

## 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 RO1 – Offer an on-request 0600 departure from Bressay to allow connection with the first flights from Sumburgh.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This service would operate on a bookings only basis on Monday - Friday and would depart Bressay at around 0600. At present the first sailing departs Bressay at 0700.  This would result in a maximum of an additional 260 (5 * 52) return sailings per year, assuming weekday operation only. It is assumed that the crew would be paid at the unsocial hours overtime rate for these sailings.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0.00.
			<i>Current revenue support</i> £804k (rounded) per annum.
			<i>Annual revenue support</i> £772k (rounded) per annum – note this figure is less than the current annual total as it is based a new like-for-like vessel.
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 island of Bressay is 7 miles long by 3 miles wide and is separated from Lerwick by the sheltered Bressay Sound. Rough grazing covers most of the island, and the coast is formed of steep cliffs and beaches.</p> <p>In many respects, Bressay benefits significantly from its proximity to Lerwick and the access to services that this provides. However, geographic proximity and good transport links can be something of a double edged sword for the island, with a constant challenge to prevent economic leakage and maintain local services.</p>		

	<p>Transport connectivity is wholly delivered by the frequent ferry service, which links Bressay with Lerwick, the journey time being seven minutes. The MV <i>Leirna</i> currently lies overnight at Bressay.</p>
Social Context:	<p>Despite strong population growth towards the end of the 20th century, Bressay has experienced a recent decline in population, something which the recent closure of the school may accelerate. During our consultation with HIE, they expressed a concern that the island is becoming increasingly fragile.</p> <p>The lack of readily available social housing on Bressay and the relatively static property market suggests that housing could be a constraint to growth on the island and could have been a factor in the decline of its population.</p> <p>Bressay is the only one of the nine islands in this study where on-island nursery and primary school provision is not available. Whilst the rationale underpinning the closure of the school was perhaps sound, there is a potentially longer-term impact in terms of the attractiveness of the island for in-migrants.</p> <p>Medical provision for Bressay is provided by Lerwick Health Centre.</p>
Economic Context:	<p>There is limited on-island activity on Bressay, with the majority of residents being geared towards the Lerwick jobs market. The fishmeal factory is likely to be the largest single private sector employer. There has been an overall downturn in services in the island in recent years.</p> <p>Bressay has a very high economic activity rate (akin to that of Shetland as a whole), although the majority of full-time employees are likely to commute to Lerwick.</p>
<b>Planning Objectives</b>	
Objective:	Performance against planning objective:
<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 Mainland</i>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option would offer additional capacity in the sense that it would provide a sailing a time when there is currently not a connection. However, it would not address a specific capacity problem and thus the impact in terms of this objective is neutral.</p>
<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</i>	<p><b>Performance against Transport Planning Objective: Minor Positive</b></p> <p>This commencement of the operating day one hour earlier would support a 0630 work start time in Lerwick, opening up additional opportunities in terms of shift work. It would also enhance access to other non-standard</p>

connections provided should reliably facilitate commuting	working hours employment throughout the Shetland Islands.
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.	<b>Performance against Transport Planning Objective: Neutral</b> This option is not relevant for Bressay.
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.	<b>Performance against Transport Planning Objective: Minor Positive</b> An early morning on-request service would extend the length of the operating day by adding an additional morning connection 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.	<b>Performance against Transport Planning Objective: Neutral</b> 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.	<b>Performance against Transport Planning Objective: Major Positive</b> This option of an early morning request sailing from Bressay would contribute significantly to this objective. An early departure would allow Bressay residents to catch the first morning flights from Sumburgh. This in turn would allow residents to make a day return trip to the Scottish mainland, removing the need for an off-island overnight stay.
Rationale for Selection or Rejection of Proposal:	This option is retained for further consideration. Community feedback is required on whether this option would attract public support, but as a low cost option with potentially tangible benefits, it is worthy of further consideration.
<b>Implementability Appraisal</b>	
Technical:	There are no technical feasibility issues associated with this option.
Operational:	Additional crewing hours and fuel would be required.
Financial:	Low – £12k per annum based on Option CO1 - only five return sailings over the week.
Public:	There is public support for this measure.

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:	Neutral	There would be a small negative safety impact associated with this option. Whilst this option would not necessarily generate additional road kilometres, it may displace trips to the early hours of the morning, which could be an issue in winter if people are travelling in the dark and / or before the roads are treated.
Economy:	✓	<p>The principal economic benefit of this option is that it would allow Bressay residents to make a day return trip the Scottish mainland. This would potentially give rise to small TEE and EALI benefits for the islands, although there would be a small loss for Shetland mainland (likely Lerwick) hoteliers.</p> <p>There would be a direct financial benefit for the NHS. Island patients would be able to make a day return to Aberdeen for hospital appointments, thus eliminating the overnight accommodation costs which the NHS currently has to fund.</p>
Integration:	✓✓	This option would significantly enhance transport integration (see TPO5).
Accessibility and Social Inclusion:	✓	There would be a minor positive in terms of community accessibility, with Bressay residents able to both access the Scottish mainland relatively early in the morning and make a day return trip.