

# Orkney Inter-Island Transport Study



Stronsay Public Engagement Meeting  
Tuesday 28<sup>th</sup> June 2016 – 1700-2000  
Stronsay Community Centre



# Orkney Inter-Island Transport Study

Welcome to the **Stronsay 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
  - In the context of Stronsay, the RSM does not consider air services, which provide additional fast connections, but with very limited capacity
  - 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.



# Stronsay – RSM Findings

- The RSM findings for Stronsay are as follows:

	Sailing / Flight Days	Sailings / Flights Per Day	Operating Day
Current Service	7 Days	1-3 p/d on weekdays, varies by day	Approx 12 hours but varies by day
Model Service	7 Days	3-5 connections per day Mon-Sat	14 hours, 6am – 8pm
<i>RSM Outcome</i>	<i>Acceptable</i>	<i>Marginal under-provision</i>	<i>Marginal / Substantial under-provision</i>

- Stronsay has 7 day connections to mainland
- However, with only one sailing to Kirkwall on a Sunday, there is no meaningful time ashore on Orkney mainland
- The number of connections per day and the length of the operating day are under-provided in terms of the RSM



# Current Vessels (1)



**Vessel Issues:** Ageing vessels; experiencing capacity issues on some ONI routes; reduced winter passenger certification

**Access for Disabled:** Disabled access to the ferry and passenger lounge is challenging

**Accommodation Issues:** Passenger accommodation below the water line

## Current Vessels

*MV Earl Sigurd & MV Earl Thorfinn*

## Vessel Age

27 / 26 years

## Scheduled Replacement Date

Required immediately – 2017-2022

## Carrying Capacity

22 cars

100 tonnes

## Overnight Location

Generally Kirkwall

Vessel can berth overnight in Stronsay

## Ship-Shore interface:

Linkspan



## Current Vessels (2)



**Current Vessel**  
*MV Varagen*

**Vessel Age**  
28 years

**Scheduled Replacement Date**  
Required immediately – 2017-2022

**Carrying Capacity**  
28 cars  
120 tonnes

**Overnight Location**  
Generally Kirkwall  
Vessel can berth overnight in Stronsay

**Ship-Shore interface**  
Linkspan

**Vessel Issues:** Ageing vessel; experiencing capacity issues on some ONI routes; reduced winter passenger certification

**Access for Disabled:** Disabled access to the ferry is better than the *Earls* but is still limited

**Accommodation Issues:** Only vessel in ONI fleet with accommodation above the waterline





# Current Air Service



**Aircraft Issues:** Low carrying capacity; limited to operation during hours of daylight  
**Access for Disabled:** It can be challenging for people with mobility difficulties to access the aircraft

## Current Aircraft

2 \* Britten-Normen Islander

## Aircraft Age

28 & 30 years old

## Carrying Capacity

8-9 passengers and limited freight

## Airfield Features

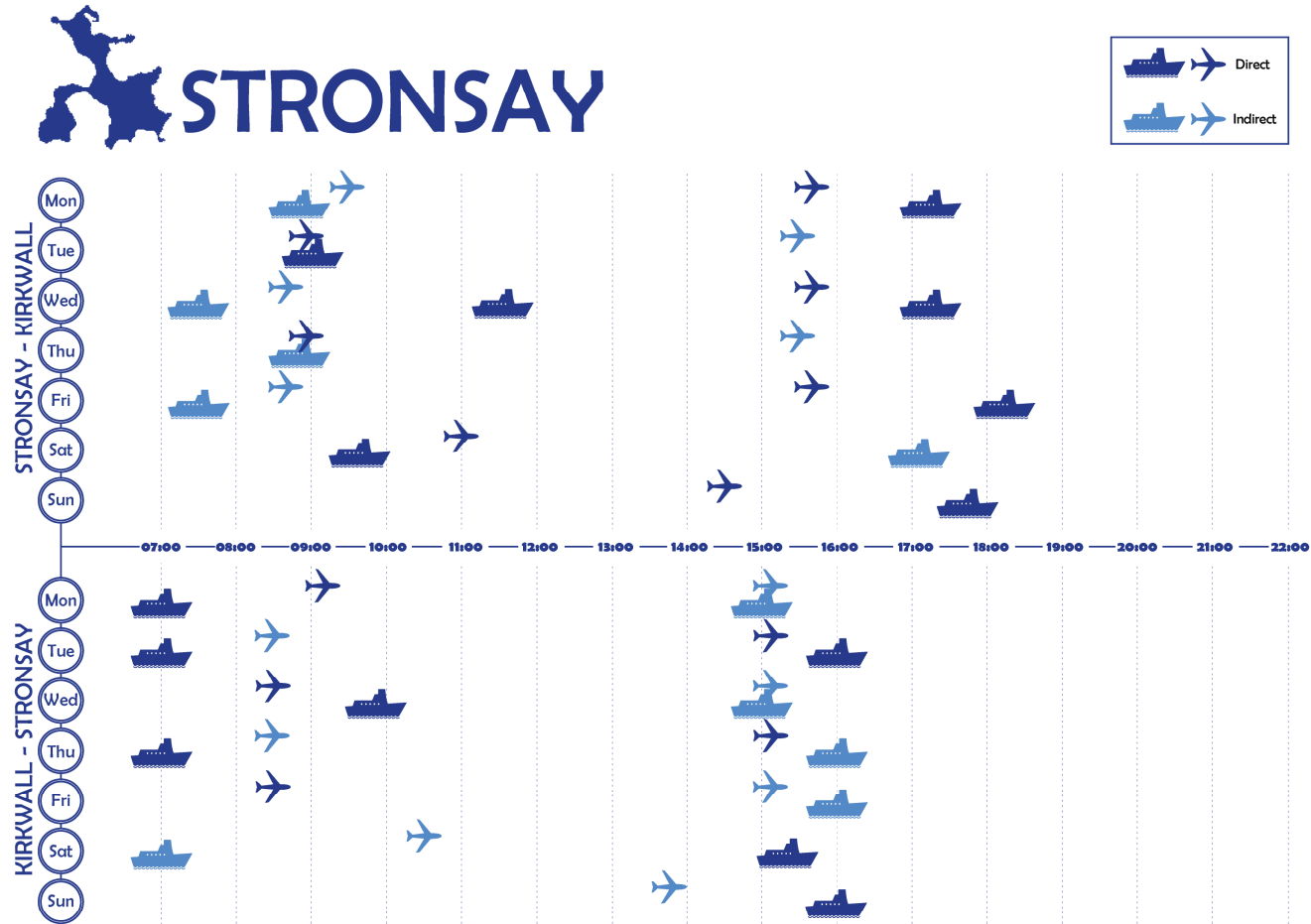
Licensed



# Stronsay - Current Summer Service – departures by day of week



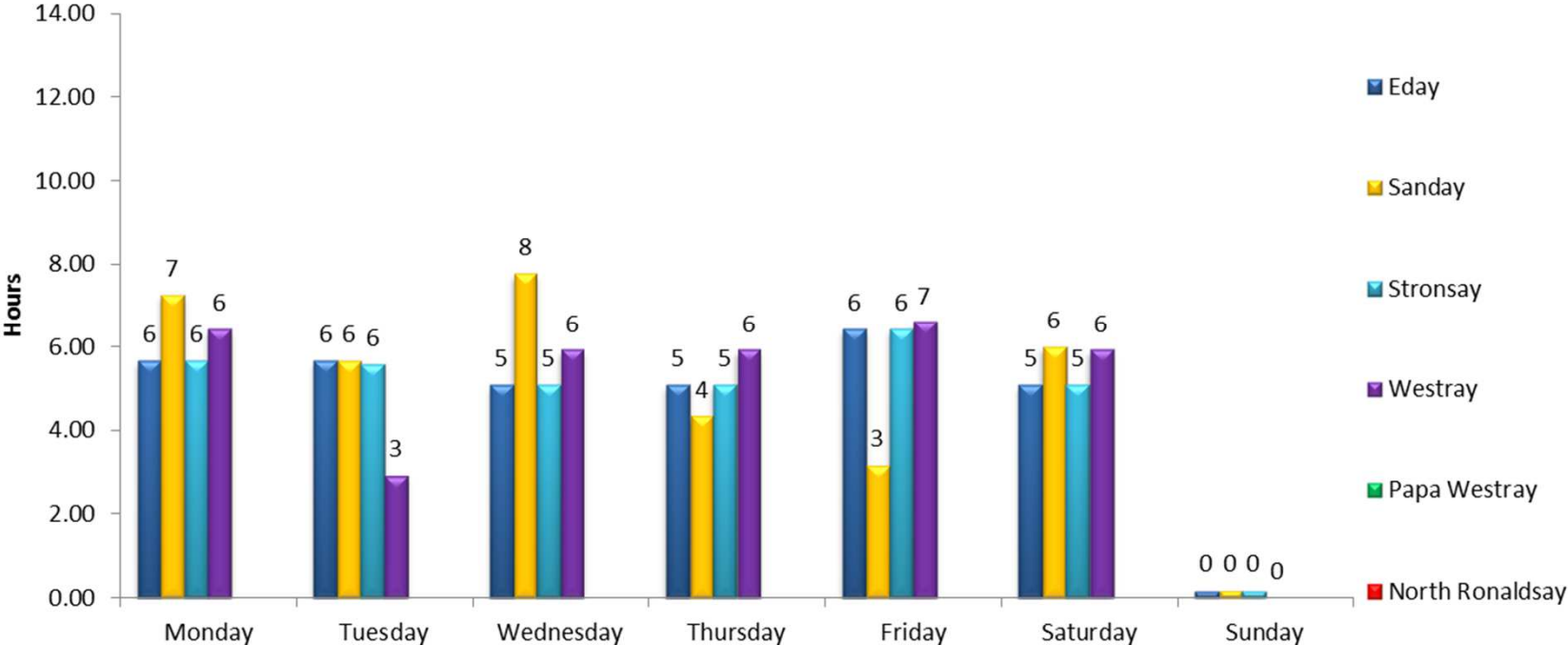
# Stronsay - Current Winter Service – departures by day of week



# Stronsay - Current Refit Service – departures by day of week



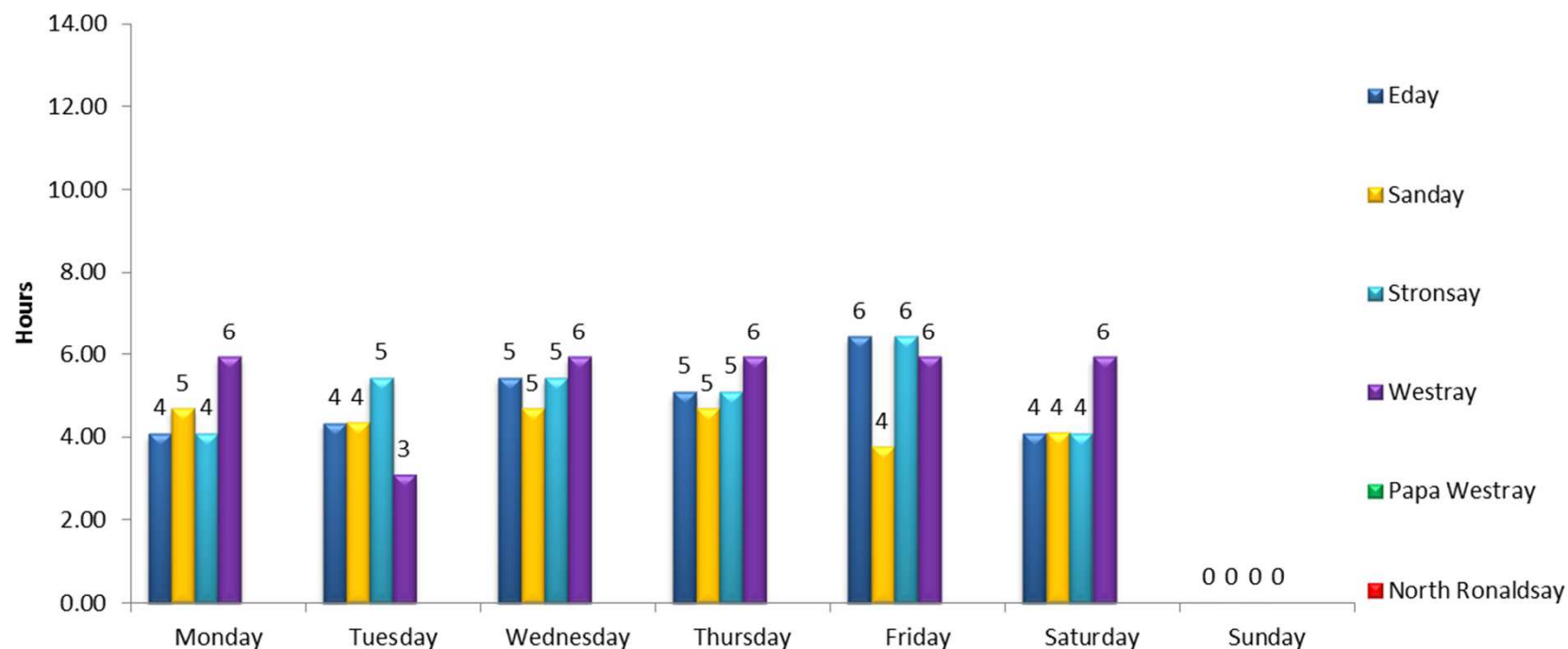
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Summer



- Stronsay residents tend to get 5-6 hours on Orkney mainland on a weekday and Saturday
- It is not possible to make a meaningful day return trip to the mainland on a Sunday
- The timetable does not allow a meaningful day return to be made to Stronsay by ferry on a Thursday, Friday or Sunday



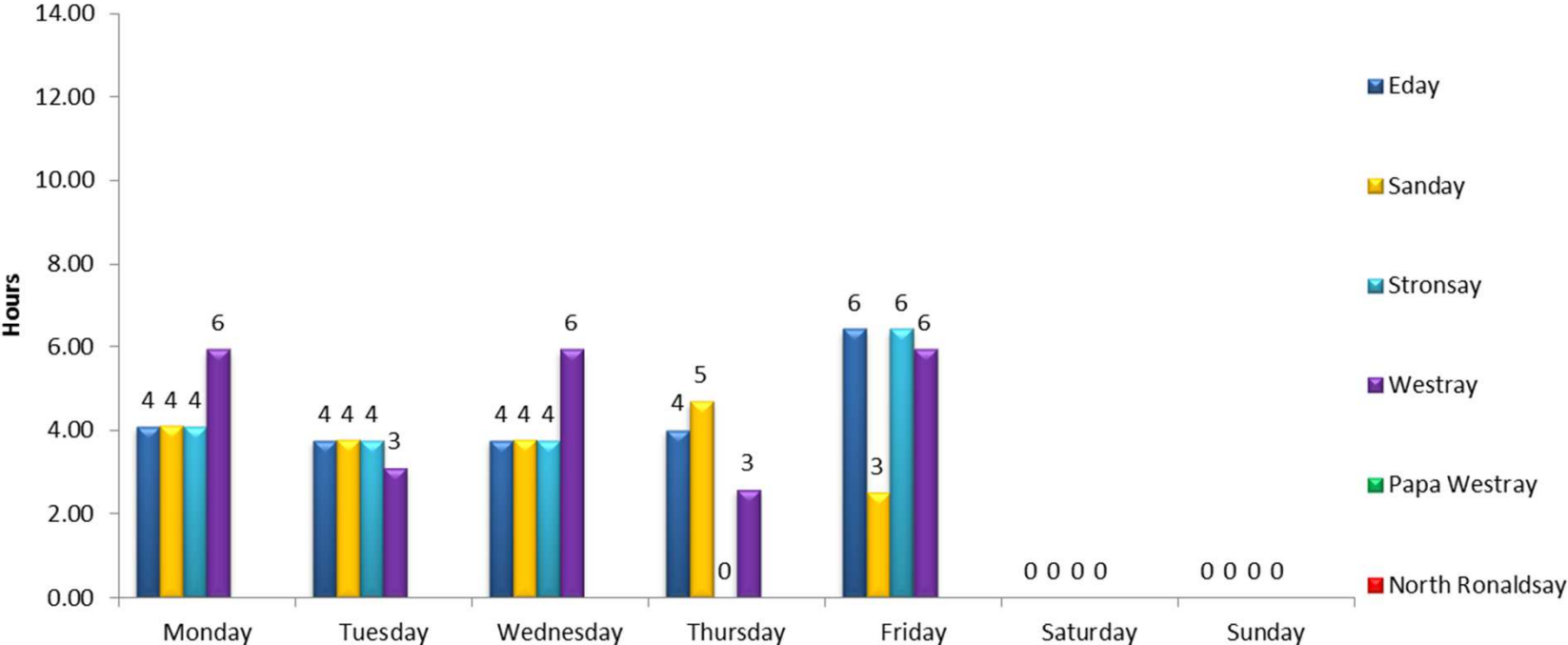
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Winter



- There are slightly fewer hours available on Orkney mainland by day in winter, although a meaningful day return trip is generally possible
- It is not possible to make a meaningful day return trip to the mainland on a Sunday
- The timetable does not allow a meaningful day return to be made to Stronsay on a Thursday, Friday or Sunday



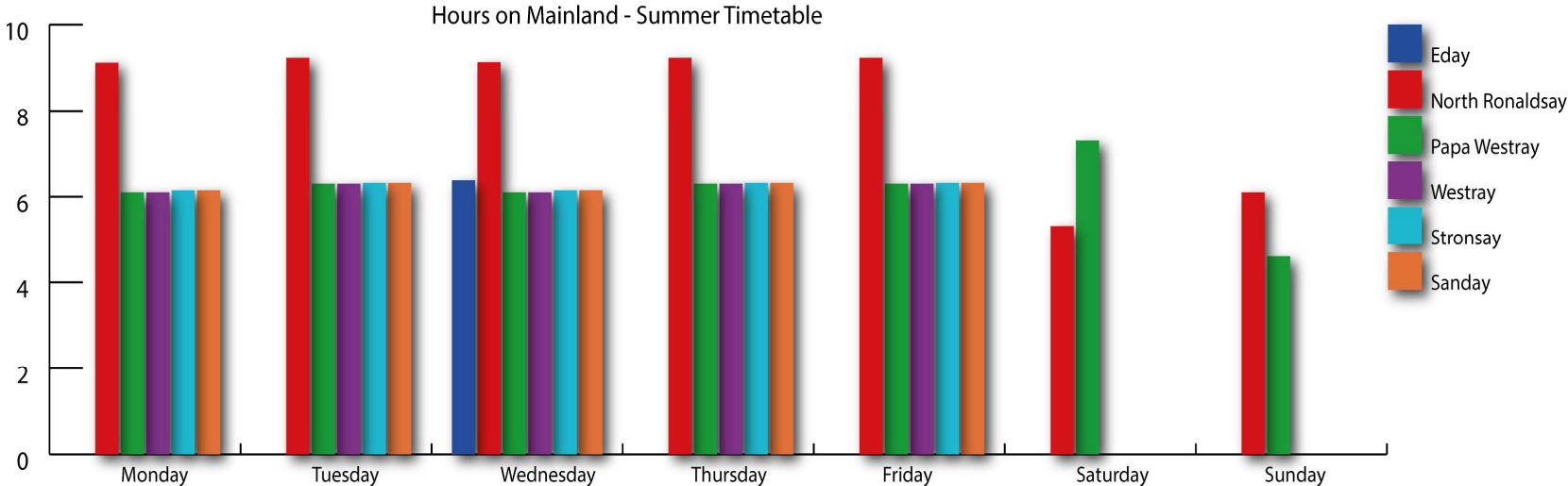
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Refit



- The number of hours on Orkney mainland in refit timetable is broadly comparable with the winter timetable on days when there is a sailing. However, journey times are extended as a result of increased indirect connections
- The key difference with the winter timetable is that it is not possible to make a day return to Orkney mainland on a Thursday or Saturday



# Daily Time in Orkney Mainland – Outer North Isles – Air - Summer

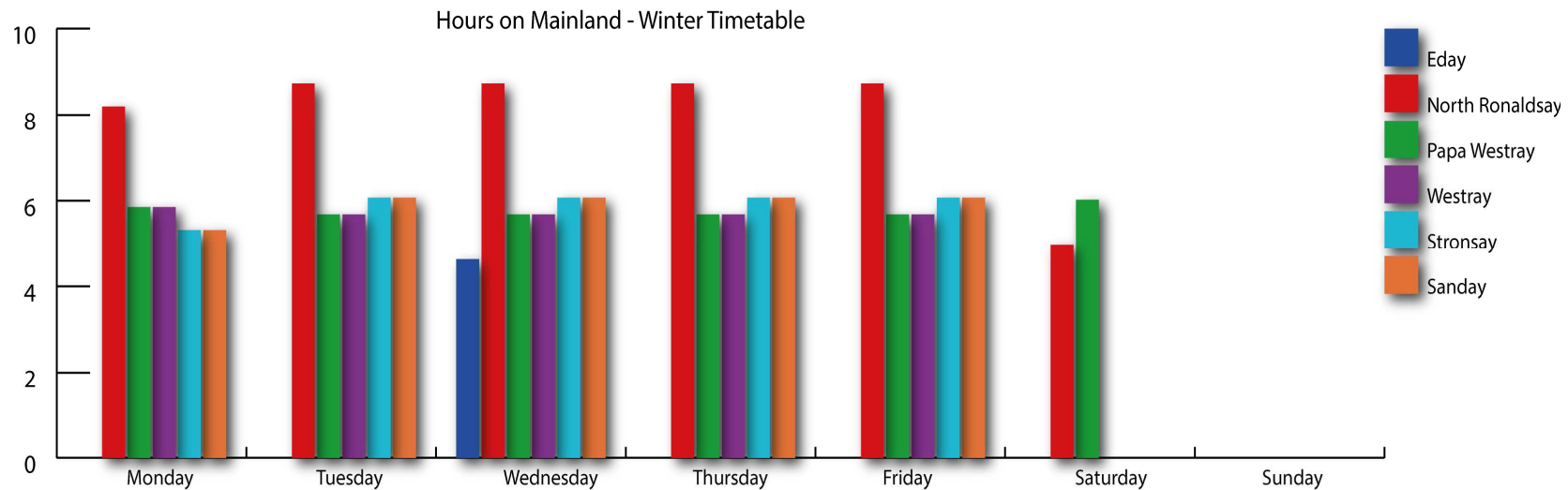


- The air service provides Stronsay residents with around 6 hours per day on Orkney mainland during the summer months.
- There is no weekend connectivity by air from Stronsay





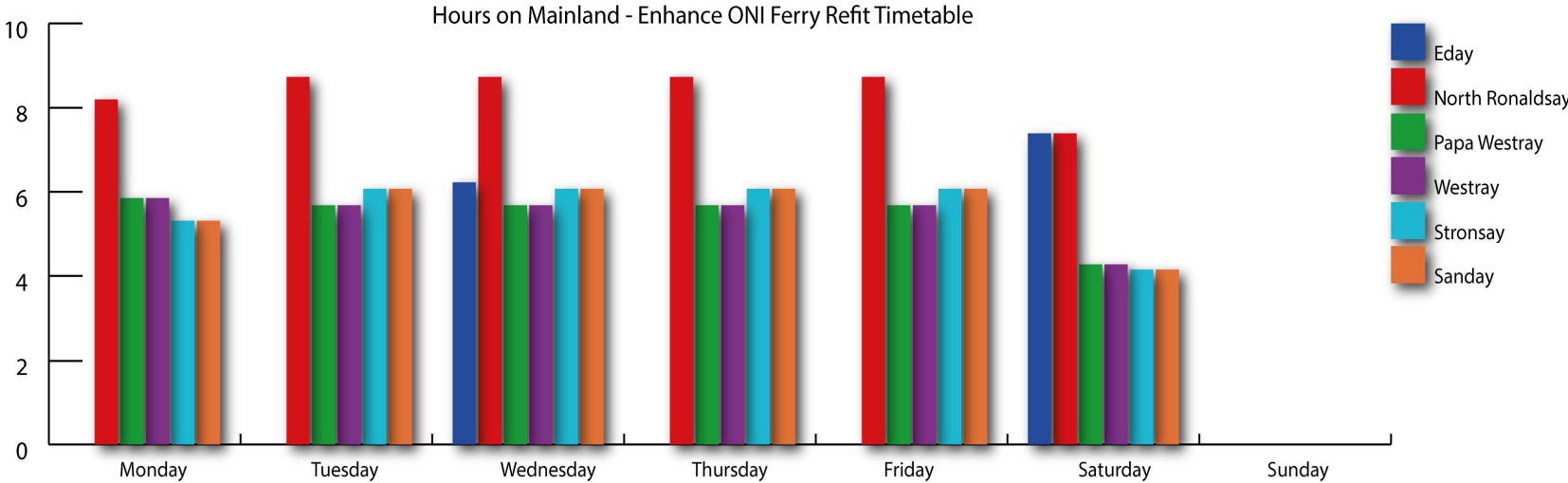
# Daily Time in Orkney Mainland – Outer North Isles – Air - Winter



- Even during winter, the air service provides Stronsay residents with around 5-6 hours in Orkney mainland
- There is no weekend connectivity by air from Stronsay



# Daily Time in Orkney Mainland – Outer North Isles – Air - Refit



- The refit timetable is very similar to the winter timetable
- The main difference is that Stronsay residents benefit from around four hours ashore by air on a Saturday



# Problems, Objectives & Options



## Stronsay Transport Problems

	Service Characteristics	Rating	Why is this a problem or not?
1	Overall Journey Time to Kirkwall	xx	<p>The direct journey time from Stronsay to Kirkwall is 95 minutes. This is a relatively long journey time, caused principally by the current position of the ferry terminal on the north east of the island. On other routes, the terminal is located in a way that generally achieves the shortest crossing distance / time to Kirkwall. This is, uniquely, not the case for Stronsay. The extended journey times impact both on this island and the wider Outer North Isles network. Indirect connections via Eday (+30 minutes) also add significantly to journey times. This is a particularly key issue during the refit timetable when the majority of services are shared with both Sanday and Eday.</p> <p>The flight times are seen to be reasonable at 11 minutes direct and 25 minutes indirect.</p>
2	First sailing / flight	xx	<p>The first ferry departure does not typically allow Stronsay residents to get to Kirkwall until mid-morning (except on winter Wednesdays and Fridays &amp; summer Fridays when the vessel overnights in the island and departs early in the morning), whilst the variation in this departure time over the week would present a challenge for any user unfamiliar with the timetable.</p> <p>The first flight from Stronsay also typically departs later than from North Ronaldsay, Papa Westray and Westray.</p>
3	Last sailing / flight	✓	<p>During the summer and winter, the last ferry to Stronsay generally departs at 16:00 on weekdays (15:00 on a winter Monday &amp; Friday), with the last flight generally departing Kirkwall at 15:30 in summer and 15:10 in winter.</p> <p>However, it should be noted that the long layover for schoolchildren on a Friday is seen as a problem. School finishes at 12:00 but the ferry does not depart until 16:00, arriving into Stronsay at 18:05, which truncates an already short weekend.</p>
4	Time on mainland	xx	<p>Shown on previous consultation boards.</p> <p><i>The community consultation response noted that time available on the mainland is a major problem for Stronsay residents, particularly during refit period. It was further noted that too short a period on mainland is provided on winter Saturdays.</i></p>
5	Time in Kirkwall	xx	See point 4 above.
6	Time on island	✓	Shown on previous consultation boards.
7	Frequency / Sailings per day / Timetable gaps	✓	<p>The frequency of this service is seen to be broadly appropriate, although the turnaround time for the island haulier on the mainland is relatively tight on most days.</p> <p><i>The community consultation response noted that this is seen as a moderate to severe problem, particularly during the winter timetable. The response noted that the island requires more frequent connections over the piece.</i></p>
8	Capacity	xx	<p>The ferry capacity issues on Stronsay are not as marked as those experienced in Sanday and Westray, although capacity problems do still emerge from time to time, particularly on indirect sailings via Eday. The air service is however highly capacity constrained, particularly the first flight out from and last flight back to Kirkwall. This is because the Stronsay / Sanday route is the most itinerant teacher intensive route on the network, with some flights being almost fully utilised by teachers.</p> <p><i>The community consultation response noted that capacity should be seen as a 'major' rather than a 'moderate' problem, particularly during the refit timetable, where Stronsay is linked with both Eday and Sanday. This is seen to be particularly detrimental for the haulier, who can struggle to get vehicles away. It was also noted that aircraft capacity is particularly problem, with itinerant teachers taking up much of the available capacity on the air service.</i></p>
9	Reliability (weather / mechanical)	x	<p>There are no major reliability issues on this route but the consultation and data suggests that mechanical problems with the vessels are becoming more frequent as they get older.</p> <p><i>The community consultation response noted that reliability is a moderate rather than minor problem. It was noted that the ageing vessels are becoming less reliable.</i></p>
10	Comfort	x	The facilities on the ferry are broadly appropriate for the length of the crossing, if somewhat dated. The plane is also broadly appropriate.
11	Physical access	xx	<p>Physical access is a problem. The MV <i>Varagen</i> has disabled facilities but the two <i>Earls</i>, which are the usual vessels on this route, are more limited in this respect.</p> <p>Feedback from the NHS suggests an air passenger is only permitted on the plane if they can self-evacuate the aircraft.</p>
12	Integration with PT (local bus)	✓	<p>The ferry travels into the heart of Kirkwall, whilst there is a relatively frequent bus service to and from Kirkwall Airport.</p> <p><i>The community consultation response noted that this aspect of connectivity should be seen as a problem. It was noted that the airport bus does not always wait for plane arrivals and that the airport bus shelter is in a very exposed position, especially when the weather is bad. It was noted that, if passengers are sheltering in the main airport building and not in the bus shelter, the bus does not stop and drives on without waiting to see if there are any passengers.</i></p>
13	Integration with PT (strategic)	xxx	<p>Stronsay's strategic transport integration is limited and best accessed via the air service. It is not possible to catch either the first NorthLink or Pentland Ferries departures, although the 11:50 Pentland Ferries departure is accessible (although for those taking the ferry, they would likely need a car on certain days to make this connection). The 11:00 NorthLink departure from Stromness, which operates during peak season, can be accessed by Stronsay residents using the air service (Tuesday – Friday) and the ferry on a Friday (and potentially on other weekdays but the connection times are tight).</p> <p>Stronsay residents cannot catch the first flights to Aberdeen, Edinburgh or Inverness, although they can catch the first flights to Glasgow and Sumburgh. They can however access the late night NorthLink sailings to Aberdeen and Lerwick on the days which this service operates via Kirkwall. The evening ferry and air arrivals to Orkney from the Scottish mainland arrive too late for onward connections to Stronsay. Trips to the Scottish mainland therefore require at least one off-island overnight stay.</p>
14	Crossing / flight time	x	<p>See point 1</p> <p><i>The community consultation response noted that the ferry crossing times are a moderate to major problem, particularly on indirect sailings / during refit timetable.</i></p>
15	Onboard facilities	x	<p>The air service is appropriate to the journey length. Facilities on the ferry are dated but adequate and appropriate to a lifeline service, although of a lesser standard than found in other parts of Scotland.</p> <p><i>The community consultation response noted that the onboard café on the MV <i>Varagen</i> is not open long enough on longer crossings.</i></p>
16	Weekday / weekend service variation	xx	<p>The weekday and Saturday timetables are relatively similar, although it is not possible to make a meaningful day return trip to the mainland or the island on a winter Sunday. A day return to the island on a Sunday is possible during the summer timetable but a day return to the mainland is still not possible. Connections to the island drop off significantly in winter.</p> <p><i>The community consultation response identified the current weekend service provision as a major problem for the island.</i></p>
17	Landside infrastructure issues	xx	The location of Stronsay pier in the north east of the island adds to journey times.
18	Landside human resources	✓	<p>With a relatively small population, managing the long-term human resource needs of the air and ferry services will present a challenge. However, there have been no specific problems in Stronsay identified in the baselining.</p> <p><i>The community consultation response noted that there is no difficulty recruiting ferry workers but that there are increasing problems in recruiting airfield staff.</i></p>

# 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 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 does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre, the scheduled connections should permit at least a half day (e.g. 4 hours) in Kirkwall or Stromness 7-days a week, all year round.
- **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.



# Outer North Isles – Appraisal of Options (1)

The appraisal of options for the Outer North Isles is complex, involving capital & revenue options across six islands and two modes of transport (three if fixed links are included). In carrying out the study, a number of assumptions were made:

- The lifeline mode of transport for **North Ronaldsay & Papa Westray** is air. The ferry meets the supply chain and other occasional travel needs.
- The lifeline mode of transport for **Eday, Sanday, Stronsay and Westray** is ferry. The air service meets a public service need and provides a handful of ‘fast’ connections to Orkney mainland (but with a very low capacity)

It is also assumed that the future service will work towards at least the RSM-specified minimum level of service of 3-5 connections per weekday, and an assumed two connections on a Sunday. This would consist of:

- A minimum of three return flights for **North Ronaldsay & Papa Westray**, with 1-2 ferry connections per week
- A minimum of three return ferry connections for **Eday, Sanday, Stronsay and Westray**, with supplementary daily air connections

The study used the above defined **minimum service levels** in the subsequent appraisal of options. The required levels of service can be delivered by:

- Capital options: Vessels (supported by harbour improvements); aircraft; airfield investment and fixed links between islands
- Revenue options: Additional ferry and air crew, allowing for a longer operating day



# Outer North Isles – Appraisal of Options (2)

The appraisal was undertaken in three defined steps :

- **Step 1 – Appraisal of fixed links**
  - This step involved consideration of fixed links between Papa Westray & Westray and Westray & Eday
  - The outcome of the fixed links appraisal determines whether the air & ferry services need to meet the needs of six islands (as at present), five islands (Westray linked to Papa Westray **or** Westray linked to Eday) or four islands (Westray linked to Papa Westray **and** Westray linked to Eday)
- **Step 2 – Appraisal of options for North Ronaldsay & Papa Westray**
  - This step involved consideration of the nature of future ferry services to North Ronaldsay & Papa Westray – this a key question in determining the required vessel and crew mix across the network.
  - The main question is whether North Ronaldsay and Papa Westray should be converted to Ro-Ro, or whether the Lo-Lo operation should continue (potentially with harbour improvements)
- **Step 3 – Appraisal of ferry & air capital options:**
  - Having defined the shape of the network, these options consider the future air & ferry mix, as well as ‘enabling options’ which would support an enhanced service, such as harbour improvements, airfield and aircraft improvements, additional aircraft etc





# Outer North Isles – Fixed Link Options

The following **fixed link options** have been identified for the Outer North Isles

- Option CO1: Construct a fixed link between Papa Westray & Westray
  - Various fixed link options considered
  - Ferry service between Papa Westray – Pierowall & Papa Westray – Kirkwall would be discontinued
  - The air service would operate as currently
- Option CO2: Construct a fixed link between Westray & Eday
  - Various fixed link options considered
  - Ferry service between Westray & Kirkwall would be discontinued
  - Eday ferry terminal would be relocated to the west of the island
  - If this option was progressed in addition to Option CO1, the ferry service between Papa Westray – Pierowall & Papa Westray – Kirkwall would be discontinued
  - The air service would operate as currently





## Rationale for Selection / Rejection – ONI Fixed Links

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO1: Construct a fixed link between Papa Westray & Westray	✗	These options are 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 CO2: Construct a fixed link between Westray & Eday	✗	<p>This elapsed time would mean that if taken forward, this option would not be in place until the tail end of the study period, meaning that an interim solution would be required.</p> <p>Should a nationally funded programme of fixed links emerge in future, the proposal could be revisited at this stage.</p>



## Outer North Isles – North Ronaldsay & Papa Westray

The following options have been identified for North Ronaldsay & Papa Westray:

- Option CO3: Convert North Ronaldsay to a Ro-Ro port
  - Two potential options – one which would permit overnight berthing and another which would not
- Option CO4: Convert Papa Westray to a Ro-Ro port
  - Two potential options – one which would permit overnight berthing and another which would not



# Rationale for Selection / Rejection – North Ronaldsay & Papa Westray Ro-Ro

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO3: Convert North Ronaldsay to a Ro-Ro port	✗	<p>The personal travel markets in North Ronaldsay &amp; Papa Westray are predominantly and generally adequately delivered by the air service. Whilst the provision of Ro-Ro facilities could, particularly with a breakwater, enhance the reliability of the service (and the number of connections if additional revenue funding was provided), the cost and impacts of delivering the necessary improvements significantly outweighs the benefits.</p> <p>Modest harbour improvements could be made to improve the safety and reliability of berthing at both ports.</p> <p>Additional air services would be a more cost efficient way of delivering improved connectivity to both islands.</p>
Option CO4: Convert Papa Westray to a Ro-Ro port	✗	



# Outer North Isles – Ferry Capital & Revenue Options

- Ro-Ro / Lo-Lo Options
  - Option CO5a (Do Minimum): Replace the current fleet with three vessels
  - Option CO5b: Supplement Option CO5a with a freight vessel
  - Option CO6a: Replace the current fleet with four vessels
  - Option CO6b: Supplement Option CO6 with a freight vessel
  - Option CO7: Convert the Papa Westray – Pierowall route to Ro-Ro
- Ro-Ro / Lo-Lo Harbours Options
  - Option CO8a: Develop an overnight berth at Eday
  - Option CO8b: Develop an overnight berth at Westray
  - Option CO9: Develop a new harbour in the west of Stronsay
- Passenger Only Vessel Options
  - Option CO10: Replace the MV *Golden Mariana* with a like-for-like passenger only vessel (mutually exclusive with Option CO7)
  - Option CO11: Operate a passenger only service between Eday and Sanday
- The capital options can be supplemented by increases in crewing increments, with 50% additional crew allowing an operating day of up to 16-18 hours on any given vessel



## Rationale for Selection / Rejection – Ferry Capital Options (1)

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO5a: Replace the current fleet with three vessels	✗	A three vessel solution could not meet the needs of the ONI communities in terms of frequency, length of operating day or capacity. The situation would be worsened during refit timetable
Option CO5b: Supplement option CO5a with a freighter	✓	A four vessel solution, coupled with potentially extended operating days would provide a future-proofed solution for the ONI. This basic conclusion would apply regardless of other potential changes on the network such as new overnight berths, harbour relocations, ro-ro conversions etc. The issue is the appropriate vessel and crewing mix.
Option CO6a: Replace the current fleet with four vessels	✓	Option CO5b would provide a cheaper fourth vessel, but with more limited functionality which may be sufficient depending on further analysis.
Option CO6b: Supplement option CO6a with a freighter	✗	A four vessel solution could meet the frequency, length of operating day & capacity needs of the ONI. A five vessel solution would be disproportionate.
Option CO7: Convert Papa Westray – Pierowall to Ro-Ro	✓	The provision of a Ro-Ro connection would give rise to economic and accessibility benefits for Papa Westray, and to some extent Westray. The impact of this option on the three / four vessel solution options outlined above has to be considered. This option should <b>not</b> be linked to any reduction in air services to / from Papa Westray.

- Note – a two vessel solution has been ruled out as it could not possibly meet the frequency, connectivity & capacity needs of the isles



## Rationale for Selection / Rejection - Ferry Capital Options (2)

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO8a: Develop an overnight berth at Eday	✓	The provision of new overnight berths in Eday and / or Westray would enhance the flexibility of the service and allow for a better matching of supply and demand. This option should be considered as part of any vessel replacement programme.
Option CO8b: Develop an overnight berth at Westray	✓	
Option CO9: Develop a new harbour in the west of Stronsay	✓	This option would offer a small to moderate saving in total ferry operating hours over the week. These hours could be redeployed to provide more connections in the network over the week.
Option CO10: Replace the MV <i>Golden Mariana</i> with a like-for-like passenger only vessels	✓	This option is retained as the Do Minimum for the Papa Westray – Pierowall route. It should be noted that if Option CO7 (convert Papa Westray – Pierowall to Ro-Ro) is pursued, this option would be rejected from further consideration by default.
CO11: Operate a passenger only service between Eday & Sanday	✗	This option is rejected from further consideration as it is a relatively high cost option for the number of people that it would serve. A link between Sanday and Eday could more meaningfully and affordably be offered by an enhanced air service.



# Outer North Isles – Air Capital Options

- The BN2 Islander remains the most appropriate aircraft in the medium-term.
- Option CO12 (Do Minimum): Maintain & continue with the current BN2 Islanders over the strategy period / until life expiry
- Option CO13: Supplement the current aircraft with an additional BN2 Islander
  - This option would permit an enhanced timetable, allowing a minimum of three rotations per day for North Ronaldsay & Papa Westray and at least two rotations per day for all other islands
- Option CO14: Install lighting on all island airstrips
- Option CO15: Install Global Navigation Satellite System (GNSS) on the current BN2 Islanders
  - The implementation of GNSS on the current aircraft could assist in extending the operating day of the current service by allowing instrument rather than visual approaches



# Rationale for Selection / Rejection – Air Capital Options

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO12 – Maintain and continue with the current BN2 Islanders over the strategy period / until life expiry	✓	This option has been retained for further consideration as the Do Minimum. The current air service generally meets the needs of the islands well. However, the capacity constraints, generally associated with public service delivery, do suggest that continuing with this option will not maximise the potential benefits of the air service or contribute towards the study objectives.
Option CO13 – Supplement the current aircraft with an additional BN2 Islander	✓	<p>This option should be taken forward as it would address the majority of the current capacity issues with the air service and permit frequency enhancements / fewer indirect connections.</p> <p>Far greater flexibility would be provided and the service could be developed to meet specific peaks with relative ease, for example the additional rotations ‘shadowing’ current rotations which are used for education purposes.</p>
Option CO14 – Install lighting on all island airstrips	✗	The experience of runway lighting in Orkney coupled with the restrictions applied to the service in night Visual Flight Rules mean that this option is excluded from further consideration.
Option CO15 – Install GNSS on the current BN2 Islanders	✗	GNSS presents a significant opportunity to extend the operating day. However, it should be noted that the operator has concerns about safety and implementability in the Orkney environment, which would need to be addressed in advance of progressing this option.





# 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-Outer\\_And\\_North\\_Isles](https://www.surveymonkey.co.uk/r/OIITS-Outer_And_North_Isles)

