

## 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 CO3: Develop an overnight berth at Vidlin for the Skerries ferry.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>This option could be combined either with Skerries Option C1 or in partnership with options for Whalsay (see Whalsay ASTs).</p> <p>The Skerries ferry would overnight at Vidlin rather than Symbister on Whalsay. The purpose of this is to remove the current dead legging in the timetable between Whalsay and Skerries. The crew would become mainland based</p> <p>The provision of a new overnight berth at Vidlin would involve construction of a 75m long jetty to provide a ferry berth and overnight berth. If additional shelter is required a breakwater could be provided but has not been costed here. This option would also require the provision of a large linkspan, land reclamation to provide approximately 0.12 ha of additional area and some minimal dredging to provide a suitable berth pocket.</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £5.7 million.
			<i>Current revenue support</i> £0.00
			<i>Annual revenue support</i> Ongoing maintenance of overnight berth would be required over its lifetime.

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.
<b>Background Information</b>			
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 23<sup>rd</sup> November 2015 due to a lack of sufficient Rescue &amp; 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 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 travel between the island(s) and Shetland Mainland</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would have no impact on 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>	<b>Performance against Transport Planning Objective: Neutral</b> 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>	<b>Performance against Transport Planning Objective: Minor Positive</b> Basing the vessel overnight at Vidlin 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. The overnight berth at Vidlin would allow direct connections to / from Skerries. It should be noted that the positive impact associated with this option would be less than that offered by overnighting the ferry in Skerries. As the first connection would be outbound to Skerries, the total potential hours per day on Shetland mainland for Skerries residents would be reduced.
<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: Minor Positive</b> The Vidlin-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>	<b>Performance against Transport Planning Objective: Minor Positive</b> 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 transport connections without the need for</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would have no impact on strategic connectivity, except to the extent which additional hours could be

<i>an overnight stay on Shetland mainland.</i>	used to provide more connections.	
Rationale for Selection or Rejection of Proposal:	This option on its own will not be retained for further consideration although it could be reconsidered as part of an improvement to the Vidlin terminal for the Whalsay service. As a measure in its own right, this would not be likely to generate sufficient benefits for Skerries to justify the capital cost. Crew would also continue to be based away from Skerries. The improvement of facilities at Vidlin could be of merit from the perspective of the Whalsay route.	
<b>Implementability Appraisal</b>		
Technical:	The provision of a new overnight berth at Vidlin would involve construction of a 75m long jetty to provide a ferry berth and overnight berth. If additional shelter is required a breakwater could be provided but has not been costed here. This option would also require the provision of a large linkspan, land reclamation to provide approximately 0.12 ha of additional area and some minimal dredging to provide a suitable berth pocket.	
Operational:	A mainland-based crew would be required.	
Financial:	This option would have a capital cost of £5.7 million. Any vessel related enhancements would be in addition to this.	
Public:	Feedback from the Skerries community found that the single benefit of this option is that the ferry would be based at one end of the route, which would save time on the Skerries – Vidlin journey. However, the downside is that the unproductive positioning time will actually be increased for the Skerries – Lerwick route, which will further reduce the time available in Lerwick. The issues identified with berthing the vessel away from Out Skerries will also remain. In addition, infrastructure improvements will be required at Vidlin; these improvements are seen to be of no value to the Vidlin community whereas similar investment in the Out Skerries would be of high value to its community. The Community Council does not believe that this option should be taken forward.	
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	x	<p>The development of a new overnight berth at Vidlin would give rise to significant environmental effects during construction. There would also be seascape and visual impacts in longer term, although these would decrease as the structures became weathered.</p> <p>The following impacts have been identified in terms of environmental sub-criteria</p> <ul style="list-style-type: none"> <li>• Noise &amp; vibration: Short term impacts at closest properties and on wildlife during construction.</li> <li>• Local air quality: No significant effects predicted.</li> <li>• Water quality, drainage &amp; flood defence: Some short term impacts on marine water quality during construction of breakwater at Vidlin.</li> <li>• Biodiversity &amp; habitats: 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 Vidlin harbour</li> </ul>

		<ul style="list-style-type: none"> <li>• Landscape: Impacts on seascape from new breakwater, but fitting in the marine working environment of the harbour.</li> <li>• Visual amenity: Short term impacts during construction. Permanent works could be significant particularly on completion of construction.</li> <li>• Cultural heritage: Works unlikely to significantly affect setting of scheduled monument because of location in working harbour.</li> </ul> <p><b>Environmental Constraints</b> The environmental constraints at Vidlin are provided below for information</p> <p>Vidlin Constraints</p> <ul style="list-style-type: none"> <li>• Residential properties within 50m of the harbour</li> <li>• Core paths CPPNL01 passes ferry terminal</li> <li>• Vidlin Broch Scheduled Monument on edge of harbour</li> <li>• Coastal flooding risk</li> <li>• Good air quality</li> </ul>
Safety:	Neutral	This option would have no impact on safety.
Economy:	✓	This option would deliver a minor positive in terms of the economy criterion. There would be TEE benefits associated with this option in terms of potential additional connections.
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.