

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 C5: Replace the MV <i>Good Shepherd IV</i> with a bespoke mainland-based Lo-Lo ferry service.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>This option would see the ferry based at a new overnight berth at Grutness. This solution would mean a vessel similar to the MV <i>Filla</i> could serve Fair Isle without any of the issues surrounding overnighting at Fair Isle. The MV <i>Filla</i> is known to be able to dock at Fair Isle. It is assumed that the service would be provided on a Lo-Lo basis possibly with vehicles loaded and discharged via the stern ramp when tide permits.</p> <p>A new overnight berth would be required at Grutness.</p> <p>The key issue here is that this implies mainland based crew and a service which maximises time on island rather than time on mainland.</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £5.4m.
			<i>Current revenue support</i> £315k (rounded) per annum.
			<i>Annual revenue support</i> £547k (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>Fair Isle lies about 20 miles south-west of the imposing Sumburgh Head. Just five kilometres long and three kilometres wide, it is mostly surrounded by cliffs, rising over 100 metres at Sheep Rock and almost 200 metres on the heavily indented west coast. The National Trust for Scotland took over ownership of the island in 1955 and prospective in-migrants must apply to the Trust for residency. Facilities include a shop & Post Office, the high quality bird observatory with accommodation, museum, pier, airfield and marina.</p>
Social Context:	<p>Fair Isle's population had shown relatively strong growth between 1981 and 2011, but the cumulative growth was wiped out between the 2011 and 2015, with the population now down to 55. The Fair Isle population is also both ageing and declining. Fostering population growth is a key element of the island's Development Plan</p> <p>Fair Isle is owned by the National Trust for Scotland and anyone who wishes to move there must apply to the Trust. The 2011 Census noted that Fair Isle has 26 households. The Community Profile suggests that housing in Fair Isle is in relatively low demand, although it is believed that consultation is required to identify the island's future housing need.</p> <p>Health indicators for Fair Isle are generally good, although there are concerns over various aspects of health provision consistent with other rural communities.</p> <p>The roll at Fair Isle primary school and nursery has declined in recent years, which is in keeping with the general decline and ageing of the population.</p>
Economic Context:	<p>The economic & occupational structure of Fair Isle reflects the predominance of self-employment and cottage industries on the island.</p> <p>The Fair Isle Development Plan has set out a number of ambitious projects to secure the future of the island. The aim is to reverse the recent population decline and address the issue of an ageing population and the threat which that poses to the sustainability of services.</p> <p>The plan's proposals for developing the island include attracting up to 10 new people to the island in the next three to five years (growing the population by almost 20%), as well as creating and improving properties in the isle. There are also plans to upgrade and future-proof the island's electricity supply, whilst the islanders are working with Community Broadband Scotland to improve digital connectivity. Fair Isle will also continue to be attractive to tourists, particularly those visiting the high quality bird observatory on the island.</p> <p>Whilst there are a range of ambitious plans for Fair Isle, the Development Plan and numerous consultations over the years have highlighted the current transport connectivity of the island as a key constraint. The capacity limited air service coupled with the long, exposed and relatively uncomfortable ferry crossing is seen to be a deterrent to growing the population and attracting investment into the island. It can be argued that this issue requires to be resolved if the objectives of the development plan are to be delivered.</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 Mainland</i>	Performance against Transport Planning Objective: Major Positive The provision of a Grutness-based freighter would make a major positive contribution to this objective. The current MV <i>Good Shepherd IV</i> can carry 1-2 small cars. The proposed shared freighter therefore offers a significant uplift in capacity.
<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>	Performance against Transport Planning Objective: Neutral This objective is not relevant for Fair Isle.
<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>	Performance against Transport Planning Objective: Major Negative Assuming the current maximum of one return trip per day on this route, this option would have a major negative impact on time on mainland. As the vessel would commence operation at Grutness, there would be no opportunity for a day return by ferry.
<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>	Performance against Transport Planning Objective: Neutral 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>	Performance against Transport Planning Objective: Neutral This option would have no impact on the timetable.
<i>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</i>	Performance against Transport Planning Objective: Neutral This option would have no impact on strategic connectivity.

Rationale for Selection or Rejection of Proposal:	<p>This option will be retained for further consideration. This option would allow a larger vessel with better seakeeping to operate to Fair Isle from a mainland overnight berth and Lerwick, although positioning runs would be required from Grutness. However, it does have to be acknowledged that this option worsens the accessibility of Fair Isle residents and may be ruled out after the community engagement.</p> <p>It should also be noted that there is significant technical uncertainty associated with developing an overnight berth at Grutness. This would be revisited at OBC stage and this option may be ruled out at that point.</p>	
Implementability Appraisal		
Technical:	A new overnight berth would be required at Grutness. Some minor works / dredging may be required at Fair Isle to reliability receive a Filla style vessel.	
Operational:	A mainland based crew would be required for the new vessel. There would be uncertainty over the future of the current Fair Isle based crews.	
Financial:	The capital cost would be £5.4m, with annual revenue support estimated at £547k, an increase of £232k per annum on the current day figure.	
Public:	This option would not be acceptable to the public. An island based ferry and crew is seen by many as essential for the future of the island.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	<p>The replacement of the MV <i>Good Shepherd</i> with a mainland-based freight vessel would have a minor negative environmental impact, principally associated with the required harbour work at Grutness.</p> <p>The following impacts in relation the harbour works at Grutness have been identified in terms of the environmental sub-criteria (impacts in relation to Foula are considered in the Appraisal Summary Table for that island):</p> <ul style="list-style-type: none"> • Noise & vibration: Short term impacts at closest properties and on wildlife during construction but unlikely to be significant in context of existing harbour operations. • Local air quality: No significant effects predicted. • Water quality, drainage & flood defence: Some short term impacts on marine water quality during construction and from dredging activities (if required at Grutness) but unlikely to be significant in longer term. • Geological features: Some loss of marine sediment if dredging is required (at Grutness).

		<ul style="list-style-type: none"> • Biodiversity & habitats: Potential for disturbance of qualifying features of SPA during construction which could trigger HRA, consultation required. Short term impacts on otter and/or marine mammals etc but unlikely to be significant in context of disturbance in existing harbour. Impacts on marine habitats likely to be limited as new works in existing harbour. • Landscape: New works of small scale and if implemented sensitively unlikely to be significant effects on NSA. • Visual amenity: Short term impacts during construction. Permanent works unlikely to be significant in the context of working harbour if implemented sensitively. <p>Environmental Constraints The environmental constraints for the Fair Isle route are provided below for information</p> <p>Fair Isle Constraints</p> <ul style="list-style-type: none"> • Residential properties within 200m to the west of the harbour and Bird Observatory within 400m of harbour • Core path CPPD06 Fair Isle Circular adjacent to harbour • Sloagar GCR site located within 200m east of harbour • Fair Isle is entirely within a National Scenic Area (NSA) • Harbour located within Fair Isle Special Protection Area (SPA) and Special Area of Conservation (SAC) • One listed building within 250m of harbour • Coastal flooding risk • Generally good air quality <p>Grutness Constraints</p> <ul style="list-style-type: none"> • Residential properties within 200m of the harbour • Core paths CPPD01 & 02 within 100m of harbour • Sumburgh Head Special Protection Area (SPA) boundary adjacent to harbour • Sumburgh Head SSSI within 50m to the east (seabird assemblage) • Easter Rova Head Geological SSSI approximately 4km north • Listed buildings within 400m of harbour
Safety:	✓	This replacement of the MV <i>Good Shepherd IV</i> with a more modern vessel would give rise to a minor safety benefit as it is assumed that any new tonnage would be twin-screwed.
Economy:	✓	<p>This option would deliver a minor positive impact in terms of the economy criterion. The increased capacity of the vessel would alleviate a current constraint on Fair Isle.</p> <p>However, this benefit would, to some extent, be offset by the loss of important island-based ferry jobs</p>

		and the ability to make a day return trip to Shetland mainland by ferry. There would also be a loss in service flexibility if the vessel was not based on the island.
Integration:	✓	This option would support the Fair Isle Development Plan through enhancing the capacity of the service to Fair Isle. However, this benefit would again be offset by the loss of island jobs and reduced service flexibility.
Accessibility and Social Inclusion:	xx	<p>This option would give rise to a major negative in terms of accessibility. Whilst physical accessibility to the new freight vessel is likely to represent an enhancement on the MV <i>Good Shepherd IV</i>, the loss of flexibility to take advantage of weather windows (due to the vessel not being based on the island) would negatively impact on the community.</p> <p>More importantly, the loss of the ability to make a day return trip to the mainland by ferry would represent an accessibility loss for Fair Isle and would increase social exclusion. There would however be a benefit in terms of enhanced accessibility to Fair Isle, albeit for a very small number of hours if making a day return trip.</p>