

The initial cascade of existing vessels around the network (the mv Hoy Head in the case of Shapinsay) is intended to address the specific issues that have been identified for each of the isles. There is then an opportunity to plan for the long-term future (in other words for beyond the life of the vessels) the most appropriate way in which to link each isle to the Orkney mainland.

The STAG programme introduces a number of 'hold-points' in the programme, which will be the specific points at which for each Isle (or group of Isles) decisions will need to be taken as to the future of that link.

The long term options for these links in the network can be all encompassing, and therefore assessment could be undertaken on replacement vessels, or alternative options such as use of catamarans, trimarans, fixed links (including in association with renewable energy capture) or alternative routings to the mainland.

The 'hold point' for Shapinsay is in the build up to a required replacement of the mv Hoy Head in approximately 2015-2016. Although this is around 8 years hence, any significant change to the link will require early planning and research.

Research will continue to be undertaken in the short-medium term that will assist in the decision-making process.

Help shape the future of inter-isles services

During the course of summer 2007 a consultation exercise on the programme is being undertaken. Information on the consultation and on the programme itself can be found at the ferry terminals, on board the vessels and at the airport.

We want to hear your views on the programme that is being put forward:

1. Do you support the proposals for the Shapinsay link to the mainland?
2. What benefits / problems do you envisage with this development?
3. What should we be considering and researching as options for the future replacement of the mv Hoy Head to provide the link to/from Shapinsay?

You may also be asked to take part in a survey either on board the ferry or over the telephone. Your contribution to the survey will be appreciated, and this will assist in assessing the value of the network and development plans both in terms of economic and social value.

Further information

Further information on the STAG study and accompanying Strategic Environmental Assessment (SEA) can be found at www.orkney.gov.uk. Copies of a document detailing the STAG study and copies of the SEA Report can also be viewed at Customer Services, School Place, Kirkwall, KW15 1NY (opening hours are Monday-Friday 9AM to 5PM).



STAG Study— Shapinsay

This leaflet provides an overview of the recommendations for Shapinsay emerging from the Council's STAG study.

The Council is seeking the views of the Shapinsay community and other stakeholders to inform the finalisation of the study.

If you would like to provide comments on the recommendations or any other aspect of the study please provide them in writing to the Transportation Service, Orkney Islands Council or email stag@orkney.gov.uk by **22nd August 2007**.

Why are we doing this study?

A variety of problems exist on all the services, which in some instances are becoming particularly acute. The service to Shapinsay suffers from capacity constraints and reliability problems, particularly in the winter months. Service reliability is critical for Shapinsay, including for the 26% of people who at the 2001 Census reported that they used the boat for their journey to work.

What is STAG?

STAG stands for **Scottish Transport Appraisal Guidance**. It is a requirement of the Scottish Executive that all projects for which it provides support or approval should be appraised in accordance with the guidance. This study has the aim of establishing what option or options will be best placed to overcome the problems, constraints and opportunities that present themselves in the inter-isles network.

What are we trying to achieve?

The key strategic outcomes resulting from this study are to:

- α Facilitate more frequent and faster connections for work and non-work purposes.
- α Facilitate more tourist travel to the Isles.
- α Reduce business costs and improve business efficiency.
- α Increase connectivity to the Orkney Mainland.

We need to achieve these things and develop and deliver the network in a financially sustainable way for the Council.

What options have been considered?

A number of strategic options were generated by drawing upon consultation with key stakeholders, a review of existing transport proposals and the work of previous studies, and an option development exercise.

The strategic options which were tested for their ability to achieve the key outcomes were:

- α **Do minimum** – no improvements in the network.
- α **Enhance inter-isles ferry services** – which could comprise a wide range of variants.
- α **Enhance and/or rationalise air services** as part of the transport mix to the isles.
- α **Reduce the need to travel between the mainland and the Isles** – providing additional services on the Isles, enhancing broadband and teleworking opportunities and/or introducing car clubs so people can travel without their own car for example.
- α **Fixed links** – connecting some of the isles by fixed links, which could be tunnels, causeways or bridges.

Following consideration of all the available information, it was recommended that the **enhancing inter-isles ferry services option** should be taken forward in the study, together with an assessment of the **enhanced and/or rationalisation of air services option**, to assess how the two could best be developed to deliver the study outcomes and to complement one another.

A number of inputs have then helped shape exactly what we should be aiming for each of the isles. We have drawn from meetings of the Transport Representatives of each of the isles Community Councils, and from the work undertaken by Voluntary Action Orkney

as part of developing the updated Orkney Community Plan 2020.

What is being proposed?

Through an enhancement programme we want to see improved connection reliability in order that the connection to/from Shapinsay is available for 90% of timetabled journeys throughout the year. We also want to improve connectivity to the mainland in terms of capacity for the carriage of heavy goods.

In order to deliver this the study is recommending a programme that comprises:

- α Modifications to the Shapinsay terminal to provide a linkspan RO-RO service to Kirkwall Pier.
- α Operation of the mv Hoy Head on the short route to/from the mainland.

A linkspan operation will improve accessibility for vehicles and foot passengers. The mv Hoy Head increases the vehicle carrying capacity, in terms of both deck space and dead weight. The mv Hoy Head will also improve the reliability of the service on this short crossing due to the design of the vessel.

Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) has been undertaken in parallel with the STAG study, and has enabled the prediction and assessment of significant environmental effects of individual elements emerging from the study. In this way it has contributed to the sifting of options, and the development and refinement of option variants.