

## Part 1 Appraisal Summary Tables

Proposal Details			
Name and address of authority or organisation promoting the proposal:  (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Mr Michael Craigie, 01595 744 160, <a href="mailto:michael.craigie@shetland.gov.uk">michael.craigie@shetland.gov.uk</a>  Shetland Islands Council, Development Service, Transport Planning Service, 6 North Ness, Lerwick, Shetland, ZE1 0LZ	
Proposal Name:	Option CO2 – Replace MV <i>Bigga</i> and MV <i>Geira</i> with two larger vessels	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>The current Bluemull vessels, the MV <i>Bigga</i> and MV <i>Geira</i>, would be replaced by two larger vessels.</p> <p>The new vessels would be TYPE 2</p> <p>In order to accommodate larger vessels,</p> <ul style="list-style-type: none"> <li>• A new piled jetty and large linkspan would be required at Gutcher.</li> <li>• A new piled jetty, large linkspan and dredging would be required at Belmont.</li> <li>• A new parking and waiting area would be required at Hamars Ness.</li> </ul>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £23.15 million.
			<i>Current revenue support</i> £2.19 million (rounded) per annum.
			<i>Annual revenue support</i> £2.48 million (rounded) per annum.
Funding Sought From: (if applicable)	Transport Scotland	Amount of Application:	<i>Present Value of Cost to Govt.</i>  Costs in this study are all reported in 2016 prices only. The costs would reflect those set out above.
Background Information			

<p>Geographic Context:</p>	<p>The islands of Fetlar and Unst are the most northerly inhabited islands within the archipelago. The island of Unst is separated from Yell by the Bluemull Sound, and Fetlar lies to the south of Unst and east of Yell.</p> <p>Unst is by far the larger of the two islands in terms of population, but both islands have close connections with neighbouring Yell and Shetland mainland.</p> <p>Transport connectivity is wholly delivered by a two-vessel triangular ferry service, which links Fetlar and Unst to each other and to neighbouring Yell. The ferry from Unst – Yell takes 10 minutes; from Fetlar – Yell takes 25 minutes; and from Unst – Fetlar 25 minutes.</p> <p>The ferry terminal on Unst is located at Belmont in the south-west of the island, some way south of the main settlement of Baltasound. Fetlar ferry terminal, Hamars Ness, which has recently benefitted significant investment in a breakwater, is in the north-west of the island. The Yell landfall is at Gutcher, which is in the north-east of the island and around 25 minutes' drive to Ulsta, where the ferry can be caught to Shetland mainland.</p> <p>The MV <i>Bigga</i> currently lies overnight at Gutcher, with her first service of the day being to Belmont. The MV <i>Geira</i> lies overnight at Hamars Ness, with her first service of the day being to Gutcher.</p>
<p>Social Context:</p>	<p>Population in <b>Unst</b> declined following the closure of RAF Saxa Vord in 2006 but is now relatively stable at the 600-650 mark. The availability of housing on Unst is reasonably good (although there are some local issues) but there are concerns that housing is of the 'wrong type' for retaining and attracting families. Healthcare in Unst is seen to be of a high standard, although there is a community concern about the lack of some resident specialist services. The school roll in Unst declined sharply with the closure of RAF Saxa Vord, but has recovered slightly since 2006.</p> <p><b>Fetlar</b> has experienced a significant recent decline in population (81 residents in 2013, down to 59 in August 2015) and the community is now very fragile. Limited on-island economic opportunities, a lack of appropriate housing and the closure of the island shop are amongst a number of factors cited as an issue. The lack of appropriate housing is deemed to be a problem on Fetlar. The island continues to have an on-island primary school and nursery, which is critical, but the roll in each is very low.</p>
<p>Economic Context:</p>	<p>The economic activity rate in <b>Unst</b> also declined with the closure of RAF Saxa Vord and the out-migration of a number of young and economically active families from the island. Whilst the standard of living remains good, the community highlighted the significant economic challenges faced by the island in the longer term.</p> <p>Unst has had its economic challenges in recent years but has now stabilised to some extent, albeit with a much smaller population. It was noted by HIE that there are some promising signs of growth in the local economy, with tourism and food &amp; drink being key growth industries, although the community note that this is small scale in nature.</p> <p><b>Fetlar</b> currently has a shortage of viable economic development opportunities, an issue the Fetlar Development Plan is seeking to address. The island has limited economic opportunities, with the bulk of employment concentrated in</p>

	agriculture, small scale tourism and the public sector – travel to neighbouring islands and mainland is therefore essential. Overall, the Fetlar community explained that the reinstatement of fares on the Bluemull Sound coupled with the reduction in service provision as part of the 2013 budget cuts is seriously undermining the sustainability of the island.
<b>Planning Objectives</b>	
Objective:	Performance against planning objective:
<i>TPO 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</i>	<b>Performance against Transport Planning Objective: Moderate Positive</b> The introduction of two larger vessels would increase capacity on the Bluemull Sound route – each individual sailing could accommodate 8-12 additional PCUs over and above the current vessels. This would assist in alleviating the capacity peaks identified on this route (e.g. the 0630 ex Belmont and 1740 ex Gutcher).
<i>TPO2a: 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</i>	<b>Performance against Transport Planning Objective: Not Applicable</b> This objective is not considered relevant for Bluemull Sound.
<i>TPO2b: 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 at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would have no impact on connectivity.
<i>TPO3: 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.</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would have no impact on the frequency of the service.
<i>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would have no impact on the timetable.
<i>TPO5: Where practicable, islanders should</i>	<b>Performance against Transport Planning Objective: Neutral</b>

<p><i>be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</i></p>	<p>This option would have no impact on strategic connectivity.</p>	
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option is retained for further consideration. 2 * larger vessels would alleviate capacity issues on the route. The costs and benefits of this compared to Option C1 (the Do Minimum) would need to be established and quantified.</p>	
<p><b>Implementability Appraisal</b></p>		
<p>Technical:</p>	<ul style="list-style-type: none"> <li>• In order to accommodate larger vessels, a new piled jetty and large linkspan would be required at Gutcher.</li> <li>• A new piled jetty, large linkspan and dredging would be required at Belmont.</li> <li>• A new parking and waiting area would be required at Hamars Ness.</li> </ul>	
<p>Operational:</p>	<ul style="list-style-type: none"> <li>• Higher crew training costs associated with moving to a higher certification vessel.</li> <li>• Crew induction training would be required.</li> </ul>	
<p>Financial:</p>	<p>The capital cost would be £23.15 million, with annual revenue support estimated at £2.48m, an increase of approximately £290k per annum on the current day figure.</p>	
<p>Public:</p>	<p>There was very little engagement from the Unst public with respect to replacement ferry options. The majority of comments on the options were concerned with fixed links. Some support for this option from Fetlar residents.</p>	
<p><b>STAG Criteria</b></p>		
<p><b>Criterion</b></p>	<p><b>Assessment Summary</b></p>	<p><b>Supporting Information</b></p>
<p>Environment:</p>	<p style="text-align: center;">✓</p>	<ul style="list-style-type: none"> <li>• Potential for emissions reduction from vessels compared to current vessels.</li> <li>• Construction works to berths and increased dredging has potential for short term environmental effects (noise, visual, water quality).</li> <li>• No other effects predicted but effects of maintenance works unknown as not specified.</li> </ul> <p><b>Environmental Constraints</b></p> <p>The environmental constraints at the Bluemull Sound ports are provided below for information</p> <p>Gutcher Constraints</p> <ul style="list-style-type: none"> <li>• Residential properties within 50m of ferry terminal</li> <li>• Fetlar to Haroldswick MPA located in waters just offshore from the ferry terminal (and within 50m of the outer edge of the harbour)</li> <li>• Southwick Cullivoe Shellfish Water Protected Area within 1km and Bastavoe Shellfish Water</li> </ul>

		<p>Protected Area within 4km</p> <ul style="list-style-type: none"> <li>• Geological SSSI to north and south of ferry terminal</li> <li>• listed building within 100m</li> <li>• Coastal flooding risk</li> <li>• Good air quality</li> </ul> <p>Belmont Constraints</p> <ul style="list-style-type: none"> <li>• Residential properties within 200m of the ferry terminal</li> <li>• Core paths CPPUO03 Belmont to Lund starts at the harbour</li> <li>• Fetlar to Haroldswick MPA located in waters just offshore from the ferry terminal (and within 50m of the outer edge of the harbour)</li> <li>• Southwick Cullivoe Shellfish Water Protected Area within 0.5km and Bastavoe Shellfish Water Protected Area within 6km</li> <li>• Coastal flooding risk</li> <li>• Good air quality</li> </ul> <p>Hamars Ness Constraints</p> <ul style="list-style-type: none"> <li>• Not applicable as no significant works proposed</li> </ul>
Safety:	✓	<p>Both the MV <i>Bigga</i> and MV <i>Geira</i> have passenger accommodation below the waterline. Regulations require that any new tonnage has passenger accommodation above the waterline, and thus there would be a moderate safety benefit associated with replacing the current vessels with modern tonnage.</p>
Economy:	✓	<p>The provision of two larger vessels would assist in alleviating the capacity issues identified on the Bluemull Sound route. This would give rise to minor TEE benefits, where residents can now travel on a ferry they could not previously travel on. The majority of these benefits would accrue to the residents of Unst given the larger population and the fact that the higher utilisation sailings tend to be ex Belmont.</p> <p>The additional capacity would also give rise to minor EALI benefits for residents, locally traded services and tourism (a product Unst is trying to develop), particularly on Unst given the larger scale of the economy. Moreover, two larger and modern vessels would improve the perception of both islands as a place to live work and do business.</p> <p>There may also be a benefit for the manufacturing and processing sector in Unst. The community feedback explained that Cooke Aquaculture, one of the larger private sector employers on Unst, exports their salmon by boat direct from the Uyeasound Pier, which it was noted that they were</p>

		ultimately they were forced into because of the ferry service capacity problems and unreliability (although this may be an issue of perception impacting on reality).
Integration:	✓	This option would have a positive impact in terms of policy integration, in that it contributes positively to enhanced disabled access and meets wider and more general policy commitments to supporting inter-island transport links. Addressing the capacity issues would also make a positive contribution to the Unst and Fetlar Development Plans.
Accessibility and Social Inclusion:	✓✓	<p>The provision of two larger ferries would improve community accessibility through reducing the capacity issues identified on the Bluemull Sound.</p> <p>The accommodation is below the waterline on both of the existing vessels, which makes physical access challenging for those with mobility issues – this option would assist in tackling the issue of social exclusion experienced by this group.</p>