

## 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 RO2 – Offer additional peak hour weekday sailings.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>This option would include an 0810 departure ex Bressay and a 1650 &amp; 1735 ex Lerwick.</p> <p>It should be noted that this is already occurring on a trial basis. At other times, the vessel will go back for short-shipped traffic if time permits.</p> <p>Additional sailings during the rest of the operating day could be factored in if ever required (additional fuel being the only notable cost).</p> <p>As an example, it is assumed that this core option would result in an additional 780 (15 (3 per day) * 52) return sailings per year. It is assumed that there would be no additional crew cost as these sailings are within current working hours.</p>	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> £745k (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>
Planning Objectives	
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</i>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>The introduction of additional sailings at peak times onto the Lerwick – Bressay route would make a moderate positive contribution in terms of this objective.</p>

Mainland	<p>Car deck capacity on certain AM peak departures from Bressay and PM peak departures from Lerwick max out, meaning some vehicles cannot get onto the ferry. This can lead to late arrival into work and education or missed interchange with an onward connection. In terms of the evidence to support this problem, carryings data show that the 0830 departure from Bressay frequently has a vehicle deck utilisation in-excess of 80% (above which a sailing is defined as high utilisation), particularly in the summer months. Some seventy-four 0830 departures sailed over the 80% threshold in summer 2013/14, suggesting capacity on this service, which is key to accessing employment and education, is a problem. This service is less highly utilised in the winter, with &gt;80% sailings typically on a Monday and Tuesday. The 1715 service from Lerwick is relatively highly utilised during the winter (31 sailings &gt;80% utilised).</p> <p>This option could therefore go a long way towards addressing the current capacity constraints on this route.</p>
<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 connections provided should reliably facilitate commuting</i></p>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>The introduction of additional sailings at peak times onto the Lerwick – Bressay route would support this objective through addressing the capacity issues on the ferry, ensuring reliable access to the peak services for commuters.</p>
<p><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></p>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option is not relevant for Bressay.</p>
<p><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></p>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>This option would increase the frequency of the ferry service at the busiest points of the day.</p>
<p><i>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</i></p>	<p><b>Performance against. Transport Planning Objective: Neutral</b></p> <p>This option would have no positive impact on timetable variation.</p>
<p><i>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for</i></p>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option would have no impact on strategic connectivity.</p>

<i>an overnight stay on Shetland mainland.</i>		
Rationale for Selection or Rejection of Proposal:	This option is retained for further consideration. It is understood that some of the additional sailings envisaged here are already running on an unofficial / trial basis. This is low cost as the only marginal cost is the fuel.	
<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:	Estimated to be beneficial as revenue would exceed incremental operating costs.	
Public:	There is public support for this measure.	
<b>STAG Criteria</b>		
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 may be a small negative safety impact associated with this option as it could release car deck capacity on the ferry and lead to an increase in vehicle kilometres.
Economy:	✓	This option would record a minor benefit in terms of the Economy criterion. The alleviation of capacity issues and ensured reliability for commuters would record minor TEE benefits for users.
Integration:	-	This option would have no impact on integration.
Accessibility and Social Inclusion:	✓✓	This option would provide a moderate benefit in terms of accessibility through the alleviation of the current capacity constraints on the ferry.