

# Shetland Inter-Island Transport Study



Bressay Public Engagement Meeting  
Tuesday 30<sup>th</sup> August 2016 – 1600–2000  
Bressay Hall



# Shetland Inter-Island Transport Study

Welcome to the **Bressay Public Engagement Meeting** for the Shetland Inter-Island Transport Study (SIITS).

The Shetland inter-island transport network, which consists of a combination of ferry and air services, connects nine islands with Shetland mainland. These lifeline connections support the economies of Shetland'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, in partnership with ZetTrans, Transport Scotland and Highlands & Islands Enterprise, commissioned the Shetland Inter-Island Transport Study (SIITS), 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 and ZetTrans 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 October 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.



# 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 Shetland Islands Council, Transport Scotland, 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.



# Bressay – RSM Findings

- The RSM findings for Bressay are as follows:

	Sailing Days	Sailings Per Day	Operating Day
Current Service	7 Days	20-22 connections per day Mon-Sat & 16 Sun	Approx. 16 hours, extended on Fri & Sat
Model Service	7 Days	20+ connections per day	More than 14 hours
<i>RSM Outcome</i>	<i>Acceptable</i>	<i>Acceptable</i>	<i>Acceptable</i>

- Bressay has 7 day connections year round.
- The current service delivers both the RSM-defined frequency (except on a Sunday) and length of operating day.



# Current Ferry Service



Current Vessel:  
*MV Leirna*

Vessel Age:  
*24 years*

Scheduled Replacement Date:  
*Medium term – 2020-2025*

Carrying Capacity:  
19 cars

Ship-Shore interface:  
*Linkspan*

*The vessel overnights at Bressay*

**Vessel Issues:** No major issues, although vessel ageing. The MV *Leirna* holds a Class IV certificate and can therefore only operate the Bressay – Lerwick route.

**Access for Disabled:** Vessel has reasonable disabled access - also short crossing so passengers can stay in their cars.

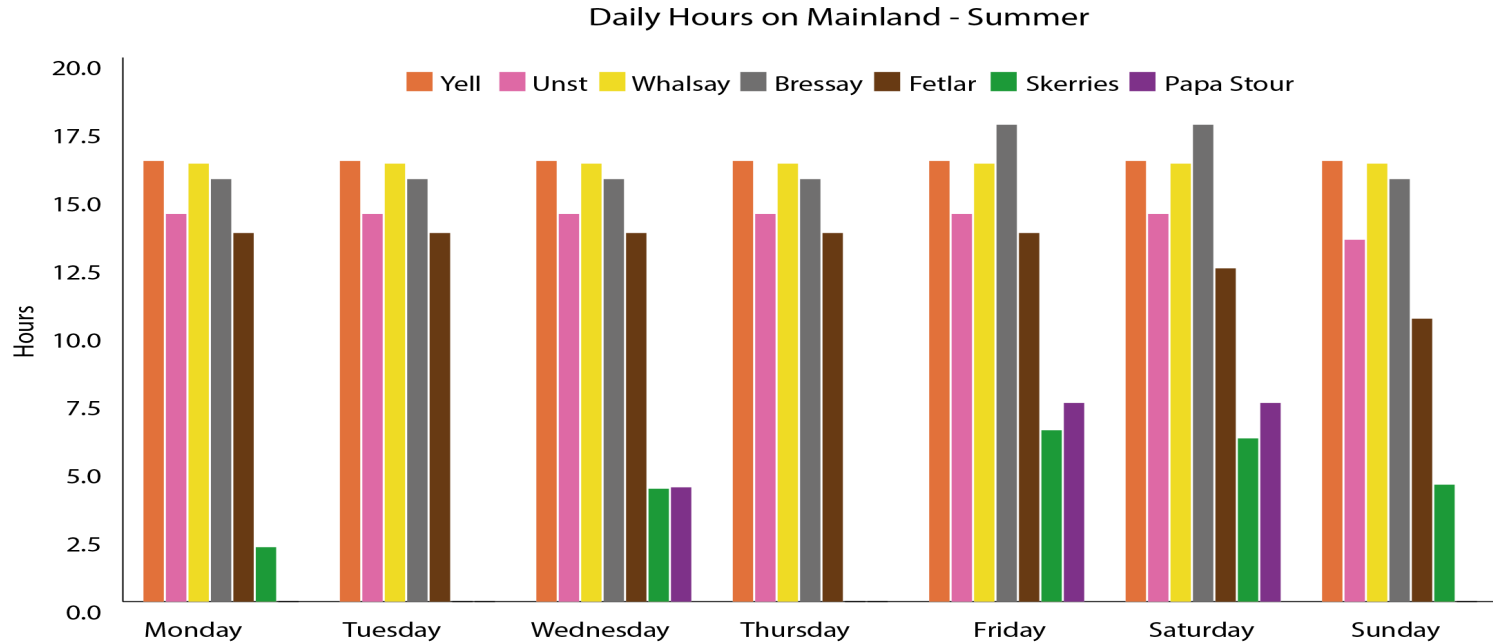
**Accommodation Issues:** Passenger accommodation on same level as car deck.



# Bressay - Current Service – departures by day of week



# Daily Time in Shetland Mainland – Ferry - Summer

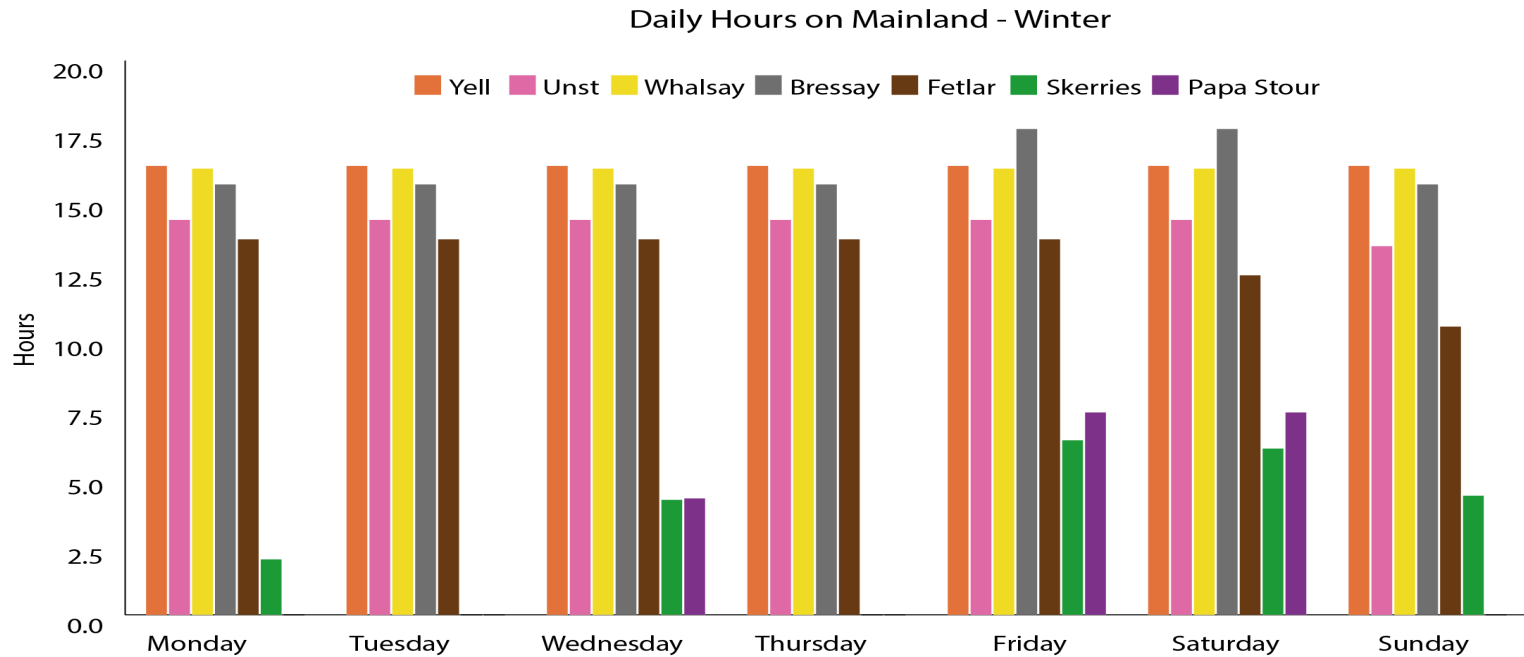


- Bressay residents generally have just under 16 hours on Shetland mainland Monday – Thursday & on Sundays – this is one of the highest levels of ferry service provision in Scotland.
- Just short of 18 hours on Shetland mainland is available on Fridays and Saturdays.





# Daily Time in Shetland Mainland – Ferry - Winter



- The hours available on Shetland mainland from Bressay are the same in winter as in summer.



# Problems, Objectives & Options



## Bressay Transport Problems

	Service Characteristics	Rating	Why is this a problem or not?
1	Overall journey time to Lerwick	✓	The journey time to Lerwick is the shortest on the network at 7 minutes.
2	First sailing / flight	✗	The first sailing from Bressay is 0700, seven days a week. The lack of an earlier sailing seriously reduces the employment opportunities of present and prospective island residents. <i>The community consultation noted that this should be a moderate negative – it was explained that the lack of an earlier sailing seriously reduces the employment opportunities of current and prospective island residents.</i>
3	Last sailing / flight	✓	The last sailing to Bressay is 2300 Sunday – Thursday, with two additional sailings on a Friday and Saturday. The last sailing to Bressay on these nights is 0100.
4	Time on mainland	✓	Bressay residents get around 16 hours per day on the mainland Sunday – Thursday and 18 hours on a Friday and Saturday
5	Time in Lerwick	✓	Bressay residents get around 16 hours per day in Lerwick Sunday – Thursday and 17 hours on a Friday and Saturday
6	Time on island	✓	Visitors get over 15 hours per day on the island Sunday – Thursday and over 17 hours on a Friday and Saturday.
7	Frequency / Sailings per Day / Timetable gaps	✗	Bressay residents have a dependency on the AM and PM peak ferries to / from Lerwick to access employment and education. However, the peak frequency of the Bressay - Lerwick ferry is relatively low and detailed analysis of operator carryings data suggests that some capacity issues do emerge around the 0830 departure from Bressay and, less frequently, the 1715 from Lerwick. This can lead to people being late for work / school. <i>The community consultation response noted that since this table has been compiled, an additional return sailing at 0810 / 0820 has been introduced and has addressed the morning capacity issues. The Council explained that this has been offered on an informal temporary basis but has not yet been included within the timetable.</i>
8	Capacity	✗✗	Linked to point 7 above, car deck capacity on the AM peak departures from Bressay and PM peak departures from Lerwick max out, meaning some vehicles cannot get onto the ferry. This can lead to late arrival into work and education or missed interchange with an onward connection. In terms of the evidence to support this problem, carryings data show that the 0830 departure from Bressay frequently has a vehicle deck utilisation in-excess of 80% (above which a sailing is defined as high utilisation), particularly in the summer months. Some seventy-four 0830 departures sailed over the 80% threshold in summer 2013/14, suggesting capacity on this service, which is key to accessing employment and education, is a problem. This service is less highly utilised in the winter, with >80% sailings typically on a Monday and Tuesday. The 1715 service from Lerwick is relatively highly utilised during the winter (31 sailings >80% utilised). <i>The community consultation response noted that since this table has been compiled, an additional return sailing at 0810 / 0820 has been introduced and has addressed the morning capacity issues. The Council explained that this has been offered on an informal basis but has not yet been included within the timetable.</i>
9	Reliability (weather / mechanical)	✓	The Bressay – Lerwick crossing is relatively sheltered and is very reliable overall.
10	Comfort	✓	Facilities are appropriate for the length of crossing.
11	Physical access	✓	The MV <i>Leirna</i> is an older vessel and has some disabled access issues, which could present an issue for the ageing population of the island. However, she is better than most of the older ships with passenger accommodation on the car deck level.
12	Integration with PT (local bus)	✓	Lerwick town centre is accessible on foot from the ferry terminal. The Viking Bus Station is also a short walk away.
13	Integration with PT (strategic)	✗	Bressay is generally well connected with onward transport connections. It is located close to the Holmsgarth ferry terminal, whilst connectivity to Sumburgh is also reasonable. However, Bressay residents cannot catch the first morning flights to Edinburgh, Inverness, Aberdeen or Kirkwall, although the first flight to Glasgow and the second flight to Aberdeen are accessible. The inability to catch the first morning flights to various locations means that Bressay residents cannot carry out a day return visit for meetings, appointments etc, adding to the cost of any given trip. <i>The community consultation response noted that ferry arrival and bus departures times are not well integrated.</i>
14	Crossing / flight times	✓	The ferry travels from Bressay to the heart of Lerwick in seven minutes.
15	Onboard facilities	✓	Facilities are appropriate for the length of crossing.
16	Weekday / weekend service variation	✓	Bressay has a seven day service. Bressay has an enhanced service on Friday and Saturday evenings.
17	Landside infrastructure issues	✓	There are no major landside transport infrastructure issues.
18	Landside human resources	✗	There are not currently any landside human resource issues, although the ferry is crewed with island-based staff, which could give rise to future crewing availability issues. <i>The community explained that succession planning is a future concern given the ageing ferry staff, the lack of trained island residents and the housing shortage for potential incoming replacement staff.</i>

# Study Objectives

In the light of the problems identified across the Shetland 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(s) and Shetland mainland.
- **Transport Planning Objective 2a:** Where an island has a 'commutable' combined ferry or air & drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably facilitate commuting.
- **Transport Planning Objective 2b:** Where an island does not have a 'commutable' combined ferry or air & drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably permit a half day (e.g. 4 hours) in Lerwick, 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 Shetland mainland.



# Bressay – Capital Options

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

- Option CO1 (Do Minimum): Replace the MV *Leirna* on a like-for-like basis
  - Vessel would carry approximately 20 cars
- Option CO2: Replace the MV *Leirna* with one larger vessel
  - Vessel would carry approximately 28 cars
- Option CO3: Replace the MV *Leirna* with two vessels & develop a new overnight berth in Lerwick
  - Vessels would carry approximately 20 cars
- Option CO4: Supplement Options CO1 or CO2 with a passenger only vessel
- Option CO5: Construct a fixed link between Bressay & Shetland mainland
  
- A chain ferry has been ruled out for a number of reasons, including the categorisation of the waters in Lerwick Harbour, affordability, the need for ferry-related contingency options and its minimal contribution to the objectives and STAG criteria compared with conventional ferry options.



# Bressay – 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 Bressay:

- Option RO1: Offer an 0600 departure from Bressay Monday – Friday which allows connection with the first flights from Sumburgh
- Option RO2: Offer additional peak hour sailings (in effect formalising the sailings currently being operated but not in the timetable)

*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 – Replace MV <i>Leirna</i> on a like-for-like basis	✓	Delivers current level of service – detailed demand & cost analysis required in next stage
Option CO2: Replace the MV <i>Leirna</i> with one larger vessel	✓	Alleviates peak capacity issues - detailed demand & cost analysis required in next stage
Option CO3: Replace the MV <i>Leirna</i> with two vessels & develop a new overnight berth in Lerwick	✗	Capacity issues only experienced at peak times and current service could be operated more frequently. Two vessel solution disproportionate.
Option CO4: Supplement Options CO1 or CO2 with a passenger only vessel	✓	Low cost option to substantially increase connections between Bressay and Lerwick – community feedback required.
Option CO5: Construct a fixed link between Bressay & Shetland mainland	✓	The research undertaken as part of this study, including the pricing of the tunnel option by a Norwegian & UK contractor, suggests that a fixed link could be competitive when compared with ongoing ferry replacement cycles.
Option RO1: Offer an 0600 departure from Bressay which allows connection with the first flights from Sumburgh	✓	Low cost option and of potential value to islanders – community feedback required
Option RO2: Offer additional peak hour sailings (in effect formalising the sailings currently being operated but not in the timetable)	✓	Low cost option and already being undertaken on non-timetabled basis. The formalisation of this arrangement merits further consideration



# 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/Bluemull-Bressay-Whalsay-Yell-Aug2016>

