

# Outer Hebrides STAG Appraisal

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Barra & Vatersay Public Exhibition

15<sup>th</sup> May 2019, 16:00-19:30

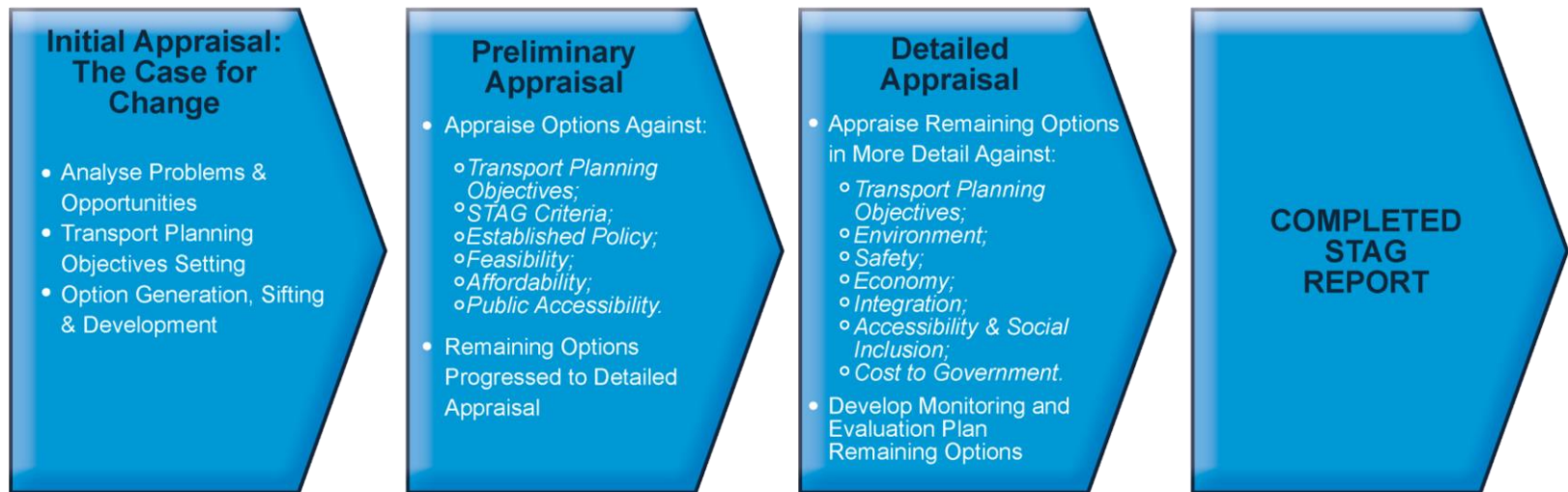
Castlebay Community Hall

## What is the study about?

- A transport appraisal of the long-term options for the ferry routes to, from and within the Outer Hebrides, including the Sounds, was a commitment made in the Vessel Replacement & Deployment Plan (VRDP) annual report for 2015
- Peter Brett Associates LLP, now part of Stantec, has been commissioned by Transport Scotland to carry out this appraisal. The study is being informed and guided by a Reference Group, which is being led by Transport Scotland and includes Comhairle nan Eilean Siar, HITRANS, CMAL and CalMac Ferries Ltd
- The appraisal will identify and evaluate options for the short, medium & long-term development of the Outer Hebrides network

# Scottish Transport Appraisal Guidance (STAG)

- The appraisal is being undertaken using a Transport Scotland process referred to as 'STAG', the approved guidance for the appraisal of potential transport projects
- The principle of STAG is that it is **objective-led rather than solution-led**, ensuring that the option(s) ultimately taken forward address the identified transport problems and are the most appropriate when judged against a range of criteria



- The study is at the **Detailed Appraisal** stage, and we are now seeking public & stakeholder views on the emerging outputs

# What are we presenting today?

- For your **local** route (**Castlebay - Oban**), the following boards set out:
  - the transport problems & opportunities on the Castlebay - Oban route
  - the study 'Transport Planning Objectives' against which options are assessed
  - the options developed and appraised for the Castlebay - Oban route
  - how these options feed into a 'Draft Network Plan' for the Outer Hebrides as a whole
- *Please note:*
  - *Equivalent material for all **other routes** operating to, from and within the Outer Hebrides is provided in booklet form on the tables around the room*
  - *The material presented at the **2018 public exhibitions** telling the story so far in terms of timetables, connectivity, capacity and reliability is also presented in booklet form around the room should you wish to (re)read this material*
- **Please browse the information for the route(s) relevant to you. When you are finished, please:**
  - **Take the time to give your thoughts to a member of the team if you wish**
  - **Fill out and hand back the comments form before leaving**
  - **All of the material presented is available on the Comhairle and HITRANS websites**

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# Castlebay Oban: What did you tell us?

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# What did you tell us?

- An important step in a STAG study is defining and evidencing the **transport problems & opportunities** that any investment is intended to address
  - Consultation with the public and stakeholders is an essential part of gathering this evidence – the next few boards feed back on the key issues raised by island households & ferry users in relation to the **Castlebay - Oban** route
- Public exhibitions held in May 2018 allowed us to gather anecdotal views on problems & opportunities. These were supplemented by an island household survey and an onboard survey
  - Island resident survey: **37** household respondents had used the **Castlebay - Oban** route in the previous 12-months
  - Onboard survey: responses received from **89** passengers on the **Castlebay – Oban** service
- The key findings from the two surveys are presented on the next slides.

# Travel Behaviour, Booking & Availability – *Household Survey (1)*

- On average, households reported undertaking 7 return journeys in the last year on this route
- 88% of households stated that these trips were fairly evenly spaced across the year
- Visiting Friends & Relatives (70%) and holidays (29%) are the main travel purposes
- Glasgow & West Central Scotland is the most popular destination followed by Oban
- Bookings are mostly made
  - Winter: '2-4 weeks ahead' (28%) followed by '1-3 months ahead' (17%)
  - Peak Summer: '1-3 months ahead' (35%) followed by '2-4 weeks ahead' (28%)
- 34% of households state occasional or frequent difficulties in booking a vehicle onto the ferry, 48% report no problems in this respect
  - These instances are focussed on:
    - May (58%) and July (42%)
- When bookings are thwarted, trips are:
  - Made on a different day (58%)
  - Still made on original sailing using stand by (33%)
  - No responses suggested 'not made at all'
- 33% reported that friends or family visiting the Outer Hebrides had had difficulty booking a vehicle onto the ferry
  - Most of these travelled on a different day

## What did you tell us? *Household Survey (2)*

- People expressed dissatisfaction with these aspects of the service:
  - Disruption during scheduled refit
  - Quality of onboard wi-fi
  - Ability to make a day trip to the mainland
  - Level of reliability provided by service
  - Provision of EV charging points
  - Level of fares – vehicles
  - Onward transport connections from ferry terminal by bus
  - Island transport connections to ferry terminal
  - Onward transport connections from ferry terminal by train
- 2/3 stated that the current service prevents more frequent travel to the mainland
  - This is mainly due to the length of the journey and comfort
  - Mainly affecting seeing friends & family less often (75%), fewer holidays / short breaks (67%); and fewer sporting & shopping opportunities (42%)
  - Also reported is constraints on accessing business opportunities on the mainland (13%)
- On average, households suggest an additional 5 return journeys would be made per annum if their concerns with the route was addressed
- 46% felt the **main** ferry's onboard facilities did not fully meet their needs
- 67% felt the **relief** ferry's onboard facilities did not fully meet their needs



# What did you tell us? *Onboard Survey*

## Capacity issues and travelling with a vehicle

- Of those travelling with a vehicle onboard:
  - Only 5% had not booked
  - 89% had secured a place on their preferred route & sailing
  - 7% had not secured a booking on their preferred route
- Overall 71% stated that the current timetable for this route met their travel requirements, residents more so than visitors
- 43% of visitors had or were planning to use another ferry route on this trip – 13% of these had not been able to secure a booking on their preferred option
- The need to travel with a vehicle, price and 'ferry more convenient for final destination' were the main reasons for choosing ferry over air. Only 16% had considered flying
- 70% were travelling with a vehicle. The need to carry luggage / equipment and the convenience of having your own vehicle were the most commonly cited reasons for this
- 25% stated that improved public transport would or may have made them consider not bringing a car on board

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# Castlebay - Oban, Problems & Opportunities

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# Castlebay - Oban: Problems & Opportunities (1)

- The identification of problems & opportunities at the **route level**:
  - considered each element of the service / connectivity to ensure that all relevant problems & opportunities had been identified; and
  - undertook an assessment of the relative magnitude of each problem (as evidenced by the operator data and 2018 consultation). The assessment scale is as follows:
    - **O** – neutral
    - **x** - minor problem
    - **xx** - moderate problem
    - **xxx** - major problem

## Castlebay - Oban: Assessment of Transport Problems

Aspect of Service / Connectivity	Relative Magnitude of Problem
Operations	x
Landside Infrastructure	x
Resilience	O
Timetable	O
Capacity	O
Punctuality & Reliability	x
Public Transport Integration	x

# Castlebay - Oban: Problems & Opportunities (2)

- **Operations**

- The MV *Isle of Lewis* is a closed deck vessel, and thus cannot carry certain categories of dangerous goods unless operated in freight mode. This means that these dangerous goods to and from Barra (e.g. fuel) must be routed through the Uists (although MV *Clansman* can be used on a Wednesday in the summer timetable when she operates an Oban–Coll–Tiree–Barra return).

- **Landside Infrastructure**

- Whilst there are no major landside issues at Castlebay beyond ageing infrastructure, there are emerging pressures in terms of berth availability and scheduling at Oban, which is one of the busiest ports on the CHFS network.

- **Punctuality & Reliability**

- Due to its exposure, the Castlebay – Oban route has one of the poorest weather reliability records on the network, and certainly the worst in the Outer Hebrides outwith Mallaig – Lochboisdale
- In the first full year of MV *Isle of Lewis* operation (2017), the number of cancellations reduced significantly, indeed to the lowest level since 2012 (bearing in mind that the absolute number of sailings has also increased significantly). Nonetheless, weather-related cancellations remain high relative to the ‘Major Vessel’ and Outer Hebrides network as a whole.

- **Public Transport Integration**

- This service is reasonably well integrated with public transport in that it is possible to connect to / from the Glasgow Queen Street train and bus services to both Glasgow and Inverness. There is however a reasonable length of layover for the majority of connections (particularly in terms of bus connections to Glasgow).

# Transport Planning Objectives

- The setting of Transport Planning Objectives (TPOs) is a key step in the STAG process as they define what the policymaker should be seeking to achieve through investing in a transport scheme
- The TPOs for this study were developed such that they could cover the entire Outer Hebrides network, albeit certain objectives will be more relevant to some routes than others.
- **Transport Planning Objective 1:** The *capacity* of the service should as far as reasonably possible meet the passenger and vehicle demand for the service.
- **Transport Planning Objective 2:** The timetable operated will meet all reasonable *connectivity* needs of each island.
- **Transport Planning Objective 3:** The *cancellation rate* of the Outer Hebrides to mainland ferry services should not exceed the average for all 'Major Vessel' routes (and for all 'Small Ferry' routes for the Sound services).
- **Transport Planning Objective 4:** The *resilience* of individual routes and the Outer Hebrides network as a whole should be improved and / or risks mitigated over the appraisal period.

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# Castlebay - Oban: Option Generation, Development & Appraisal

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# Option Generation, Development & Appraisal

- The STAG process requires the generation of a long-list of options for addressing the identified transport problems – these options can originate from:
  - Analysis of operator data, timetables and other secondary sources
  - Public & stakeholder inputs (e.g. public exhibitions, surveys etc)
  - Ideas considered in previous studies
- The long-list of options is developed and appraised against both the TPOs and a set of criteria set out in the STAG Guidance
- In the interests of brevity, the focus of most of the following boards is predominantly on the shortlist of options which progressed to the ‘Detailed Appraisal’ – i.e. those which had progressed through the initial two sifting exercises (known as Initial & Preliminary Appraisal)
  - The long-list of options (including those which have been sifted out) are listed on the next board and the reason for their exclusion is provided
  - If you would like more details on any of these earlier options or on the reasons for their exclusion, please do not hesitate to ask a member of the team.

# Initial Long-List of Options

Option	Description	Rationale for Selection / Rejection
CO1	Procure an open-deck vessel of a proportionate capacity and cascade the MV <i>Isle of Lewis</i> to another route	✓ - This option is retained for further consideration. Its implementation would be dependent on determining another use for the MV <i>Isle of Lewis</i> .
CO2	Operate the service 7-days per week year-round	✓ - This option is retained for further consideration as it closes a winter connectivity gap
CO3	Operate a Castlebay – Mallaig (rather than Oban) service	✗ - This option is rejected from further consideration. Barra has historic links to Oban & Glasgow – there was no groundswell of opinion picked up through the consultation or surveys for an alternative mainland landfall. Moreover, this would be a longer-term and at this stage uncertain option given the constraints at Mallaig.
CO4a	Land bridge through Tobermory	✗ - This option is rejected from further consideration. There is no apparent benefit in terms of journey times and it would encourage greater car use (and impact on Mull's roads) given the need to get between Tobermory and Craignure. In addition, there would be significant environmental and public acceptability issues associated with developing a new ferry berth in Tobermory capable of accommodating the MV <i>Isle of Lewis</i> .
CO4b	Land bridge through Craignure and a fixed link to Oban	✗ - This option is rejected from further consideration. There would be very limited journey time savings and there is no prospect within this appraisal horizon of a fixed link between Mull and the Scottish mainland.
CO4c	Land bridge through Lochaline and construct a fixed link across the Corran Narrows	✗ - This option is rejected from further consideration. There would be no apparent time savings and there is no immediate prospect of a fixed link across the Corran Narrows. Moreover, there would be significant environmental and public acceptability impacts associated with building a new ferry berth capable of accommodating the MV <i>Isle of Lewis</i> and upgrading the A884 to the A861. Public transport integration would be negatively impacted, increasing car use.
CO4d	Develop a new harbour in Ardnamurchan and construct a fixed link across the Corran Narrows.	✗ - This option is rejected from further consideration. There would be no apparent time savings and there is no immediate prospect of a fixed link across the Corran Narrows. Moreover, there is no obvious site for a major new port in Ardnamurchan. Even if such a site was identified, there would be significant environmental and public acceptability impacts associated with building a new ferry berth capable of accommodating the MV <i>Isle of Lewis</i> and upgrading the surrounding road infrastructure. Public transport integration would be negatively impacted, increasing car use.
CO5	Use the MV <i>Isle of Lewis</i> to provide an additional one return sailing between Oban and Craignure between Castlebay sailings	✓ - This option is retained for further consideration. It would maximise the operating intensity of the MV <i>Isle of Lewis</i> ; provide additional capacity on the Oban–Craignure route; and provide Barra residents / businesses with reasonable time on the Scottish mainland on a daily basis, opening up the prospect of a day trip.



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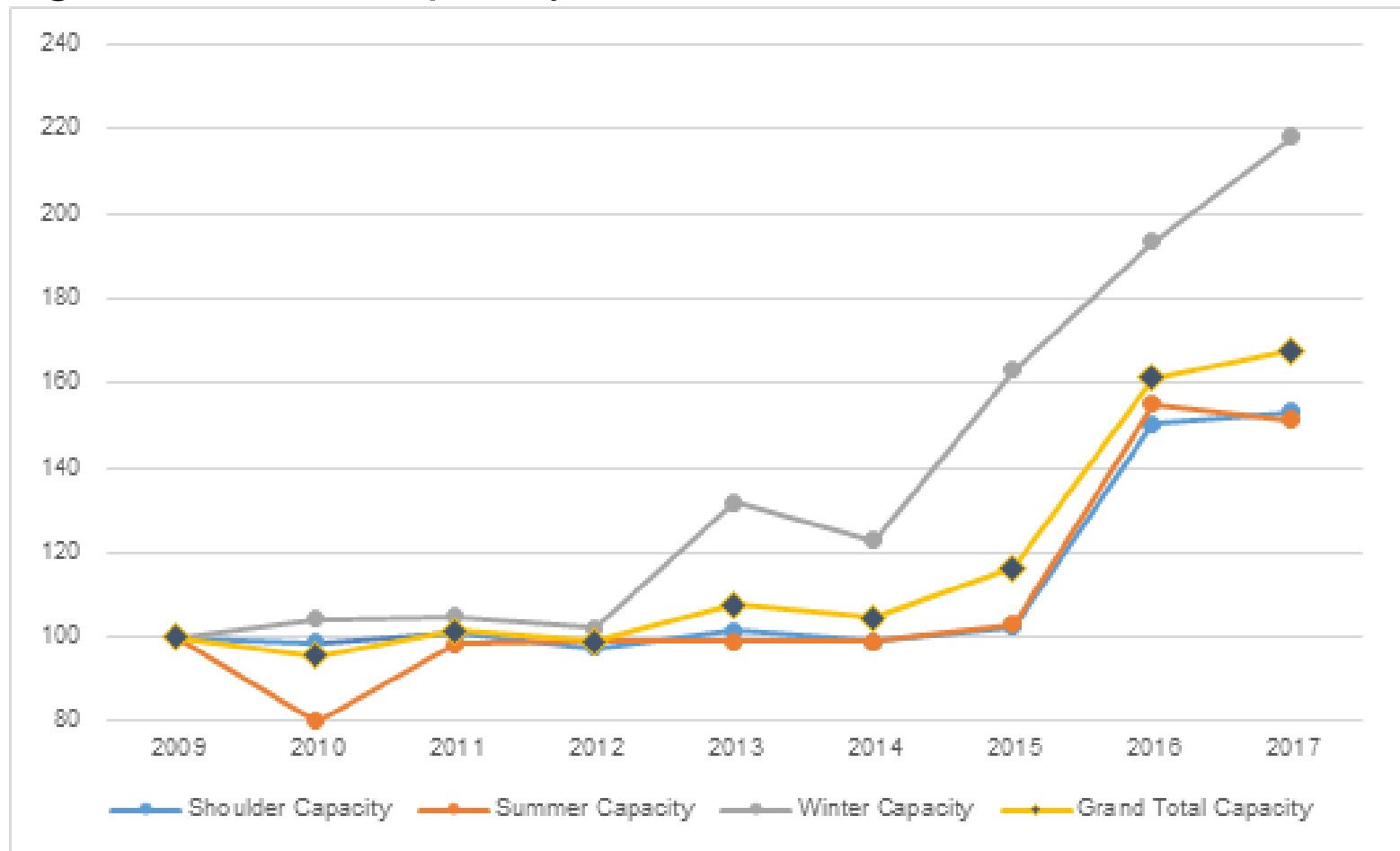
# Castlebay - Oban: Detailed Appraisal

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# Options Considered in Detailed Appraisal

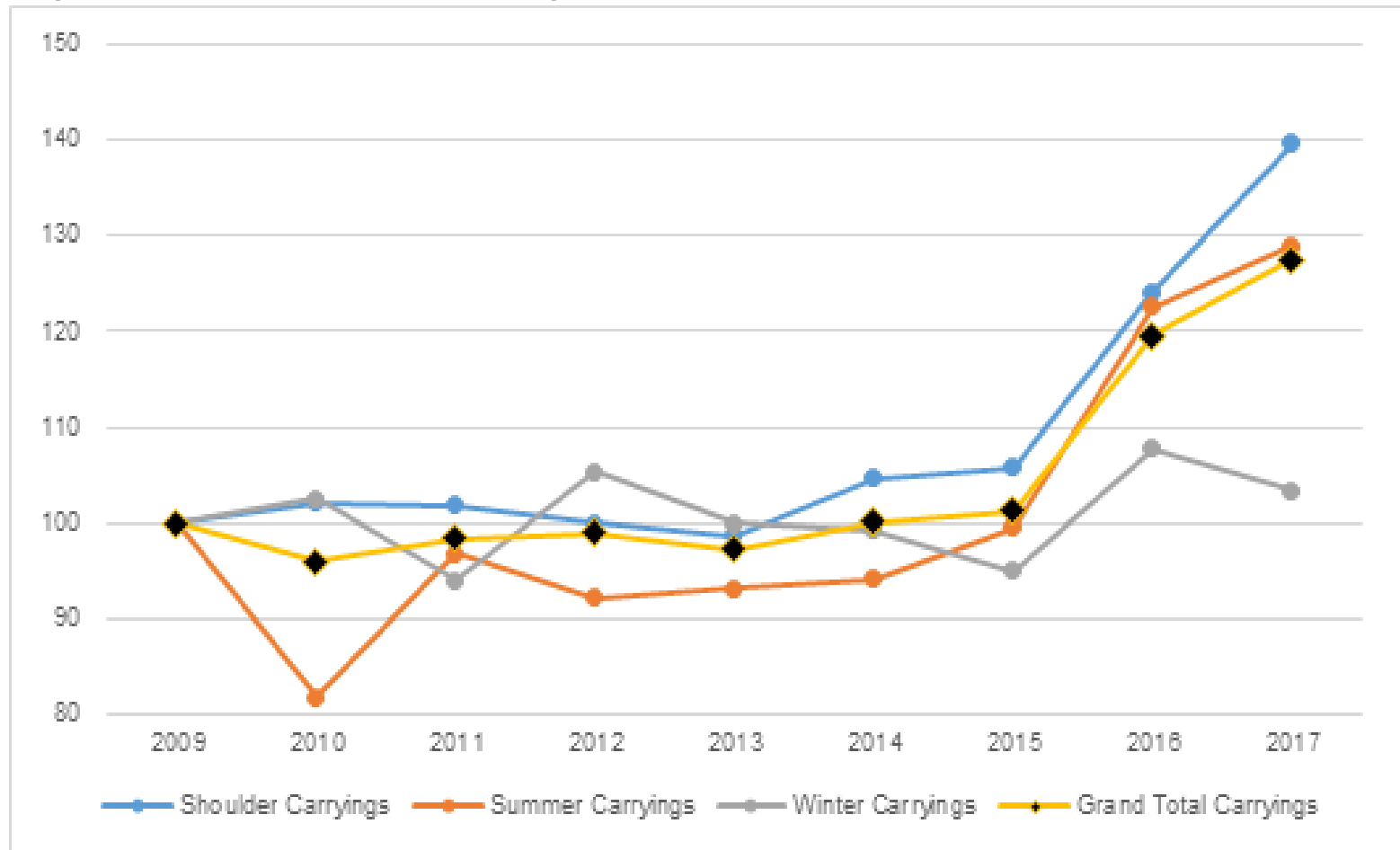
- Three options were shortlisted for consideration in the Detailed Appraisal:
  - **Option CO1:** Deploy an open-deck vessel of a proportionate capacity and cascade MV *Isle of Lewis* to another route
  - **Option CO2:** Operate the service 7-days per week year-round
  - **Option CO5:** Use the MV *Isle of Lewis* to provide an additional one return sailing between Oban – Craignure between Castlebay sailings
- The following boards:
  - provide some context in terms of current and forecast **capacity utilisation** on the Castlebay - Oban route
  - provide further details on the **specifics of each option**
  - set out the **appraisal** of each option against the TPOs and STAG criteria
  - provide our recommendation as to which options should progress to the '**Draft Network Plan**' for this route

# Change in Route Capacity Over Time



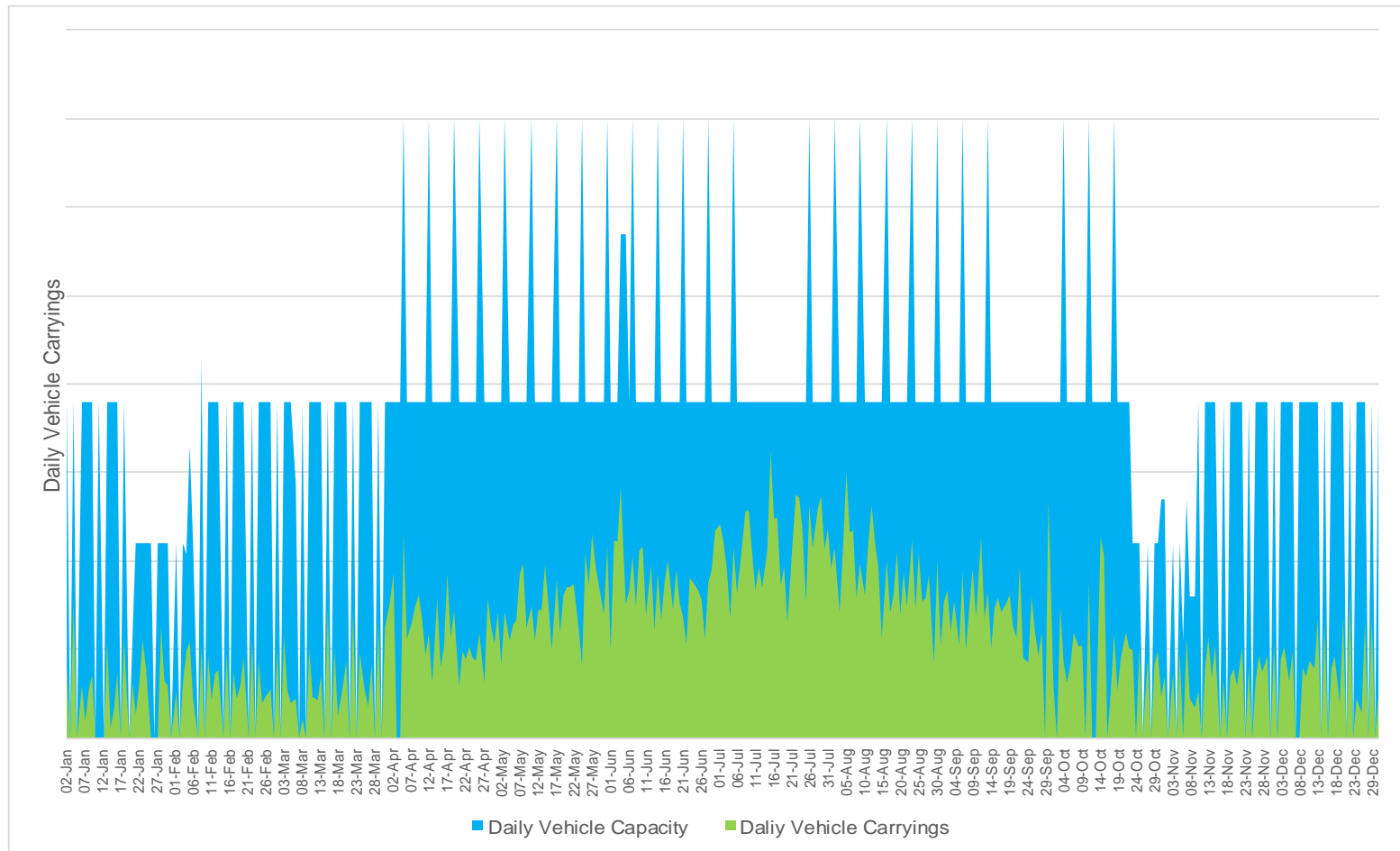
- Chart shows **total annual ferry vehicle capacity** indexed to 2009 (2009=100)
- Introduction of the MV *Isle of Lewis* 2016 can be clearly seen in the shoulder and summer seasons
- Winter supply side ramped up from 2013 prior to the introduction of the MV *Isle of Lewis*. Calendar year 2017 was the first full year of winter operation of this vessel

# Change in Route Carryings Over Time



- Chart shows **total annual ferry vehicle carryings** indexed to 2009 (2009=100)
- Sharp increase in carryings in 2016 associated with supply side changes and a flat picture between 2009 and 2015
- Less of an impact in Winter, despite bigger supply side change

# When is capacity a problem?

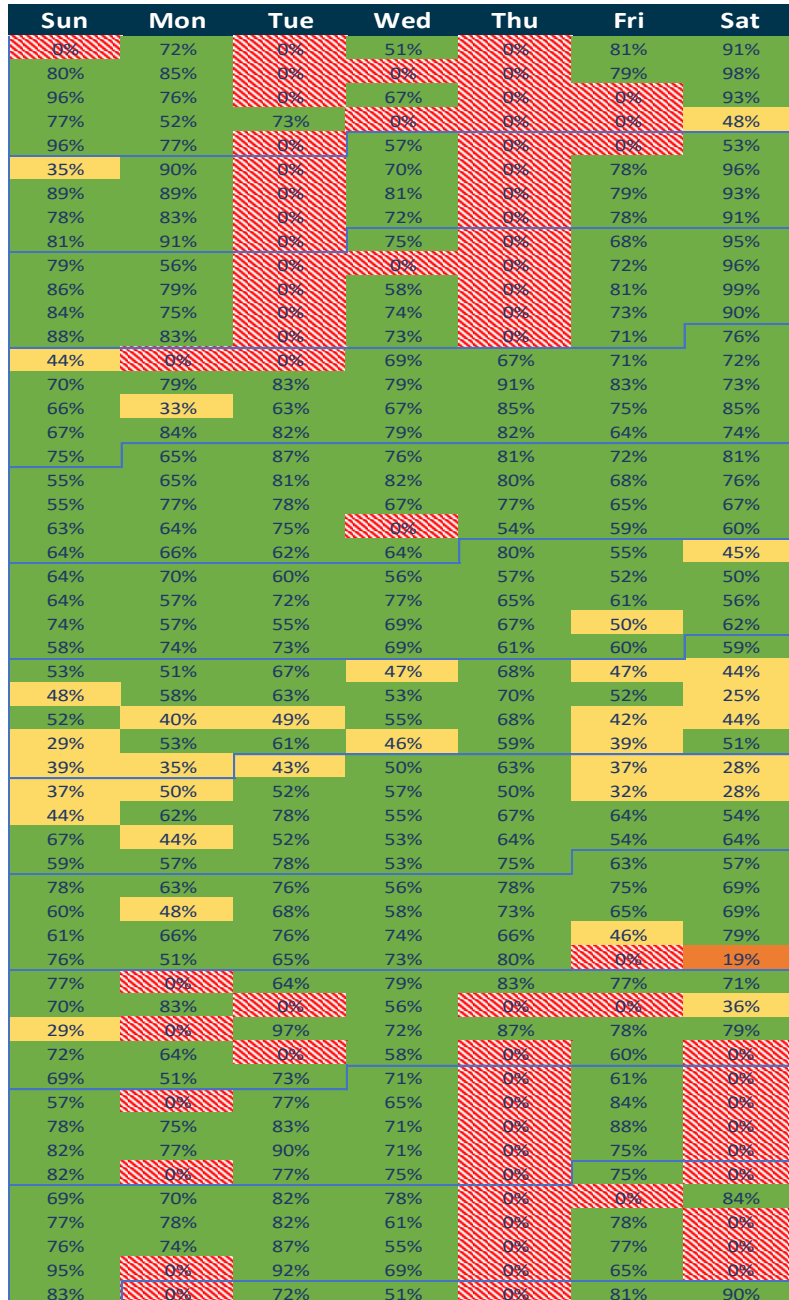


- Chart shows comparison of 2017 daily vehicle carrying (green) versus daily capacity (blue)
- Daily capacity is higher in the summer due to the daily service on MV *Isle of Lewis* and the Wednesday MV *Clansman* calls
- Capacity is very rarely a problem on the Castlebay - Oban route
- Peak carrying are very focussed in July and August

# Capacity Utilisation – Daily Available Vehicle Space, Castlebay - Oban

- Calendar shows **total daily remaining (i.e. available) vehicle space** between Castlebay - Oban in 2017
- e.g. on Monday 2<sup>nd</sup> January 2017, 72% of car deck space was available / not used
- Note days with the red hashing are days where all sailings were cancelled or there are no timetabled sailings
- Saturdays are peak days throughout the summer timetable period, but there is generally significant spare capacity available

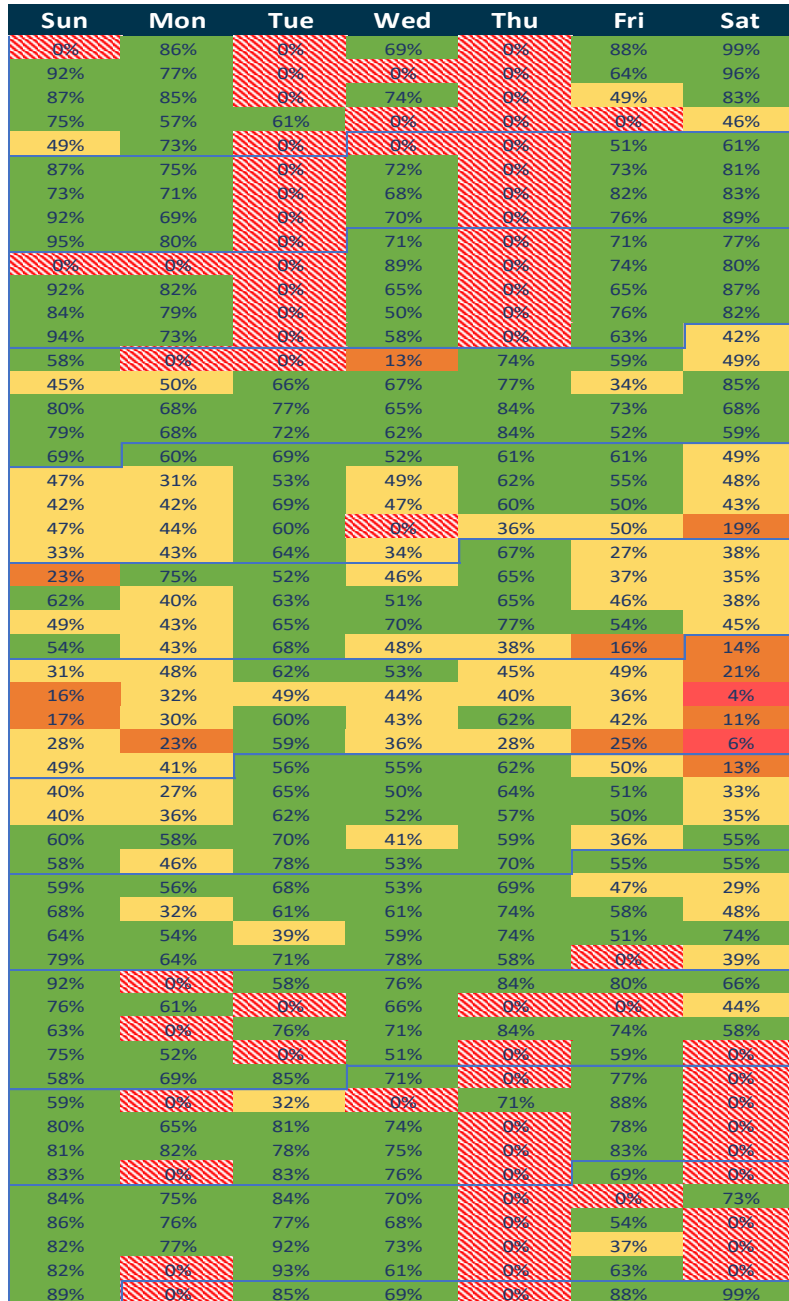
	Su	M	Tu	W	Th	F	Sa	
Jan	1	2	3	4	5	6	7	
	8	9	10	11	12	13	14	
	15	16	17	18	19	20	21	
	22	23	24	25	26	27	28	
	29	30	31	1	2	3	4	
	Feb	5	6	7	8	9	10	11
		12	13	14	15	16	17	18
19		20	21	22	23	24	25	
26		27	28	1	2	3	4	
Mar		5	6	7	8	9	10	11
		12	13	14	15	16	17	18
		19	20	21	22	23	24	25
	26	27	28	29	30	31	1	
	Apr	2	3	4	5	6	7	8
		9	10	11	12	13	14	15
		16	17	18	19	20	21	22
23		24	25	26	27	28	29	
30		1	2	3	4	5	6	
May		7	8	9	10	11	12	13
		14	15	16	17	18	19	20
	21	22	23	24	25	26	27	
	28	29	30	31	1	2	3	
	Jun	4	5	6	7	8	9	10
		11	12	13	14	15	16	17
		18	19	20	21	22	23	24
25		26	27	28	29	30	1	
Jul		2	3	4	5	6	7	8
		9	10	11	12	13	14	15
		16	17	18	19	20	21	22
	23	24	25	26	27	28	29	
	30	31	1	2	3	4	5	
	Aug	6	7	8	9	10	11	12
		13	14	15	16	17	18	19
20		21	22	23	24	25	26	
27		28	29	30	31	1	2	
Sep		3	4	5	6	7	8	9
		10	11	12	13	14	15	16
		17	18	19	20	21	22	23
	24	25	26	27	28	29	30	
	Oct	1	2	3	4	5	6	7
		8	9	10	11	12	13	14
		15	16	17	18	19	20	21
22		23	24	25	26	27	28	
29		30	31	1	2	3	4	
Nov		5	6	7	8	9	10	11
		12	13	14	15	16	17	18
	19	20	21	22	23	24	25	
	26	27	28	29	30	1	2	
	Dec	3	4	5	6	7	8	9
		10	11	12	13	14	15	16
		17	18	19	20	21	22	23
24		25	26	27	28	29	30	
31		1	2	3	4	5	6	



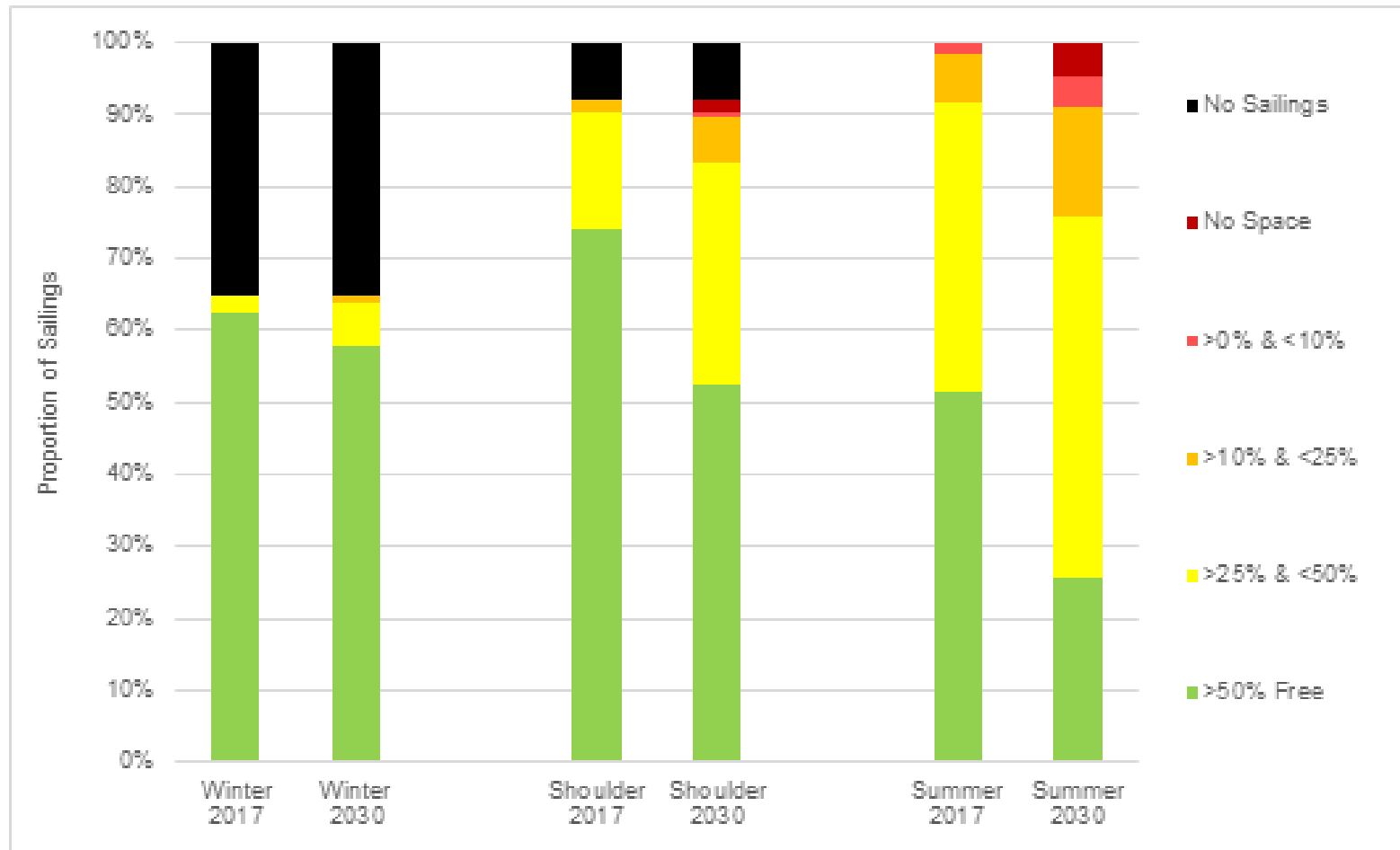
# Capacity Utilisation – Daily Available Vehicle Space, Oban - Castlebay

- Calendar shows **total daily remaining (i.e. available) vehicle space** between Oban – Castlebay in 2017
- e.g. on Monday 2<sup>nd</sup> January 2017, 86% of car deck space was available / not used
- Note days with the red hashing are days where all sailings were cancelled or there are no timetabled sailings
- Loadings in the westbound direction generally exceed eastbound travel, highlighting Barra as the starting point for an island hopping holiday in the Outer Hebrides

	Su	M	Tu	W	Th	F	Sa	
Jan	1	2	3	4	5	6	7	
	8	9	10	11	12	13	14	
	15	16	17	18	19	20	21	
	22	23	24	25	26	27	28	
	29	30	31	1	2	3	4	
	Feb	5	6	7	8	9	10	11
		12	13	14	15	16	17	18
19		20	21	22	23	24	25	
26		27	28	1	2	3	4	
Mar		5	6	7	8	9	10	11
		12	13	14	15	16	17	18
		19	20	21	22	23	24	25
	26	27	28	29	30	31	1	
	Apr	2	3	4	5	6	7	8
		9	10	11	12	13	14	15
		16	17	18	19	20	21	22
23		24	25	26	27	28	29	
30		1	2	3	4	5	6	
May		7	8	9	10	11	12	13
		14	15	16	17	18	19	20
	21	22	23	24	25	26	27	
	28	29	30	31	1	2	3	
	Jun	4	5	6	7	8	9	10
		11	12	13	14	15	16	17
		18	19	20	21	22	23	24
25		26	27	28	29	30	1	
Jul		2	3	4	5	6	7	8
		9	10	11	12	13	14	15
		16	17	18	19	20	21	22
	23	24	25	26	27	28	29	
	30	31	1	2	3	4	5	
	Aug	6	7	8	9	10	11	12
		13	14	15	16	17	18	19
20		21	22	23	24	25	26	
27		28	29	30	31	1	2	
Sep		3	4	5	6	7	8	9
		10	11	12	13	14	15	16
		17	18	19	20	21	22	23
	24	25	26	27	28	29	30	
	Oct	1	2	3	4	5	6	7
		8	9	10	11	12	13	14
		15	16	17	18	19	20	21
22		23	24	25	26	27	28	
29		30	31	1	2	3	4	
Nov		5	6	7	8	9	10	11
		12	13	14	15	16	17	18
	19	20	21	22	23	24	25	
	26	27	28	29	30	1	2	
	Dec	3	4	5	6	7	8	9
		10	11	12	13	14	15	16
		17	18	19	20	21	22	23
24		25	26	27	28	29	30	
31		1	2	3	4	5	6	



# Capacity Utilisation – Forecasts



- Chart **compares 2017 and illustrative forecasts for 2030** vehicle deck space / availability by season
- On this projection, capacity will become a problem on around 10% of summer sailings by 2030, and these are likely to be limited to Saturdays in the first instance. This should be monitored over time to inform future vessel deployment
- No significant issues in the shoulder or winter period are foreseen



# Option CO1: Deploy an open-deck vessel of a proportionate capacity and cascade MV *Isle of Lewis* to another route

- **Vessel & Harbour Implications**

- New vessel of around 100m and of a similar specification to MV *Clansman*

- **Operational Feasibility**

- There would be a relatively long lead time for this option given the need to develop the business case for a new ferry, secure funding and then procure and build a new vessel. By that point, the MV *Isle of Lewis* may be approaching her nominal life-expiry date in any case.
- With an open deck, the new vessel would be able to carry dangerous goods when operated in Ro-Pax mode.
- The redeployment potential of the MV *Isle of Lewis* to other routes is limited given her draught.

- **Timetable**

- This option would broadly maintain the current day position.

- **Capacity**

- Overall capacity would reduce slightly if a smaller vessel was deployed although this should not be problematic

# Option CO2: Operate the service 7-days per week year-round

- **Vessel & Harbour Implications**

- None

- **Operational Feasibility**

- None

- **Timetable**

- The timetable would be as per the other winter weekdays on which there is a service

- **Capacity**

- This option would provide an additional 230 lane metres in each direction on each day.

Option CO5a: Use the MV *Isle of Lewis* to provide an additional one return sailing between Oban – Craignure between Castlebay sailings

- **Vessel & Harbour Implications**

- None

- **Operational Feasibility**

- It is assumed that this option would be delivered all year-round (except during refit) given the relatively infrequent service on the Oban – Craignure route in the winter timetable period.
- The berth at Craignure is undersized for the MV *Isle of Lewis* and CFL would need to confirm whether they would be willing to operate a regular scheduled service to that harbour using the MV *Isle of Lewis*.

- **Timetable**

- The Oban – Craignure sailing would take place between the two Castlebay legs, providing Barra residents with around 3.5 hours of daily time in Oban

- **Capacity**

- This option would provide an additional 230 lane metres in each direction between Oban – Craignure on each day.

# Appraisal of Options against TPOs

Option	TPO1 - Capacity		TPO2 – Connectivity		TPO3 - Reliability		TPO 4- Resilience	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
<b>CO1:</b> Procure an open-deck vessel of a proportionate size and cascade the MV <i>Isle of Lewis</i> to another route	x	x	✓	✓	○	○	○	○
<b>CO2:</b> Operate the service 7-days per week year-round	○	✓	○	✓	○	○	○	○
<b>CO5:</b> Use the MV <i>Isle of Lewis</i> to provide an additional one return sailing between Oban and Craignure between Castlebay sailings	○	○	✓	○	○	○	○	○

- With **Option CO1**, any replacement vessel for the MV *Isle of Lewis* would likely have a lesser vehicle capacity and thus this option would score a minor negative in terms of capacity. There would be a minor connectivity benefit for Barra in that an open-deck vessel would permit dangerous goods which cannot travel on the MV *Isle of Lewis* to come into the island directly
- **Option CO2** would provide a minor capacity and connectivity benefit through offering an additional return sailing on a winter Thursday and Saturday
- **Option CO5** would provide a minor connectivity benefit for Barra residents in that it would facilitate a day return journey to the mainland with usable daily time in Oban

## Assessment Scale

- ✓✓✓ - major positive
- ✓✓ - moderate positive
- ✓ - minor positive
- - Neutral
- x - minor negative
- xx - moderate negative
- xxx - major negative

# Appraisal of Options against STAG Criteria

Option	Environment	Safety	Economy	Integration	Accessibility & Social Inclusion	Cost to Gov.
<b>CO1:</b> Procure an open-deck vessel of a proportionate size and cascade the <i>MV Isle of Lewis</i> to another route	o	o	✓	o	o	Moderate, but required at life expiry
<b>CO2:</b> Operate the service 7-days per week year-round	x	o	✓	✓	✓	Low
<b>CO5:</b> Use the <i>MV Isle of Lewis</i> to provide an additional one return sailing between Oban and Craignure between Castlebay sailings	x	o	✓	✓	✓	Low

- The main benefit of **Option CO1** is the ability for dangerous goods to move on the Castlebay–Oban service. It should be noted that if the *MV Isle of Lewis* was to be redeployed, the minimum expectation of the Barra community would be a replacement dedicated vessel appropriate for the route
- **Option CO2** would offer minor Economy and Accessibility & Social Inclusion benefits associated with improved connectivity
- The impact of **Option CO5** on Barra would be limited, the main benefits accruing to Mull, although a day-return trip to Oban would become available

# Options Shortlisted for 'Network Plan'

Option	Description	Rationale for Selection / Rejection
CO1	Procure an open-deck vessel of a proportionate capacity and cascade the MV <i>Isle of Lewis</i> to another route	✓ - This option is retained for further consideration.
CO2	Operate the service 7-days per week year-round	✓ - This option is retained for further consideration.
CO5	Use the MV <i>Isle of Lewis</i> to provide an additional one return sailing between Oban and Craignure between Castlebay sailings	✗ - This option is rejected from further consideration as it offers little apparent benefit for Barra outwith a few hours in Oban either side of a lengthy ferry crossing. It could however be considered as an option in any future appraisal of the Oban – Craignure route.

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# Outer Hebrides Wide Options, Detailed Appraisal

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# Outer Hebrides-wide Options

- In addition to the route specific options which are being presented at these exhibitions, a series of Outer Hebrides-wide options were developed and appraised
  - These options are defined as impacting on more than one landmass within the Outer Hebrides, so for example a freighter shared between Lewis and Uist
  - In the interests of brevity, only brief details on the options considered and the rationale for selection / rejection are presented here, but please speak to the team if you would like more details on any specific options considered
- In summary, only the **Outer Hebrides-wide option OH8 (Introduce Demand Management Measures)** is being retained for further consideration within the Network Plan



	Description	Rationale for Selection / Rejection
OH1	Rationalise the service to two routes with two Outer Hebrides access points (one for Lewis & Harris and one for Uist & Barra) and a single mainland port (Uig)	<p>✘ - This option is rejected from further consideration for the following reasons:</p> <ul style="list-style-type: none"> <li>• There would be significant public acceptability issues, particularly in Barra</li> <li>• Journey times would be extended for residents of Lewis, Harris, South Uist, Eriskay and Barra.</li> <li>• Significant investment has recently been made at Ullapool, with investment planned at Tarbert. The benefits of this investment would be lost and could lead to financial difficulties for trust ports</li> <li>• There would be negative socio-economic impacts on all communities from which the ferry service is withdrawn.</li> </ul>
OH2	Rationalise the service to two routes with two Outer Hebrides access points (one for Lewis & Harris and one for Uist & Barra) and two mainland ports (Ullapool & Uig)	<p>✘ - This option is rejected from further consideration for the following reasons:</p> <ul style="list-style-type: none"> <li>• There would be significant public acceptability issues, particularly in Barra, where a ferry crossing would be required to connect with any mainland ferry service.</li> <li>• Journey times would be extended for residents of Harris, South Uist, Eriskay and Barra.</li> <li>• There would be negative socio-economic impacts on all communities from which the ferry service is withdrawn.</li> </ul>
OH3	Rationalise the service to one route by routeing all island – mainland services via Stornoway–Ullapool	<p>✘ - This option is rejected from further consideration for the following reasons:</p> <ul style="list-style-type: none"> <li>• There would be significant public acceptability issues, particularly in Barra, where two ferry crossings would be required and in Uist where one ferry crossing would be required to connect with any mainland ferry service.</li> <li>• There would be significant costs of upgrading Stornoway Harbour, the Spinal Route and potentially a fixed link across the Sound of Harris.</li> <li>• Without a fixed link across the Sound of Harris, a service would need to be maintained between Lochmaddy and Tarbert, meaning that the cost savings associated with discontinuing the ferry service at these ports would not be realised.</li> <li>• Journey times would be extended for residents of Harris, Uist and Barra.</li> <li>• There would be negative socio-economic impacts on all communities from which the ferry service is withdrawn.</li> </ul>
OH4	Rationalise the service to four routes by routing all Uist services through a single new port at Lochcarnan, using the short-sea crossing to Dunvegan or Milovaig on Skye	<p>✘ - This option is rejected from further consideration for the following reasons:</p> <ul style="list-style-type: none"> <li>• The costs of building the new harbours and enhanced road infrastructure would be significant and up-front.</li> <li>• There would be significant public acceptability issues in certain communities within Uist (particularly Lochmaddy and Lochboisdale), although this option may be attractive to some. There would likely be public acceptability issues in north-west Skye</li> <li>• There are likely to be planning and environmental impediments to developing new harbours in Uist where two already exist, as well as in Skye.</li> <li>• There would be negative socio-economic impacts on all communities from which the ferry service is withdrawn.</li> </ul>

	Description	Rationale for Selection / Rejection
OH5	Rationalise the service to four routes by routeing all Uist services through Lochmaddy	✘ - Whilst there would be transport and financial benefits to hubbing Uist services through Lochmaddy, the closure of Lochboisdale and the discontinuation of the Mallaig / Oban route would have a highly negative impact on South Uist & Eriskay in terms of economic confidence and the accessibility of residents. Moreover, this option would lead to an overall loss in flexibility for Uist residents in terms of timetable, destinations and resilience.
OH6	Rationalise the service to two (or zero) routes by constructing a fixed link between North Uist and north-west Skye	<p>✘ - This option is rejected from further consideration in this study for the following reasons:</p> <ul style="list-style-type: none"> <li>• A fixed link of this distance (around 25km) plus connecting infrastructure would be hugely expensive, with the cost also up-front.</li> <li>• The notion of a fixed link is entirely conceptual at this stage, in terms of the form it would take and the likely alignment.</li> <li>• Lead in times would mean that even if a decision was taken to proceed, the link would not be in place until well into the appraisal period being considered here.</li> <li>• There would be major planning and environmental issues.</li> <li>• There would likely be split opinions within the community on whether a fixed link is desirable.</li> </ul> <p>Whilst conceptually, this option would provide a wide range of benefits, the scale of investment required means that it is unaffordable. It should also be noted that Comhairle nan Eilean Siar chose not to include a fixed link between North Uist and Skye in their Islands Deal submission.</p>
OH7a	Develop a new freight route serving Stornoway and Lochmaddy	✘ - This option has significant merits when considered in a stand-alone form, including the provision of additional freight capacity on the two volume routes to the Outer Hebrides and releasing the MV <i>Loch Seaforth</i> to operate a third return Ro-Pax sailing four days per week. However, the legs between Stornoway & Lochmaddy are likely to be only lightly used and it can be argued that a more efficient and cost effective option would be to add a second vessel (freighter or Ro-Pax) to Stornoway – Ullapool and / or Lochmaddy – Uig.
OH7b	Develop a new Ro-Pax route serving Stornoway and Lochmaddy	✘ - This option is rejected from further consideration on the same basis as Option OH7a.
OH8	Introduce demand management measures on routes across the Outer Hebrides	✓ - This option is retained for further consideration as it would assist in maximising the use of available capacity. It is not however specifically considered as an option in the appraisal, rather it is integrated within the development of the wider Draft Outer Hebrides Network Plan.

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# Emerging Network Plan

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# The Draft Network Plan

- Having appraised options for all routes to, from & within the Outer Hebrides, a draft Network Plan has been developed which brings together the outputs of the route specific considerations
  - A reminder that analysis and conclusions for all other routes are available in booklets around the room
- The Draft Network Plan considers:
  - Short-term measures (to 2023)
  - Medium-term measures (to 2032, which covers the period of the next *Ferries Plan*)
  - Long-term considerations beyond 2032 which will need to be planned for between now and then
- **A few points to note...**
  - **The options presented in the Draft Network Plan remain conceptual at this stage – the purpose of this engagement exercise is to seek feedback on the proposals developed**
  - **The Plan does not imply a commitment from Transport Scotland – if the Draft Network Plan is approved, it would remain subject to available funding**
  - **In parallel to this engagement process, CalMac is reviewing the deliverability of the options being presented**
  - **The Draft Network Plan is also in the process of being more fully costed**

## Short-Term Measures (to 2023)

- The lead time for developing a business case for a new vessel, securing funding, placing an order, building the vessel and adapting / developing infrastructure is in the region of 5 years
- Short-term measures are therefore focused on identifying:
  - **What more can be done with current vessels & harbours** to plug evidenced connectivity gaps and capacity problems; and
  - **Preparatory work** for necessary capital infrastructure investment.
- It is not anticipated that new vessels will be in service during this period except where there is a possibility to procure them via the charter / second-hand market or a cascade from within the existing fleet

## Short-Term Measures (to 2023) – Outer-Hebrides Wide & Capital Options

- **Outer Hebrides-wide Options**

- Transport Scotland and the operator to explore the extent to which existing capacity could be better used through the implementation of **demand management** measures
- Develop a medium-term **Vessels Plan**, thus ensuring the capital options progressed as part of this appraisal are nested within a wider delivery plan.

- **Capital investment preparation**

- Progress a dedicated like-for-like new vessel for the Lochboisdale – Mallaig route, together with a new Lochboisdale harbour
  - The new vessel would be designed to fit within the current Mallaig Harbour, although redevelopment of Mallaig retained as a longer-term ambition
  - New vessel would operate two return sailings per day
- Second vessel for Stornoway – Ullapool route: further work is required to determine whether this is a part-year or year-round freighter or part-year Ro-Pax vessel
  - Capacity analysis suggests that a second Stornoway – Ullapool vessel would provide greater benefits than a second vessel on the Uig Triangle, particularly given the forthcoming introduction of FMEL 802 – although the impact of this vessel should be closely monitored

# Short-Term Measures (to 2023): Service Enhancements

- Operate a Saturday evening return Ro-Pax sailing from Stornoway to Ullapool between June and September, with the Sunday overnight freight sailing suspended during this period
- Operate the overnight freight service in Ro-Pax mode on a Monday and Friday between June and September
  - An agreed amount of deck-space should be allocated for freight on these sailings
- The availability of a charter freighter for the Stornoway – Ullapool route should be considered ahead of the proposed capital option being delivered. This would permit up to three MV *Loch Seaforth* Ro-Pax services per day
- The Saturday evening Ro-Pax sailing and opening the overnight freight service to vehicle bookings on certain days of the week would **not** be required if this option was delivered
- Extend the length of the operating day on the Sound of Barra
- There are two further service enhancements which could be delivered in the short-term should the respective communities be receptive to them:
  - Operate the Lochboisdale – Mallaig / Oban service 7-days per week year-round
  - Operate the Castlebay - Oban service 7-days per week year-round
- The following opportunities could be pursued should an appropriate vessel become spare:
  - Introduce a second-year round vessel onto the Sound of Harris route
  - Introduce a second summer vessel onto the Sound of Barra route

## Medium-Term Measures (to 2023-2032)

- Introduce new Lochboisdale – Mallaig & Stornoway – Ullapool vessels early in the period
- The MV *Isle of Lewis* will need to be replaced during this period
  - The capacity utilisation forecasts suggest that a vessel of this size is not required to operate the Castlebay – Oban route and thus the option of procuring an open-deck vessel of a proportionate capacity could be pursued (i.e. MV *Clansman* size).
- At the outset of the ‘medium-term’ period, there should be a degree of certainty on the future development of Mallaig Harbour. If the decision is taken to upgrade that port to accommodate the wider ‘Major Vessel’ fleet, a review could be undertaken as to whether a larger vessel should be deployed on the Lochboisdale – Mallaig route.
  - The smaller Lochboisdale – Mallaig vessel could be redeployed elsewhere on the network
- There would also be a degree of certainty as to whether a full or partial fixed link for the Sound of Harris emerges from either the Islands Deal or Strategic Transport Projects Review 2. This would determine whether a ferry service is still required on that route. If so, a ‘Euro B’ compliant main & relief vessel for that route would be required by the mid-2030s, so planning would have to commence.
- In relation to the Sound of Barra, an ongoing review of capacity utilisation would determine the appropriate vessel solution for that route when MV *Loch Alainn* is retired from service in the late 2020s / early 2030s



## Long-Term Considerations (beyond 2032)

- 2031-2036 Replacement of MV *Hebrides*.
- 2033-2038: Replacement of MV *Loch Portain* with a 'Euro B' vessel unless a fixed link for the Sound of Harris is progressed through the Islands Deal or STPR.
- 2045-2050: Replacement of MV *Loch Seaforth*
- Ongoing monitoring of capacity utilisation to inform future fleet deployment and investment decisions

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# Completing the Study

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## Completing the Study

- The feedback from this event and wider engagement with stakeholders, the Reference Group and Transport Scotland will be used to refine the appraisal of the options
  - This will include a more detailed review of deliverability and cost to government
- The STAG Report will be finalised and published in Autumn 2019
- Transport Scotland will discuss the published report with stakeholders
- Transport Scotland will feed the outputs of the study into future versions of the *Vessel Replacement & Deployment Plan* and the next *Ferries Plan*

## What to do next

- Please take this opportunity to provide your thoughts on the options presented to the team and ask any questions you may have
- The boards you have just read provide some areas you may wish to discuss but we would be happy to hear any views that you have
- Please also take the time to fill out the exit questionnaire before you leave. It can also be found here:

<https://www.surveymonkey.com/r/OuterHebridesExhibitionQuestionnaire>

## Thank you for coming