

Orkney Inter-Island Transport Study



Rousay, Egilsay & Wyre Public Engagement Meeting
Monday 27th June 2016 – 1600-2000
Community Room, Rousay



Orkney Inter-Island Transport Study

Welcome to the **Rousay, Egilsay & Wyre 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.



Rousay, Egilsay & Wyre – RSM Findings

- The RSM findings for Rousay, Egilsay & Wyre are as follows:

	Sailing Days	Sailings Per Day	Operating Day
Current Service	7 Days (Summer), 6 days (Winter)	6 p/d on weekdays (1 indirect) from Rousay	Approx 12.5 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>

- R/E/W have 7-day sailings in the summer, but no winter Sunday service, a key issue for islanders.
- 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



Vessel Issues: Ageing vessel; single ended – traffic reverses on, deadweight constrained

Access for Disabled: Disabled access to passenger lounge not step free

Accommodation Issues: As above

Current Vessel
MV Eynhallow

Vessel Age
29 years

Scheduled Replacement Date
Estimated 2018 - 2023

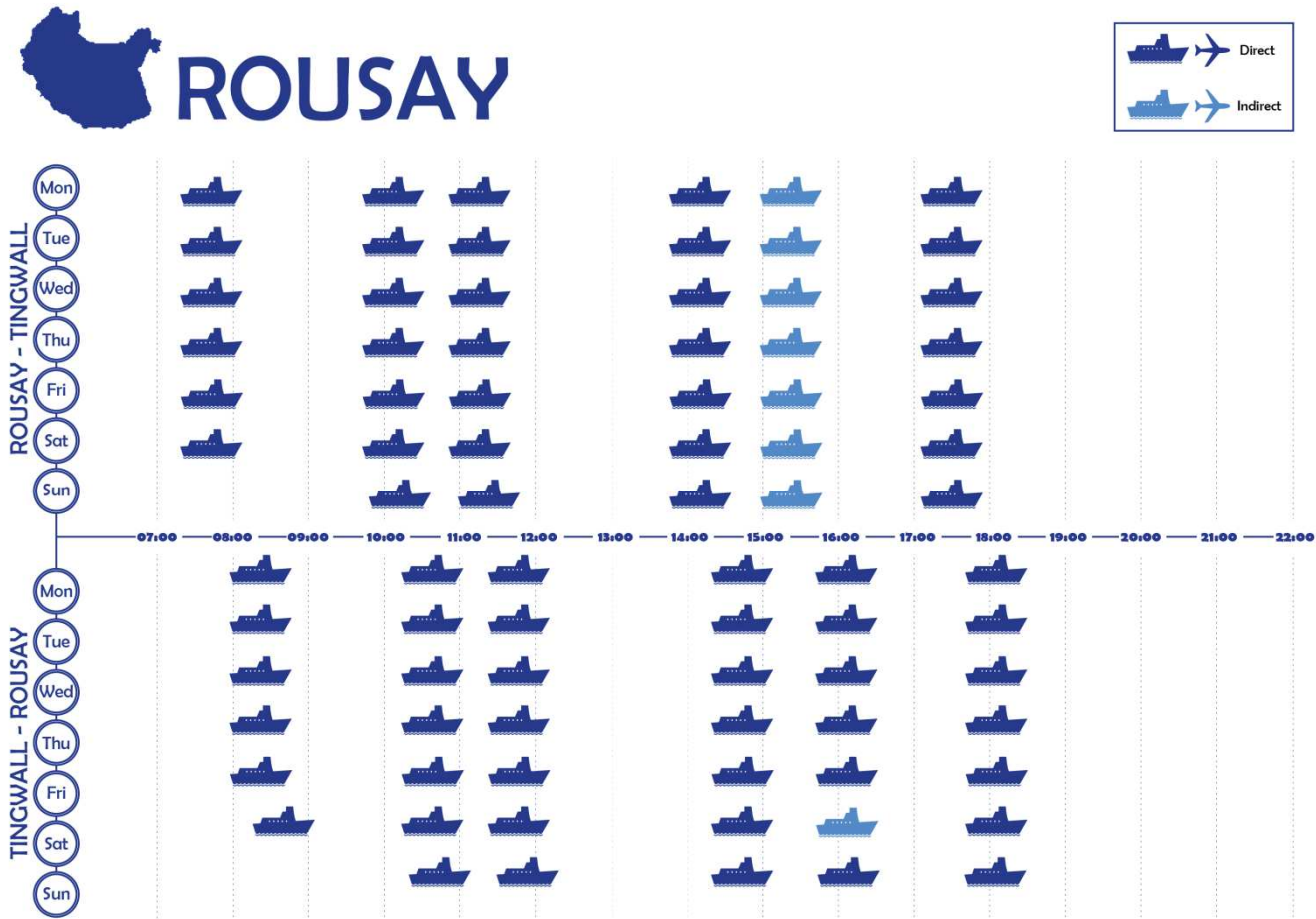
Carrying Capacity
10 cars
56 tonnes

Overnight Location
Rousay

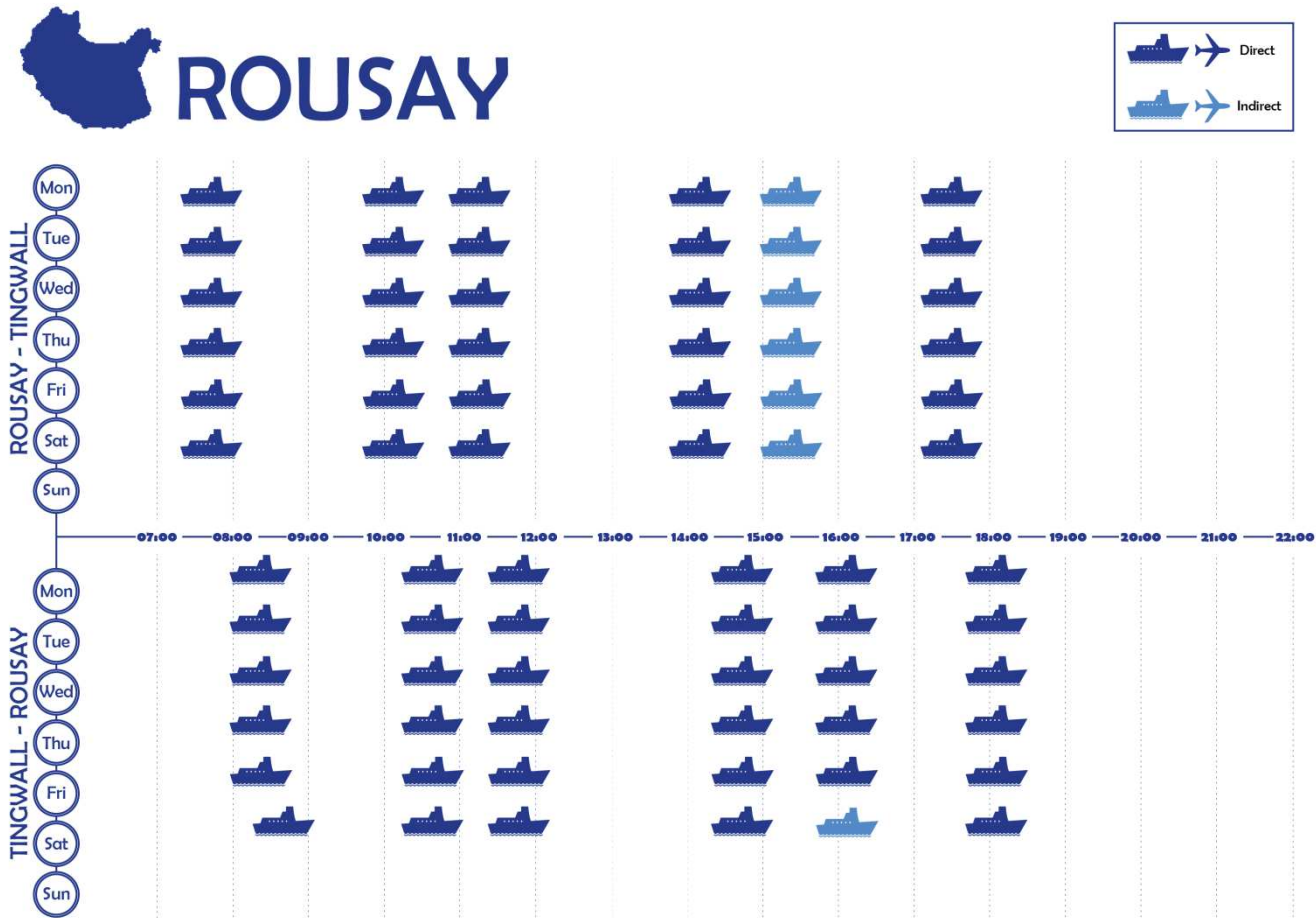
Ship-Shore interface
Hard Ramp RoRo
Bow loading only – vehicles have to reverse on



Rousay - Current Summer Service – departures by day of week



Rousay - Current Winter Service – departures by day of week



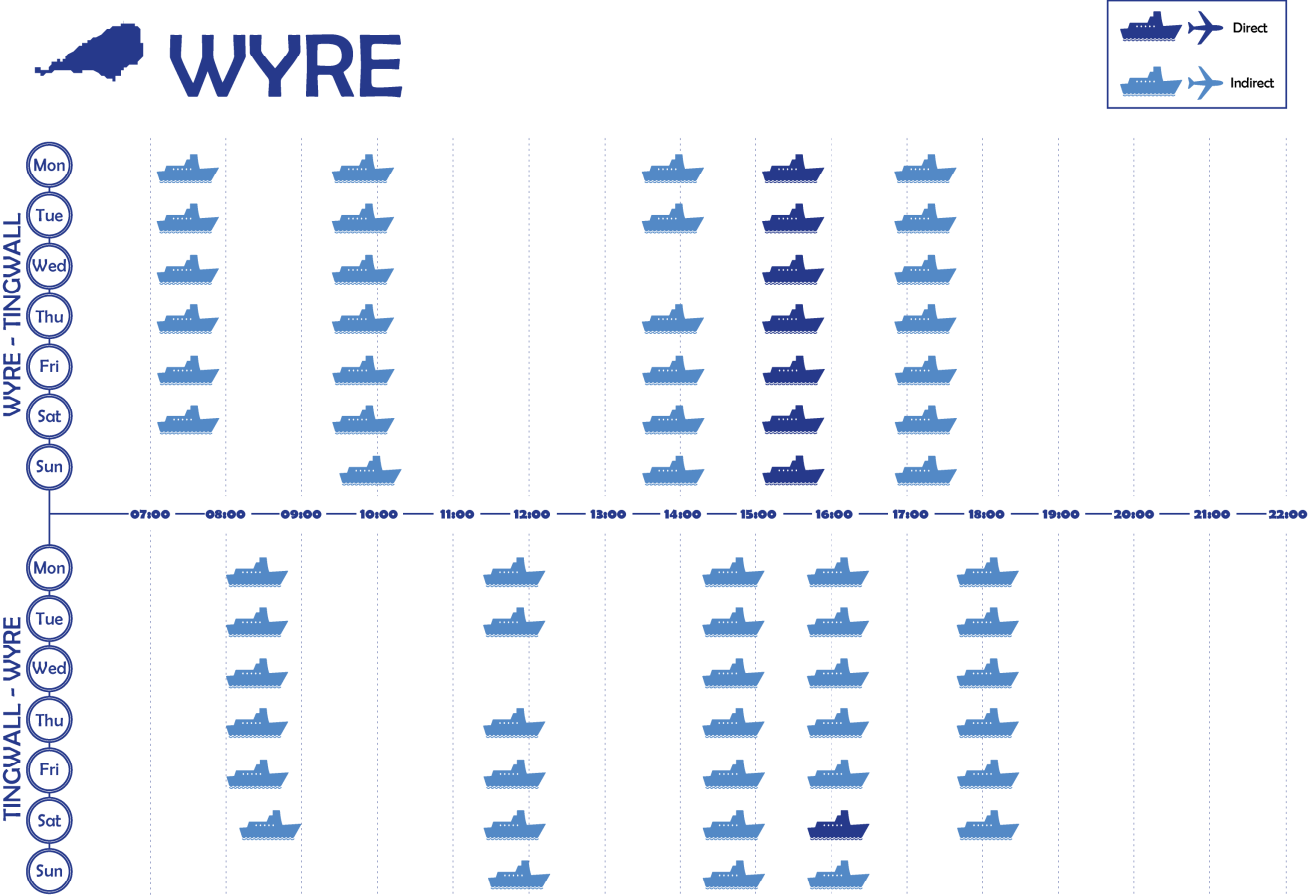
Egilsay - Current Summer Service – departures by day of week



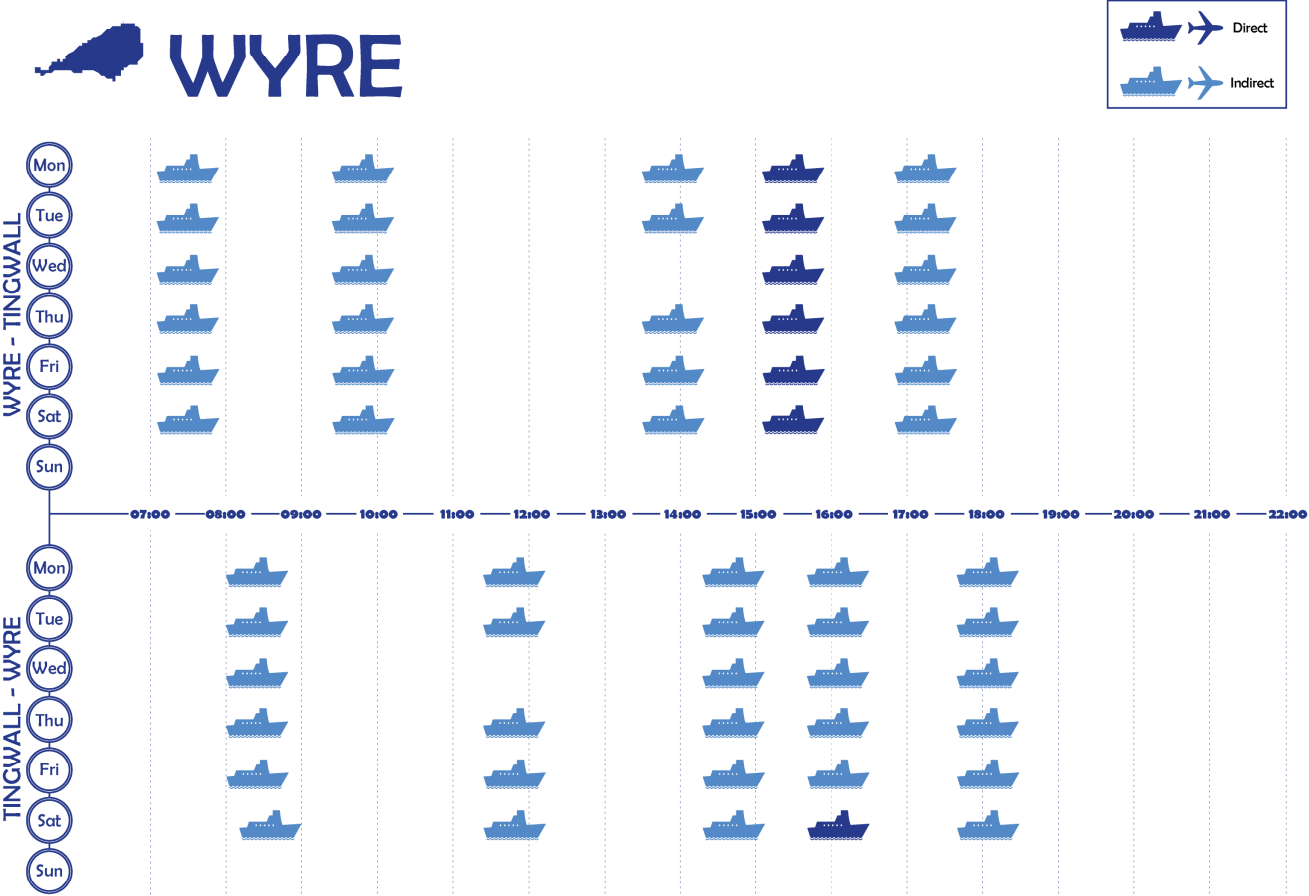
Egilsay - Current Winter Service – departures by day of week



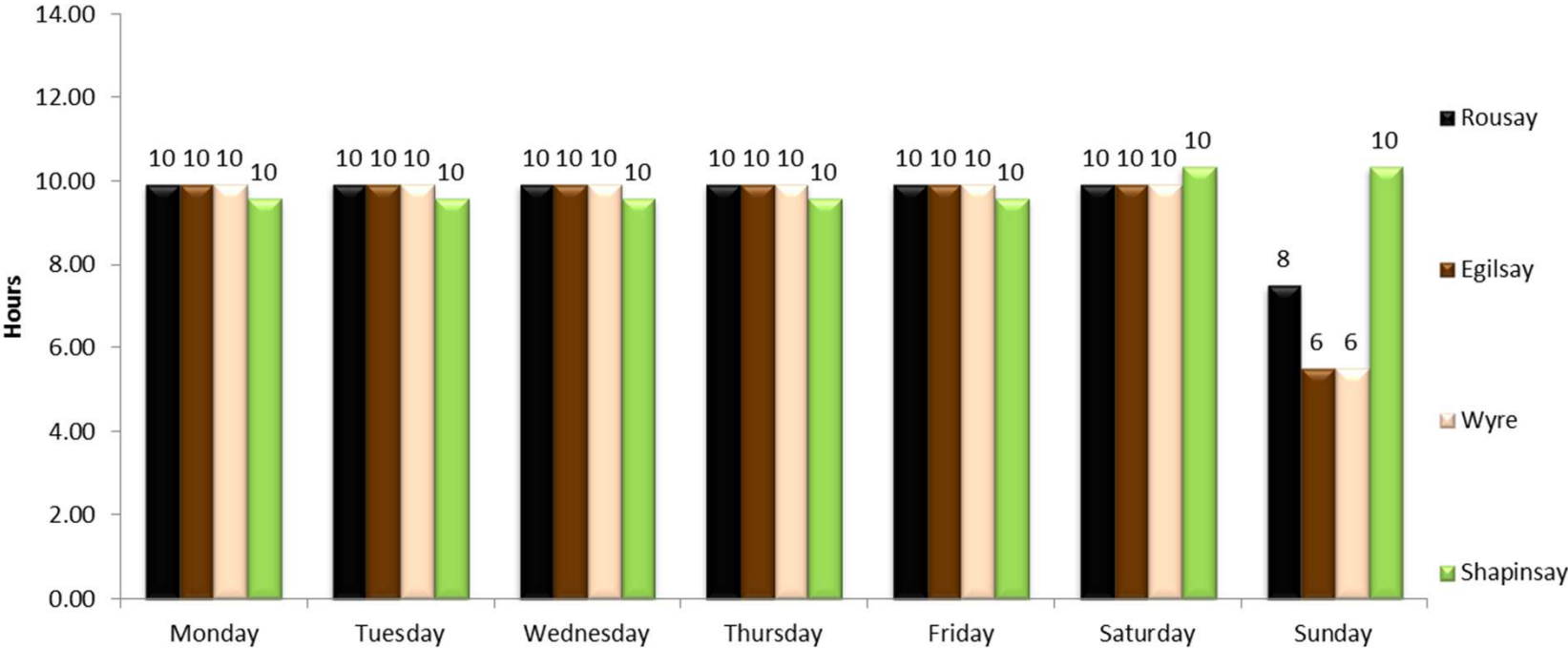
Wyre - Current Summer Service – departures by day of week



Wyre - Current Winter Service – departures by day of week



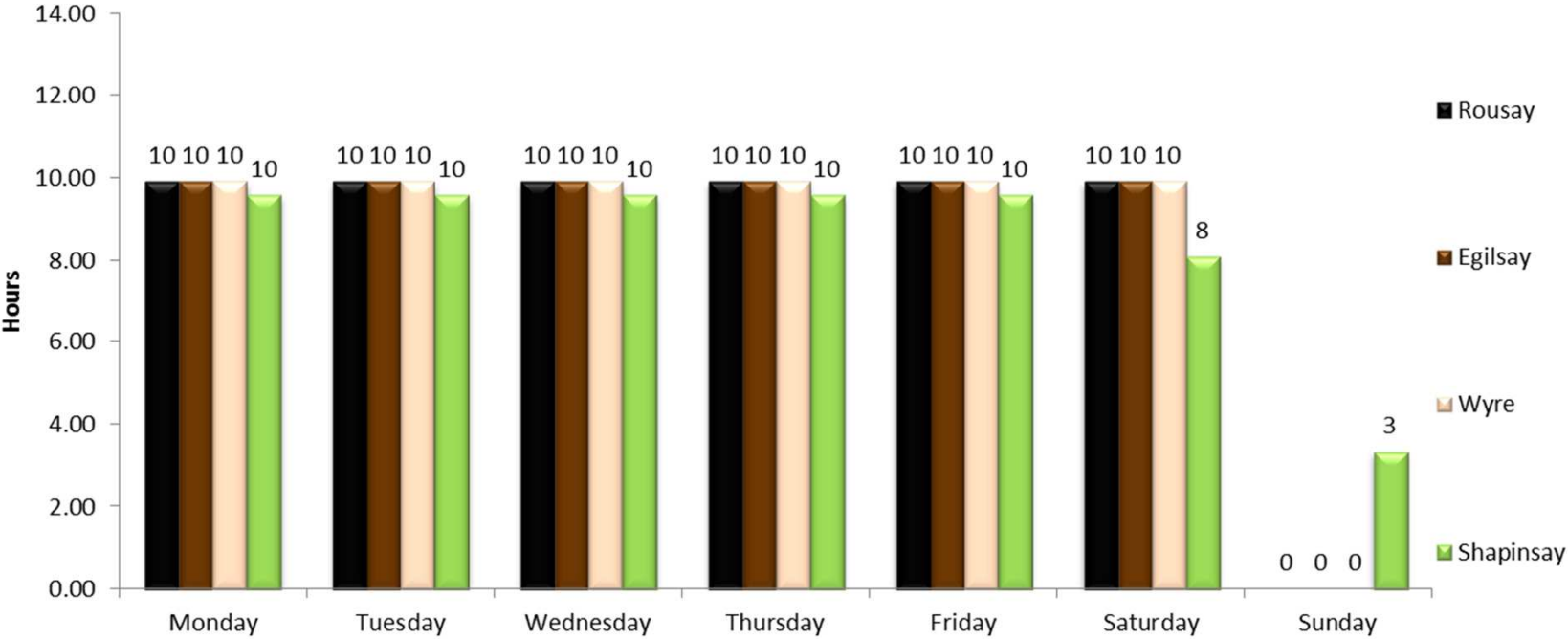
Daily Time in Orkney Mainland – Inner Isles, Summer



- R/E/W residents get around 10 hours ashore each weekday in summer
- 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 is based in Rousay - visitors to R/E/W typically get around 8-9 hours on island each day in summer



Daily Time in Orkney Mainland – Inner Isles, Winter



- R/E/W residents do not receive a Sunday service during the winter
- Time on island is less than time on mainland as the ferry is based in Rousay.
- Visitors to R/E/W typically get around 8-9 hours on island on winter weekdays, but fewer hours on a Saturday and none on a Sunday



Problems, Objectives & Options



Rousay, Egilsay & Wyre Transport Problems			
	Service Characteristics	Rating	Why is this a problem or not?
1	Overall Journey Time to Kirkwall / Stromness	✓	<p>The overall crossing time between Rousay / Egilsay / Wyre and the mainland is relatively short. However, there are a large number of different combinations of indirect connections on this route, which can give rise to extended journey times to Tingwall, particularly for Egilsay and Wyre. For example, some journeys from Egilsay to Tingwall can take up to 70 minutes. The longer 'round-trip' journeys also tie up a significant amount of operating time for a very small number of boardings.</p> <p>There is a connecting bus service from Tingwall to Kirkwall offering a relatively quick journey time overall.</p> <p><i>The community consultation response highlighted the extended journey times for those travelling to the mainland via another island, a particular issue for Egilsay and Wyre.</i></p>
2	First sailing / flight	✓	<p>The first sailings to the mainland depart Egilsay 07:10, Wyre 07:30 and Rousay 07:45. This timetable supports commuting and travel to KGS & Stromness Academy, with a pre-09:00 arrival into both Kirkwall and Stromness.</p> <p><i>The community consultation response noted that there are a number of island residents employed in shift work jobs, and thus the standard ferry timetable does not work well for them. This is seen to be inhibiting employment opportunities in all three islands in the parish.</i></p>
3	Last sailing / flight	✘✘	<p>The last departure from the mainland is 18:05. Combined with the early first sailing, this permits a full working day on Orkney mainland. However, the time of the last departure does not allow Rousay / Egilsay / Wyre residents to undertake evening social activities on Orkney mainland or connect with the last flights / ferries from the Scottish mainland (see below).</p> <p><i>As with the first sailing, the community consultation response noted that the timing of the last sailing does not suit those on shift work, whilst the departure of the last connecting bus from Kirkwall at 17:10 is seen a problem. It was explained that a number of islanders keep a car at Tingwall, as well as an on-island car to get around both this issue and the cost of taking a vehicle on the ferry.</i></p>
4	Time on mainland	✘	Shown on previous consultation boards.
5	Time in Kirkwall / Stromness	✘	See point 4. It should be noted that time in Kirkwall and Stromness is reduced by the need for bus transfer to/from Tingwall.
6	Time on island	✓	Shown on previous consultation boards.
7	Frequency / Sailings per day / Timetable gaps	✓	With up to six connections to Tingwall on a typical day (summer & winter) from Rousay, the island has a relatively high service frequency. Egilsay and Wyre have a lower service frequency and more indirect connections. It should be noted that all three islands have a level of service below the RSM standard.
8	Capacity	✘	<p>The sample carryings data provided suggests that there are occasional sailings where vehicle deck capacity issues emerge, particularly at the start at the end of the day. However, capacity constrained sailings appear to be relatively infrequent. It should also be noted that the MV <i>Eynhallow</i> is very constrained in terms of deadweight (56 tonnes), which means a sailing can be capacity constrained even if there is space available on the car deck.</p> <p><i>In addition to existing capacity issues, it was noted in the community consultation response that there are significant development plans in place for the Egilsay Reserve, which could increase the demand vehicle and passenger use of the ferry.</i></p>
9	Reliability (weather / mechanical)	✓	<p>There are no major reliability problems on this route. The only minor issues that have emerged during the baselining is that when the MV <i>Shapinsay</i> is relieving on the Rousay / Egilsay / Wyre route, she can be slightly short on power when travelling against the tide to Egilsay. This can lead to slightly extended journey times.</p> <p><i>The community consultation response noted that the 'bookable' crossings to Egilsay & Wyre can create severe problems on occasion if the booked boat is missed due to a late plane or another unavoidable delay. More generally, island residents raised concerns about the lack of flexibility in deployment and operations. The community consultation response also noted that, when the MV <i>Eynhallow</i> is being relieved by the MV <i>Shapinsay</i>, the latter vessel can have problems getting into Egilsay & Wyre in certain conditions, with a number of landings aborted or cancelled during the refit period. It is also noted that the MV <i>Eynhallow</i> can have issues accessing Egilsay pier at low tide and in south-easterly winds.</i></p>
10	Comfort	✓	The levels of comfort on the vessel are seen to be appropriate for the length of crossing.
11	Physical access	✘	<p>Disabled access to the passenger lounge on the ferry is not step free.</p> <p><i>The community consultation response noted that disabled access on the MV <i>Shapinsay</i> is poor, which presents a challenge during refit period.</i></p>
12	Integration with PT (local bus)	✓	The connecting bus services at Tingwall are timed to meet the ferry in both directions. The bus will wait for up to 15 minutes for the late arrival of any ferry.
13	Integration with PT (strategic)	✘✘	<p>Rousay / Egilsay / Wyre residents cannot catch the first flights to Aberdeen, Edinburgh or 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 and 11:00 NorthLink departure from Stromness, which operates during peak timetable.</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 Rousay / Egilsay / Wyre. Trips to the Scottish mainland therefore require at least one off-island overnight stay.</p> <p><i>The community consultation response highlighted the absence of the 'middle sailing' on Stromness – Scrabster for much of the year and the problems associated with onward transport integration. The response also highlighted the critical importance of connections to Aberdeen, as this is key for access to health care. The inability to make a day-trip to Aberdeen is cited as a key problem, as it gives rise to significant costs for islanders. Connection with the NorthLink ferry service to Aberdeen is particularly important for those who have a medical condition which means that they are unable to fly – the long wait on Orkney mainland between the last arrival of the R/E/W ferryin to Tingwall and the arrival of the NorthLink vessel into Hatston is seen to be less than ideal.</i></p>
14	Crossing / flight time	✓	The crossing time between Rousay / Egilsay / Wyre and the mainland is relatively short, although indirect crossings can add to the journey time.
15	Onboard facilities	✓	The onboard facilities are considered to be appropriate for the length of the crossing.
16	Weekday / weekend service variation	✘✘✘	The weekday and Saturday timetables are broadly similar, although Egilsay loses one connection on a Saturday afternoon. The summer Sunday timetable also provides reasonable connectivity. However, the lack of a winter Sunday sailing (due to crewing hours) acts as a significant constraint on the islands, curtailing the ability to undertake day trips to the mainland for personal business. 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. If they are travelling on the Monday morning ferry from Stromness, residents have to stay on the mainland for two nights at significant cost to themselves. The same also applies for those returning to Orkney on the last Scrabster – Stromness sailing on a Saturday evening.
17	Landside infrastructure issues	✓	The service to Rousay / Egilsay / Wyre is operated using a hard ramp vessel which is not particularly intensive in terms of infrastructure.
18	Landside human resources	✓	The service to Rousay / Egilsay / Wyre is operated using a hard ramp vessel which is not particularly intensive in terms of landside human resources.

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.



R/E/W – Capital Options

In the light of the analysis of transport problems and objectives, the following **capital options** have been identified for R/E/W

- *Note that any new vessel would comply with all current regulations and would offer drive through capability and would continue to operate from hard ramps.*
- Option CO1: Replace the MV *Eynhallow* on a like-for-like basis
 - Vessel would carry approximately 12 cars
- Option CO2: Replace the MV *Eynhallow* with one larger vessel
 - Vessel would carry approximately 24 cars
- Option CO3: Replace the MV *Eynhallow* with two like-for-like vessels
 - Both vessels would carry approximately 12 cars
- Option CO4 – Supplement Options CO1 or CO2 with a passenger only vessel service
- Option CO5 – Construct a fixed link between Rousay and Egilsay



R/E/W – 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 R/E/W:

- Option RO1: Provide 20% additional crewing hours
 - This option would provide around 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 MV <i>Eynhallow</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 MV <i>Eynhallow</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 MV <i>Eynhallow</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 vessel	✓	Offers potential low cost extension of the operating day on the route, although without the vehicle access element.
Option CO5: Provide a fixed link between Egilsay & Rousay	✗	Rejected from further consideration given the very high costs and the scope of the work involved. In addition, the technical and funding uncertainty, as well as the elapsed time before this option could be realised, means that it will not be considered further in the appraisal.
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 R/E/W



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

