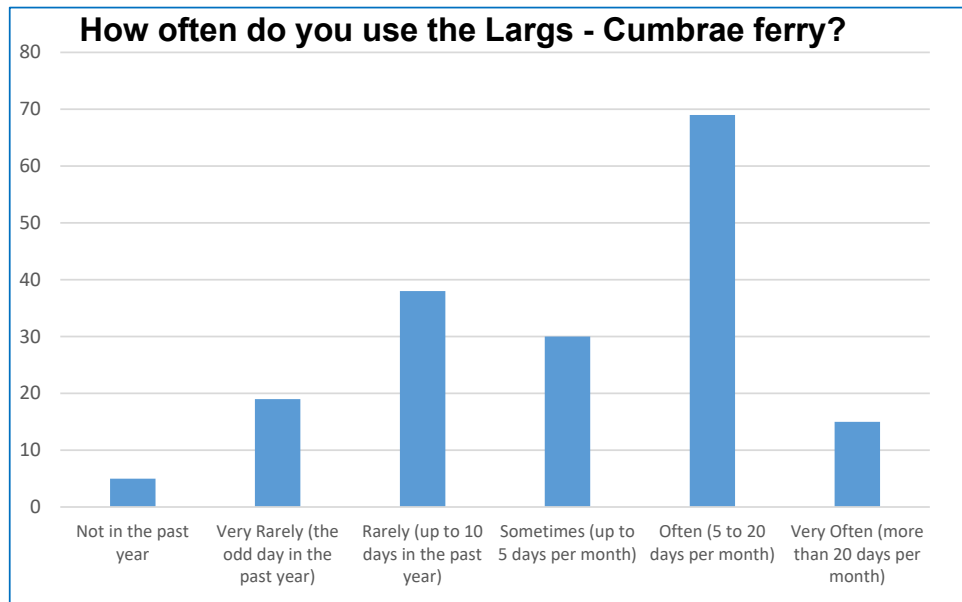
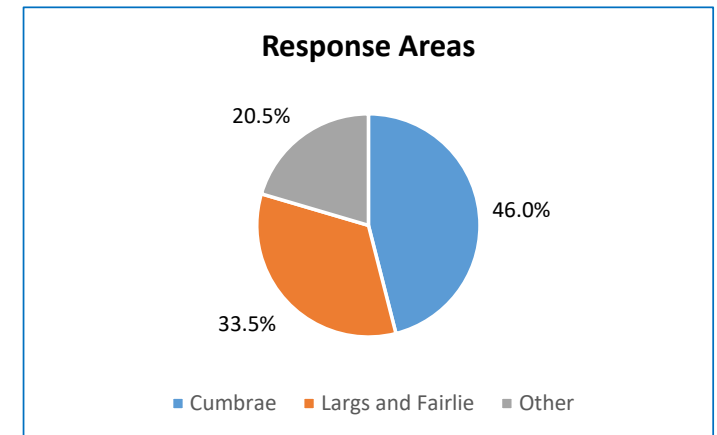
Introduction

- Online public consultation from 31 March 2021 until 26 May 2021
- Two options for each ferry slip were presented
 - **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
 - **Largs Option B:** As per Option A with a one-way operation on Bath Street from Union Street to A78
 - **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
 - **Cumbræ Option B:** Realignment of existing carriageway to cater for additional ferry traffic queuing lanes and shared cycleway/footway
- 176 responses received



Results

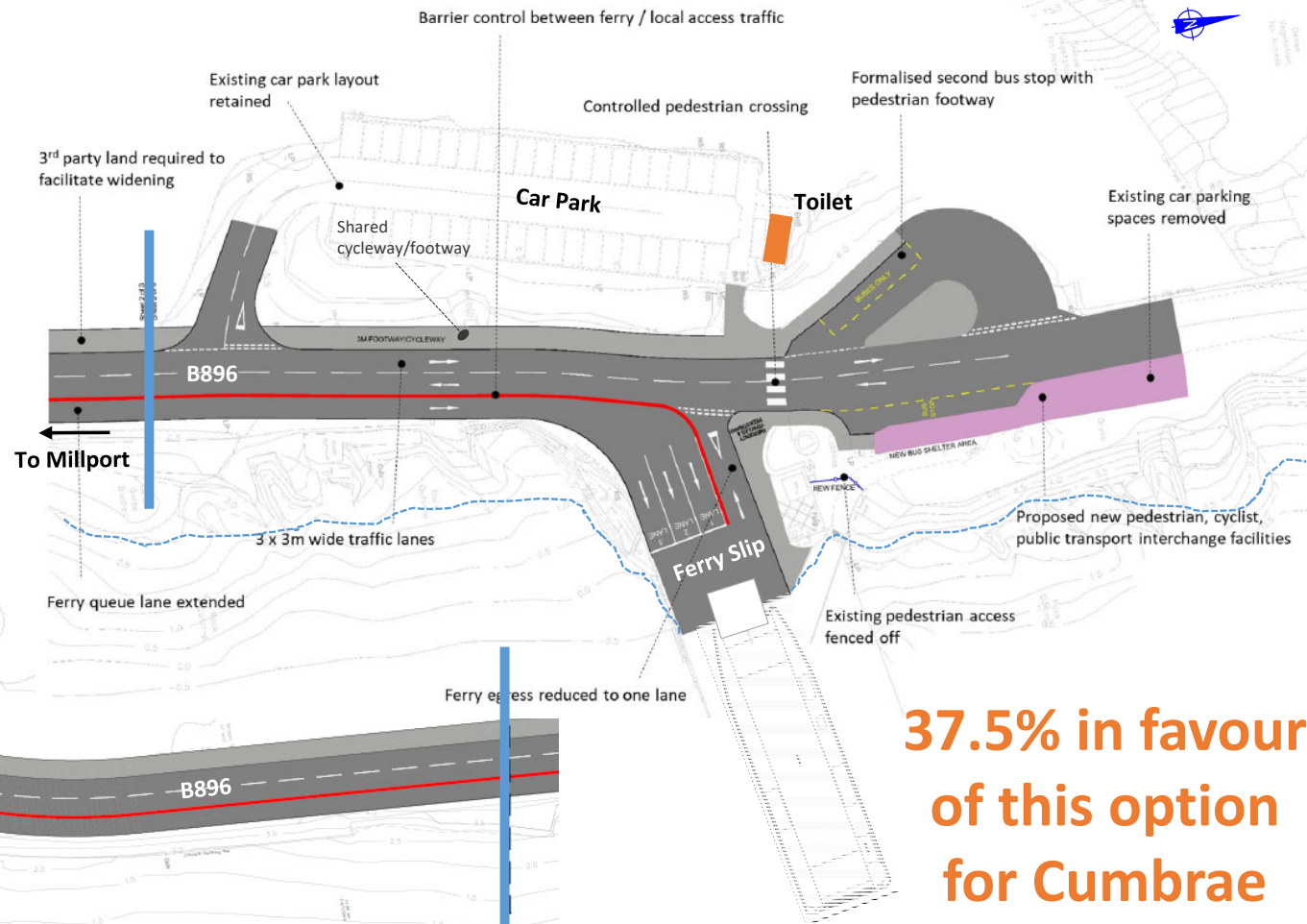
176 Responses to Questionnaire



Cumbræ Option A

Existing ferry queuing lane extended approximately 300 metres to the south. Realignment of existing carriageway to the west and provision of 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

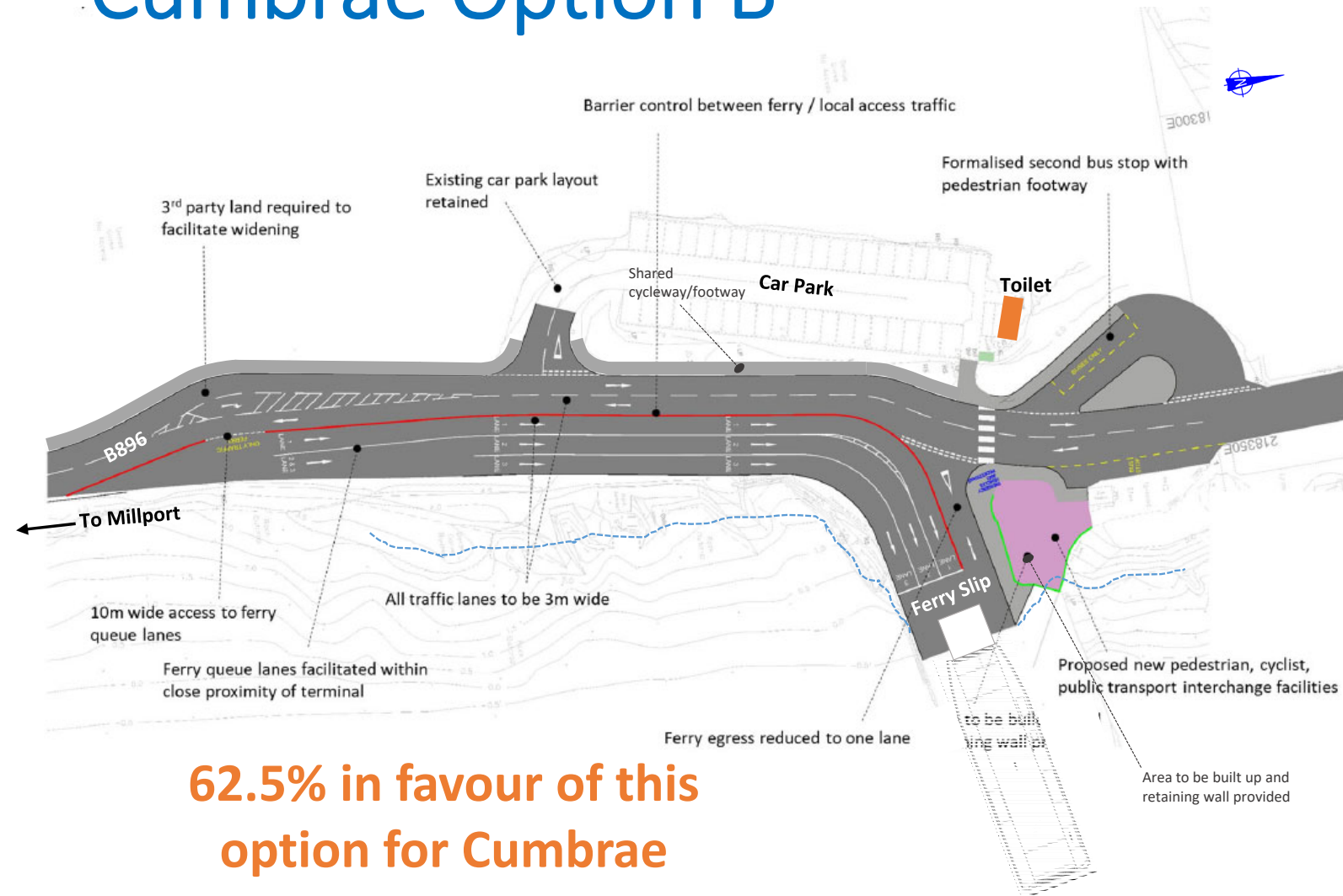


**37.5% in favour
of this option
for Cumbræ**

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

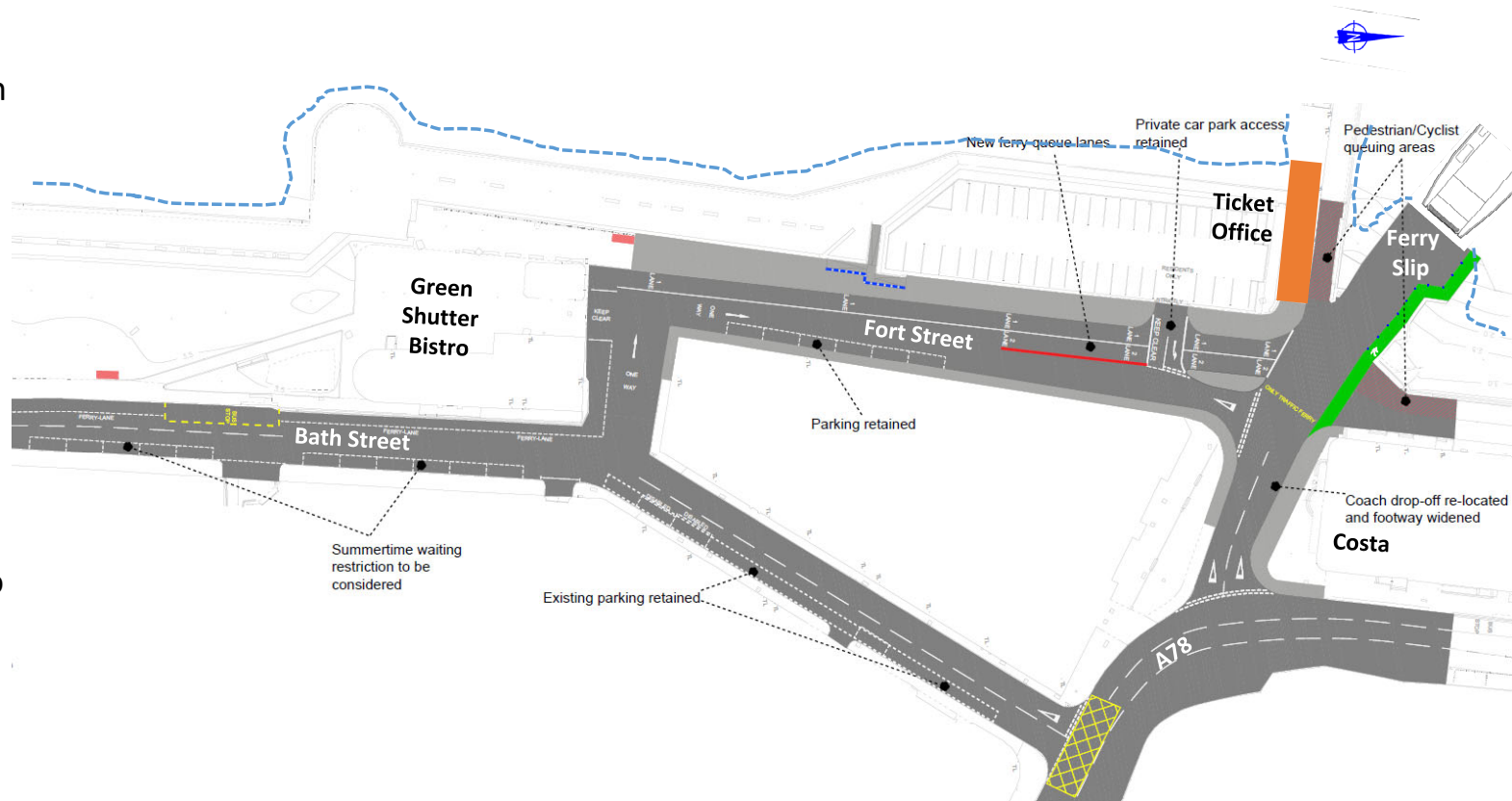


62.5% in favour of this option for Cumbræ

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

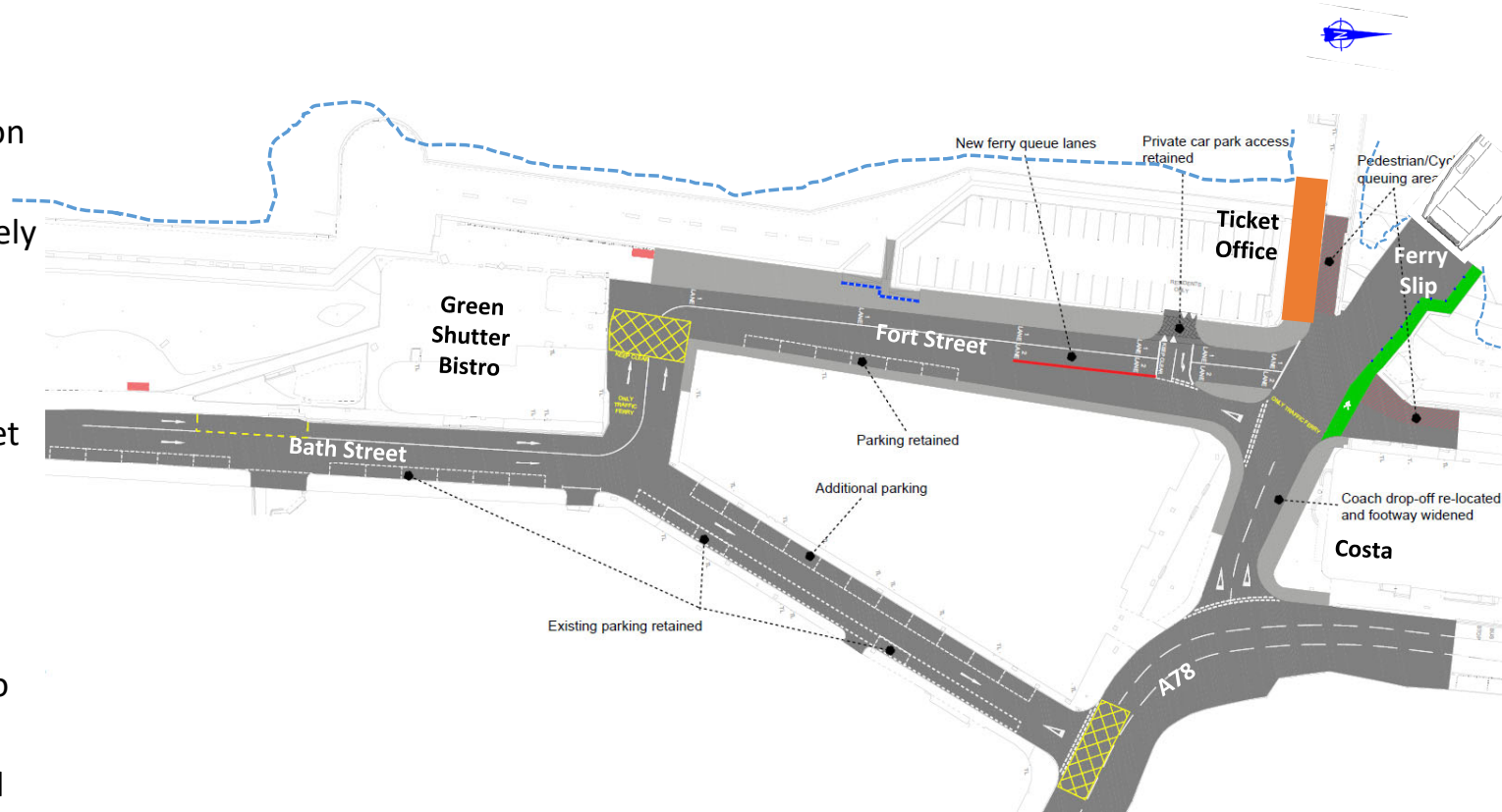


46% in favour of this option for Largs

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



54% in favour of this option for Largs

Additional Comments

- Related comments have been grouped and are shown in the adjacent tables
- It should be noted that the majority of the comments made do not relate to the matter being consulted upon
- Those specifically in relation to this consultation exercise are highlighted in **green**

General Comments

Comment relates to:	Number of respondents
Better ways to pay: online, tickets in queue	12
Priority / preferential for locals, essential workers, second home-owners	8
Allow pre-booking/reservations (during summer?)	6
Consider number of day trip cars / only essential travel for cars / islanders only / disabled only / incentives to not take car	15
Bigger ferries / two large ferries / more sailings	14
Illegal parking causes issues	3

Comments on Largs Proposals

Comment relates to:	Number of respondents
Relocate the ferry terminal	6
Better way to pay: Online ticketing / ticket issued to drivers in cars	10
Allow pre-booking of tickets/Reservations	7
Marshalling of queue	4
No effect / not worth doing for 6/7 cars	15
Bigger / better ferry	8
Priority / priority lane for residents/locals	12
Clear signing/markings for queue/warning signs for queue length (A78)	8
Fewer cars / incentives to not take car / no cars except for essential	8
Unloading an issue; Junction with A78 needs traffic signals	7
Improved long term parking	3
Illegal parking causes issues / need traffic wardens	3
Resolve problematic right turns - Bath Street / Fort Street, A78 / Bath Street (traffic island / restrictions to prevent right turn)	6
One way would allow better control of traffic / positive impact	11
One way unacceptable / cause issues for locals / isn't the solution	15
Reclaim land and extend queuing area for cars and pedestrians	3
Remove Fort Street, Bath Street parking	3
Use land to front of green shutters	5

Comments on Cumbrae Proposals

Comment relates to:	Number of respondents
Pre-booking sailings	3
Better / bigger ferry	2
Priority boarding for businesses / residents / cyclists / foot passengers	5

Conclusion - Largs

- Close results from public consultation: 46% favoured Option A / 54% favoured Option B
- Members and stakeholders preference for Option A.
- Introducing a one-way system requires a Traffic Regulation Order. May have wider impact than those related to the ferry access. Likely to take between 6 and 12 months to achieve. Objections could be lodged.
- The infrastructure works for both options are similar and relatively minor. Option A could be carried out in the current financial year.
- A wider consultation on a possible one-way may be required. Could be considered as part of a wider traffic management plan
- Additional comments to be considered during detailed design
 - Consider providing Variable Message Signing (VMS) on the main approach routes to Largs
 - Consider options for preventing a right turn from Bath Street into Fort Street

Conclusion - Cumbrae

- The preferred option (both from members, stakeholders and the public) for Cumbrae is **Option B** - Realignment of existing carriageway
- Infrastructure works for Cumbrae are complex and will require planning permission
- Programming the works will require to take account of the ferry operation and any planned works by CMAL/CMASSETS
- Works on Cumbrae will potentially require additional funding informed by the CMAL/CMASSETS Cumbrae slip upgrade works
- CMAL have requested that two queuing lanes are provided instead of three.
- Recommend that NAC provide three lanes to maximise the capacity, reduce the impact on the public road and future proof the provision. CMAL could then operate these as required

Next Steps

- £385,000 secured from Strathclyde Partnership for Transport (SPT) in March 2022
 - This funding is to carry out the design and infrastructure improvements during the financial year 2022/23
- Recommend **Option A (without one-way) for Largs** is taken forward to detailed design. Consider proposals to restrict right turning vehicles from Bath Street into Fort Street being able to “skip” a queue and Variable Message Signs. Monitor proposals to establish if a one-way system for Bath Street would be beneficial
- Recommend **Option B for Cumbrae** is taken forward to detailed design including the provision of 3 lanes. Further funding is likely to be required

Timeline:

- Contract for detailed design has been awarded
- Develop detailed design with stakeholders in Autumn 2022
- Publish detailed design online in Autumn/Winter 2022 and carry out wider public information exercise
- Obtain planning permission in Autumn/Winter 2022
- Discuss works co-ordination with CMAL/CMASSETS
- Procure construction contract in Autumn/Winter 2022
- Commencement of construction works in Largs Winter 2022/23
- Secure funding and commence Cumbrae works once co-ordination is complete