

Orkney Inter-Island Transport Study



Flotta Public Engagement Meeting
Thursday 30th June 2016 – 0900-1100
Community Centre, Mural Room



Orkney Inter-Island Transport Study

Welcome to the **Flotta Public Engagement Meeting** for the Orkney Inter-Island Transport Study (OIITS).

The Orkney inter-island transport network, which consists of a combination of ferry and air services, connects 13 islands with Orkney mainland. These lifeline connections support the economies of Orkney's island communities as well as providing personal accessibility to employment opportunities and access to key services such as education, health and leisure opportunities.

The inter-island transport network has been supported in both capital and revenue terms by the Council over many years. Whilst this remains the case, ageing assets, escalating costs and a reduction in the funding available to local authorities has led to a need to consider the future of the inter-island transport network at the strategic level. To this end, the Council commissioned the Orkney Inter-Island Transport Study (OIITS), with a view to developing and appraising options for the future of the inter-island transport services.

The purpose of this exercise is to determine the **appropriate level of service for each island / island group** and the **funding implications** of this. This will provide the Council with an evidence base to inform discussions with Scottish Government. To this end, the study team, led by Peter Brett Associates LLP, has developed, appraised & costed a set of capital (e.g. vessels, harbours, fixed links, airfields and aircraft (where appropriate)) and revenue (i.e. additional sailings and / or flights) options. These options are based on identified transport problems within each island, which we have had initial confirmation of from each local Community Council.

Following the submission of the final report in August 2016, a subset of these options will be taken forward for further development and appraisal. **This is your chance to have your say on the options** – please speak to the team, provide your feedback and fill up the brief exit questionnaire which we have provided.



What are we presenting today?

- The following boards show:
 - How an island's level of service is determined
 - Some facts about the current service (e.g. vessels, timetable, hours on mainland etc)
 - The transport problems identified for the island
 - The objectives for future island transport provision
 - The options for infrastructure & crewing we have considered and whether they should be taken forward for further consideration
- At this stage, we are **not** recommending a 'preferred option' for each island
- We are seeking your feedback on the options put forward, which will help inform the further refinement of options



How have we determined what level of service is needed by the community?

There are two elements used to inform this process:

- Transport Scotland's Routes & Services Methodology (RSM)
 - Provides an initial 'model' ferry service depending on a range of inputs
 - The RSM is one of a number of inputs used to inform the appraisal
- An appraisal based on the Scottish Transport Appraisal Guidance (STAG) and Business Case Guidance
 - Provides a much more detailed analysis based on the local context and circumstances
- The study is joint-funded by Orkney Islands Council, Transport Scotland, the Highlands & Islands Transport Partnership and Highlands & Islands Enterprise
 - All stakeholders have had an input into the development of the study, ensuring consistency with other Scottish ferry-related studies



Routes and Service Methodology

As part of the Scottish Ferries Review, Transport Scotland developed a 'Routes & Services Methodology' (RSM), which is designed to produce a consistent approach to ferry service transport provision across Scotland.

The RSM is a six-step, evidence-based process which:

- Identifies the current level of service to an island
- Establishes a 'model' level of service for an island in terms of the:
 - number of sailing days
 - number of connections per day
 - the length of the operating day
- Develops and appraises options to address any gaps between the 'current' and 'model' service provision

The RSM does not imply an immediate or indeed any commitment to scale-up to the 'model' level of service, but is a tool which is taken into account in the analysis, and potentially an outcome worked towards over time.



Flotta – RSM Findings

- The RSM findings for Flotta are as follows:

	Sailing Days	Sailings Per Day	Operating Day
Current Service	7 days (Summer), 6 days (Winter)	4-5 p/d on weekdays	Around 12 hours on weekdays
Model Service	7 Days	20 p/d Mon-Sat	14+ hours Mon-Sat
<i>RSM Outcome</i>	<i>No winter Sunday service</i>	<i>Substantial Under-Provision</i>	<i>Marginal Under-Provision</i>

- Flotta has 7-day sailings in the summer, but no winter Sunday service
- The majority of Flotta's connections to the mainland are indirect
- The number of sailings per day and the length of the operating day are both 'under-provided' by the RSM measure.
- Stepping up to the 'RSM service' would require significant additional funding



Current Service – Lyness-Flotta-Houton



Current Vessel

MV Hoy Head

Vessel Age

22 years

Scheduled Replacement Date

Estimated 2024-2029

Carrying Capacity

24 cars

150 tonnes

Vessel Issues: Capacity insufficient at peak times

Access for Disabled: Access to passenger lounge not step free – disabled facilities on main deck

Accommodation Issues: Passenger accommodation below the waterline

Overnight Location

Longhope

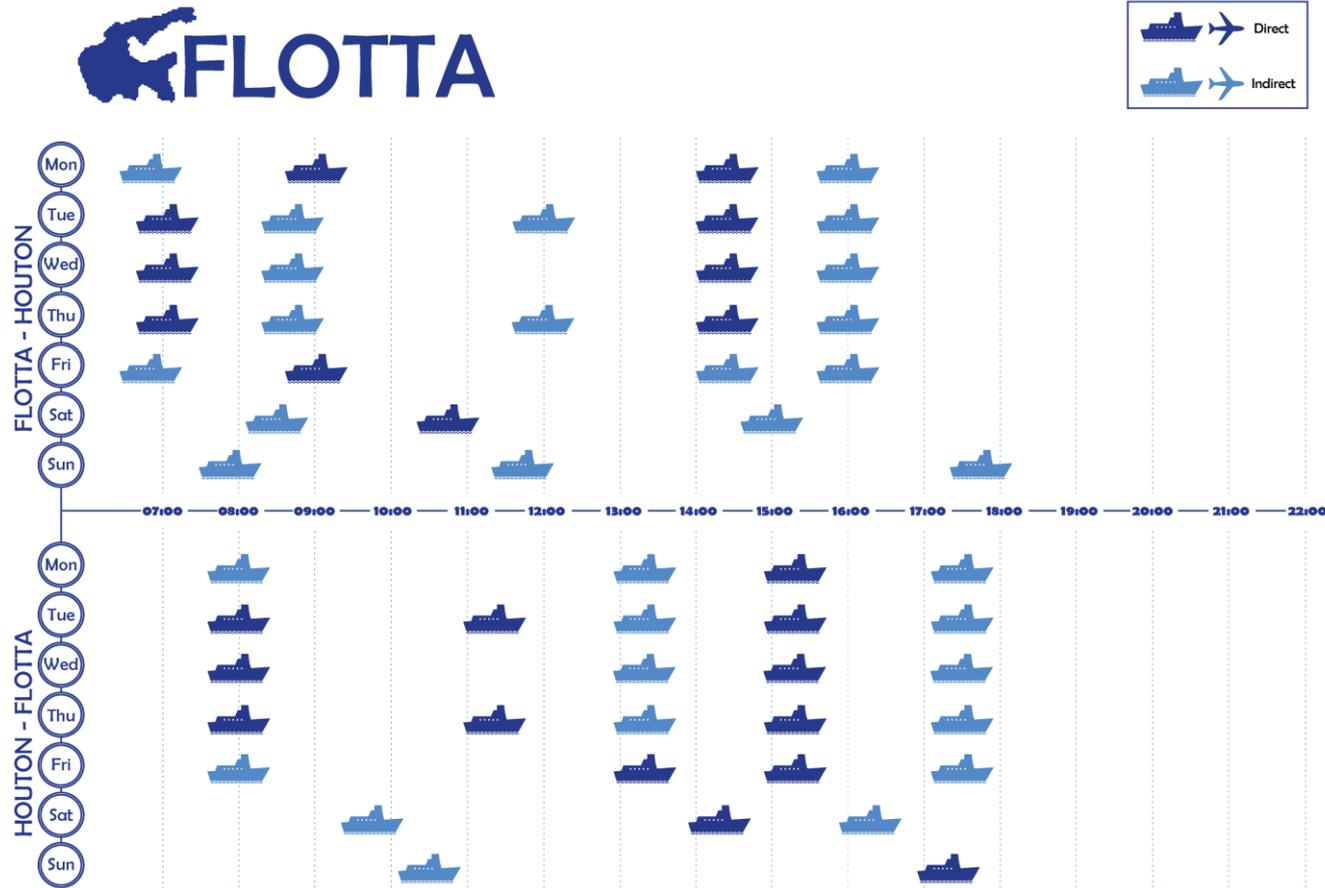
Ship-Shore interface

Linkspan Ro-Ro

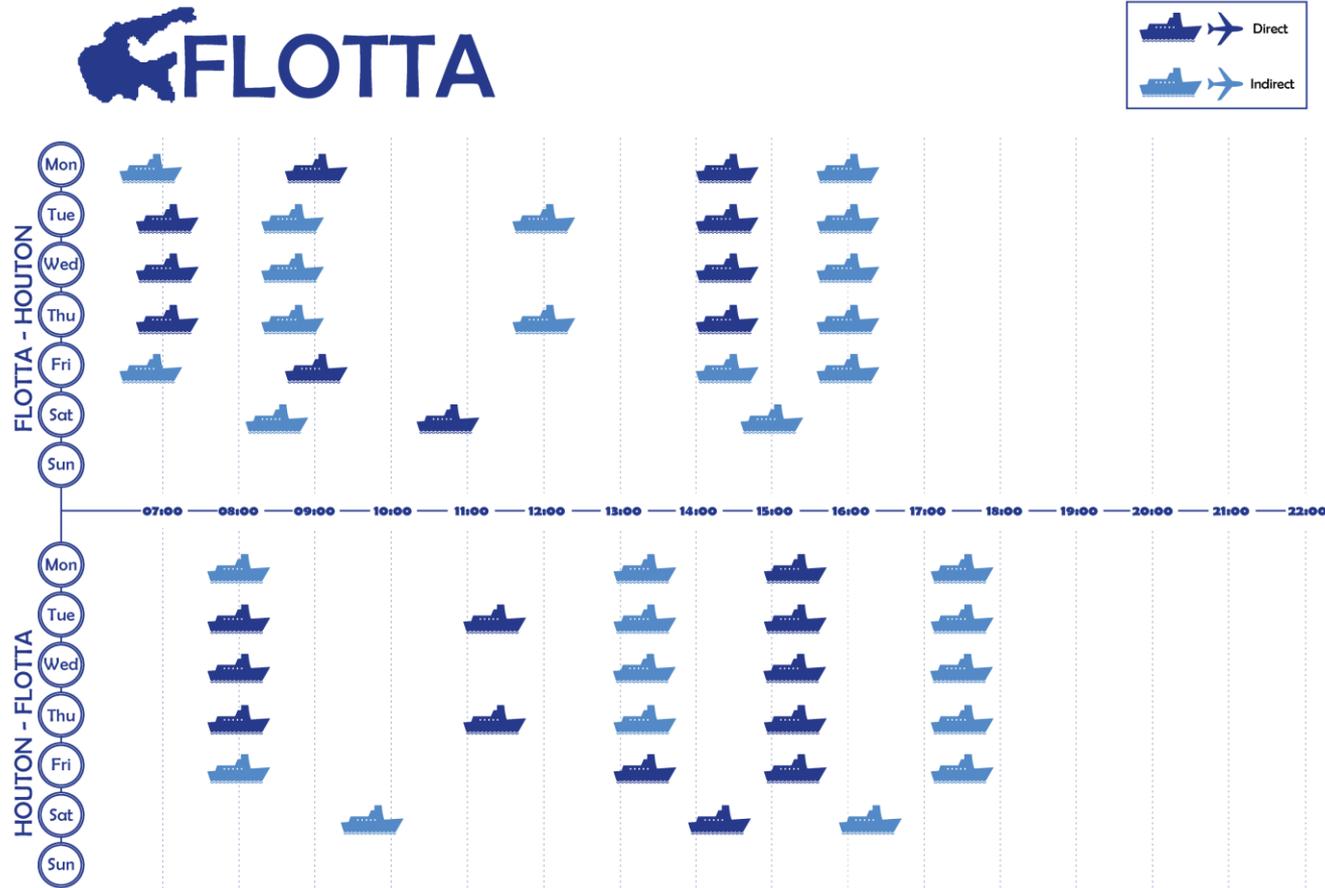
Double-ended Ro-Ro



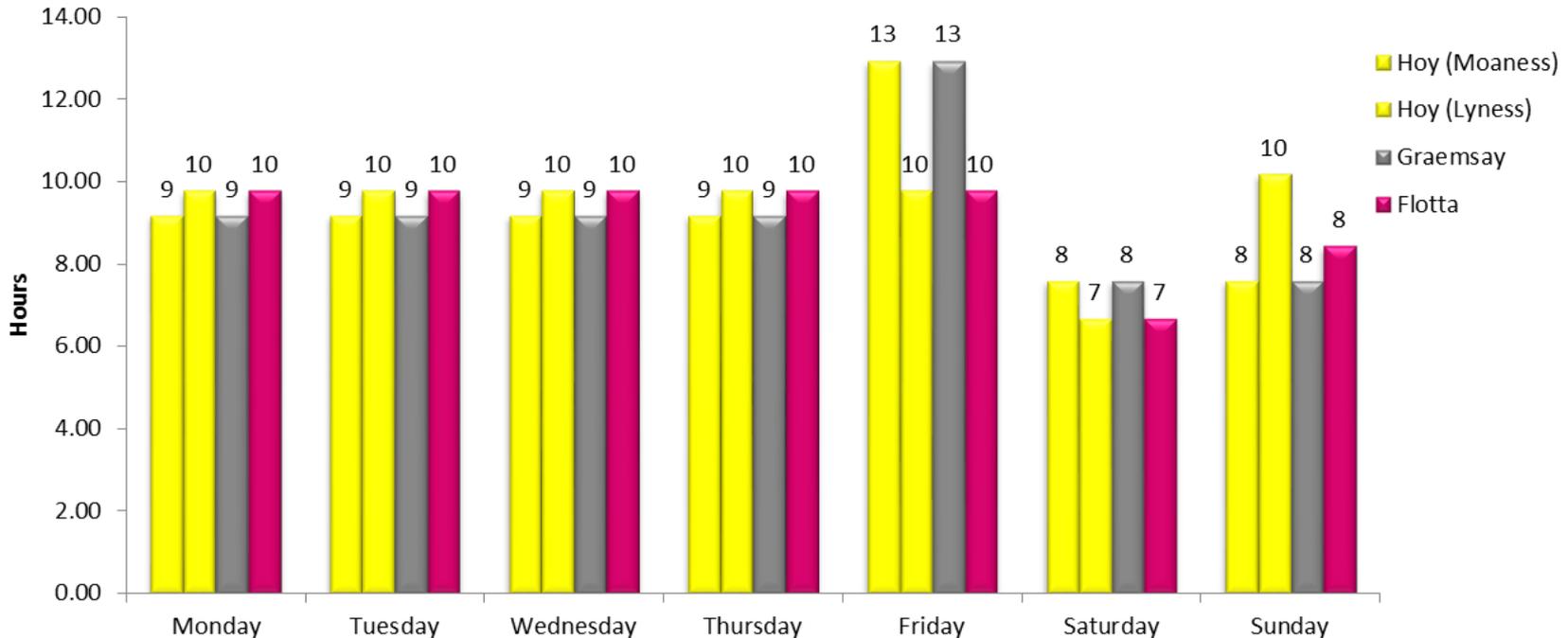
Current Summer Service – departures by day of week



Current Winter Service – departures by day of week



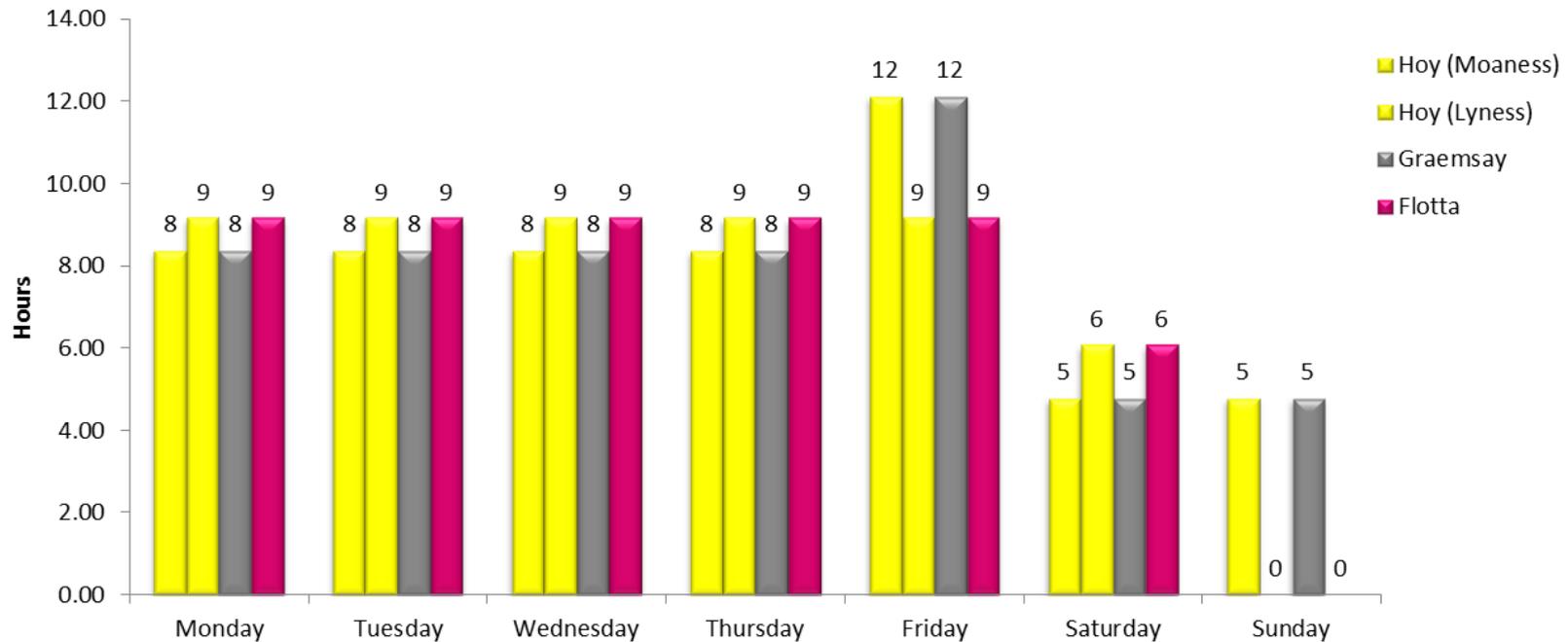
Daily Time in Orkney Mainland – South Isles, Summer



- Flotta residents get around 10 hours ashore each weekday in summer, although weekend time is slightly reduced.
- This is less time than implied by the RSM, which suggests the need for an operating day in excess of 14 hours
- Time on island is less than time on mainland as the ferry starts from Longhope
- *Excludes locally provided foot passenger service (i.e. Flotta Lass)*



Daily Time in Orkney Mainland – Inner Isles, Winter



- Flotta residents get around 9 hours ashore each weekday in winter, down around one hour from summer. Flotta residents do not receive a Sunday service during winter.
- Time on island is less than time on mainland as the ferry overnights at Longhope.
- Visitors to Flotta typically get around 7 hours on island on winter weekdays, but only 4 hours on a Saturday
- *Excludes locally provided foot passenger service*



Problems, Objectives & Options



Flotta, Flotta – Lyness – Houton, Transport Problems

	Service Characteristics	Rating	Why is this a problem or not?
1	Overall Journey Time to Kirkwall / Stromness	✓	The crossing time between Lyness / Flotta and the mainland is relatively short, although indirect crossings can add to the journey time. There are connecting bus services from Houton to Kirkwall and Stromness offering a relatively quick journey time overall.
2	First sailing / flight	✓	The first sailing departs Lyness and Flotta at either 06:50 or 07:10. This departure allows residents of both islands to commute to work and education on the mainland.
3	Last sailing / flight	✖✖	<p>The last departure from Houton is 17:30. Combined with the early first sailing, this permits a full working day on Orkney mainland (although only just as connections from Kirkwall or Stromness have to be made to Houton, with sufficient contingency built-in).</p> <p>The time of the last departure does not allow Hoy or Flotta residents to undertake evening social activities on Orkney mainland or connect with the last flights / ferries from the Scottish mainland (see below). It also curtails the length of day tourism visits to Hoy, given that the Moaness – Graemsay - Stromness route has a similar operating day.</p> <p>The length of the operating day is also less than that identified in the RSM model service provision.</p> <p>Flotta residents have access to the Talisman launch and can access the mainland outwith the core hours. However, this study is focussed only on future service provision from the perspective of Orkney Ferries.</p> <p><i>The community consultation response noted that Flotta residents have been asking for some time for a late boat (at least monthly or on request), together with a late bus meeting the ferry.</i></p>
4	Time on mainland	✖	<p>Shown on previous consultation boards.</p> <p><i>The community consultation response explained that the service from Flotta is seen as poor in both the summer and the winter, with too few hours available on Orkney mainland. It was explained that residents have asked for an 'on request' Sunday service, together with a bus to meet the ferry.</i></p>
5	Time in Kirkwall / Stromness	✖	See point 4. It should be noted that the time in Kirkwall & Stromness is slightly reduced by the need to connect from Houton.
6	Time on island	✓	Shown on previous consultation boards.
7	Frequency / Sailings per day / Timetable gaps	✓	With 4-6 rotations Monday – Friday (summer and winter), this route has a relatively high service frequency.
8	Capacity	✖✖✖	<p>Car deck capacity and deadweight limitations were alleviated to some extent by the lengthening of the MV <i>Hoy Head</i> in 2013, although car deck capacity does remain a problem on peak sailings, although capacity constraints are principally concentrated on services between Lyness-Houton / Houton-Lyness.</p> <p>Carrying data from Orkney Ferries suggests that the 09:10 & 16:40 sailings ex-Lyness and 10:15 & 17:30 ex-Houton are the most frequently capacity constrained sailings, highlighting the commuter and day visitor nature of the route.</p> <p>Furthermore, the data suggests that, despite its frequency, the Houton – Lyness – Flotta route records the second highest number of standbys after Westray, suggesting an element of unmet demand.</p> <p>This situation could worsen in the relatively near future if any of the opportunities being pursued for the Lyness Enterprise Area are realised. Whilst this problem principally affects Hoy at present, the shared vessel means that there could be knock-on impacts for Flotta, whilst there is little opportunity to expand the Flotta service given capacity constraints on the Hoy – mainland route.</p>
9	Reliability (weather / mechanical)	✓	There are no major reliability problems on this route.
10	Comfort	✖	<p>Whilst only a short crossing, the consultation suggested that the passenger accommodation being below the waterline detracts from the scenic journey to Hoy which tourists enjoy.</p> <p><i>The community consultation response noted that the disabled cabin on the MV <i>Hoy Head</i> is either too cold in winter or too hot in summer. It is also seen to be very cramped and offers no view. It was explained that tourism might be enhanced by a cabin above the waterline.</i></p>
11	Physical access	✖	Whilst the passenger accommodation is below the water line, physical access is seen to be better than on most older vessels.
12	Integration with PT (local bus)	✓	Bus services to Kirkwall and Stromness connect with the ferry at Houton. The bus will wait up to 15 minutes for the late arrival of the ferry.
13	Integration with PT (strategic)	✖✖	<p>Users of the Lyness – Flotta – Houton route cannot catch the first flights to Aberdeen, Edinburgh and Inverness, although they can catch the first Glasgow and Sumburgh flights. Residents also cannot catch the first NorthLink or Pentland Ferries departures, although they can catch the 11:50 Pentland Ferries departure. The 11:00 NorthLink service from Stromness, which operates during peak timetable, can also be accessed.</p> <p>Evening integration is poorer – the last ferries of the evening from the Scottish mainland coupled with the flights from Aberdeen, Edinburgh and Inverness arrive after the last departure of the ferry to Lyness and Flotta.</p> <p>Trips to the Scottish mainland therefore require at least one off-island overnight stay.</p>
14	Crossing / flight time	✓	The crossing time between Lyness / Flotta and the mainland is relatively short.
15	Onboard facilities	✓	The onboard facilities are considered to be appropriate for the length of the crossing.
16	Weekday / weekend service variation	✖✖✖	<p>The Saturday service offers around half the number of connections that are available on a typical weekday. This level of connectivity is relatively low given the popularity of Hoy amongst tourists and day-trippers.</p> <p>There is a good summer Sunday service. However, the lack of a winter Sunday sailing (due to crewing hours) acts as a significant constraint on the islands. As well as curtailing the ability to undertake day trips to the mainland for personal business, it suppresses any inbound travel (particularly tourism).</p> <p>Moreover, if an island resident plans on travelling to the Scottish mainland on a Sunday, they will have to stay on Orkney mainland on the Saturday evening, at significant cost to themselves.</p> <p><i>The community consultation response noted that the limited weekend service (particularly in winter), curtails travel by Flotta residents and limits accessibility for tourists.</i></p>
17	Landside infrastructure issues	✖	<p>Landside infrastructure in Lyness & Flotta is broadly fit for purpose. However, there is an ongoing debate as to whether the MV <i>Hoy Head</i> should berth overnight at Lyness (which would require harbour works) rather than at Longhope. The overnighting of the vessel at Longhope leads to an element of 'dead-legging' in the morning and evening, which takes up crewing hours and reduces the number of connections to the mainland. In addition, the vessel was recently damaged in a storm at its overnight berth.</p> <p><i>The community consultation response noted that there is a need for a refurbished or replacement passenger waiting room on Flotta.</i></p>
18	Landside human resources	✓	Lyness & Flotta manage the challenges of landside human resources appropriately.

Study Objectives

In the light of the problems identified across the Orkney Islands, the following objectives have been defined as the basis for the options appraisal:

- **Transport Planning Objective 1:** The capacity of the ferry services should not act as a constraint to regular and essential personal, vehicular and freight travel between the island and Orkney mainland.
- **Transport Planning Objective 2:** Where an island has a 'commutable' combined ferry or drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably facilitate commuting.
- **Transport Planning Objective 3:** The scheduled time between connections should be minimised to increase flexibility for passengers and freight by maximising the number of island connections across the operating day.
- **Transport Planning Objective 4:** The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.
- **Transport Planning Objective 5:** Where practicable and realistic, islanders should be provided with links to strategic onward connections without the need for an overnight stay on Orkney mainland.



Flotta – Capital Options

In the light of the analysis of transport problems and objectives, the following **capital options** have been identified for Flotta

- *Note that any new vessel would comply with all current regulations*
- *Options for Flotta are combined with those for Hoy (Lyness)*
- Option CO1: Replace the MV *Hoy Head* on a like-for-like basis
 - Vessel would carry approximately 25 cars
- Option CO2: Replace MV *Hoy Head* with one larger vessel
 - Vessel would carry approximately 30-35 cars
- Option CO3: Replace MV *Hoy Head* with two like-for-like vessels
 - Vessels would carry approximately 25 cars
 - 16-18 hour day would be operated
- Option CO4: Passenger only vessel (Lyness – Houton only)
- Option CO5: Provide an overnight berth at Lyness
 - Would allow time for Longhope repositioning to be recycled into timetable
- Option CO6: Supplement Option CO3 with a new harbour in Mid-Hoy
 - 16-18 hour day operated by two vessels



Flotta – Revenue Options

The current timetable is determined by the level of crewing resource and working hours legislation.

The funds generated through ticket sales do not cover the costs of running air and ferry services, and this deficit is funded through the Council's annual *revenue* budget.

The following **revenue options** have been identified for Flotta (in combination with Lyness (Hoy)):

- Option RO1: Provide 20% additional crewing hours
 - This option would provide around 16-17 extra crewing hours per week
- Option RO2: Adopt a crew shift system, providing a 16 hour operating day
 - This option would involve a dayshift and backshift crew, providing a minimum 16 hour day

Note that in our exit questionnaire, we will ask you what your priorities for the service would be, were more operating hours to be available.



Rationale for Selection / Rejection

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO1 (Do Minimum): Replace the MV <i>Hoy Head</i> on a like-for-like basis	✗	Capacity issues identified on the route would not be resolved with one vessel of a similar carrying capacity. The vessel is fully utilised during the peak period & there is therefore no scope for providing additional services when most required.
Option CO2: Replace the MV <i>Hoy Head</i> with one larger vessel	✓	Would offer a step-change in capacity. More intensive operation could be delivered through additional crewing hours.
Option CO3: Replace the MV <i>Hoy Head</i> with two like-for-like vessels	✓	Would offer a step change in capacity and frequency, although a higher cost option.
Option CO4: Supplement Option CO2 with a passenger only vessel between Lyness & Houton	✓	Offers potential low cost extension of the operating day on the route, although without the vehicle access element. This service could be extended to Flotta if access to the <i>Flotta Lass</i> was to be discontinued at any point.
Option CO5: Provide a new overnight berth at Lyness	✓	An overnight berth at Lyness would remove the Longhope dead-legging and allow the time to be recycled into the timetable. However, note that the crew are Longhope based.
Option CO6: Supplement Option CO3 with a new harbour in Mid-Hoy	✗	The cost of this option is very high in the context of the benefits offered by it.
Option RO1: Provide 20% additional crew	✓	Relatively low cost option for marginally extending the length of the operating day.
Option RO2: Adopt a crew shift system – minimum 16 hour day	✓	Whilst a high cost, option, it would transform access to Flotta



What to do Next?

- Thank you for taking the time to read through the above material – we would be grateful if you could now complete a short questionnaire in relation to the options presented
- Please follow this link to access the questionnaire:

https://www.surveymonkey.co.uk/r/OIITS-Inner_And_South_Isles

