

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 CO3: Replace the MV <i>Hendra</i> and MV <i>Linga</i> with three new vessels.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>The working assumption with this option is that the MV <i>Hendra</i> and MV <i>Linga</i> would be replaced with 3 * 35m TYPE 1 vessels. However, various vessel size mixes could apply and the final decision should be informed by analysis of demand in the Final Business Case (FBC), which would be used to determine this.</p> <p>The harbour works at Laxo and Vidlin would be equivalent to those required under Option C1.</p> <p>There would not be a physical need for harbour works at Symbister with this option. However, it is unlikely that the three Whalsay ferries and the Skerries ferry MV <i>Filla</i> could be accommodated within the current harbour given existing congestion. There are a variety of potential solutions to this, ranging from reorganising the existing harbour (e.g. relocating the marina elsewhere) to basing one of the ferries elsewhere (e.g. developing an overnight berth at Vidlin). The additional costs associated with this are not factored into this option.</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £21.15 million.
			<i>Current revenue support</i> £2.25m (rounded) per annum.
			<i>Annual revenue support</i> £3.86m (rounded) per annum, although this reflects a higher frequency service.
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 island of Whalsay, the most populous of the isles, lies to east of Shetland mainland. The largest settlement on the island is Symbister, which is also where the main harbour is located. As well as having a vibrant pelagic fishing fleet based in the island, the relatively short ferry crossing to Shetland mainland means that there is considerable commuting between the island and Lerwick & Sullom Voe.</p> <p>The island is connected to Shetland mainland via a ferry service between Symbister and Laxo, a sheltered voe on the east side of Shetland mainland. The Symbister – Laxo crossing is very exposed to south-easterly winds and thus a diversion port is maintained at Vidlin (also the destination for the Skerries ferry) to the north-east of Laxo. The timetable is designed with sufficient contingency to ensure that when the vessel diverts to Vidlin, there is no disruption to the timetable.</p>	
Social Context:	<p>Whalsay has a stable population, although islanders do have concerns that limited ferry capacity and a lack of affordable housing are causing out-migration amongst younger residents.</p> <p>Whalsay has one primary school & junior high school and nursery, three shops (one of which incorporates the post office), a police station, care centre, health centre (with dental practice) and leisure centre. The Whalsay Learning Centre, operated by Shetland College, uses the clubroom in the leisure centre to deliver learning opportunities for the community. The island also has access to a weekly mobile banking service. Childcare provision is seen to be very limited and is seen as a constraint in terms of residents taking up jobs and / or further education. A small marina is located within Symbister harbour.</p> <p>Whilst school rolls have generally been in decline since the 1980s, there are promising signs for the island, with a doubling of the number of children in the nursery between 2013 and 2014.</p>	
Economic Context:	<p>Whalsay has a relatively healthy economy, although it is quite dependent on the fishing industry for its economic wellbeing. The ability to commute off-island does however remain critical, particularly in terms of providing a diversified economy and there are concerns from the community that current capacity issues and fares are undermining this.</p> <p>Whalsay has a relatively healthy economic activity rate, although there are a higher proportion of retirees amongst the population than on Shetland as a whole.</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: Major Positive</p> <p>A three vessel solution would offer an almost turn-up-and-go frequency on the Whalsay route, significantly reducing the scheduled time between connections. This would generate major positive benefits for Whalsay in</p>	

<p>travel between the island(s) and Shetland Mainland</p>	<p>that the increased frequency would mitigate the capacity issues currently experienced and would likely future proof the route against traffic growth.</p> <p>A third vessel would also make a contribution to minimising timetable variation, providing flexibility and standing in during e.g. meal breaks, scheduled maintenance, drydock periods etc.</p>
<p>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>	<p>Performance against Transport Planning Objective: Minor Positive</p> <p>Whilst this option would not improve the ability to commute <i>per se</i>, it would assist in addressing occasions where a lack of capacity acts as a constraint and thus nullifies the benefit of the connection.</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>Performance against Transport Planning Objective: Neutral</p> <p>This objective is not considered relevant for Whalsay.</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>Performance against Transport Planning Objective: Major Positive</p> <p>The provision of a three vessel solution on the Whalsay route would offer an almost 'turn-up-and-go' timetable. The current day boat on the Whalsay route offers seven return sailings per day on a typical weekday, with the shift vessel offering up to eleven return sailings. The third vessel would add a further 7-11 connections per day (or more if run more intensively) and would ensure at least the current Tuesday, Thursday and Friday timetable is maintained during periods of refit, scheduled maintenance etc.</p>
<p>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</p>	<p>Performance against Transport Planning Objective: Major Positive</p> <p>A three vessel solution would provide sufficient flexibility to allow for the maintenance of a two vessel service during scheduled maintenance meal breaks (if a suitable standby berth were available), ensuring consistency across the working 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>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on strategic connectivity, although the service frequency would be higher for residents travelling to / from Sumburgh and Lerwick.</p>

Rationale for Selection or Rejection of Proposal:	<p>This option is retained for further consideration. Three vessels would provide a step change in frequency and flexibility, albeit the capacity of any one sailing would be similar to the present day. These three vessels could be a mix of TYPE 1 and TYPE 2 vessels if required. The exact specification would require detailed analysis of present and future demand.</p> <p>There may be a need for further investment to relieve congestion in Symbister Harbour if a three vessel solution is adopted.</p>	
Implementability Appraisal		
Technical:	<p>The harbour works at Laxo and Vidlin would be equivalent to those required under Option CO1.</p> <p>There would not be a physical need for harbour works at Symbister with this option. However, it is unlikely that the three Whalsay ferries and the Skerries ferry MV <i>Filla</i> could be accommodated within the current harbour given existing congestion. There are a variety of potential solutions to this, ranging from reorganising the existing harbour (e.g. relocating the marina elsewhere) to basing one of the ferries elsewhere (e.g. developing an overnight berth at Vidlin). The additional costs associated with this are not factored into this option.</p>	
Operational:	<ul style="list-style-type: none"> • Additional crew and fuel would be required to support a three vessel operation. • Crew induction training would be required • The MV <i>Linga</i> could be redeployed. 	
Financial:	<p>The capital cost would be £21.15 million, with annual revenue support estimated at £3.86m, an increase of £1.61m per annum on the current day figure.</p>	
Public:	<p>Of those who commented on the ferry options there was no obvious public clamour for a three vessel solution. A fixed link is however identified as the preferred option of the community.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	<p>The replacement of the ageing MV <i>Hendra</i> and MV <i>Linga</i> with three vessels would record a minor disbenefit as it would increase the total number of sailing hours.</p> <p>Environmental Constraints</p> <p>The environmental constraints for the Whalsay route are provided below for information (note – the constraints at Vidlin are listed in the Skerries ASTs).</p> <p>Symbister Constraints</p> <ul style="list-style-type: none"> • Residential properties in proximity to harbour

		<ul style="list-style-type: none"> • Scheduled monument and listed buildings within 200m • Coastal flooding risk • Good air quality <p>Laxo Constraints</p> <ul style="list-style-type: none"> • Residential properties within 150m of the harbour • Laxo Burn SSSI within 1km of terminal • Coastal flooding risk <p>Good air quality</p>
Safety:	x	<p>The MV <i>Hendra</i> has passenger accommodation below the waterline. Regulations require that any new tonnage has passenger accommodation above the waterline, and thus there would be a minor safety benefit associated with this option.</p> <p>However, operating a three vessel solution would increase the risk of a close quarters incident. Moving to a three vessel solution would statistically increase the possibility of marine accidents (due to more ferry journeys being undertaken), particularly in the relatively congested and mixed-use Symbister Harbour.</p> <p>It should also be noted that a three vessel solution could potentially have a marginally negative impact on safety through increasing vehicle kilometres. In previous examples where the service frequency has been increased, there has been an uplift in car carryings. Whilst increased car journeys are likely to increase with this option, any impact is likely to be marginal.</p>
Economy:	✓✓	<p>A three vessel solution would contribute positively to the STAG economy criterion. The frequency increase would offer minor TEE benefits.</p> <p>Perhaps more significantly, a three vessel service would offer moderate wider / EALI benefits, particularly if the third vessel was used to fill existing gaps in the timetable (e.g. Monday and Wednesday maintenance, lunch breaks, weekend connectivity etc). Benefits would accrue in terms of residents (particularly in terms of commuting), tourism and locally traded services. Given the prominence of the fishing sector on Whalsay, a higher frequency service would support the manufacturing & processing sector, and could encourage inward investment into the island.</p>
Integration:	✓	<p>This option would have a positive impact in terms of policy integration, in that it contributes positively to enhanced disabled access. It would also support a range of policies designed to support and promote the sustainability of the island.</p>
Accessibility and Social Inclusion:	✓✓	<p>The provision of additional capacity by operating three ferries would improve community accessibility through reducing the capacity issues identified on the Whalsay route, which are seen to be the key constraint to economic growth.</p>

		<p>This option would also support enhanced disabled access to the Whalsay services currently operated by the MV <i>Hendra</i>, helping to tackle the issue of social exclusion experienced by this group.</p>
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