

Orkney Inter-Island Transport Study



Shapinsay Public Engagement Meeting
Wednesday 29th June 2016 – 1530-1900
Community School Hall



Orkney Inter-Island Transport Study

Welcome to the **Shapinsay 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. 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.



Shapinsay – RSM Findings

- The RSM findings for Shapinsay are as follows:

	Sailing Days	Sailings Per Day	Operating Day
Current Service	7 Days	6 p/d on weekdays	Approx 10 hours on weekdays
Model Service	7 Days	20 p/d Mon-Sat	14+ hours Mon-Sat
<i>RSM Outcome</i>	<i>Acceptable</i>	<i>Substantial Under-Provision</i>	<i>Substantial Under-Provision</i>

- Shapinsay has 7-day sailings, although a lower service frequency on a Sunday
- 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 Vessel



Vessel Issues: Ageing vessel; single-ended, traffic reverses on

Access for Disabled: Access to passenger lounge not step free

Accommodation Issues: None

Current Vessel
MV Shapinsay

Vessel Age
28 years

Scheduled Replacement Date
Estimated 2020-2025

Carrying Capacity
12 cars
62 tonnes

Overnight Location
Shapinsay

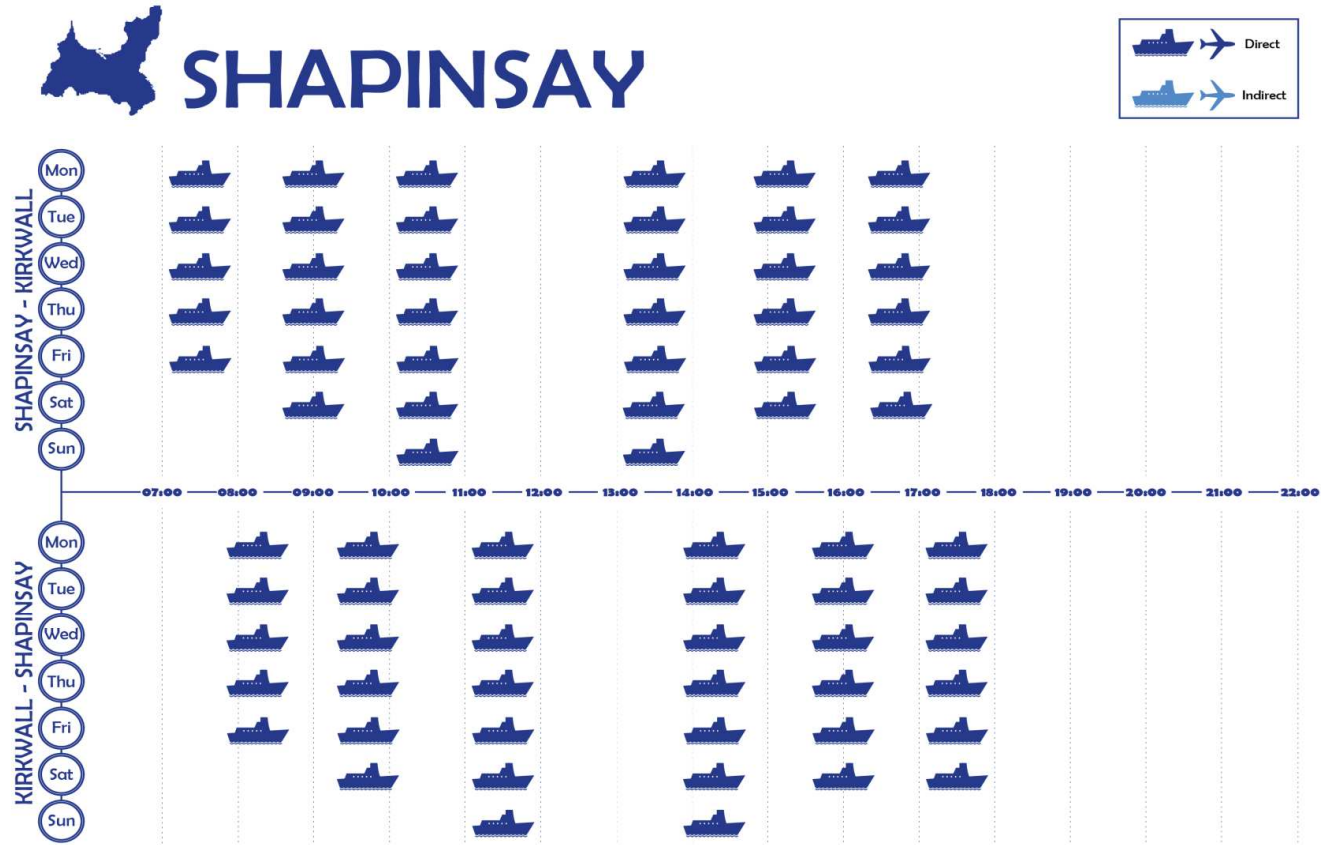
Ship-Shore interface
Hard Ramp RoRo
Bow loading only – vehicles have to reverse on



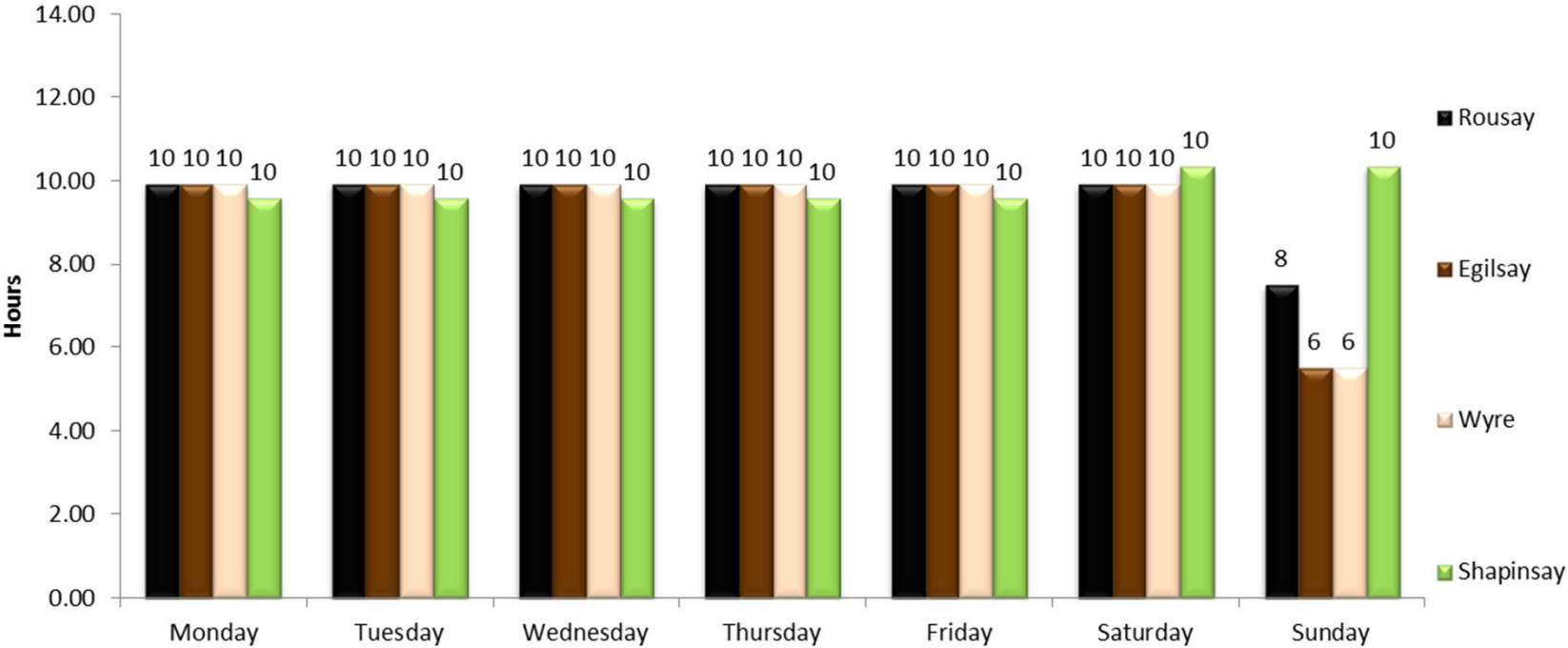
Current Summer Service – departures by day of week



Current Winter Service – departures by day of week



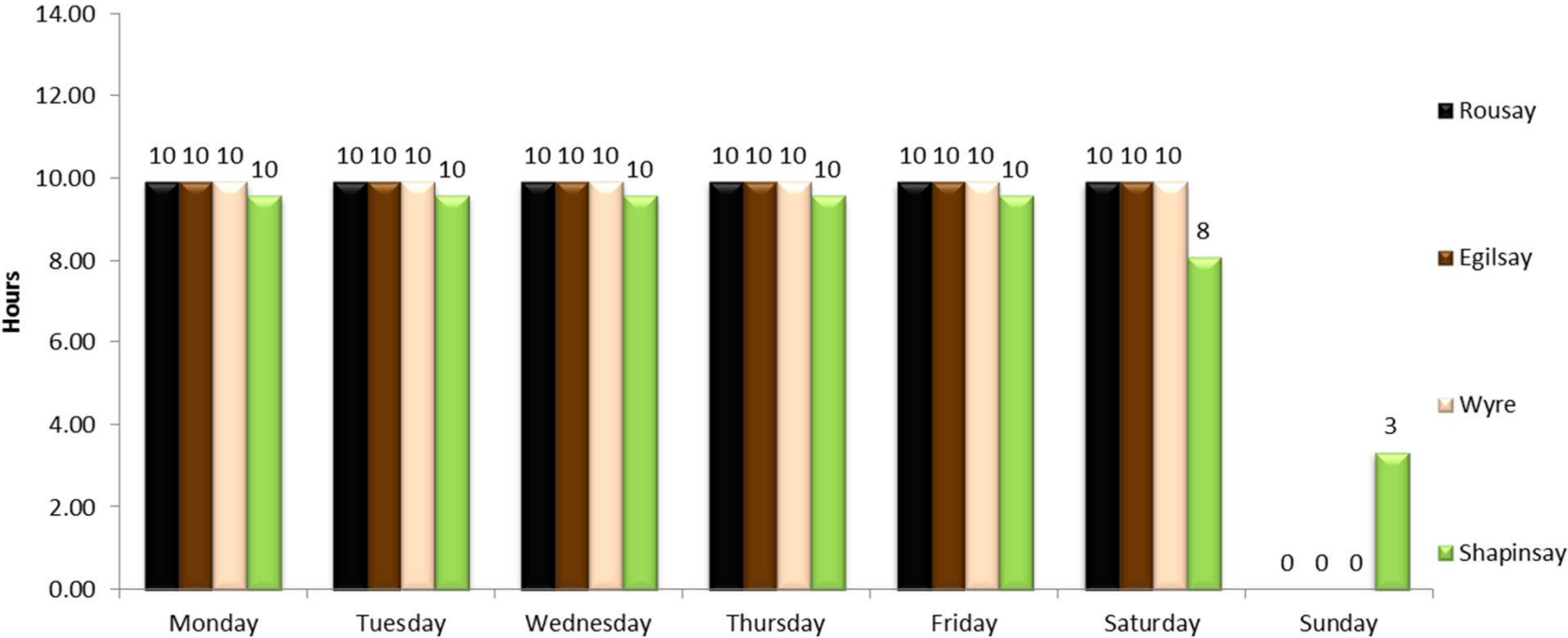
Daily Time in Orkney Mainland – Inner Isles, Summer



- Shapinsay residents get around 10 hours ashore each day in summer 7-days a week. 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 Shapinsay - visitors to Shapinsay typically get around 8-9 hours on island each day in summer
- *Excludes locally provided foot passenger service*



Daily Time in Orkney Mainland – Inner Isles, Winter



- Shapinsay residents get fewer weekend hours ashore in winter, caused mainly by a slightly earlier last sailing on a Saturday and a much shorter operating day on a Sunday.
- Visitors to Shapinsay typically get around 8 hours on island on winter weekdays, but only 7 hours on a Saturday and 2 hours on a Sunday
- *Excludes locally provided foot passenger service*



Problems, Objectives & Options



Peter Brett Associates LLP



Shapinsay Transport Problems

	Service Characteristics	Rating	Why is this a problem or not?
1	Overall Journey Time to Kirkwall	✓	The crossing time from Shapinsay is 25 minutes. The vessel berths in the heart of Kirkwall.
2	First sailing / flight	✓	The first sailing departs Shapinsay at 0730 Monday – Friday. This departure allows Shapinsay residents to commute and work full time on the mainland.
3	Last sailing / flight	✘✘	<p>The last departure from Kirkwall sails at 1730. 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 Shapinsay residents to undertake evening social activities on Orkney mainland or connect with the last flights / ferries from the Scottish mainland (see below).</p> <p>It should also be noted that the community use the proceeds from their community wind turbine to charter additional passenger-only sailings from a private operator in the evening. Whilst our review is only concerned with Orkney Ferries' provision, it does highlight the community demand for these services.</p>
4	Time on mainland	✘	Shown on previous consultation boards.
5	Time in Kirkwall	✘	See point 4
6	Time on island	✓	Shown on previous consultation boards.
7	Frequency / Sailings per day / Timetable gaps	✓	With six direct return crossings Monday – Friday (summer and winter), Shapinsay has a relatively high service frequency.
8	Capacity	✓	Orkney Ferries has noted that passenger capacity can be an issue on peak summer sailings, but this is believed to be a relatively minor problem overall.
9	Reliability (weather / mechanical)	✓	There are no major reliability problems on this route.
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. Overall amenity is poor, with the disabled seating next to the toilets on the car deck.</p> <p><i>The community consultation response also noted that an increasing number of foot passengers are travelling on the ferry with dogs, which involves them standing on the car deck (which is clearly less than ideal).</i></p>
12	Integration with PT (local bus)	✓	The ferry travels into the heart of Kirkwall.
13	Integration with PT (strategic)	✘✘	<p>Shapinsay residents cannot catch the first flights to Aberdeen and Edinburgh, although they could possibly make the first Inverness flight and 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 all arrive after the last departure of the ferry to Shapinsay.</p> <p>Trips to the Scottish mainland therefore require at least one off-island overnight stay.</p>
14	Crossing / flight time	✓	See point 1 above
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 is broadly similar to the weekday service, with only one return sailing less (the 0730 departure from Shapinsay) in the winter timetable and the same number of sailings in the summer timetable.</p> <p>There is only one less sailing on a Sunday compared to a weekday in the summer. However, limitations on crewing hours mean that winter Sunday rotations reduce to two, although this still allows a brief return trip to the Orkney mainland (around 3 to 3.5 hours).</p>
17	Landside infrastructure issues	✓	The service to Shapinsay is operated using a hard ramp vessel which is not particularly intensive in terms of infrastructure.
18	Landside human resources	✓	The service to Shapinsay 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.



Shapinsay – Capital Options

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

- *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 *Shapinsay* on a like-for-like basis
 - Vessel would carry approximately 12 cars
- Option CO2: Replace the MV *Shapinsay* with 1 larger vessel
 - Vessel would carry approximately 24 cars
- Option CO3: Replace the MV *Shapinsay* with 2 like-for-like vessels
 - Both vessels would carry approximately 12 cars
- Option CO4 – Supplement Options CO1 or CO2 with a permanent passenger only service
- Option CO5 – Construct a fixed link between Shapinsay and Orkney Mainland



Shapinsay – 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 Shapinsay:

- Option RO1: Maximise service intensity with current operating hours
 - This option could provide a small number of additional services within the current operating day
- Option RO2: Provide 20% additional crewing hours
 - This option would provide around 15 extra crewing hours per week
- Option RO3: 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>Shapinsay</i> on a like-for-like basis	✓	Would provide sufficient capacity – more intensive operation could be delivered through additional crewing hours.
Option CO2: Replace MV <i>Shapinsay</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>Shapinsay</i> with two like-for-like vessels	✗	Based on the identified transport problems, two like-for-like vessels would appear a disproportionate solution.
Option CO4: Supplement Options CO1 & CO2 with a permanent passenger only vessel	✓	Offers a potential extension of the frequency of services at a relatively low cost, whilst it would also address summer passenger capacity issues.
Option CO5: Construct a fixed link between Shapinsay & Orkney Mainland	✗	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: Maximise operating intensity of current crew	✓	Low cost option which would offer a small increase in the number of connections over the week.
Option RO2: Provide 20% additional crew	✓	Relatively low cost option for marginally extending the length of the operating day.
Option RO3: Adopt a crew shift system – minimum 16 hour day	✓	Whilst a high cost, option, it would transform access to Shapinsay



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

