

Outer Hebrides STAG Appraisal

Sound of Barra (Ardmhor –
Eriskay) Exhibition Boards

What is the study about?

- A transport appraisal of the long-term options for the ferry routes to, from and within the Outer Hebrides, including the Sounds, was a commitment made in the Vessel Replacement & Deployment Plan (VRDP) annual report for 2015
- Peter Brett Associates LLP has been commissioned by Transport Scotland to carry out this appraisal. The study is being informed and guided by a Reference Group, which is being led by Transport Scotland and includes Comhairle nan Eilean Siar, HITRANS, CMAL and CalMac Ferries Ltd
- The appraisal will identify and appraise options for the long-term (i.e. for the next 30 years)

Scottish Transport Appraisal Guidance (STAG)

- The appraisal is being undertaken using a Transport Scotland process referred to as 'STAG', the approved guidance for the appraisal of potential transport projects
- The principle of STAG is that it is **objective-led rather than solution-led**, ensuring that the option(s) ultimately taken forward address the identified transport problems and are the most appropriate when judged against a range of criteria



- The study is currently at the **Initial Appraisal** stage, which will consider problems & opportunities with the current and potential future service

How and when are we engaging with communities?

- **Stage:** Initial Appraisal
- **Purpose:** To collect views on current and future problems and opportunities associated with the current service(s)
- **What engagement will take place?**
 - Public Exhibitions and comments form (May 2018)
 - Resident household survey (May – July 2018)
 - On-ferry surveys on all routes (July – August 2018)
 - Stakeholder consultation (April – June 2018)

- **Stage:** Preliminary Appraisal
- **Purpose:** To seek initial community and stakeholder feedback on the identified problems & issues and the emerging options
- **What engagement will take place?**
 - High level web-based presentation of material together with online questionnaire (paper copies can be provided for those without internet access) – autumn 2018

- **Stage:** Detailed Appraisal
- **Purpose:** To seek further community and stakeholder feedback on the emerging findings from the appraisal
- **What engagement will take place?**
 - Public Exhibitions and exit questionnaire (early 2019)
 - Stakeholder consultation (early 2019)

Ardmhor - Eriskay Vessels & Ports

Primary Vessel

MV Loch Alainn

Key Characteristics

- **Entered service:** 1997
- **Capacity:**
 - Approx. 24 cars
 - Can be varied between 50-150 passengers
- **Speed:** 10.8kts
- **Overnight berth:** Ardveinish
- **Refit Cover:** *MV Loch Bhrusda*, although five other *Loch Class* vessels are certified to operate this route
- **Other Points of Note:**
 - None



Slipways and Route Characteristics

- There are no particular issues with the slipways on this route
- There is an emerging issue around the future vessel specification for the route. Any future tonnage must be built to a higher certification (defined as Euro B)
- CMAL is currently working on a potential specification for a Euro B vessel capable of serving the Sound of Barra

Ardmhor – Eriskay Connectivity

Timetable – Key Points

- Summer Timetable

- The Ardmhor – Eriskay summer timetable operates on a broadly clockface basis. There is consistency in the number of crossings per day and the departure / arrival times
- Connecting local bus services are available at both sides of the crossing
- As the vessel is operated by a single shore-based crew, there is a maximum number of hours which can be operated in any one day.

- Winter Timetable

- The winter timetable is broadly similar to the summer equivalent, although the number of return crossings on a Sunday reduces from five to two
- Connecting local bus services are available at both sides of the crossing

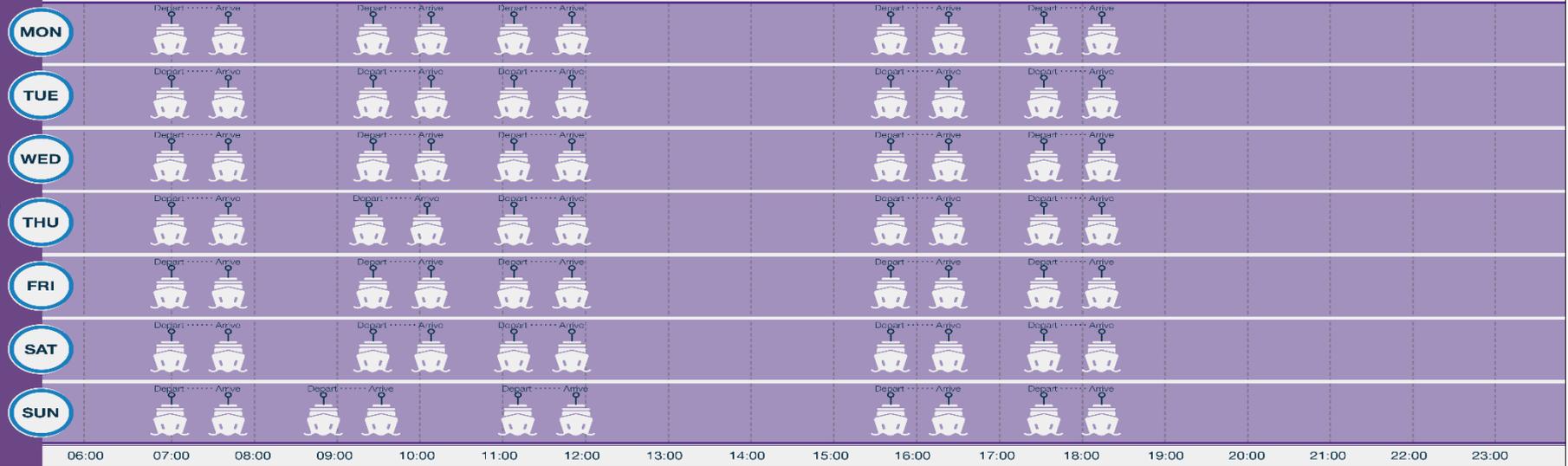


Ardmhor Eriskay

Ferry Departures From Ardmhor Summer

30th March 2018 to 21st October 2018

Ardmhor Departures

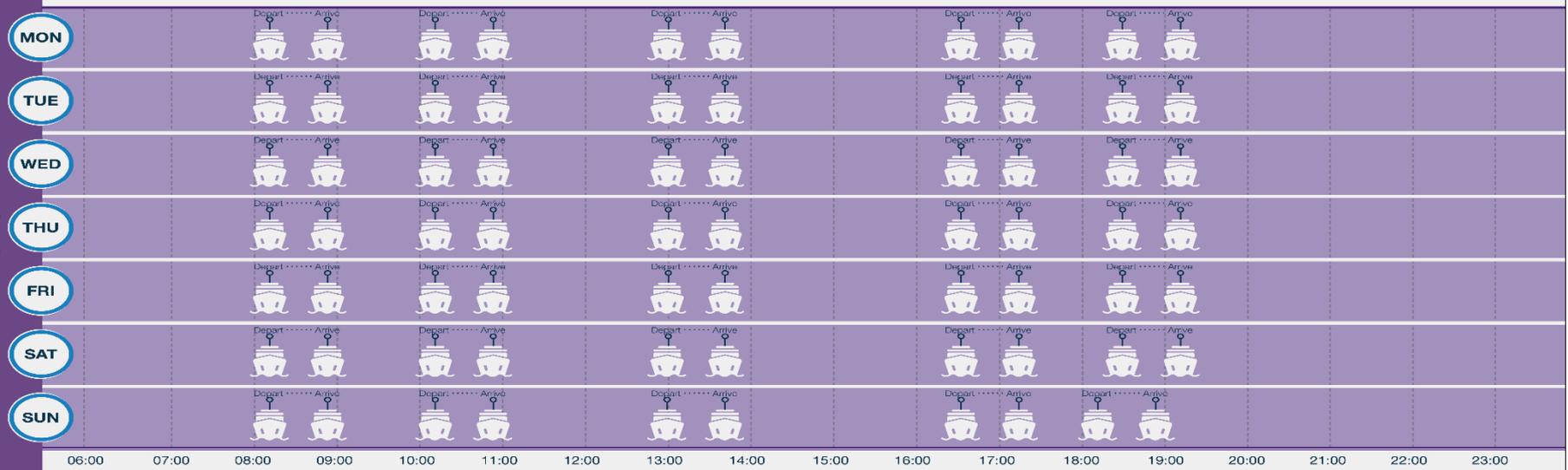


Eriskay Ardmhor

Ferry Departures From Eriskay Summer

30th March 2018 to 21st October 2018

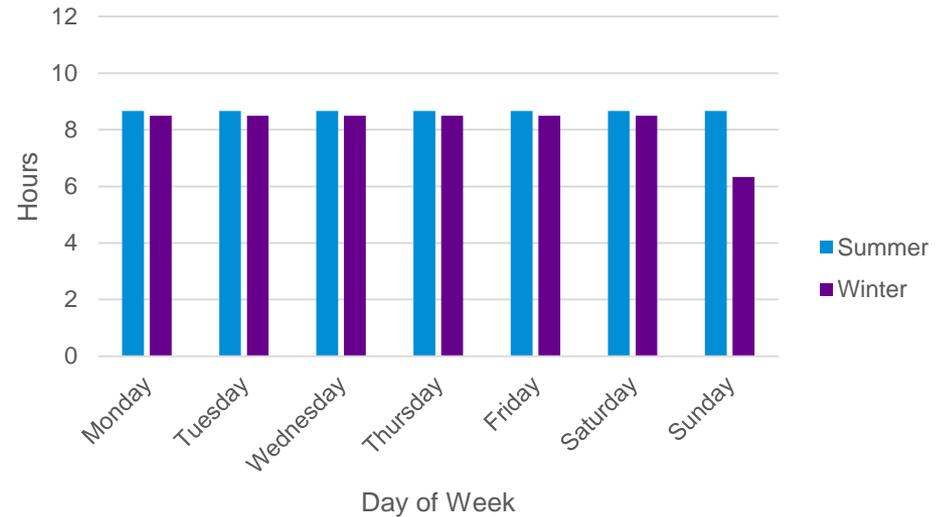
Eriskay Departures



Time on Barra / Eriskay & South Uist

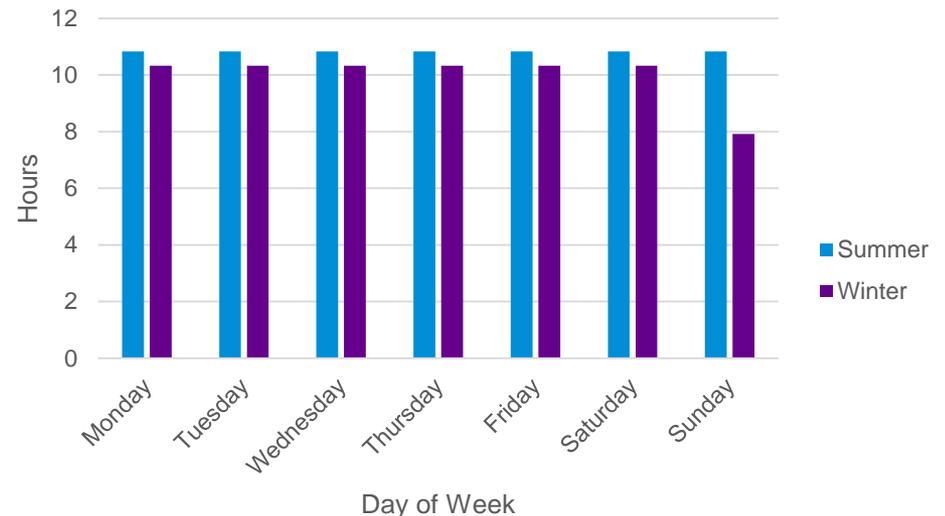
Time on Barra

- A day return trip can be made to Barra in both summer and winter, with broadly equivalent time on island across the week in both seasons (Sundays excepted)



Time on Eriskay & South Uist

- A day return trip can be made to Eriskay in both summer and winter, with broadly equivalent time on island across the week in both seasons (Sundays excepted)
- Hours ashore on Eriskay & South Uist exceed those on Barra on all days because the service commences and finishes in Barra.

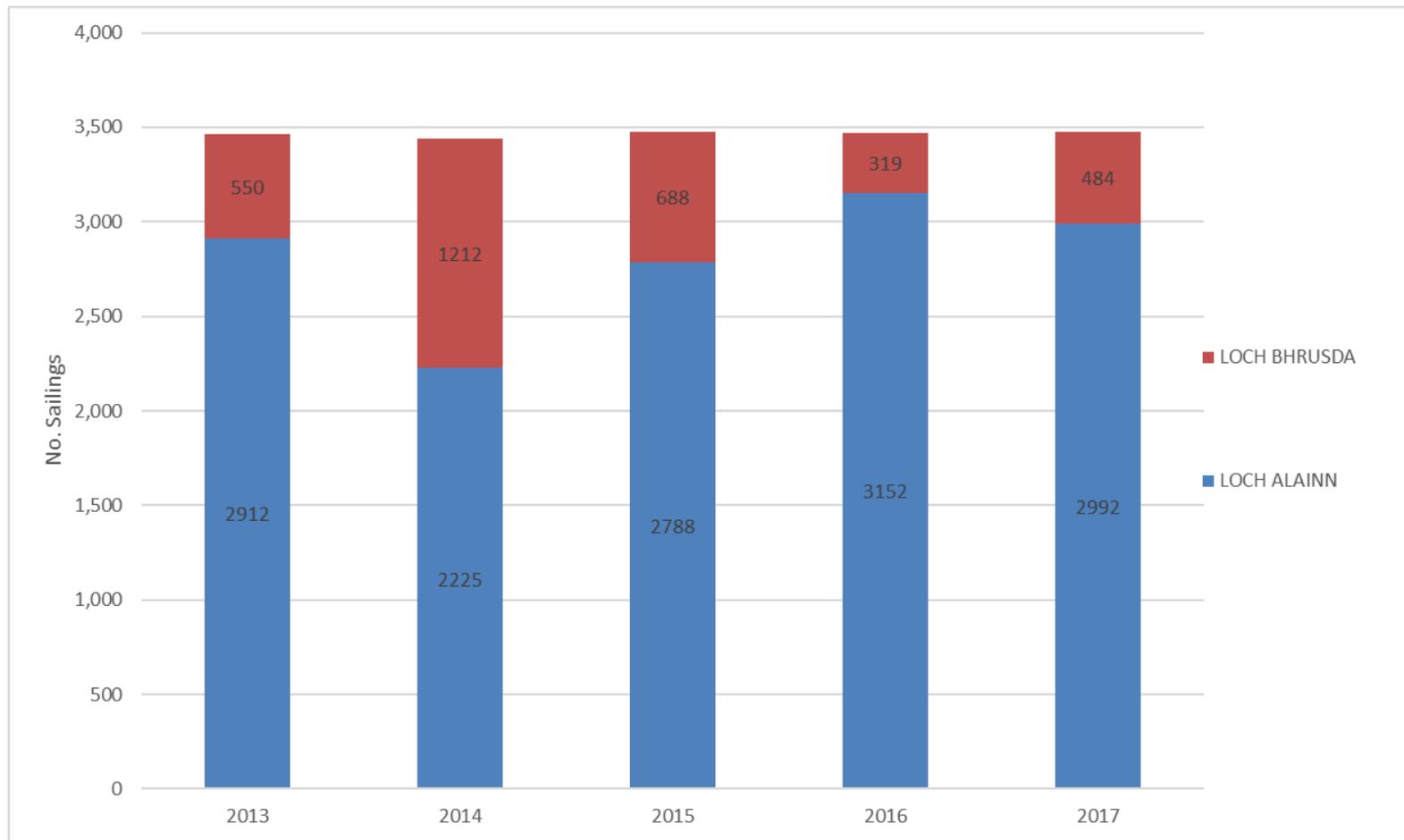


Ardmhor – Eriskay Punctuality & Reliability

Punctuality & Reliability

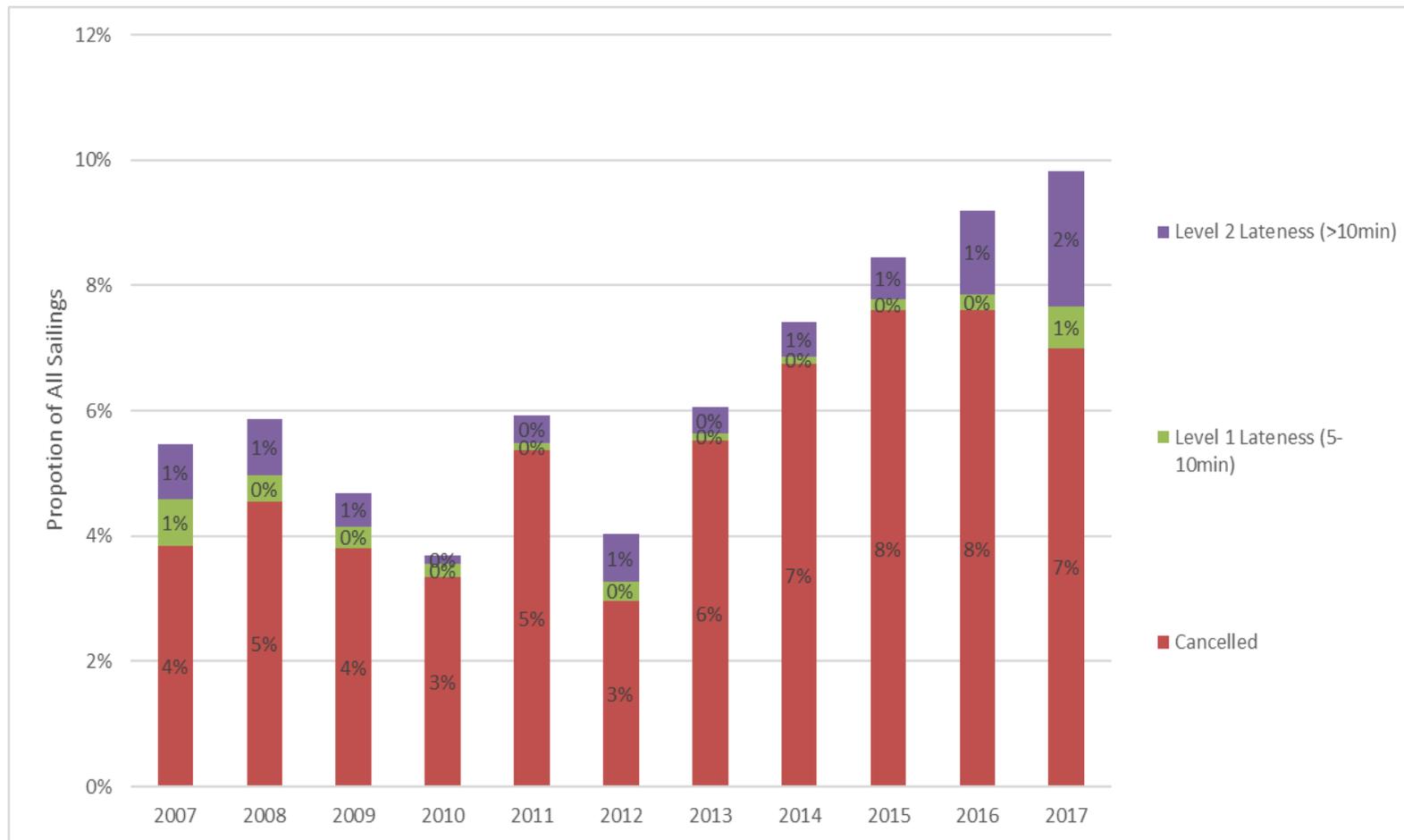
- Punctuality & Reliability are often cited as one of the most important characteristics of any public transport service, something which is particularly true of ferry services.
- CalMac has kindly provided performance data for **every sailing** undertaken on the Ardmhor – Eriskay route between 1st January 2007 and 31st December 2017 – the following boards therefore allow us to tell **the punctuality & reliability story of the route**

How many sailings are made by each vessel each year?



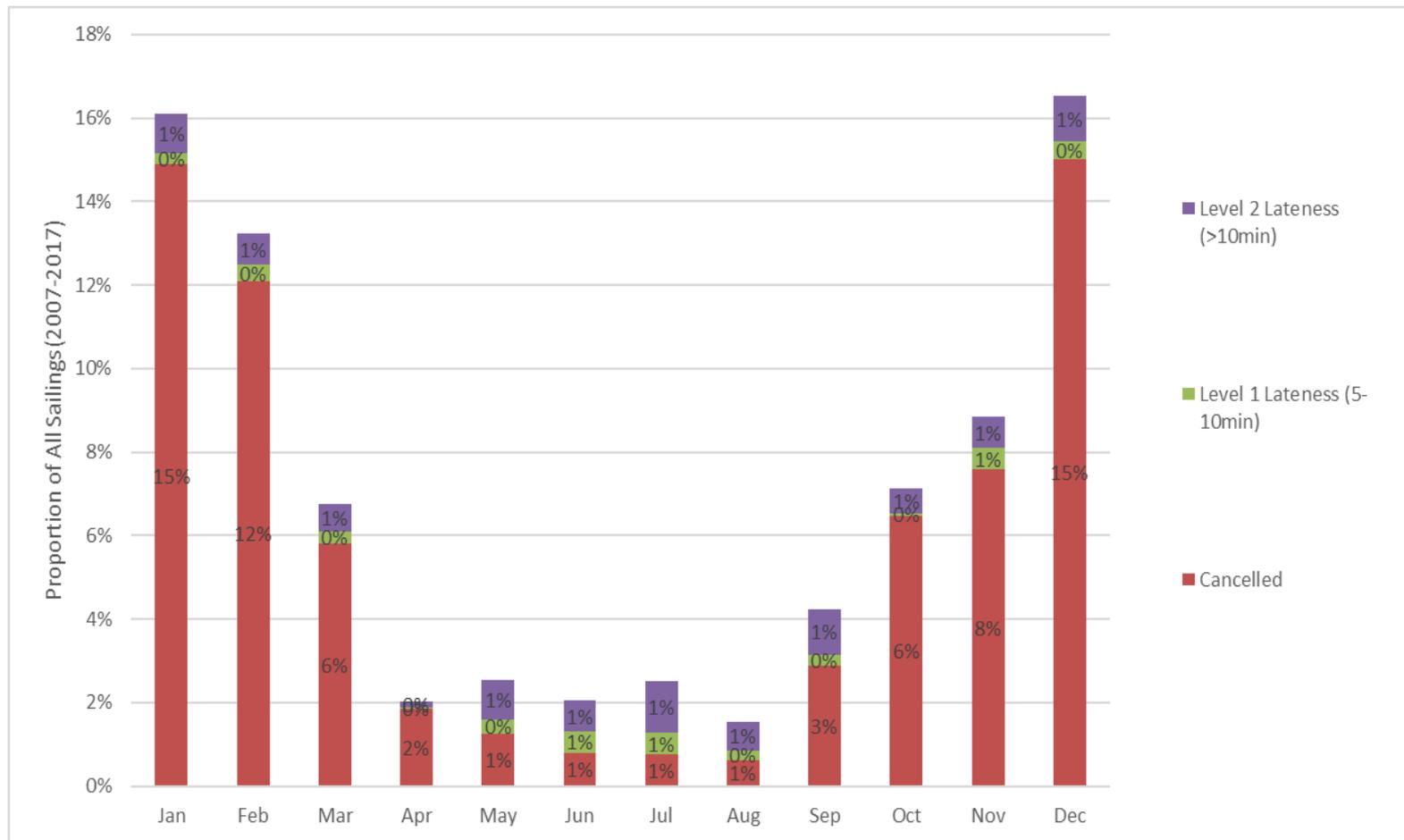
- The MV *Loch Alainn* operates the vast majority of sailings on the route
- MV *Loch Bhrusda*, formerly the main vessel on the route, has provided cover on the route when MV *Loch Alainn* has not been available

How has punctuality & reliability changed over time?



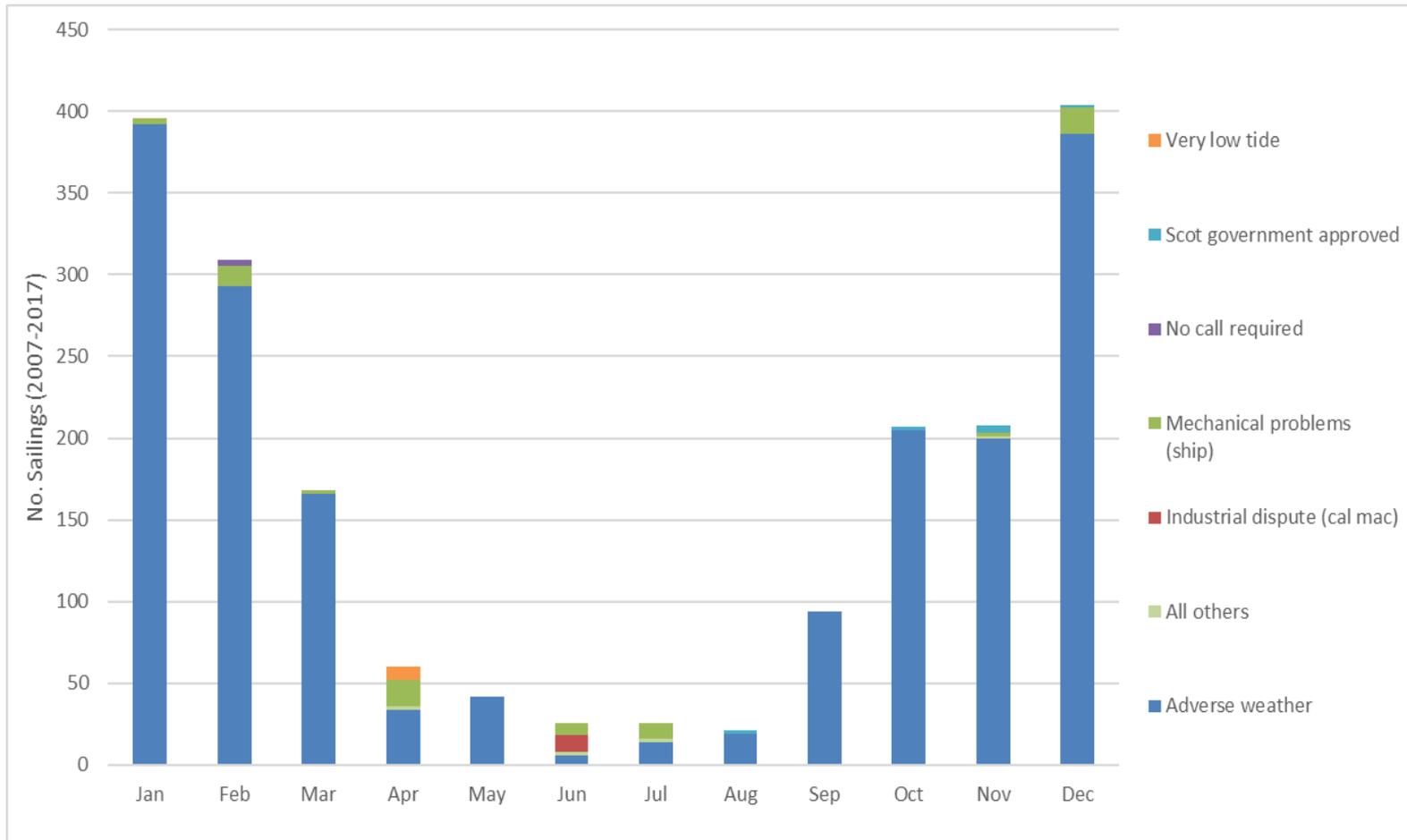
- The number of cancelled sailings increased every year between 2012 and 2015 & 2016. There was a slight reduction in 2017
- The punctuality record of the service is broadly consistent across the years

How does reliability & punctuality vary across the year?



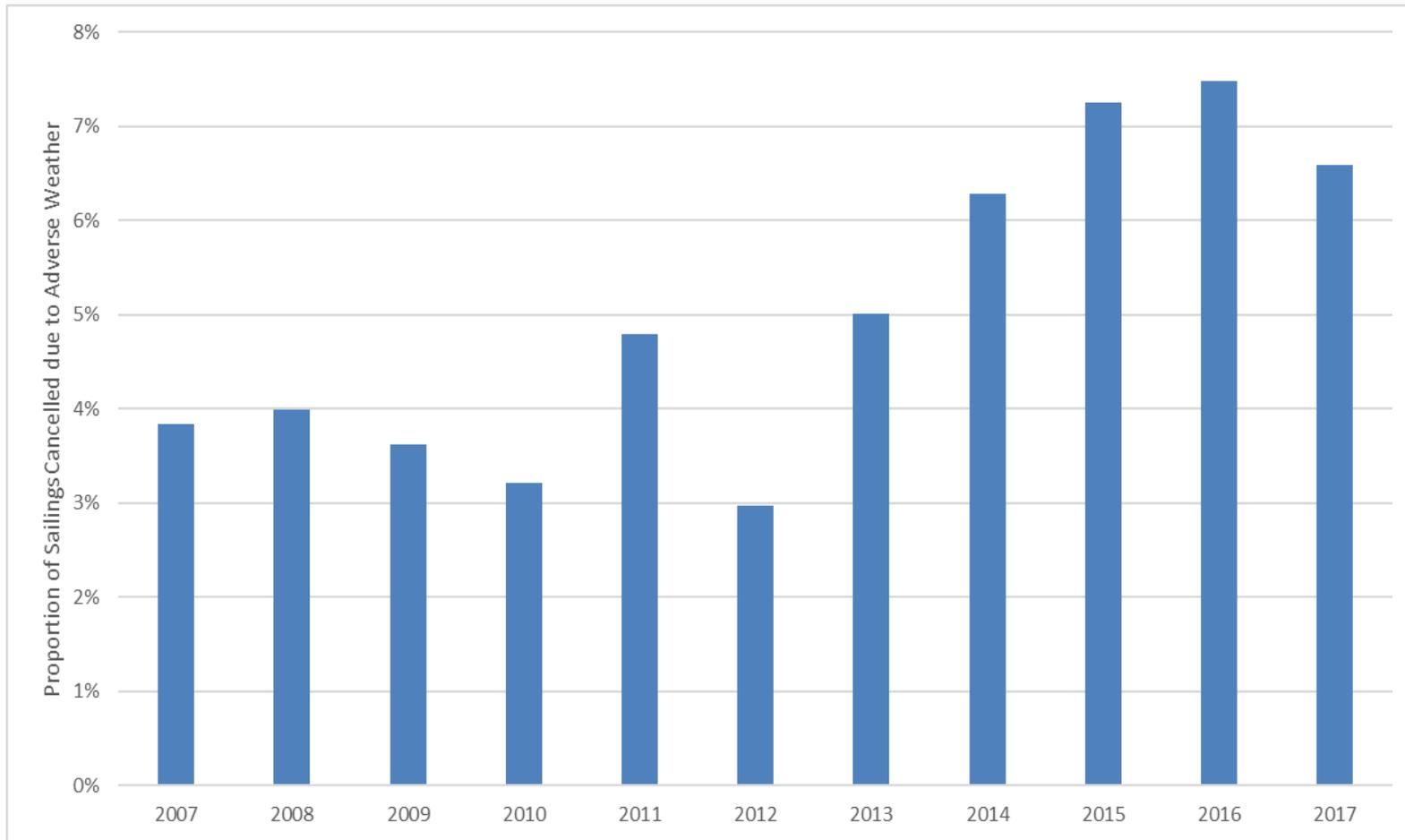
- The largest number of cancellations are in the winter months, which is common across the network
- Cancellations in the summer timetable period are infrequent, particularly given the number of sailings operated

Why are sailings cancelled?



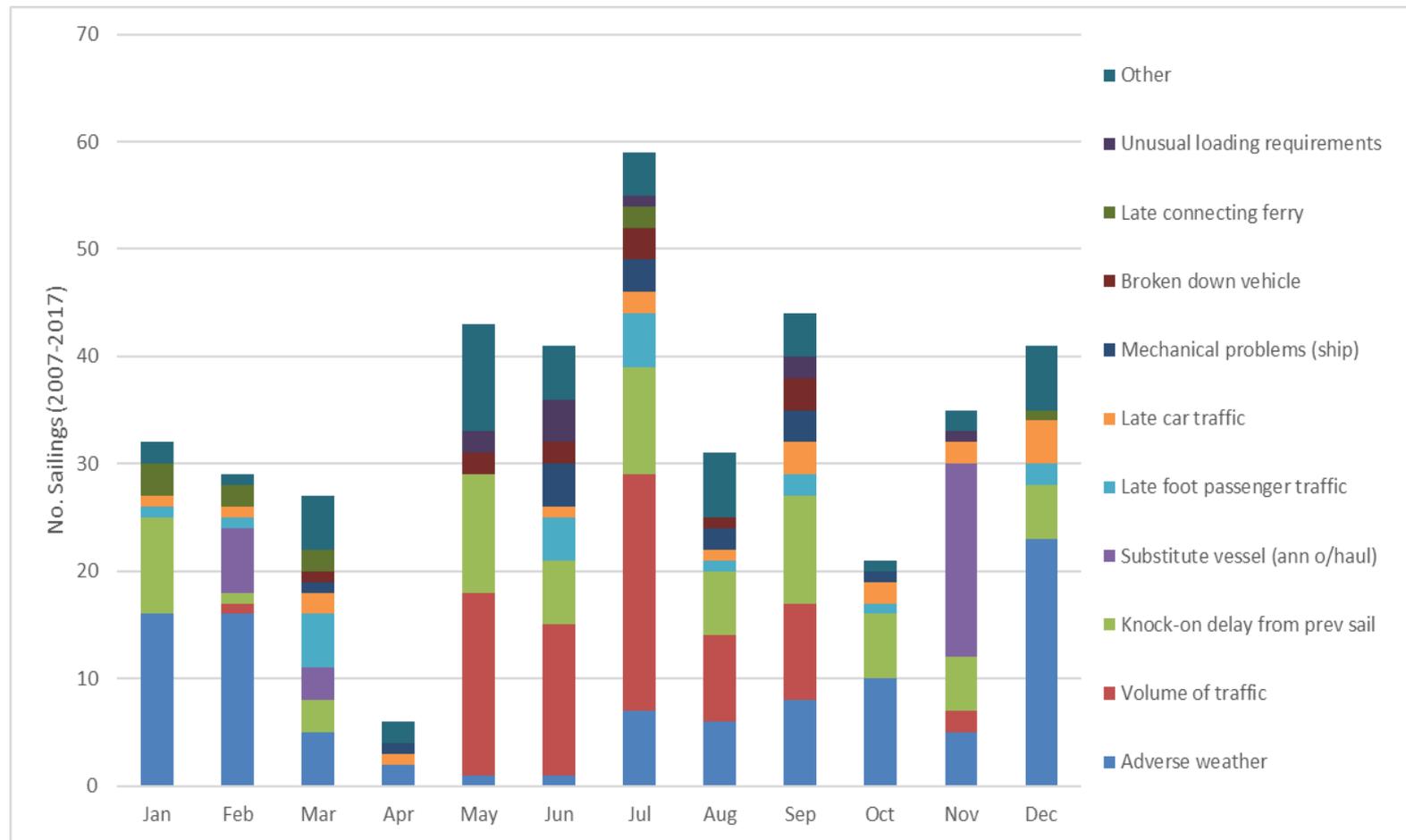
- Adverse weather has been the reason for the vast majority of cancellations over the past ten years

Is the weather getting worse?



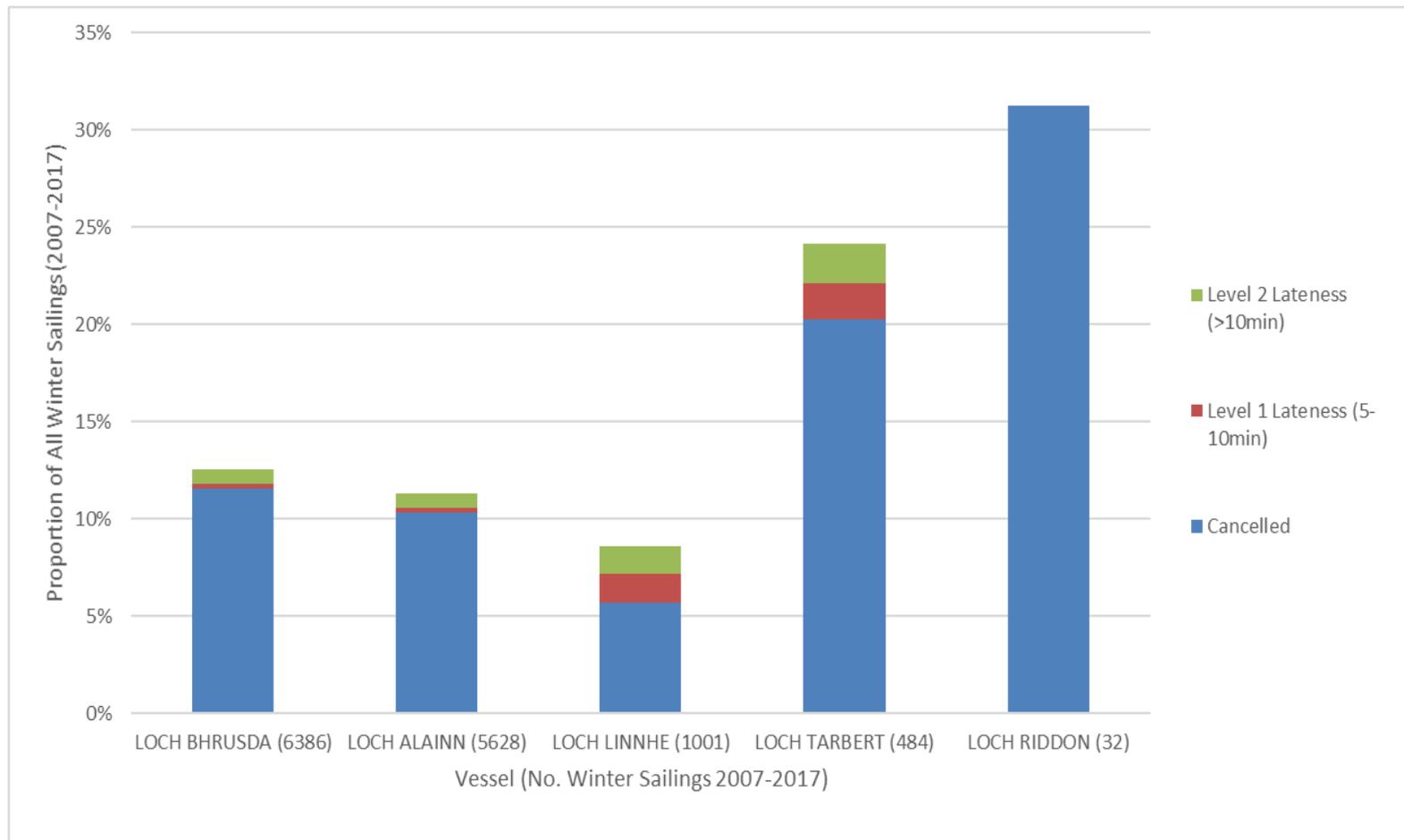
- Weather related reliability worsened between 2011-2016 (with the exception of 2012).
- 2015 and 2016 in particular show as 'bad weather' years, a common issue across the Outer Hebrides

Why are sailings delayed?



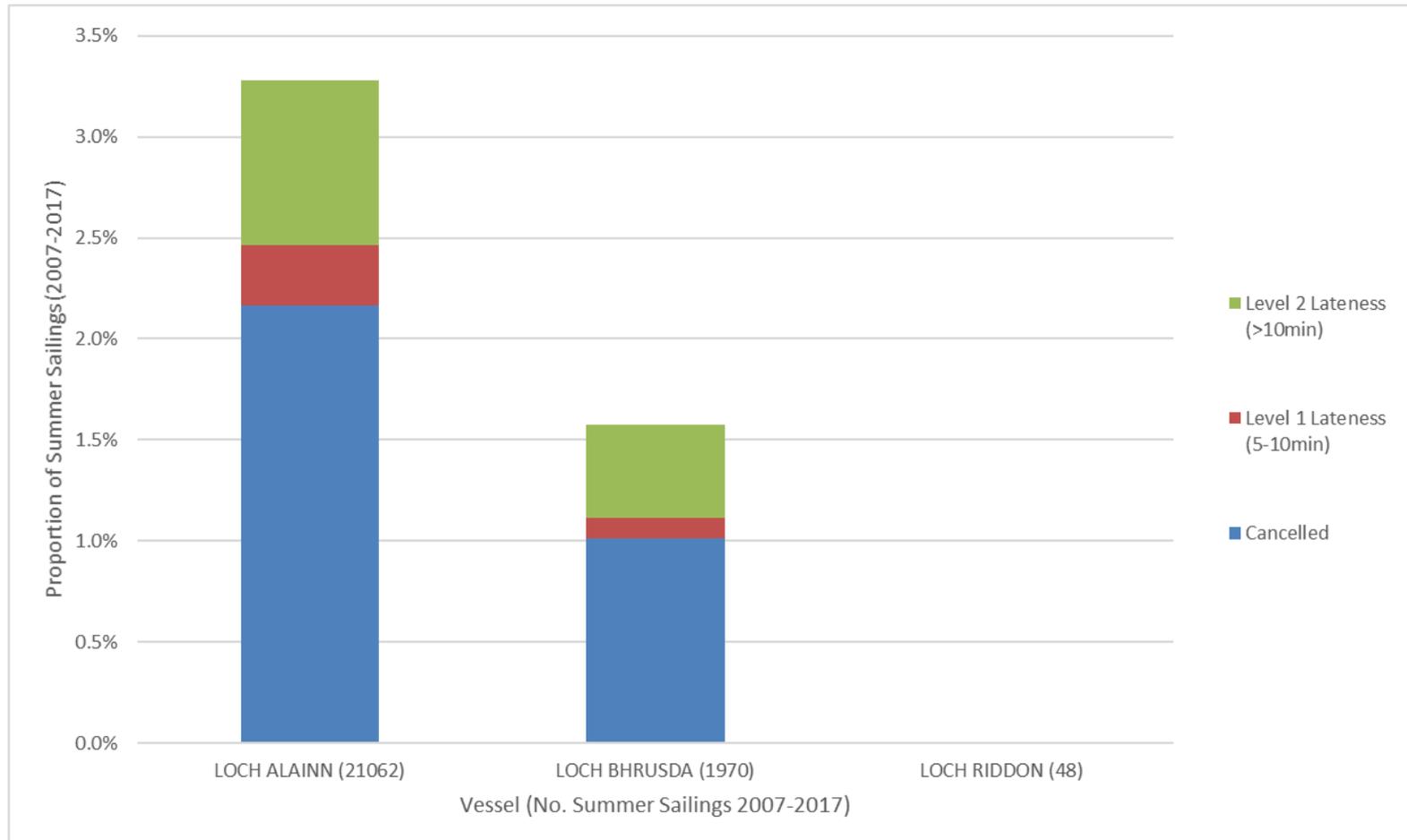
- The majority of delays in the winter months are due to adverse weather
- Volume of traffic and knock-on delays from previous sailings are the main causes of delay in summer, which suggests that certain sailings are experiencing capacity issues in these months
- The deployment of the *MV Loch Bhrusda* for refit cover (e.g. February & November) is also a potential cause of delay because she is slower than *MV Loch Alainn*

Does the vessel used affect **winter** reliability & punctuality?



- MV *Loch Alainn* and MV *Loch Bhrusda* have established broadly comparable winter reliability records
- MV *Loch Tarbert* has a much poorer winter reliability record

Does the vessel used affect **summer** reliability & punctuality?



- The summer reliability & punctuality of the main and refit vessels are broadly similar, although MV *Loch Alainn* has completed a far larger number of sailings

Punctuality & Reliability

Summary

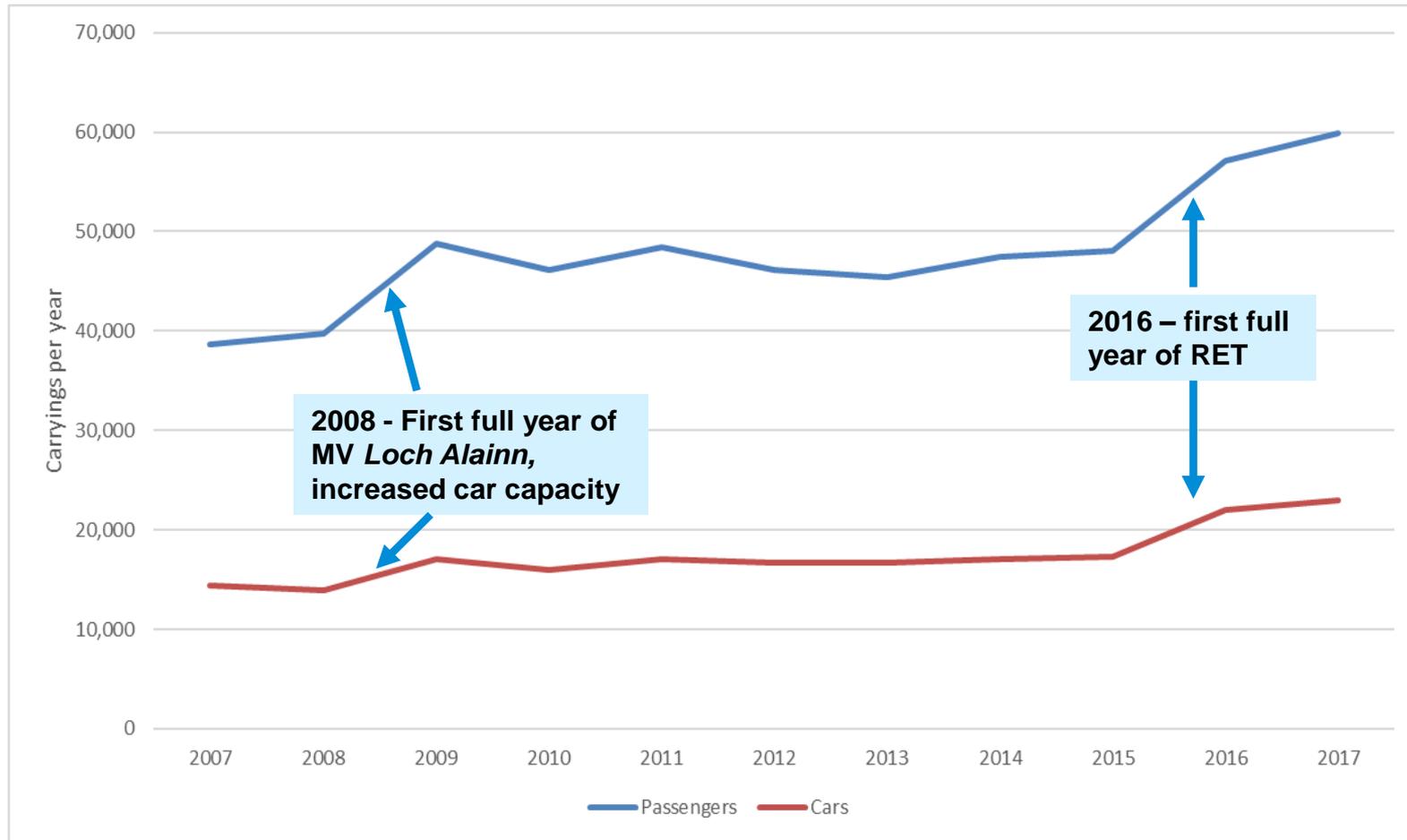
- The Ardmhor – Eriskay route has established a strong track record in terms of its punctuality and reliability. Adverse weather is the main cause of cancellations
- Volume of traffic and knock-on delays from previous sailings are the main causes of delay in the summer months, which suggests that certain sailings are experiencing capacity issues in these months
- The deployment of the MV *Loch Bhrusda* for refit cover may be a cause of delay because she is slower than MV Loch Alainn

Ardmhor – Eriskay Carryings & Available Capacity

Carryings & Available Capacity

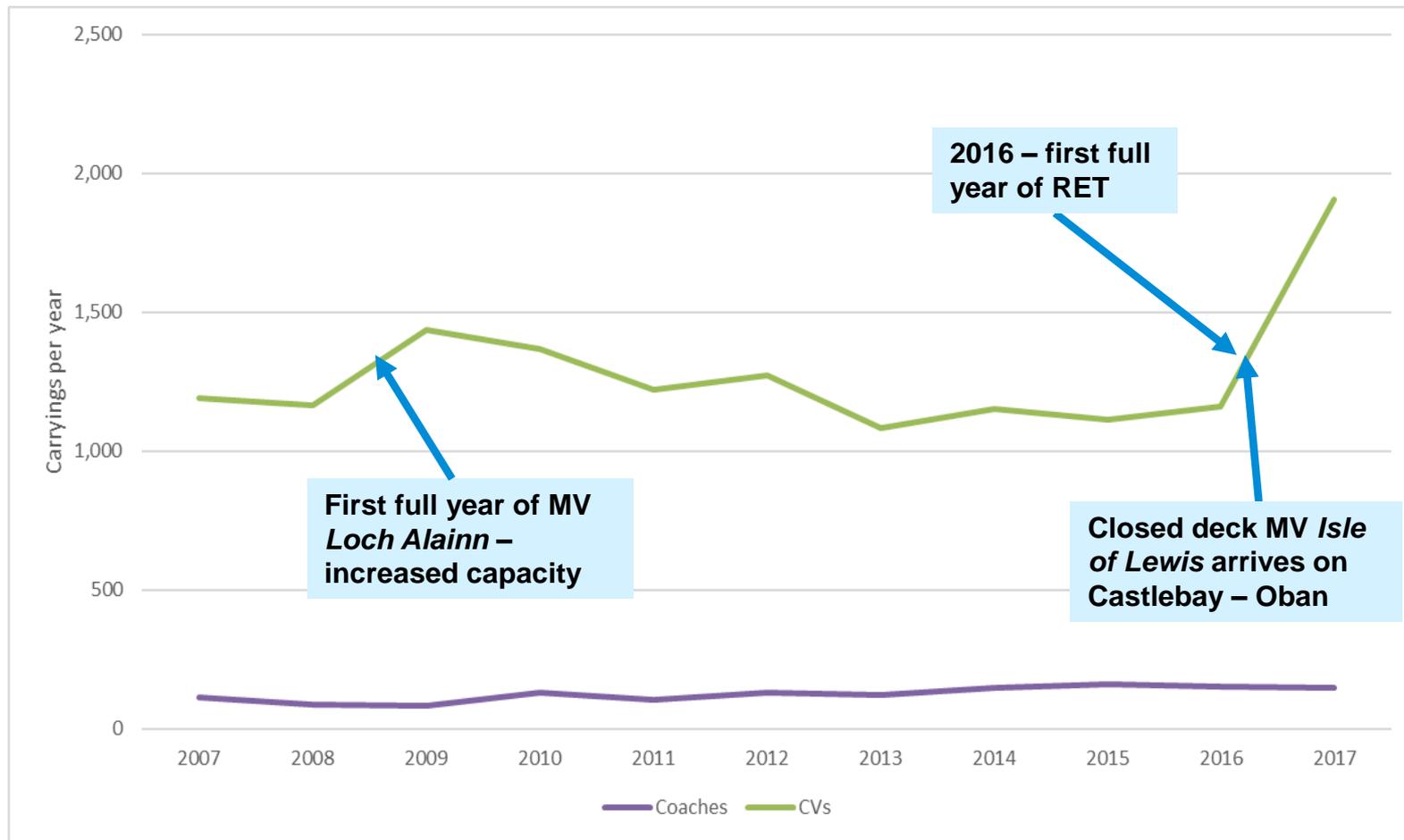
- The availability of capacity on the ferry on the days and at the times people wish to travel is of critical importance to the islands
 - This is particularly the case in terms of vehicle deck availability (the capacity to carry passengers is not generally an issue)
- CalMac has kindly provided sailing-by-sailing carryings data for **every sailing** undertaken on the Ardmhor – Eriskay route between 1st January 2007 and 31st December 2017 – the following boards therefore allow us to tell **the carryings & available capacity story of the route**

How have **passenger & vehicle** carryings changed over time?



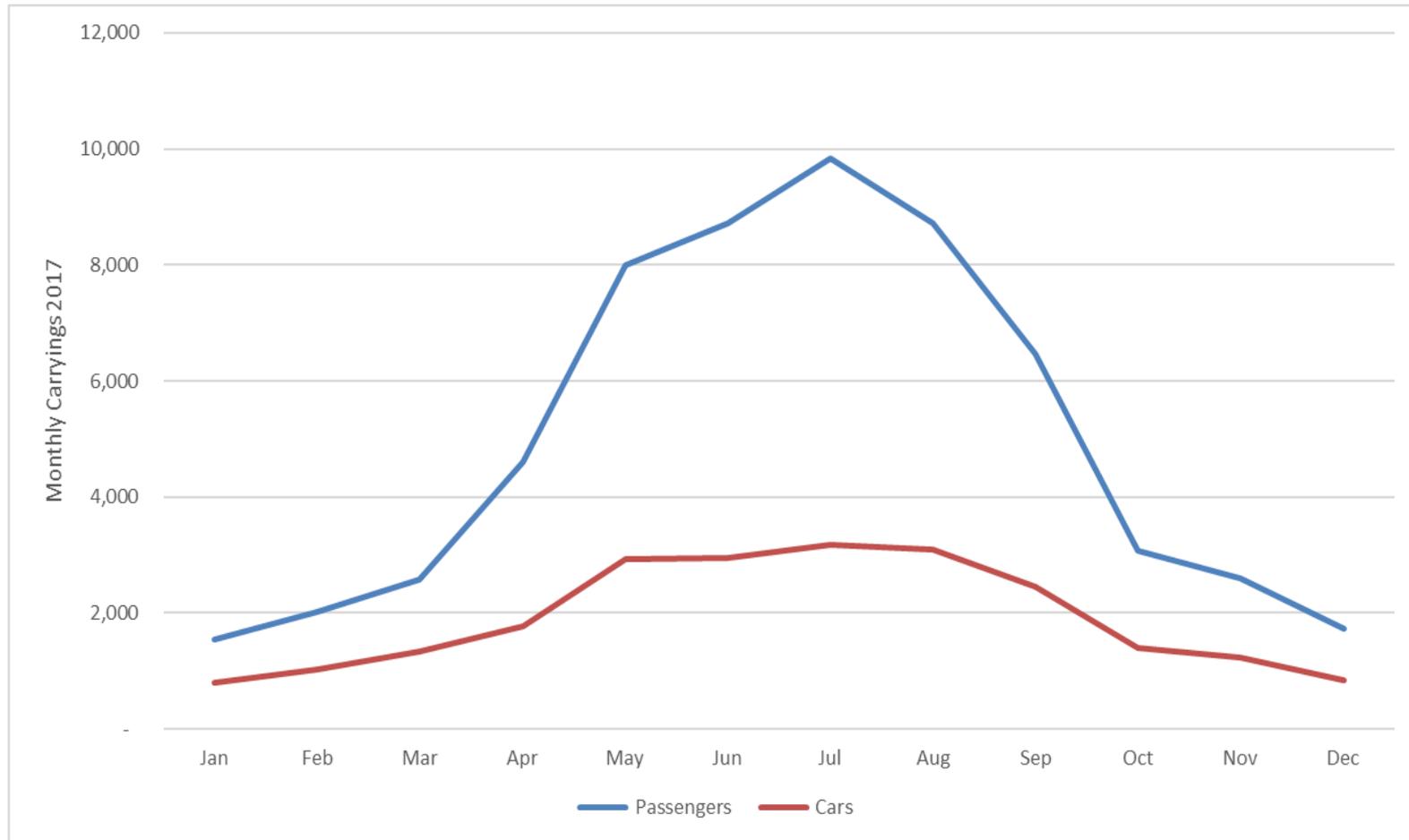
- Introduction of 24-car MV *Loch Alainn* addresses capacity constraints associated with 18-car MV *Loch Bhrusda*
- Step change in carryings when RET was introduced in October 2015. The percentage growth in cars (27%) exceeded that of passengers (19%) – this is largely due to previous foot passengers now taking a car

How have **coach & commercial vehicle** carryings changed over time?



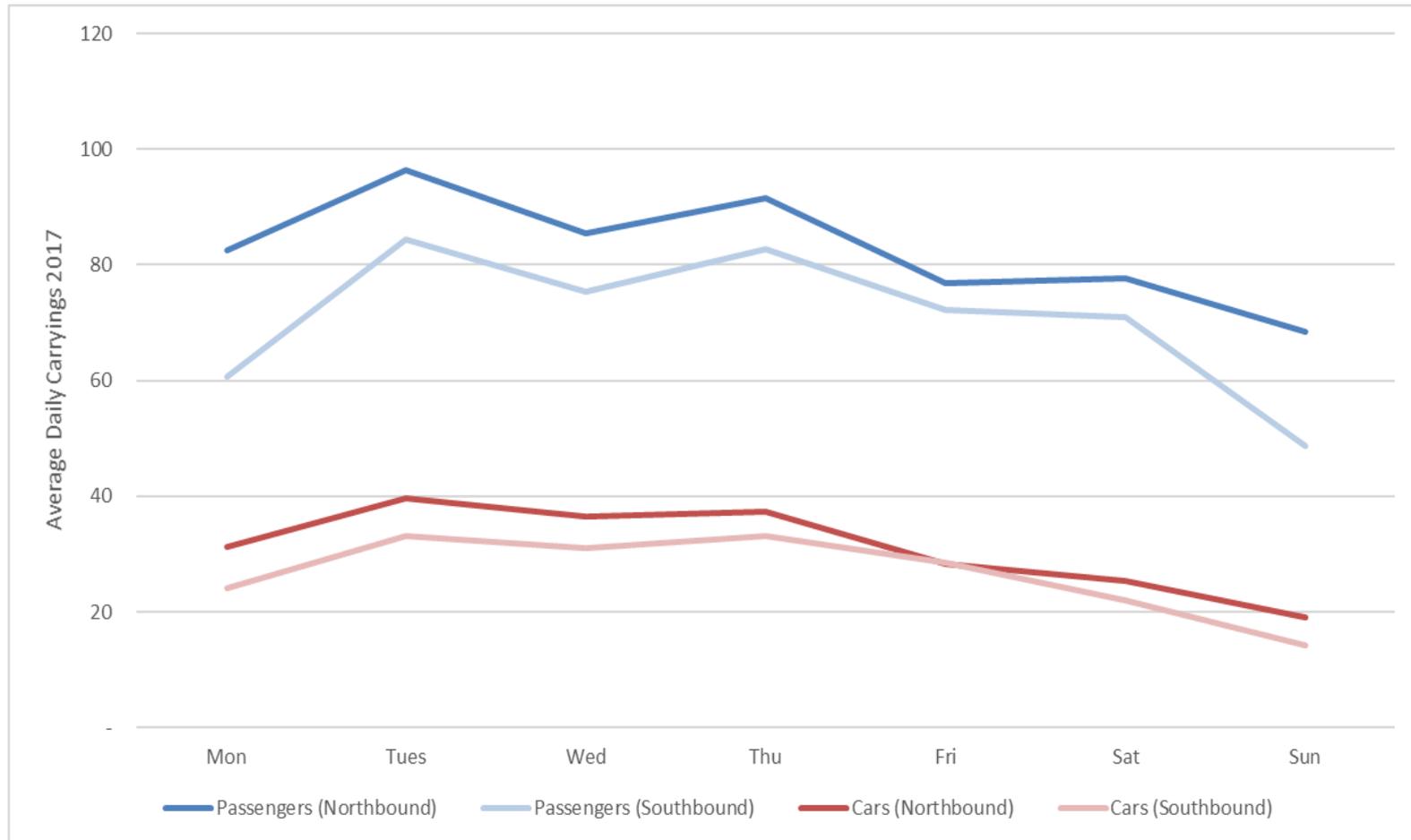
- Introduction of 24-car MV *Loch Alainn* addresses capacity constraints with 18-car MV *Loch Bhrusda*
- The MV *Isle of Lewis* took up the Castlebay – Oban route for the summer 2016 timetable. As she is closed deck, she cannot carry certain categories of dangerous goods when in passenger operation. The increase in CV carryings on Ardmhor – Eriskay suggests that these CVs may be routing across the Sound of Barra

How do passenger & car carryings vary across the year?



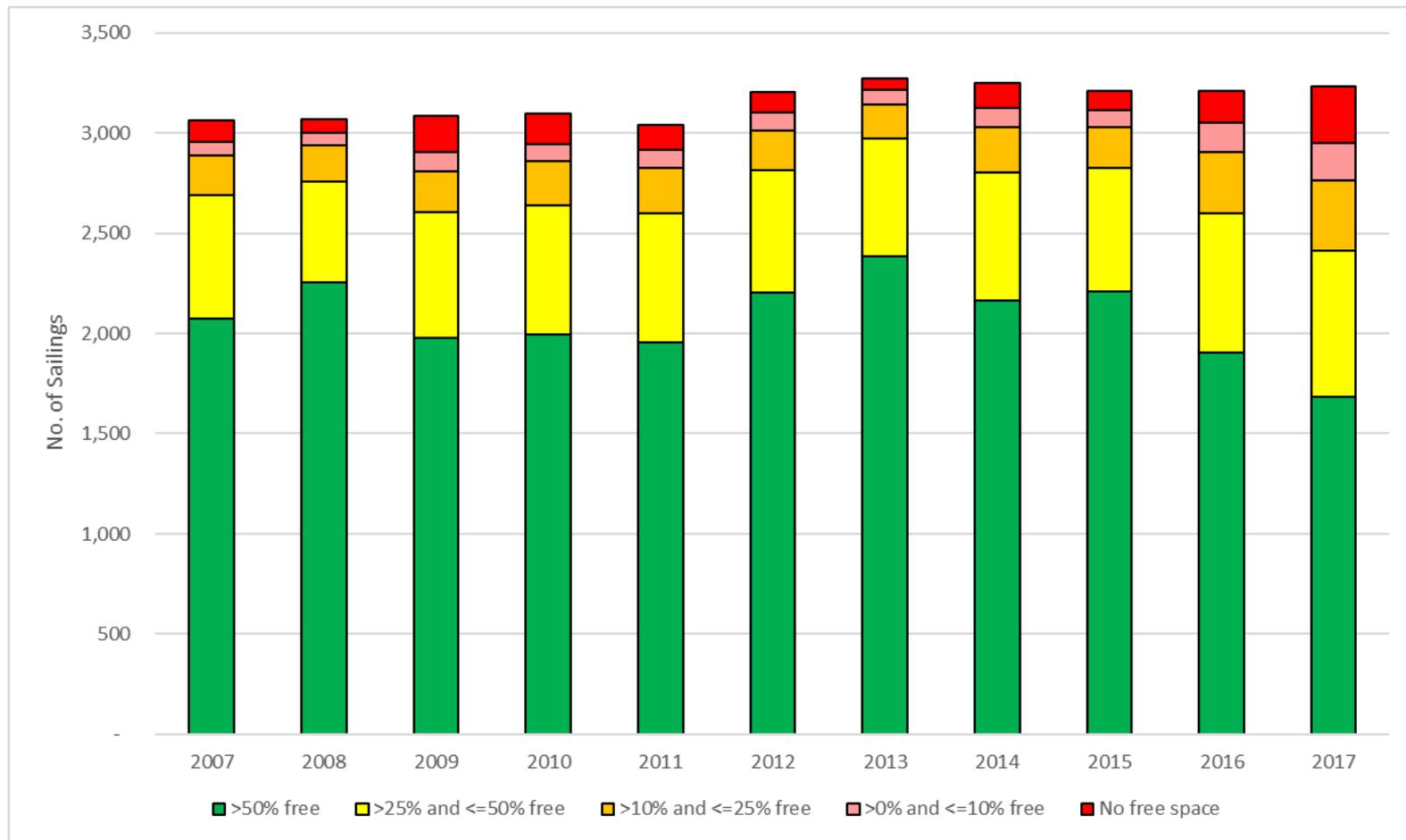
- May – September are the peak months on the route – July is the busiest month of the year
- Ferry demand displays a much bigger summer peak than general road traffic in the Highlands & Islands
- Whilst not shown on the graph, it should be noted that CV carryings are fairly flat across the year

How do passenger & car carryings vary by day of the week?



- The pattern of northbound and southbound travel is broadly similar
- Carryings across the Monday – Saturday period are relatively stable. Sunday is the least busy day of the week.
- Tuesday and Thursday are the busiest days in both directions. This may be due to the availability of a mid-afternoon arrival (15:45) and departure (16:15) on the Lochmaddy – Uig route, providing a less time consuming route for Barra residents travelling to or from the Inverness area

How often has the vehicle deck been full or nearly full?



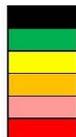
- The utilisation of the vehicle deck initially reduced when MV *Loch Alainn* was introduced (her first full year being 2008).
- The number of high utilisation sailings has however been increasing year-on-year since 2013

How much available capacity is there across the year? (Ardmhor - Eriskay)

Ardmhor (Barra) to Eriskay Northbound 2017

Average Daily Free Capacity

Cancelled
 >50% free
 >25% and <=50% free
 >10% and <=25% free
 >0% and <=10% free
 No free space



January						
M	Tu	W	Th	F	Sa	Su
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

March						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

April						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

May						
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22	23	24	25	26	27	28
29	30	31				

June						
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26	27	28	29	30		

July						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August						
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September						
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30	31					

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December						
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25	26	27	28	29	30	31

- There is a degree of pressure on the vehicle deck between May and September, with the peak months of June – August recording a number of days where available capacity is less than 25%, less than 10% or where the ferry is full
- There are no capacity issues in the winter months

How much available capacity is there across the year? (Eriskay - Ardmhor)

Ardmhor (Barra) to Eriskay Southbound 2017

Average Daily Free Capacity

Cancelled
 >50% free
 >25% and <=50% free
 >10% and <=25% free
 >0% and <=10% free
 No free space



January						
M	Tu	W	Th	F	Sa	Su
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30	31					

February						
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March						
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April						
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May						
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June						
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July						
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31						

August						
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7	8	9	10	11	12	13
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September						
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October						
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November						
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December						
M	Tu	W	Th	F	Sa	Su
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- The pattern of vehicle deck utilisation in the southbound direction is broadly similar to the northbound. However, the number of days when there is less than 25% capacity remaining is fewer. This suggests that there is greater demand for Barra to Eriskay trips than vice versa

Carryings & Utilisation

Summary

- The introduction of the 24-car MV *Loch Alainn* in July 2007 addressed the emerging capacity issues associated with the 18-car MV *Loch Bhrusda*
- There was a step change in passenger and vehicle carryings when RET was introduced to the route in October 2015
- CV carryings increased significantly when the closed deck MV *Isle of Lewis* was introduced on the Castlebay – Oban route. Her inability to carry certain categories of dangerous goods when in passenger mode may be leading to an increase in CV traffic across the Sound of Barra and on the Uist routes
- Tuesdays and Thursdays are the peak travel days on the route – this may be due to the availability of a mid-afternoon arrival (15:45) and departure (16:15) on the Lochmaddy – Uig route, providing a less time consuming route for Barra residents travelling to / from the Inverness area
- The peak summer months are displaying a number of days where vehicle deck availability is limited. This is more prevalent in the northbound than the southbound direction