

## 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 RO2: Offer additional request sailings on Friday and Saturday evenings (through to 0200).	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	Offer additional request sailings on Friday and Saturday evenings through to 0200.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0.00 million.
			<i>Current revenue support</i> £2.27m (rounded) per annum.
			<i>Annual revenue support</i> £2.20m (rounded) per annum, based on new tonnage identified in 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 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>		

<p>Social Context:</p>	<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>
<p>Economic Context:</p>	<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>
<p><b>Planning Objectives</b></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><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option would offer additional capacity in the sense that it would provide sailings at a time when there is currently not a connection. However, it would not address a specific capacity problem and thus the impact in terms of this objective is neutral.</p>
<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</i></p>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>The late evening nature of this service means it would have no impact on commuting.</p>

<i>facilitate commuting</i>		
<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: Neutral</b>	This option is not considered applicable to Yell.
<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>	Late evening request sailings on a Friday and Saturday would extend the length of the operating day by adding additional evening connections into the timetable. However, the contribution to this objective would be very minor overall.
<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: Neutral</b>	This option would have no positive impact on timetable variation.
<i>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</i>	<b>Performance against Transport Planning Objective: Neutral</b>	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 is a relatively low cost option, offering an improvement in accessibility.	
<b>Implementability Appraisal</b>		
Technical:	There are no technical feasibility issues associated with this option.	
Operational:	There would be no operational issues associated with this option, although additional crew and fuel would be required (see below)	
Financial:	Minor reduction from the present day based on capital Option CO1.	
Public:	No opposition to any of the revenue options was expressed during the public consultation.	
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment</b>	<b>Supporting Information</b>

	Summary	
Environment:	x	Whilst there would be additional sailing hours leading to a small increase in emissions, any such impact is likely to be extremely limited in the wider context of the Yell Sound route.
Safety:	x	There would be a very minor safety disbenefit associated with this option as it would likely encourage a very small number of additional road kilometres.
Economy:	✓	There would be minor benefits for residents. The late evening on request sailings on a Friday and Saturday would allow Yell residents to partake in evening social activities in Lerwick, potentially making the island a more attractive place to live.
Integration:	-	This option would have no impact in terms of integration.
Accessibility and Social Inclusion:	✓✓	This option would contribute towards improved community accessibility, allowing Yell residents to participate in evening social activities in Lerwick. It would also improve the comparative accessibility of the island, bringing it closer into line with communities on Shetland Mainland.