

## 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 – Increase the service frequency of the current Fair Isle ferry.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This option would involve increasing the service frequency to two rotations per week in winter and 3-4 weekly rotations in the summer. As the current vessel crew have other commitments on the island, it is assumed that these additional sailings would be provided by a second crew.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0.00.
			<i>Current revenue support</i> £315k (rounded) per annum.
			<i>Annual revenue support</i> £473k (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:	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.		
Social Context:	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  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		

	<p>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 &amp; 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>
<b>Planning Objectives</b>	
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 Mainland</i></p>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>This option would effectively provide a 50% increase of the current service to Fair Isle, so would in turn increase the capacity in any given week. It therefore provides a moderate positive in terms of this objective.</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</i></p>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option is not relevant for Fair Isle.</p>

connections provided should reliably facilitate commuting	
<i>TPO2b: Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre, the connections provided should reliably permit at least a half day (e.g. 4 hours) in Lerwick 7 days a week</i>	<b>Performance against Transport Planning Objective: Moderate Positive</b> This option would make a moderate positive contribution to this objective. The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service).
<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: Moderate Positive</b> This option would provide a significant increase in frequency on the Fair Isle service, particularly in the winter where there is currently only one scheduled connection per week.
<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: Minor Positive</b> The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service).
<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>	<b>Performance against Transport Planning Objective: Minor Positive</b> The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service). This would enhance the number of days when an onward connection to the Scottish mainland by air or ferry could be made.
Rationale for Selection or Rejection of Proposal:	This option is retained for further consideration. Whilst this option has human resource implications, it offers increased ferry-based connectivity and should not be ruled out. It should be noted though that a basic requirement of the RSM is the provision of a 7-day service which Fair Isle does not currently have.
<b>Implementability Appraisal</b>	
Technical:	There are no technical feasibility issues associated with this option.
Operational:	The current Fair Isle crew hold more than one job and thus there could be crew availability challenges with scaling the service up.

	The MV <i>Good Shepherd IV</i> currently carries a crew of 3-4 (minimum 2) and thus an additional crew (four in total plus reliefs) would likely be required, a key challenge with island-based crewing.	
Financial:	Annual revenue support would equate to £473k per annum, an increase of £158k per annum on current costs.	
Public:	There was no obvious groundswell of support for increased ferry frequency. The priority was the replacement of the vessel itself.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	✘	There is likely to be a very minor negative impact associated with the increased emissions from operating extra sailings.
Safety:	✘	There would be a small negative safety impact associated with the additional sailings generated under this option. Any impact would however be minimal.
Economy:	✔	There would be minor TEE benefits associated with this option associated with the increased frequency and capacity of the service.  There would also be wider positive impacts for island residents and businesses, whilst tourist access would be enhanced (a key sector for the economic sustainability of the island).
Integration:	✔	This option would have a highly positive impact on the Fair Isle economy and would also support the Fair Isle Development Plan. It would also move Fair Isle closer to the RSM defined service levels.  This option would also make a minor contribution to strategic transport integration (see TPO5)
Accessibility and Social Inclusion:	✔✔	This option would enhance the accessibility and social inclusion of Fair Isle. Residents could travel more frequently to Shetland mainland, whilst tourists would also benefit from these connections, supporting different durations of stay.