

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 CO1 (Do Minimum): Replace the MV <i>Dagalien</i> and MV <i>Daggri</i> on a like-for-like basis.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	The new vessels would be TYPE 3. There would be no major harbour works (other than the replacement of life-expired assets) associated with this option. A small investment in improved parking / waiting facilities would be required.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £21.5 million.
			<i>Current revenue support</i> £2.27m (rounded) per annum.
			<i>Annual revenue support</i> £2.18m (rounded) per annum.
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 Yell is situated between the north of Shetland mainland and the islands of Unst and Fetlar. The island is separated from Shetland Mainland by a narrow strait of water known as Yell Sound. The majority of the settlements on Yell are in the north and east the island.</p> <p>The ferry from the island to Shetland mainland operates from Ulsta (to Toft), a very small settlement on the south-west coast of the island. The larger settlements on Yell, such as Mid Yell and Cullivoe tend to be located in the east and north of the island, meaning that an onward car or public transport connection is typically required from Ulsta.</p>		
Social Context:	<p>Yell is the second most populous of the isles, with a population of around 1,000. The island has a relatively stable population, supported by good access to job opportunities and local services. However, forecasts suggest that the population will decline in the years ahead. In addition, whilst Yell has a stable population, it is also an ageing one, which is reflected in the proportionally lower economic activity rate and higher number of retirees relative to the Shetland Islands generally.</p>		

	<p>Health provision on the island is of a high quality, whilst there are stable rolls at the island nursery, the two primary schools and the Junior High. The island also has a high level of community cohesion, with a very active third sector on the island.</p>
Economic Context:	<p>The Yell economy is relatively healthy, with a number of indigenous businesses in the valuable aquaculture sector, good commuting opportunities and a strong public sector presence (in terms of both direct jobs and as a facilitator of other opportunities).</p> <p>Yell has very high levels of household car ownership and a significant proportion of its residents travel in a car to work. This reflects the importance of commuting to the island, particularly to Sullom Voe and Lerwick. The amount of people working from home has increased in recent years.</p> <p>The availability of housing on Yell and the North Isles generally is seen to constrain the growth of the community.</p> <p>Overall, Yell is in a relatively favourable position overall, with a stable population, reasonable industrial mix and good connectivity. Maintaining and potentially improving this level of connectivity in years to come will be of importance to the island.</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>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on capacity.</p>
<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>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on connectivity.</p>
<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</i>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This objective is not considered relevant for Yell.</p>

at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.		
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.		Performance against Transport Planning Objective: Neutral This option would have no impact on the frequency of the service.
TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.		Performance against Transport Planning Objective: Neutral This option would have no impact on the timetable.
TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.		Performance against Transport Planning Objective: Neutral This option would have no impact on strategic connectivity.
Rationale for Selection or Rejection of Proposal:		This option will be retained for further consideration as it offers the minimum required like-for-like replacement of the current assets.
Implementability Appraisal		
Technical:		There are no technical feasibility issues associated with this option.
Operational:		There are no operational feasibility issues with associated this option beyond training the crew on the new vessel.
Financial:		The capital cost would be £21.5 million, with annual revenue support estimated at £2.18m, a decrease of £90k per annum on the current day figure.
Public:		Given the relative youth of the current vessels and the fixed links issue, there was very little public engagement in the ferry based options. A fixed link is however identified as the preferred option of the community
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	✓	The replacement of the MV <i>Daggri</i> and MV <i>Dagalien</i> at life expiry with more modern vessels gives rise to a potential reduction in emissions. There would be no other environmental issues associated with this option. Environmental Constraints

		<p>The environmental constraints at the Yell Sound ports are provided below for information.</p> <p>Toft Constraints</p> <ul style="list-style-type: none"> • Residential properties within 100m • Scheduled monuments within 500m • Coastal flooding risk • Good air quality <p>Ulsta Constraints</p> <ul style="list-style-type: none"> • Residential properties in close proximity to terminal • Yell Sound SAC and SSSI within 500m of terminal • Hamna Voe Shellfish Water Protected Area within 2km (east) • Listed buildings within 50m of harbour • Coastal flooding risk • Good air quality
Safety:	Neutral	This option would have no impact in terms of safety.
Economy:	Neutral	This option would have no impact in terms of economy, except in terms of the potential perception benefits from having new modern vessels.
Integration:	Neutral	This option would have no impact in terms of integration.
Accessibility and Social Inclusion:	Neutral	This option would have no impact in terms of accessibility and social inclusion.