

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 CO1 (Do Minimum): Replace the MV <i>Filla</i> on a like-for-like basis at life expiry.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	The MV <i>Filla</i> would be replaced in 2033 by a new vessel which would be approximately 35m long and would carry 30 passengers and 9 PCUs. The vessel would operate at 9.5 knots. As well as general replacement of life-expired assets, there would be a need for the extension of the berthing platform (an additional dolphin) at Skerries and refendering. Refendering and the provision of a dedicated parking & waiting area would also be required at Vidlin.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £4.9 million.
			<i>Current revenue support</i> £924k (rounded) per annum.
			<i>Annual revenue support</i> £828k (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:	The Skerries are an outlying archipelago in the north-east of the Shetland Islands. The island group is the easternmost of the Shetland archipelago.		

	<p>In terms of transport, Skerries is connected to the Shetland mainland by a Ro-Ro ferry service. There are connections to Vidlin on a Monday, Friday, Saturday and Sunday and one return connection per week to Lerwick on a Wednesday. All services are on-request.</p> <p>The Skerries air service was suspended on 23rd November 2015 due to a lack of sufficient Rescue & Fire Fighting Services (RFFS).</p>
Social Context:	<p>The Skerries population has been in steady decline since 1981 and is now believed to number less than 60.</p> <p>There are limited data available on housing in Skerries, although house prices are believed to be low and the property market slow.</p> <p>Medical cover for Skerries is provided by the Whalsay Health Centre.</p> <p>There has been a gradual decline in numbers at both primary and secondary school level, with just 2 children enrolled at the Primary School in 2014. The declining school rolls, closure of the high school and general population decline present a serious threat to the future sustainability of the island chain.</p>
Economic Context:	<p>Skerries has a relatively low economic activity rate (although perhaps underestimated by the official figures). Skerries has typically had a dependence on fishing and aquaculture for its livelihood. There was a community salmon farm in the islands employing six people, which was bought over and subsequently closed in early 2015, at a cost of six jobs. The loss of this farm led in turn to the closure of the small processing factory on the islands. There remain a couple of whitefish and shellfish boats resident to the islands, but the loss of the salmon industry was a significant blow to the community.</p> <p>There is very little formal economic activity outwith fishing. The land is not particularly fertile, although there is some small scale agriculture. Commuting has now become important to the island chain, with many residents leaving on a Monday and returning on a Friday, putting further pressure on local services.</p> <p>There has been a substantial increase in the number of people working from home in Skerries, which suggests that daily commuting options and on-island work is limited.</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</i>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on capacity.</p>

travel between the island(s) and Shetland Mainland	
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	<p>Performance against Transport Planning Objective: Neutral</p> <p>This objective is not relevant for Skerries.</p>
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.	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on this objective. The current vessel is capable of delivering this objective if allied with additional revenue funding.</p>
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.	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on the frequency of the service.</p>
TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on the timetable.</p>
TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on strategic connectivity.</p>
Rationale for Selection or Rejection of Proposal:	This option will be retained for further consideration. A replacement vessel of a similar size could meet the needs of Skerries. A more modern design without the requirement to carry fresh water or refrigerated fish may be more efficient.
Implementability Appraisal	

Technical:	As well as general replacement of life-expired assets, there would be a need for the extension of the berthing platform (an additional dolphin) at Skerries and refendering. Refendering and the provision of a dedicated parking & waiting area would also be required at Vidlin.	
Operational:	There are no operational feasibility issues associated with this option, although it should be noted that a vessel of this size could not lie in Skerries overnight.	
Financial:	The capital cost would be £4.9 million, with annual revenue support estimated at £828k, a reduction of £96k per annum on the current day figure.	
Public:	This option would only be acceptable to the community if the vessel was based at Skerries.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	✓	<p>The replacement of the MV <i>Filla</i> with a more modern vessel at life expiry would give rise to a potential reduction in emissions. It is assumed that any new vessel would also have a more efficient design as there would not be an ongoing need to carry fresh water or refrigerated fish.</p> <p>Environmental Constraints The environmental constraints for the Skerries route are provided below for information</p> <p>Skerries Constraints</p> <ul style="list-style-type: none"> • Residential properties in proximity to terminal • Core path CPPSK01 follows coast near terminal • Listed building within 100m of harbour area • Coastal flooding risk • Good air quality <p>Vidlin Constraints</p> <ul style="list-style-type: none"> • Residential properties within 50m of the harbour • Core paths CPPNL01 passes ferry terminal • Vidlin Broch Scheduled Monument on edge of harbour • Coastal flooding risk • Good air quality
Safety:	Neutral	This option would have no impact on safety.
Economy:	Neutral	This option would have no impact in terms of economy, except in terms of the potential perception

		benefits from having a new modern vessel.
Integration:	Neutral	This option would have no impact on integration.
Accessibility and Social Inclusion:	Neutral	This option would have no impact on accessibility & social inclusion.