

## 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 RO4a – Run both vessels for the full operating day, <b>seven</b> days a week.  Option RO4b – Run both vessels for the full operating day, <b>five</b> days a week.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	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).  Option RO4a would involve running both vessels for the full operating day. This would increase total connections to 31 per day, seven days a week.  Option RO4b is a variation on the above, offering 31 connections per day Monday – Friday (potentially less on a Monday due to maintenance) and the current weekend timetable.	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> <ul style="list-style-type: none"> <li>• RO4a: £2.81m (rounded) per annum.</li> <li>• RO4b: £2.51m (rounded) per annum.</li> </ul>
Funding Sought From:	Transport Scotland	Amount of Application:	<i>Present Value of Cost to Govt.</i>

(if applicable)			Costs in this study are all reported in 2016 prices only. The costs would reflect those set out above.
<b>Background Information</b>			
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>		
<b>Planning Objectives</b>			
Objective:	Performance against planning objective:		

<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>Option RO4a: 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> <p><b>Option RO4b: Performance against Transport Planning Objective: Neutral</b></p> <p>This option would have no impact on this objective. Whilst it would increase the number of connections over the day, it would not address any specific capacity problems.</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 facilitate commuting</i></p>	<p><b>Option RO4a: Performance against Transport Planning Objective: Minor Positive</b></p> <p>This option would have a minor benefit for shift workers finishing or starting work during the evening.</p> <p><b>Option RO4b: Performance against Transport Planning Objective: Minor Positive</b></p> <p>This option would have a minor benefit for shift workers finishing or starting work during the evening.</p>
<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 at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.</i></p>	<p><b>Option RO4a: Performance against Transport Planning Objective: Neutral</b></p> <p>This option is not considered applicable to Yell.</p> <p><b>Option RO4b: Performance against Transport Planning Objective: Neutral</b></p> <p>This option is not considered applicable to Yell.</p>
<p><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></p>	<p><b>Option RO4a: Performance against Transport Planning Objective: Major Positive</b></p> <p>The option of running both vessels for the full operating day seven days a week would make a major contribution to this objective by significantly increasing the overall level of service (up to 31 return crossings per day). This compares to the current 24(+1) on a typical weekday, 15(+1) on a Saturday and 14(+1) on a Sunday.</p> <p>This option would also benefit Unst and Fetlar.</p> <p><b>Option RO4b: Performance against Transport Planning Objective: Moderate Positive</b></p> <p>The option of running both vessels for the full operating day five days a week would make a moderate contribution to this objective by significantly increasing the overall level of service (up to 31 return crossings per day). This compares to the current 24(+1) on a typical weekday, 20(+1) on a Monday.</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>Option RO4a: Performance against Transport Planning Objective: Major Positive</b>  This option would equalise the level of connectivity across every day of the week apart from Monday, providing consistency on Yell Sound services.  This option would also benefit Unst and Fetlar.</p> <p><b>Option RO4b: Performance against Transport Planning Objective: Neutral</b>  This option would not have any impact on this objective.</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>Option RO4a: Performance against Transport Planning Objective: Minor Positive</b>  This option would enhance the overall service frequency, facilitating generally better connectivity with strategic transport connections.  This option would also benefit Unst and Fetlar.</p> <p><b>Option RO4b: Performance against Transport Planning Objective: Minor Positive</b>  This option would enhance the overall service frequency, facilitating generally better connectivity with strategic transport connections.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p><b>Option RO4a</b>  This option <b>will not</b> be retained for further consideration. The step-change in cost is likely to be disproportionate with the demand for the service.</p> <p><b>Option RO4b</b>  This option <b>will</b> be retained for further consideration. This option would provide a step change in frequency on weekdays and therefore merits further consideration.</p>
<p><b>Implementability Appraisal</b></p>	
<p>Technical:</p>	<p>There are no technical feasibility issues with either Option RO4a or RO4b.</p>
<p>Operational:</p>	<p>There would be no operational issues associated with either Option RO4a or RO4b, although additional crew and fuel would be required, particularly for Option RO4a, which represents a significant step change to the current level of service.</p>

Financial:	Option RO4a - £545k increase on current costs of £2.3m assuming the CO1 new vessels scenario.	
	Option RO4b – £238k increase on current costs of £2.3m assuming the CO1 new vessels scenario.	
Public:	No opposition to any of the revenue options was expressed during the public consultation. The increase in frequency offered by these options is likely to be widely welcomed.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	<p><b>Option RO4a - ✘</b></p> <p><b>Option RO4b - ✘</b></p>	<p><b>Option RO4a</b> This option would lead to a significant increase in vessel running hours and hence emissions.</p> <p><b>Option RO4b</b> This option would lead to a significant increase in vessel running hours and hence emissions.</p>
Safety:	<p><b>Option RO4a - ✘</b></p> <p><b>Option RO4b - ✘</b></p>	<p><b>Option RO4a</b> The increase in service frequency is likely to generate additional vehicle kilometres, which would have a negative safety impact. However, any impact would be very minor.</p> <p><b>Option RO4b</b> The increase in service frequency is likely to generate additional vehicle kilometres, which would have a negative safety impact. However, any impact would be very minor.</p>
Economy:	<p><b>Option RO4a - ✓✓✓</b></p> <p><b>Option RO4b - ✓✓</b></p>	<p><b>Option RO4a</b> There would be relatively major economic benefits associated with this option. Whilst the overall length of the operating day would remain the same, the number of connections over the length of that day would increase significantly. This would give rise to significant benefits for residents, tourists and locally traded services.</p> <p>A high frequency 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>The increased ferry frequency would also give rise to significant TEE benefit through doubling the frequency of the service at times when the 'day boat' does not currently operate.</p>

		<p>This option would also benefit Unst and Fetlar.</p> <p><b>Option RO4b</b> The nature of the benefits of this option to the Economy criterion would be the same as for Option RO4a, although of a slightly lesser magnitude given the five day as opposed to seven day nature of this option.</p> <p>This option would also benefit Unst and Fetlar.</p>
Integration:	<p><b>Option RO4a - ✓✓</b></p> <p><b>Option RO4b - ✓✓</b></p>	<p><b>Option RO4a</b> The increased frequency at the weekend would support improved transport connectivity through offering improved connections in the early morning and evening and over the weekend.</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> <p><b>Option RO4b</b> The increased frequency during the week would support improved transport connectivity through offering improved connections in the early morning and evening Monday to Friday.</p> <p>This option would also 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:	<p><b>Option RO4a - ✓✓✓</b></p> <p><b>Option RO4b - ✓✓</b></p>	<p><b>Option RO4a</b> The operation of the two vessels for the full operating day, seven days a week, would significantly enhance community accessibility, providing numerous additional connections to Shetland mainland over the week.</p> <p>This option would also benefit Unst and Fetlar.</p> <p><b>Option RO4b</b> The nature of the benefits of this option to the Accessibility &amp; Social Inclusion criterion would be the same as for Option RO4a, although of a slightly lesser magnitude given the five day as opposed to seven day nature of this option.</p>

		This option would also benefit Unst and Fetlar.
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