

## 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 RO3: Introduce two return sailings to / from Vidlin a day or one return sailing from Skerries to / from Lerwick a day with either Vidlin or Lerwick sailings operating seven days a week.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This option would include two return sailings to / from Vidlin a day or one return sailing from Skerries to/from Lerwick a day with either Vidlin or Lerwick sailings operating seven days a week.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0.00
			<i>Current revenue support</i> £924k (rounded) per annum.
			<i>Annual revenue support</i> £1.03m (rounded) per annum, based on new vessel under option CO1.
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>		

	The Skerries air service was suspended on 23 <sup>rd</sup> November 2015 due to a lack of sufficient Rescue & Fire Fighting Services (RFFS).
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>
<b>Planning Objectives</b>	
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> The Skerries service does not demonstrate capacity issues and thus this option has no impact in capacity. It does however increase the total supply of capacity over the course of a week.
<i>TPO2a: Where an island has a 'commutable' combined ferry or drive / public transport / walk time to a main</i>	<b>Performance against Transport Planning Objective: Neutral</b> This objective is not relevant for Skerries.

<p>employment centre (e.g. 80 minutes), the connections provided should reliably facilitate commuting</p>	
<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>	<p><b>Performance against Transport Planning Objective: Major Positive</b></p> <p>The provision of a daily return service from Skerries would fill the existing timetable gap on a Tuesday and Thursday, where there are currently no services from Skerries. This would provide a seven day service. The provision of additional connections on other days would permit a half day in Lerwick seven days a week if the timetable is designed to achieve this.</p>
<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>	<p><b>Performance against Transport Planning Objective: Major Positive</b></p> <p>The provision of a daily return service from Skerries would fill the existing timetable gap on a Tuesday and Thursday, where there are currently no services from Skerries. The provision of additional services over the week would represent a significant increase in timetable connections overall.</p>
<p>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</p>	<p><b>Performance against Transport Planning Objective: Major Positive</b></p> <p>The provision of a daily return service from Skerries would fill the existing timetable gap on a Tuesday and Thursday, where there are currently no services from Skerries. This would provide a seven day per week ferry service for Skerries.</p> <p>The provision of additional services over the week could allow for a relatively consistent timetable to be offered to / from Skerries across the week.</p>
<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>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>The provision of a daily return service from Skerries would allow for onward connections from Skerries to the Scottish mainland seven days a week, with enhanced frequency across the week providing a further benefit. A day return trip would not be possible.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option will be retained for further consideration as it would provide the 7-day connection required by the RSM and performs well against the objectives and STAG criteria.</p>
<p><b>Implementability Appraisal</b></p>	
<p>Technical:</p>	<p>There would be no technical issues associated with this option.</p>
<p>Operational:</p>	<p>This option would require a full second crew.</p>

Financial:	Estimated at £1.03m per annum based on new vessel under Option CO1, an increase of £107k on the current costs.	
Public:	This option offers seven day/week sailings and therefore either option will overcome the problems identified with RO1. The Community Council therefore noted that this option should be taken forward for further consideration.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	The increase in the number of sailings (and sailing days) would generate a very minor negative environmental impact in terms of increased emissions.
Safety:	x	The increase in the number of sailings (and sailing days) would generate a very minor negative safety impact in terms of increased ferry running hours and potentially additional vehicle kilometres.
Economy:	✓✓✓	<p>The provision of return sailings on a Tuesday &amp; Thursday and additional services on other days would provide a major positive economic impact for Skerries. Firstly, there would be TEE benefits associated with the additional connections. These would extend into direct financial benefits for Skerries residents who have business on the mainland on one of the current non-sailing days (e.g. reduced need for overnight hotel stays, subsistence etc).</p> <p>The ability to conduct a half day of business in Lerwick seven days per week, provided the timetable is designed to achieve this, would be of benefit to Skerries. Daily connectivity would also benefit those travelling to Skerries, including tourists (albeit small in number), tradespeople and Council staff visiting the island.</p>
Integration:	✓✓	As well as improving strategic integration (see TPO5), this option would contribute towards a wide range of policies aimed at sustaining and developing Shetland's island communities. It would also deliver the RSM requirement of a seven day service, and make a positive contribution towards the implied frequency and length of operating day in the RSM.
Accessibility and Social Inclusion:	✓✓✓	<p>This option would generate a major positive benefit in terms of accessibility &amp; social inclusion through offering scope for increased connections across the week. The increased connections would support both car &amp; passenger-based access to / from the island group.</p> <p>As noted above, access would be improved both for Skerries residents and those visiting the islands, be it tourists, tradespeople or Council staff.</p>