

## 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 – Operate standard weekday timetable seven days per week.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>At present the Yell Sound route is operated by a 'day boat' and a 'shift boat' Monday – Friday. This provides 24 (plus 1 request) connection Tuesday – Friday (20+1 on a Monday due to scheduled maintenance &amp; drills).</p> <p>The weekend service is only run by the shift vessel, reducing connections to 15(+1) on a Saturday and 14(+1) on a Sunday.</p> <p>This proposal would involve running the weekday timetable seven days per week.</p>	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> £2.36m (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:	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.		
	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.
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>
<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>	<p><b>Performance against Transport Planning Objective: Minor Positive</b></p> <p>This option would enhance the available capacity on the Yell Sound route at the weekend. The carryings analysis identified minor capacity issues on Saturday and Sunday afternoons (summer and winter) which this option would alleviate. However, there were otherwise no capacity problems on this route.</p> <p>This option would also benefit Unst and Fetlar.</p>
<i>TPO2a: Where an island has a</i>	<b>Performance against Transport Planning Objective: Neutral</b>

<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 on the ability to commute on weekdays, although it would increase AM and PM frequency for weekend commuters.</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: Neutral</b></p> <p>This option is not considered applicable to Yell.</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: Moderate Positive</b></p> <p>The option of running the weekday timetable seven days a week would make a moderate contribution to this objective by increasing the weekend service frequency to a level commensurate with weekdays.</p> <p>This option would also benefit Unst and Fetlar.</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>This option would equalise the level of connectivity across every day of the week, apart from Monday, providing consistency on Yell Sound services.</p> <p>This option would also benefit Unst and Fetlar.</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: Minor Positive</b></p> <p>This option would enhance the weekend service frequency, facilitating generally better connectivity with strategic transport connections.</p> <p>This option would also benefit Unst and Fetlar.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option is retained for further consideration. The reduction in weekend services as part of the 2013 cuts was raised as a key issue in Yell, so a further review of options in this respect of this is necessary.</p>

Implementability Appraisal		
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.	
Financial:	This option would cost increase operating costs to £2.36m per annum (based on Option CO1), an increase of £90k per annum on the current situation.	
Public:	No opposition to any of the revenue options was expressed during the public consultation.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	✘	There is likely to be a very minor negative impact associated with the increased emissions from operating extra sailings.
Safety:	✘	The increase in service frequency at weekends is likely to generate additional vehicle kilometres, which would have a negative safety impact. However, any impact would be very minor.
Economy:	✔	<p>There would be relatively minor benefits associated with this option. Whilst the length of the operating day would remain the same, the increased number of connections could have benefits for residents, tourists and locally traded services.</p> <p>A 7 day a week, (approximately) 17 hours operating day would also reduce the economic disadvantage of living on an island and could promote population retention and growth.</p> <p>This option would also benefit Unst and Fetlar.</p>
Integration:	✔	<p>The increased frequency at the weekend would support improved transport connectivity through offering improved connections throughout the day.</p> <p>This option would also deliver the RSM model service for Yell and would support a range of other policies intended to support the economic development of the islands.</p> <p>This option would also benefit Unst and Fetlar.</p>
Accessibility and Social Inclusion:	✔✔	The operation of the weekday timetable at the weekend would significantly enhance community accessibility, providing nine additional connections to Shetland mainland on a Saturday and ten additional connections on a Sunday.

		This option would also benefit Unst and Fetlar.
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