

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 CO2: Replace the MV <i>Filla</i> immediately with a smaller vessel which could berth overnight at Skerries. The MV <i>Filla</i> would be redeployed or sold.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	A new vessel would be approximate 25m long and would carry six PCUs. Passenger capacity would be dependent on design and would be kept as high as practicable (aiming to be over 20). The vessel would run at 9.5 knots and would be capable of operating through the south mouth, reducing the voyage distance to Vidlin and Lerwick. This option would require an island based crew and could remove the current dead legging in the timetable between Whalsay and Skerries / Vidlin. On life expiry, there would be harbour works required at Vidlin – the berthing structure and (large) linkspan would be replaced and a new small linkspan would also be	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £5.8 million.
			<i>Current revenue support</i> £924k (rounded) per annum.
			<i>Annual revenue support</i> £617k (rounded) per annum.

	required at Skerries.		
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 Skerries are an outlying archipelago in the north-east of the Shetland Islands. The island group is the easternmost of the Shetland archipelago.</p> <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 economy 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</p>		

	commuting options and on-island work is limited.
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: Minor Negative Capacity has not been identified as a problem on the Skerries route. However, the research undertaken as part of this study highlights the desire and need of the Skerries community to grow, and thus ferry capacity has to be able to accommodate this. A move to a smaller vessel would represent a minor negative in terms of 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 Skerries.
<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: Minor Positive Basing the vessel in Skerries would provide a minor positive in terms of time on mainland. The vessel currently overnights in Symbister (Whalsay) and thus there is an element of 'dead-legging' on service days as the vessel positions to Skerries / Vidlin. An island based vessel would allow an earlier morning departure / later return connection to the island within current crewing hours.
<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: Minor Positive The island based vessel would allow the time consumed by the Symbister dead-legging to be recycled into additional (request) connections across the week.
<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: Minor Positive This option would significantly simplify the timetable as it would remove the morning & evening connections from to Symbister.
<i>TPO5: Where practicable, islanders should be provided with links to strategic onward</i>	Performance against Transport Planning Objective: Neutral

<i>transport connections without the need for an overnight stay on Shetland mainland.</i>	This option would have no impact on strategic connectivity, except to the extent which additional hours could be used to provide more connections.	
Rationale for Selection or Rejection of Proposal:	This option will be retained for further consideration. This option would allow the vessel to be island based, bringing local employment opportunities and would permit a more direct sailing through the South Mouth. The potential reliability of this vessel compared to a larger vessel would need further investigation. This option is widely supported by the Skerries community.	
Implementability Appraisal		
Technical:	On life expiry, there would be harbour works required at Vidlin – the berthing structure and (large) linkspan would be replaced - and a new small linkspan would also be required at Skerries.	
Operational:	<p>This option would require a Skerries-based crew. The current crew were asked in 2013 whether they would be willing to be based in Skerries (either permanently or during duty periods) and rejected this suggestion.</p> <p>Crewing the vessel from Skerries could present a significant challenge given the very small population of the island, although it could at the same time provide an important opportunity to introduce relatively high paid jobs into the archipelago.</p> <p>The current vessel, MV <i>Filla</i> would have to be redeployed, chartered or sold. This would clearly have an impact on the existing crew of that vessel, an issue which would have to be taken into account.</p>	
Financial:	The capital cost would be £5.8 million, with annual revenue support estimated at £617k, a reduction of £307k per annum on the current day figure.	
Public:	The Skerries community provided highly detailed feedback and indicated that this is one of two potential preferred options.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	✓	<p>The replacement of the MV <i>Filla</i> with a smaller and more modern vessel would give rise to a potential reduction in emissions.</p> <p>Environmental Constraints</p> <p>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

		<ul style="list-style-type: none"> • 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:	x	<p>The impact of this option on safety would require further investigation. However, it is anticipated that it would generate a minor negative as a smaller vessel would be making the long and exposed crossing, particularly on the days where the ferry sails to Lerwick. Conversely, a smaller ship would have the choice of using the south mouth entrance to Skerries, which is more sheltered from north-easterly winds.</p> <p>Overall, whilst the vessel would be classified for the waters in which she operates, the journey would be less comfortable and reliability could be affected.</p>
Economy:	✓	<p>This option would deliver a minor positive in terms of the economy criterion. There would be TEE benefits associated with this option, both in terms of potential additional connections and journey time saving associated with the use of the South Mouth (although the proposed smaller vessel would be slower). There may also be offsetting disbenefits in terms of reduced reliability.</p> <p>As the crew would be Skerries based, the archipelago would benefit from a small number of full-time, long-term and comparatively well-paid jobs. This would be of significant benefit to Skerries given the recent economic difficulties faced by the island.</p>
Integration:	Neutral	This option would have no impact on integration.
Accessibility and Social Inclusion:	✓	This option would generate a minor positive in terms of accessibility & social inclusion through offering scope for increased connections across the week.