

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, michael.craigie@shetland.gov.uk Shetland Islands Council, Development Service, Transport Planning Service, 6 North Ness, Lerwick, Shetland, ZE1 0LZ	
Proposal Name:	Option RO2: Offer additional request sailings on Friday and Saturday evenings (to 0200)	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This option would result in a maximum of $52 * 2 = 104$ additional return sailings per annum, an increase of 1% over the current timetable. It is assumed that crew would be paid at the unsocial hours overtime rate. An equivalent sailing across Yell Sound would be required and has been included in the costs.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0
			<i>Current revenue support</i> £2.19 million (rounded) per annum.
			<i>Annual revenue support</i> £2.51 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			
Geographic Context:	<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</p>		

	<p>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>
Social Context:	<p>Population in Unst 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>Fetlar 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>
Economic Context:	<p>The economic activity rate in Unst 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 & drink being key growth industries, although the community note that this is small scale in nature.</p> <p>Fetlar 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 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.</p>
Planning Objectives	
Objective:	Performance against planning objective:
<p><i>TPO1: 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</i></p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would offer additional capacity in the sense that it would provide a sailing at a time when there is currently not a connection. However, it would not address a specific capacity problem and thus the impact in</p>

Mainland	terms of this objective is neutral.
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	Performance against Transport Planning Objective: Neutral This objective is not considered applicable to Bluemull Sound.
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.	Performance against Transport Planning Objective: Neutral This option would not contribute to this objective, although it would extend the time available on Shetland mainland (and indeed Yell) for engaging in social activities).
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.	Performance against Transport Planning Objective: Minor Positive Late evening request sailings on a Friday and Saturday would extend the length of the operating day by adding additional evening connections into the timetable. However, the contribution to this objective would be very minor overall.
TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.	Performance against Transport Planning Objective: Neutral This option would have no positive impact on timetable variation.
TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.	Performance against Transport Planning Objective: Neutral This option would have no impact on strategic connectivity.
Rationale for Selection or Rejection of Proposal:	This option will be retained for further consideration as it is a relatively low cost option, offering an improvement in accessibility.
Implementability Appraisal	
Technical:	There are no technical feasibility issues associated with this option.
Operational:	<ul style="list-style-type: none"> No operational issues but crew overtime & fuel required Yell Sound sailing would also have to come forward.

Financial:	£320k increment to annual operating costs of £2.19m based on Option CO1.	
Public:	There was no specific feedback on this option through the initial public consultation, but it is likely that this option would be publicly acceptable.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	There is likely to be a very minor negative impact associated with the increased emissions from operating extra sailings.
Safety:	x	There would be a very minor safety disbenefit associated with this option as it would likely encourage a very small number of additional road kilometres.
Economy:	✓	There would be minor benefits for residents. The late evening on request sailings on a Friday and Saturday would allow Fetlar and Unst residents to partake in evening social activities in Lerwick (and Yell), potentially making the islands a more attractive place to live. There would also be associated 'options values' with having these services available.
Integration:	-	This option would have no impact in terms of integration.
Accessibility and Social Inclusion:	✓✓	This option would contribute towards improved community accessibility, allowing Fetlar and Unst residents to participate in evening social activities in Lerwick, and indeed Yell. It would also improve the comparative accessibility of the islands, bringing them closer into line with communities on Shetland Mainland.