

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 Co4 – Construct new North Voe Harbour on Whalsay which would accommodate the ferry service.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This option would involve the construction of a new harbour in North Voe which would accommodate the Whalsay ferry services and, depending on options for Skerries, the vessel for that island. The existing Symbister harbour would be converted to leisure and commercial uses and could act as a focus of any regeneration project. This option would only likely be progressed in tandem with one of the ferry-based options CO1-CO3.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £15.5 million.
			<i>Current revenue support</i> Not applicable
			<i>Annual revenue support</i> Not applicable
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			

<p>Geographic Context:</p>	<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>
<p>Social Context:</p>	<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 & 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>
<p>Economic Context:</p>	<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>
<p>Planning Objectives</p>	
<p>Objective:</p>	<p>Performance against planning objective:</p>
<p><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></p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact in terms of capacity.</p>
<p><i>TPO2a: Where an island has a</i></p>	<p>Performance against Transport Planning Objective: Neutral</p>

<p>'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>This option would have no impact in terms of the ability to commute.</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 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: Neutral This option would have no impact on the frequency of the service.</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: Neutral This option would have no impact on the timetable.</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 This option would have no impact on strategic connectivity.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option is retained for further consideration. This option provides a means of addressing congestion and marine safety issues associated with Symbister Harbour. The construction of North Voe would also be required if any vessels larger than the TYPE 2 are to be deployed on the Whalsay route.</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>There would be no technical feasibility issues associated with this option outwith those associated with the construction of the harbour.</p>
<p>Operational:</p>	<p>There would be an operational benefit as the ferries would have a dedicated harbour and would not need to work</p>

		around other traffic.
Financial:		The capital cost of this option would be £15.5m.
Public:		There was some support for this option expressed through the public consultation. A fixed link is however identified as the preferred option of the community.
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	xx	<p>Overall, this option would record a negative moderate impact as the works would have the potential for significant effects involving the construction of a new harbour facility in an as yet undeveloped area. The long-term impact may be slightly less negative providing the works are implemented sensitively.</p> <p>The following impacts have been identified in terms of environmental sub-criteria:</p> <ul style="list-style-type: none"> • Noise & vibration: Short term impacts at closest properties and on wildlife during construction. • Local air quality: No significant long term effects predicted. Potential for dust during construction. • Water quality, drainage & flood defence: Some short term impacts on marine water quality during construction and from dredging activities but unlikely to be significant in longer term. • Geological features: Some loss of marine sediment if dredging is required. • Biodiversity & habitats: Short term impacts on otter and/or marine mammals etc but unlikely to be significant in context of disturbance in existing harbour. Effects on marine habitats not known. • Landscape: New works of major scale with potential for significant effects including new access. • Visual amenity: Short term impacts during construction and the permanent works would have a significant impact.
Safety:	✓✓	The option would have a positive safety impact through reducing current marine congestion issues in Symbister Harbour, reducing the likelihood of an accident.
Economy:	-	There would be no economic impact associated with this option in its own right, but it could act as an enabler to other ferry related options.
Integration:	✓	This option would give rise to a minor integration benefit through support the enhancement of the ferry service, which is critical to the economic performance and development of Whalsay.

Accessibility and Social Inclusion:	-	There would be no accessibility & social inclusion impacts associated with this option in its own right, but it could act as an enabler to other ferry related options.
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