



DESTINATION SCALLOWAY

Scalloway Waterfront & Town Centre
Feasibility Study and Masterplan



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1. Introduction and Background

1.1 Introduction

Destination Scalloway is an exemplar of community-based working to create a place-based vision for Scalloway. The project has involved extensive engagement supporting participation across the community and has advanced a level of feasibility for the projects identified as community priorities.

This report – *Destination Scalloway* – is the culmination of a series of studies and consultations and looks to set a forward-looking vision for the village. The masterplan demonstrates a sustainable place-making approach which focusses on the challenges and opportunities to strengthen village life, to address climate change/net zero and build on the concept of 20-minute neighbourhoods. It promotes Scalloway as a place of opportunity to live, learn, work, invest and visit.



Photo Caption:

1.2 Building on Special Place Qualities

Scalloway is a village with many successful attributes. It has a beautiful waterfront setting forming a tight nucleated village settlement of strong place quality, clustered around a natural protected harbour. Scalloway is derived from the Old Norse “Skálavágr”, meaning bay of the big houses, and was the island capital until 1708.

The village celebrates a rich history but also is an important centre of learning (NAFC/UHI College); industry (Port & Harbour/Fishing/Boatyard); heritage (Scalloway Museum); local services (Primary School/Health Centre) and home to a population of 1250. The residential population has been growing at 10+ % annum.

1.3 Capturing the Potential of Place

Scalloway has enormous potential. Building on its place qualities the village has the potential to be one of Scotland’s best ‘village destinations’. It has the opportunity to develop a strong and integrated social-economy and to support the wider economy and destination development ambitions for Shetland. It will do this by:

- Developing as an appealing ‘Destination Hub’ for both residents and visitors
- Developing its economy and tourism potential to sustain local services

- Narrating its unique story as one of Scotland’s oldest settlements
- Celebrating its place quality, architectural heritage, waterfront, spaces and places
- Promoting creative enterprise including opportunities for and the value of its young people
- Transitioning to Net Zero and addressing the need for climate change resilience

1.4 Framing Place & Community Based Objectives

This *Destination Scalloway* report frames a plan for long-term sustainable place-shaping. The projects, initiatives and priorities look to build a momentum for change that is transformative over the longer-term whilst responding to current needs and community aspiration. The objectives of *Destination Scalloway* can be summarised as follows:

- To promote Scalloway as a vibrant, appealing place to live, learn, work, invest and visit
- To secure new investment to support regeneration and create opportunities for young people
- To develop its waterfront as a central part of its place quality and visitor appeal

- To promote community cohesion and community and environmental well-being
- To address climate change resilience and transition to net zero

The high-level masterplan establishes a discrete set of priority projects. Each project seeks to deliver against the objectives and develop a more attractive, sustainable and resilient place. Partnership(s) and collaborative working will be necessary to bid and secure external funding around an integrated suite of projects.

The proposals within *Destination Scalloway* are those of the community. Proposals include investing to safeguard existing assets (Village Hall / Parks & Greenspace / Heritage assets) important to village life; developing concept proposals addressing future imperatives (Flood risk / Climate Change resilience) and place-based projects that recognise the need to sustain the economy, employment (Harbour / Small Business Space / Tourism) and all allied and support services.

1.5 The Scalloway Community Development Company

The Scalloway Community Development Company (SCDC) was created to deliver projects that will benefit Scalloway, in partnership to the Scalloway Community Council and other voluntary organisations, and the Shetland Islands Council.

SCDC is a registered charity (OSCR). As a volunteer-based community organisation SCDC is open to anyone from the community to join as members, with an annual general meeting to decide board members. The company's objects are to

- Advance the wellbeing and development of the community
- Advance the enhancement and conservation of the local environment, culture, and heritage
- Advance the education of the public in matters relevant to the community

SCDC's key role has been to engage and facilitate a process working across the varied community interests. The focus has been to identify priorities and develop a short-list of costed proposals based on viable and deliverable projects. SCDC commissioned Ironside Farrar Environmental Consultants to undertake a masterplan and feasibility study developing project proposals for the Waterfront and Village Centre of Scalloway based on community engagement.



1.6 Background Studies, Earlier Stage Engagement & Development Plan Context

The Scalloway Community Development Company was established following the Re-create Scalloway initiative as a community development organisation to further local initiatives. Central to that role is supporting community local action and community engagement.

1.6.1 Re-Create Scalloway

Re-Create Scalloway was initiated by the Shetland Islands Council to provide an opportunity to bring members of the community together to discuss the issues facing their village, and their aspirations or vision for its future. These have been set out in the Re-Create Scalloway Spatial Vision and Action Plan.

A list of high-level project proposals emanated from the "Re-Create Scalloway" community consultation work carried out during 2018/19. The Feasibility Study has considered these project proposals in light of more recent changes and of discussions with wider stakeholders, including local land and business owners. Destination Scalloway builds on Re-Create Scalloway with further engagement and with a closer focus on scoping and prioritizing projects around the Waterfront and Village Centre.



1.6.2 Scalloway Local Place Plan – Supplementary Planning Guidance

The Re-Create Scalloway findings were used to prepare Scalloway's first Local Place Plan (2020). Place Plans are a new part of the development plan process which allows local communities to prepare their own plan, setting out their proposed allocations for the use and development of land. The Local Planning Authority is required to ensure that Local Place Plans inform the Local Development Plan (LDP). SIC has adopted the Scalloway Local Place Plan as Supplementary Guidance to the adopted LDP.



1.6.3 Shetland Islands Council: Local Development Plan

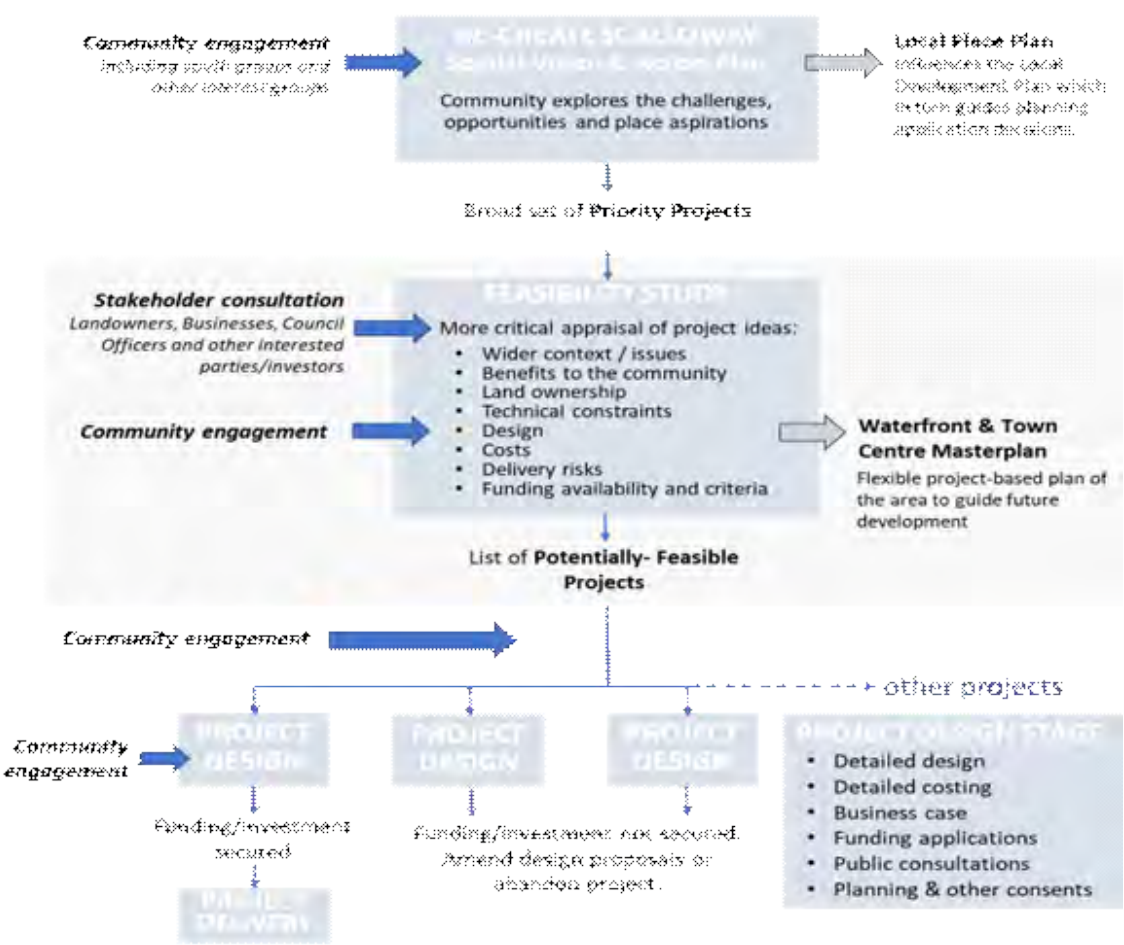
The Shetland Local Development Plan 2014 is the current adopted LDP for the Shetland Islands. The Main Issues Report for the emerging LDP2 was published in January 2022, with a view to a Proposed Plan being published in June 2022.

The policy framework of LDP2 reflects wider national policies - National Planning Framework 3 (NPF3) and the emerging themes of Draft NPF4 - with regard to promoting low carbon and place-based approaches. *Destination Scalloway* embraces the emerging context of LDP2 and aligns with the wider ambitions and policy areas set out in the National Plan for Scottish Islands.



1.7 Building a Place-Based Plan for Delivery

Destination Scalloway recommends a number of priority projects and, where appropriate, proposes outline concept design proposals. It establishes local priorities based on local need identified through the appraisal and consultation processes including potentially longer-term projects and proposals that should be considered for further engagement and development.





2.1 Shetland Islands Tourism

Tourism is one of the most important economic drivers for the Shetland Islands, with more than 75,000 visits per year. The 2019 Shetland Islands Visitor Survey (SIC & VisitScotland) demonstrates a marked increase in tourism numbers and spend within Shetland compared to 2017, with Scalloway Castle and Museum among the top attractions. The survey shows that 64% of all visitors to the islands in 2019 incorporated a visit the Central Mainland area, which includes Scalloway (94% visited Lerwick and 73% South Mainland). Appendix 5 provides further statistics and trends relating to tourism in Shetland.

The Shetland Islands Council Economic Development Strategy 2018-2022 seeks to ensure that the islands benefit economically from tourism, in a way that:

- protects its natural, historical and cultural assets,
- ensures environmental sustainability,
- continues development of high-quality tourism products and
- extends the tourist season.

This is also reflected in the Shetland Tourism Strategy 2018-2023 where the key aim is to “work together to help make Shetland a year-round, sustainable tourism destination offering unique and outstanding visitor experiences.”

2.2 Marine Tourism

Scotland's Second Marine Tourism Strategy, '*Giant Strides 2020-2025*' promotes marine tourism, and its role within coastal and island communities, highlighting the significant benefits marine tourism can deliver for communities, the environment and the economy of Scotland. Marine tourism has been growing significantly over the past decade throughout Scotland.

Economic Benefits of UK Boating Tourism, 2017-18 published in March 2019, indicates that Scotland accounts for 6% (£380m) of UK turnover in the sector and 7% of UK GVA (£411m). There has also been significant growth in the sector of more than 64% over last five years and the sector in Scotland now supports around 21,706 direct jobs in the industry and a further 9,700 from indirect expenditure.

Highlands & Islands Enterprise has invested £26.88m Grant-in-Aid towards projects in the marine sector since 2015. Highlands and Islands investments indicated that £1.5m of public funding drove £8m in investments (over 5:1 leverage ratio) which has created 22 FTE jobs and £1.43m.



2.3 The Village

Scalloway is the Shetland Islands second largest settlement and retains a strong mix of economic activity (residential / employment / education / services). Scalloway Harbour is the main port on the western coast of Shetland and an important centre for fishing, aquaculture and oil and gas support servicing. The Fish Market and fish processing support a range of supply chain companies and an active inshore and pelagic fishing fleet.

Scalloway is a mixed-use centre. The Harbour and College are important anchor employers but in looking forward a 'whole place' plan for sustainable growth should look to develop parallel place-based opportunities around enterprise activity, creative, digital and tourism economy that diversify the employment base.



2.4 Place & Destination

Place is at the heart of the community vision. For Scalloway, place is where people and all the assets of the village combine to shape its identity and purpose. These are central to addressing current and future needs and establishing the building blocks to unlock its potential and sustain its future.

Scalloway's place assets are sufficiently strong (geography / waterfront / heritage / character) to promote the concept of tourist destination. Scalloway could readily promote its assets to provide for tourists and visitors in a manner that enhances the village character, is compatible with resident needs and offers the potential to add to its mixed-use economy, promote new investment and support local services.





2.5 Promoting Mixed Use Economy

Tourism is growing strongly in Scottish Islands with Shetland already being a strong destination of choice with visitor spend supporting and sustaining local food, creative, craft and hospitality sectors. Scalloway with its harbour, fishing, marine engineering, college provides an important range of employment opportunity.

Developing the destination qualities of Scalloway should look to focus on:

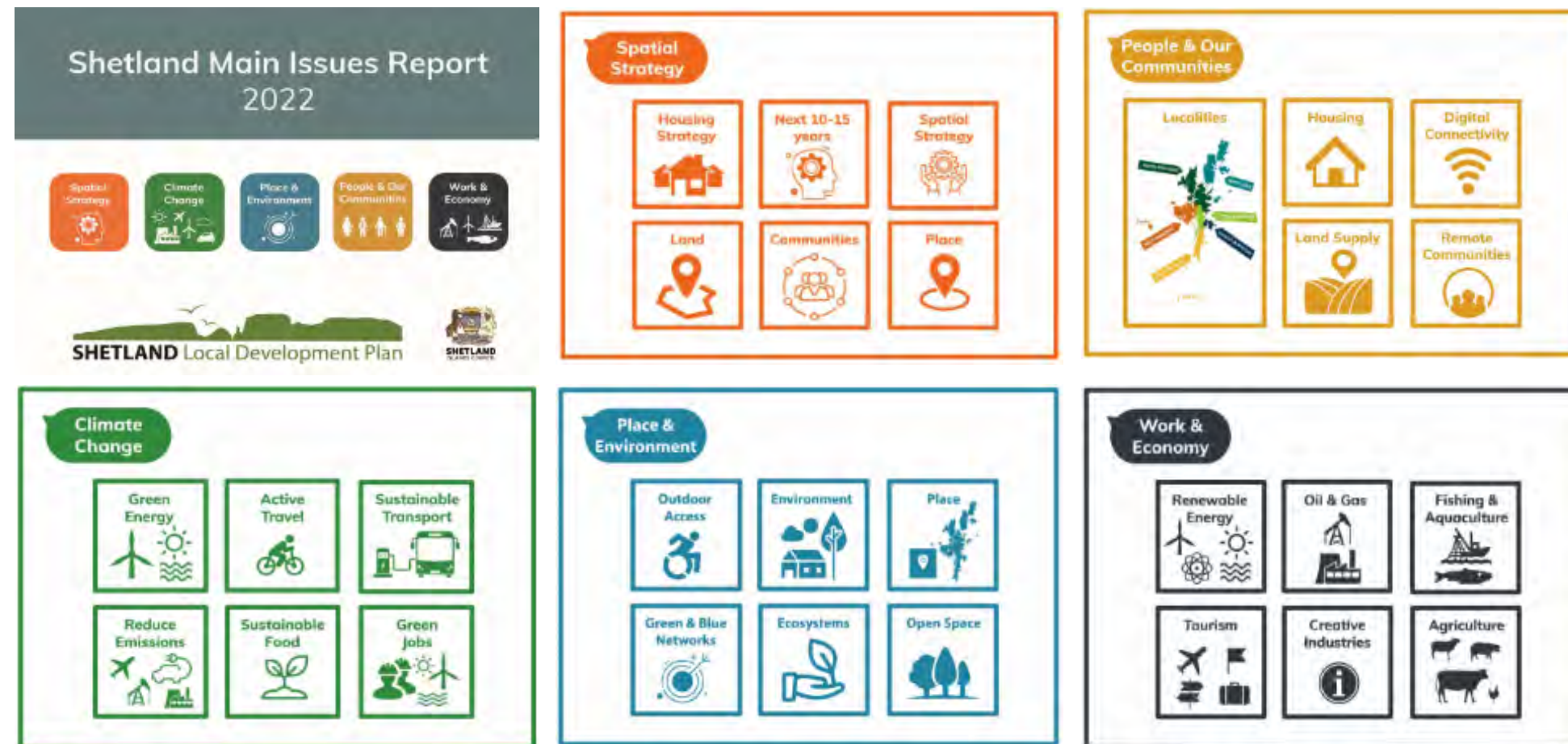
- **Enhancing Village Place Quality**
Celebrating the character and qualities of the village and promoting exploration (Da Waterfront New Street Buildings / Gardens / Fraser Park/ etc) along a new connecting walkway accessing all key local services and path connections
- **Promoting its Waterfront setting**
Promoting the waterfront as a place to explore, dwell and connect the villages many assets
- **Celebrating Shetland & Local Heritage**
Building on the Museum and village history to tell Scalloway's story through interpretation, exploration and a number of mapped trails and walks connecting – Museum / Castle / Harbour / Prince Olav Slipway & Shetland Bus / etc

- **Visitor Infrastructure Investment supporting local Business Enterprise**
Developing tourism economy and supporting existing visitor-based retail/hospitality (eg. KB Bar & Restaurant / Cornerstone Café & B&B / Da Haaf Restaurant / Scalloway Knitwear / Scalloway Meat Co. / etc) and supporting new investment (eg. Scalloway Hotel, Galley Shed / Norway House / etc); promoting other services (Swimming Pool / Gym / Swann Heritage Vessel / Golf / Excursions) sustaining jobs and creating opportunity for young people.
- **Developing the Accommodation Offer**
Supporting further investment in seasonal accommodation (Scalloway Hotel / Cornerstone / 16 ABnB) together with the proposed Asta Caravan Park (SCDC) extending choice for visitors to use Scalloway as a base for a stay in Shetland.
- **Economic Diversification & New Activity**
Tourism and the destination can also support clustering of tourism-related activity (creative arts / craft / visitor retail) and new food and beverage (Micro Brewery / Local Artisan Foods etc) with opportunity over the medium term to develop stronger links to fishing / aquaculture sectors operating from the Harbour.

Scalloway can offer something almost unique in the Shetland context. It has the potential to develop as an appealing visitor destination that offer strong range of experiences that will support existing economic activity, promote new local business investment and capture greater visitor spend.

2.6 National Plan for Scottish Islands

- Improving and promoting sustainable economic development
- Improving and promoting community & environmental wellbeing
- improving and promoting community empowerment
- Scalloway is asset-rich relative to similar-sized villages elsewhere in Scotland.
- Upkeep of public assets - such as the Public Hall, Fraser Park and the Youth Centre - require financial resources which are increasingly difficult to obtain.
- How the village expands needs careful consideration, to ensure it retains its compact form and clustering of services and amenities and supports 20 minute neighbourhood living.
- The Local Place Plan currently (2020) proposes housing sites to the west and north of the village - the former would bring greater levels of traffic through the village, and the latter would distance housing from the village centre creating a greater reliance on cars for local trips.



2.7 Local Development Plan (LDP)

The Main Issues Report for the emerging LDP2 was published in January 2022, with a view to a Proposed Plan being published in June, followed by submission to Scottish Ministers for Examination in December 2022. It is likely that project proposals advanced following this study will be determined (should they require planning consent) under LDP2 policies or at least with these policies forming material considerations.

This is relevant since the LDP2 should reflect the current strengthening of national policies - based upon National Planning Framework 3 (NPF3), but also upon the intensions and themes set out in the emerging NPF4 - with regard to promoting low carbon and place-based approaches. The aims and objectives set out in the LDP2 Main Issues report are as follows:

- *Ensure that we build high quality, low carbon places, which meet the challenges of climate change and help secure a green recovery on our path to net zero.*
- *Apply a placemaking or place-based approach to development to create sustainable, welcoming, well connected and distinctive places that are safe, promote wellbeing and are inclusive.*
- *Promote sustainable development that reduces the need to travel, reduces reliance on private cars and promotes safe and convenient active travel opportunities.*
- *Help deliver enough land for well-designed, well-built, and well-located homes and ensure that there are increased opportunities to access local affordable housing.*
- *Ensure that our natural, marine, cultural and built heritage are protected and enhanced, and where we recognise the multiple benefits of outdoor access, local green spaces and networks, as integral components of successful Placemaking*
- *Create places that attract new, and support existing business and industry, by ensuring that there is a strong, diverse, and sustainable economy.*
- *Support our rural communities and help them thrive, by promoting and supporting new appropriate developments and business opportunities.*
- *Ensure our town centre and Conservation Areas are protected and enhanced, and that our towns are vibrant cultural, social, and economic hubs.*
- *Promote Shetland as a welcoming and desirable place to visit, by promoting high quality sustainable developments that enhance our natural and built environments, and which build on the unique characteristics that will ensure Shetland remains a key Scottish tourist destination.*

Ensuring that project proposals are aligned to these guiding objectives will be essential not only for consenting reasons but also for successfully attracting funding and investment.



3.1 Key Issues

The waterfront area is Scalloway’s key asset and is fundamental to its appeal to visitors and inhabitants alike. Yet significant stretches of this waterfront can be described as tired, fragmented and in parts inhospitable. Issues include car parking pressures, aging buildings and marine infrastructure, coastal flooding and erosion, conflicting uses/activities, and pockets of vacant, derelict or under-utilised land.

The village centre is contiguous with the central stretch of waterfront, focused along Main Street and stretching uphill to take in Fraser Park, the Public Hall and adjacent businesses at Berry Road. On-street parking pressures within this area, coupled with limited pavement space along stretches of Main Street, have a negative impact on pedestrian safety and comfort and on the overall place quality.



The key issues and constraints within the study area are set out in Appendix 1 which provides the contextual urban design appraisal informing the study. They include the following:

- Areas of disrepair along waterfront, with poor pedestrian access / little wheelchair access.
- Coastal flooding and erosion of piers / edges particularly due to storm events and wave action.
- Surface water flooding along Main Street during storm surges, when current outflows are blocked due to high tide level.
- Poor surface water drainage at Fraser Park – football pitch is currently waterlogged and unusable.
- Long-term vacant / derelict sites along Main Street (former RBS) and at Garriocks Station.
- Various land ownerships and numerous unknown land ownerships.
- Narrow streets - Main Street, New Street and New Road.
- Parking pressures resulting in high levels of on-street parking along Main Street and Berry Road, especially during the busier summer months.
- Public interface with harbour activity at Muckle Yard.
- Lack of available development sites within the village centre /waterfront for interested investors.
- Lack of alternative vehicular routes to the west of the village – all Westshore or Port Arthur traffic must drive via Main Street or Berry Road/Chapel Lane.

- Repair and maintenance costs required for public assets such as the Public Hall, the Youth Centre and Fraser Park.

Many of these issues were initially highlighted by the local community during the 2018 series of workshops carried out as part of Re-Create Scalloway. Although this initiative had encompassed the whole of the village, the greatest areas of consensus were clearly around the importance of taking actions to improve the waterfront.

3.2 Re-Create Scalloway Findings

The top three priority projects as voted for by the community in November 2018 were:

- Redevelopment of the former Youth Centre building at Midshore
- Expansion of Burn Beach for car parking
- Improved walkways along the water's edge and pier restoration

Other priority project proposals, listed below, also received high levels of support.

Recommendations for progressing the delivery of these (together with the top three above) are set out in the **Re-Create Scalloway Action Plan**.

- Reconfigure Main Street to reduce congestion, prevent parking and slow down vehicles
- Youth Centre parking reconfiguration
- Incorporate a safe crossing to Scalloway School

- Improve paths and wayfinding across Scalloway
- Examine the option for a new footbridge from East Voe to primary school
- Improve the facilities/offer at Fraser Park
- Examine the potential for a sandy beach at Westshore
- Identify a site for a nature garden
- Explore options for new community facilities such as a soft play centre
- Promote sites (at and to west of Port Arthur) for housing allocations in the future LDP
- Explore option to promote tourism by providing a dedicated mooring for visiting boats in the centre of the village and a caravan/camp site
- Implement the harbour masterplan to support and encourage business.

The Scalloway Community Development Company was set up in November 2019 to help advance these priority projects, working with the Community Council, other local organisations and Shetland Islands Council. Some smaller-scale projects have already been implemented, including the creation of a caravan/camping site, the reconfiguration of the parking/pedestrian paths at the Youth Centre, and the demolition of the former youth centre building.

3.3 Factors Influencing Project Prioritisation and Feasibility

The priority projects identified through Re-Create Scalloway provided a strong starting point for this study. Exploring options, and determining which are the most viable and which will bring about the greatest benefits, also requires us to review the following:

3.3.1 Local stakeholder interests / plans

However much a community supports a particular project proposal, its implementation will require agreements, usually with the landowner(s) (private or public), business owner(s), prospective investors/funders, utility providers and a host of other statutory consultees. Consulting with relevant stakeholders – see Chapter 4 – has been an essential part of this feasibility study.



3.3.2 Changes in local, national and global priorities

Three years on from the Re-Create Scalloway community workshops and certain aspects of village life will have changed. Some situations will have improved despite the Covid19 pandemic – such as the redevelopment of the fish market at the harbour, and new ownerships/investment of the Scalloway Meat Company and the Kiln Bar (now “The KB”). Other issues may have deteriorated further – such as the continuing erosion of the old pier at Garriocks Station or waterlogging of the football pitch at Fraser Park.

New perceived threats are also on the horizon, such as the recent planning permission for a small supermarket at the entrance to East Voe. Although it may reflect confidence in future village growth, it is also likely to impact on existing Main Street businesses. This reinforces the need to target investment towards the village centre and waterfront to ensure its continued vitality and viability.

At all levels, a far stronger policy focus is emerging on climate-change, on mitigating its effects such as coastal flooding, and on the need to champion Net-Zero initiatives, ‘20-minute neighbourhoods’ and Active Travel. Targeted funding is also available to support the successful implementation of these policies.



3.3.3 How individual project proposals fit into Scalloway’s wider place-making strategy

Exploring the interrelationship of potential projects, and their ability to bring mutual and wider-ranging added benefits that fit with the overarching vision of a place, will be important criteria in funding assessments. It will be equally important to ensure that there are no negative unintended consequences for other parts/aspects of the village or jeopardising of other potentially beneficial projects elsewhere.

Accordingly, the Design Team has consulted with a range of local and Shetland-wide stakeholders (Chapter 4 and Appendix 2), has re-engaged with the local community (Chapter 5 and Appendix 4), and in putting forward project concepts it has taken a wider contextual view of the waterfront and village centre.





SCDC with the Consultancy Team have carried out a number of telephone/online/in-person consultations with local businesses, organisations, landowners and Council Officers – see Appendix 2 for details – to gain a broader understanding of the potential for priority project implementation.

4.1 Former Youth Centre Site

Malakoff Ltd. owns this site on the eastern edge of Moore's Yard. Although they supported (financially) the demolition of the dilapidated former youth centre building, they do have long-term plans for the expansion of their business on this site. Malakoff is an established local employer and their commitment to continue and expand in Scalloway is important to the local economy and contributes to the vibrancy of the waterfront. This does, however, mean that the Re-Create Scalloway priority project to see the redevelopment of the former youth centre site for a public or public-facing use, with associated public realm improvements, is unlikely to happen at least in the short to medium term.

4.2 Main Street Businesses and Services

Those owners of businesses along the Main Street who responded were mostly concerned with increased coastal flooding incidents and with traffic congestion. There was clear support for the proposal to expand the existing car park at Burn Beach, to improve the waterfront for greater pedestrian access and, in the case of the KB (former Kiln Bar) to be able to expand or modify premises to make better use of the attractive waterfront location. The Scalloway Meat Company were keen to retain on-street parking outside their shop, seeing this as essential for their elder clients seeking shelter from the frequently inclement weather.

Both the Youth Centre Trust and H. Williamson Marine Electronic Engineers highlighted the need to repair and restore the old pier for practical and safety reasons. The Cornerstone Café and B&B wished to see more effective measures to keep the water's edge clear of litter and debris, and for a more ambitious land reclamation proposal to be considered, extending from Burn Beach to Moore's Yard and ideally incorporating a vehicular access to alleviate Main Street congestion.



4.3 Other Existing Businesses

Some businesses are actively searching to relocate within Scalloway, but the lack of available sites in or even around the village is a problem. Scalloway Motors, for example, would like to find an edge of village location with greater space for car parking, while Sharp Image would benefit from a more central location. In the short-term finding nearby space for employee parking would be helpful and alleviate congestion along Berry Road. Such established businesses play an important role in the local economy and provide everyday services which do not require travel to Lerwick.

4.4 GAADA Future Site

GAADA is a visual arts workshop, set up in 2018 and based at a converted church in Burra. It has proved a popular creative and cultural resource for the island, reaching out to a wide range of people. They have outgrown their existing premises and have recently announced that they are looking for more spacious and accessible accommodation within Scalloway. They will work with Assemble (Turner Prize winning Design and Architecture Collective) to create a new space for making and experiencing visual art.

The new or refurbished building would house state of the art printing equipment, a ceramics workshop, flexible studio spaces, a learning resource library, a gallery / project space and a small shop for artists to sell their work. This helps provide supported employment opportunities for artists living with disabilities, and the building itself would need to be fully accessible for those with disabilities, including wheelchair access.

GAADA wish to locate within or close to the village centre, ideally along the waterfront where it could help to animate the area, through its building design and public-facing frontages and activities. However, given the current scarcity of available sites along the waterfront, they are also looking at sites outwith the village centre.



4.5 The Swan Berth

The Swan Trust is a charitable organisation responsible for restoring an original 1900 Shetland fishing sailboat, maintaining it, and organising a variety of sailing trips throughout the summer months. They offer voyages around the Shetland Islands, and further afield including Orkney, the Western Isles, St Kilda, Mainland Scotland, Faroe, Iceland, Denmark, Sweden and Norway. The volunteers work with local organisations to offer youth opportunities and sail training experiences, including half-day school trips for primary-aged children, teaching them about sailing and about their Shetland heritage.

The Swan is usually based in Lerwick (Albert Dock) when not out to sea during the summer, and then rests at the Scalloway Boating Club during the winter months. The Trust are keen to develop its services and raise further funding, including during the winter months when The Swan could accommodate onboard visits and events and play a more active role in community life. If it were based near to the centre of Scalloway it could contribute greatly to the vibrancy of the village centre and the animation of the waterfront and add to Scalloway’s appeal as a tourist destination.

It would require a more sheltered berth than currently available at the boating club, and one with greater accessibility than currently available at either Lerwick or Scalloway. It has a 2.7 metre draught and would need close to 3.7 metres depth to berth safely, depending on potential storm wave heights. A long-term aspiration would include the provision of onshore ancillary services (ticket office, sail loft etc.) at the waterfront, perhaps even shared with another organisation such as GAADA should they find a suitable waterfront site.



4.6 Fraser Park

The Fraser Park Trust owns and manages the park. Shetland Islands Council are responsible for the play equipment and the multicourt facility. The grass football pitch at Fraser Park requires significant works to improve the drainage, the northern stone wall is in need of repair or replacement and the retaining wall along New Road may also require some repairs. The sports facilities and play equipment are also tired and in need of repair / replacing. Over time other parcels of land in public/ community ownerships have been bequeathed to the Fraser Park Trust – including land in Garriocks Station and the terraced garden at Mary Russland’s Cottage, immediately adjacent to the Auld Haa (also known as the Muckle Haa).

4.7 Walking / Active Travel

Members of the Walk Scalloway Group think that more could be done to encourage active travel. The safety of pedestrians needs to be made a priority, in particular that of school children travelling to/from East Voe. A signalised crossing at the top of Mill Brae opposite the school would reduce peak time “drop-off and pick-up” vehicular traffic around the school at the same time as making it safer for children to cross this busy road. Another danger point is at the southern end of New Road adjacent to the play park entrance/ exit, where drivers coming off the Main Street roundabout speed up the hill (often to get past the parked cars along New Road before oncoming traffic arrives).

Greater priority given to the safety of pedestrians and to the need to encourage active travel is echoed by the SIC Planning Department. The Development Planning Team Leader suggests that expanding parking at Burn Beach is unlikely to be the solution to congestion along Main Street. Other solutions need to be looked at, including use of existing car parks at the school and pool on match days / weekends, since these are less than five-minute walk from Fraser Park.



4.8 Scalloway Boating Club

The Boating Club is well used, not only for sailing but also by other local clubs (cards, pool, darts) and is popular as a “sports bar” for watching matches etc. The volunteer run club offers two high spec pontoons (4m) for visiting yachts (in addition to permanent berths for local boats) which includes electricity and water supply and provides facilities such as toilets, showers, and laundry. More recently they have teamed up with the Cornerstone Café & B&B to hire out electric bicycles to enable visitors to see more of the village and its surroundings.

Having limited kitchen facilities themselves, they recommend local eateries such as Da Haaf (at the adjacent UHI) and in the village centre, although these are not open every evening. They would like to expand their own kitchen facilities and outdoor (sheltered) spaces to improve their tourist offer.

[East Voe Marina also provides local pontoon moorings (2 metres) with only 2No. visitor berths available.]



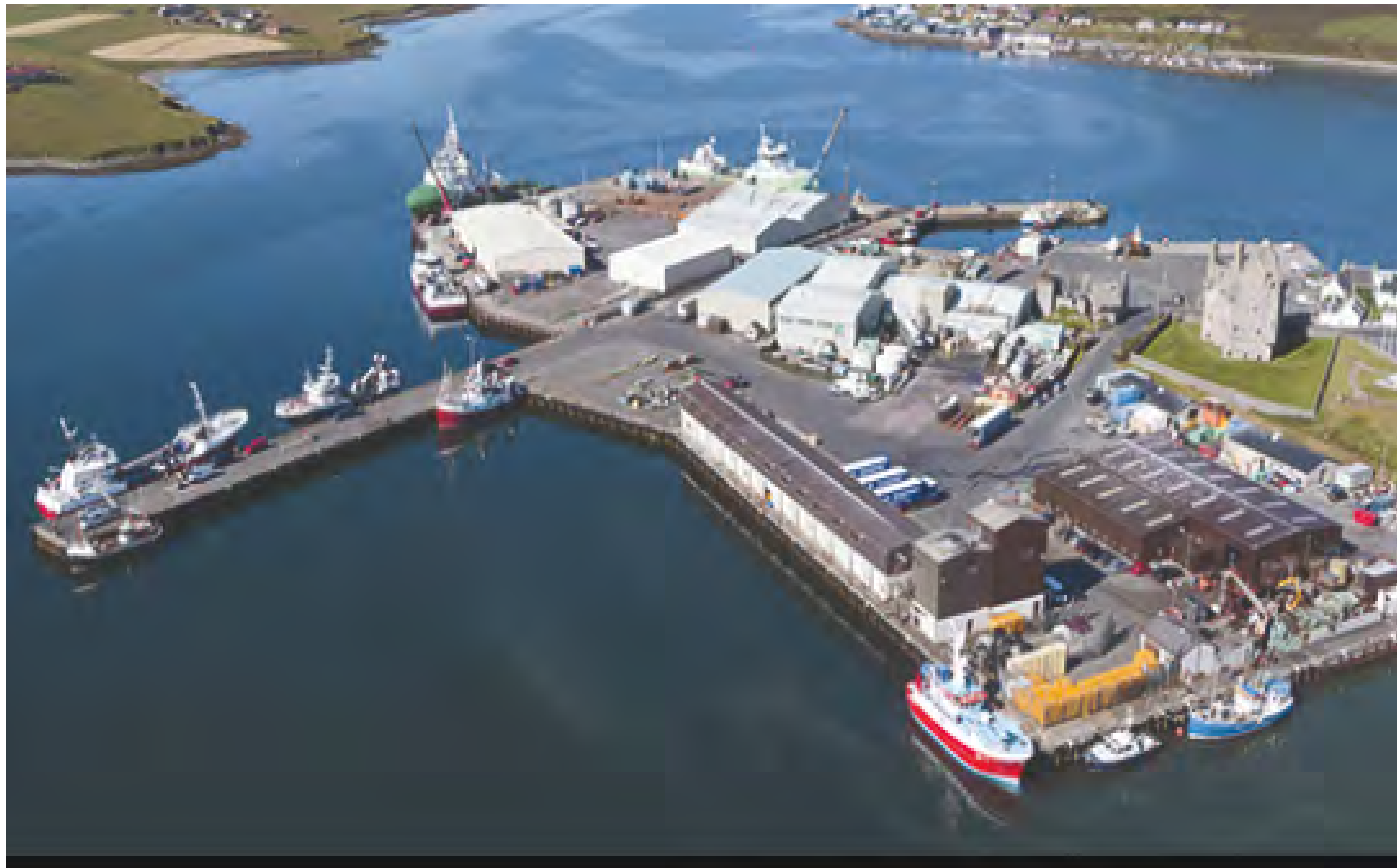
4.9 Scalloway Harbour (SIC Ports & Harbours)

Consultation on the Harbour and its relationship with the village has focused on the economic importance of the harbour as a place of employment, importance and value of fishing to Scalloway economy and wider port ambitions. Consultation has involved John Smith (Exec Manager Ports & Harbours); Greg Maitland (Harbour Master); Ross MacLennan (Small Ports Supervisor). The main points to note were as follows:

- Scalloway is a busy and growing port and will need to invest and extend facilities to meet future market needs in the key sectors of fishing/ aquaculture/offshore energy /logistics
- New developments within the port and the expansion of existing process / fish market and commercial activity mean space and port-centric land is at a premium
- Health and Safety is a priority for the port and managing large vessels is incompatible with small leisure and personal sailing/kayaking best located with Scalloway Boating Club
- Future growth may require consideration of enhanced road access and the LDP and land-use plans should safeguard a future access corridor along the East Voe
- Local needs of fishing fleet for west Shetland are core elements of the port activity and are also likely to need further investment potentially around Blacksness Pier(East-West)
- Pedestrian access into the Muckle Yard and/or general use for non-port activity should be discouraged.

SIC Ports and Harbours are developing plans for the next stage of investment at Scalloway (following investment in the Fish Market and marine navigation facilities. Larger vessels and berthing demand will see progressive investment in quay/berthing facilities subject to funding.





SIC Ports and Harbours are developing plans for the next stage of investment at Scalloway (following investment in the Fish Market and marine navigation facilities). Larger vessels and berthing demand will see progressive investment in quay/berthing facilities subject to funding. Proposals are at an early stage and are being considered as a series of inter-related work packages that would address:

- Urgent need to replace/develop the West Quay / Blacksness Pier
- Development of a Ship Lift to support engineering marine services
- Development of additional Deep Water Berths by extension to existing Pierhead
- Development of facilities supporting areas of key sector growth (aquaculture / logistics / cruise/ etc) that could include marine berths and land-side facilities.
- Potential re-organisation of some of the port land-side activity dependent upon berth/land availability to secure user operational benefits, improve productivity and port capacity.

SIC with Arch Henderson (Marine Consultants) are advancing a range of market assessments and feasibility studies in advance of developing proposals and advancing Business Case. Proposals are anticipated to be phased and completed under a series of contracts over the next decade.

The developments (piers/berths/re-organisation) within the Harbour underpin economic activity within Scalloway but in addition would offer additional benefits to the wider waterfront proposals. New and extended employment supports 20 Minute Neighbourhood and development of cruise activity supports Destination Scalloway and investment in place. New pier berths and upgrading/ redevelopment of the West Quay / Blacksness Pier and other quay developments could offer additional wave protection and support coastal flood protection to the village waterfront. SIC are currently looking at wave modelling / technical studies that will provide useful context for future development of waterfront proposals.

SCDC and SIC Infrastructure Services -Ports & Harbours should seek to ensure proposals are closely coordinated. Developing future business cases for investment and securing funding should adopt a 'whole place' approach and seek to capture potentially significant additional benefits and the added value of aligning port and waterfront proposals.



4.10 Flood Risk Management & Coastal Protection

Colin Smith, Planning Engineer from SIC described how the flooding problems that have occurred along Main Street in the past happen when a high tide restricts outflow from the Main Street (surface water and burn) manhole to the sea, at the same time as heavy rain loads the burn and street drainage. A higher-level overflow culvert from that manhole to the sea might be a solution, but any solution would need to tie in with potential development proposals for the waterfront area being advanced through this and subsequent feasibility studies and would ultimately depend on available funding.

The Council is preparing a Surface Water Management Plan for Scalloway which should be completed June 2022. Colin also shared some photographs of recent coastal flooding along the Scalloway waterfront.

SEPA's Flood Risk Management Plan for Shetland (December 2021) recognises the growing threat from coastal flooding. The Plan includes the objectives and proposed actions (2022-28) to manage flood risks from both surface water and coastal flooding – see Appendix 3 for more information.

The Coast Protection Act 1949 and the Flood Risk Management (Scotland) Act 2009 allow local authorities (identified as Coast Protection Authorities in the 1949 Act) to promote appropriate schemes on land not in their ownership when the need for coast protection works or flood protection works (for non-agricultural land) is deemed necessary in the wider public interest. Such schemes require ministerial approval regardless of size.

Permission for the installation of new flood defences and coastal protection works may be given if coastal erosion or flooding threatens existing public infrastructure and important built development, and where there is a significant safety risk.



5. Community Engagement & Project Development

5.1 Community Engagement 1 (November 2021)

5.1.1 Drop-In Public Exhibition

The first community engagement was held in the form of a drop-in public exhibition at Scalloway Public Hall. This was held over Friday 19th (1-5pm) and Saturday 20th (10am-5pm) November 2021. A set of 14 A1 boards were displayed explaining the project and setting out numerous questions and proposals for the area. Large 3D illustrations of the waterfront/village hub proposal were laid out on tables and many comments were posted to these. Two members of the design team were present to answer questions and discuss ideas with the more than 70 local people who attended.

5.1.2 Youth Group

Following the Saturday session, the design team met with a group of approx. 30 young people at the Youth Centre to discuss what they thought were the priorities for Scalloway Waterfront & Town Centre.

5.1.3 On-line Consultation

A virtual public consultation room was also made available to reach a wider audience and to cater for those not able to make it in person. Each board could be viewed/ downloaded, and comments submitted via the survey tool. It was online for three weeks (19th Nov to 10th Dec) and received 375 hits through 271 individual devices with an average spend time of over 6 minutes.

5.1.4 Community Responses

Over 40 comment forms were returned (in person or online) and 110 comments posted directly onto the boards. The responses can be summarised as follows:

- Broad support for a waterfront walkway
- Objection to a new road along the waterfront (Proposed “Bay Infil” - Board No.11) Would spoil views and village character, is unnecessary and expensive. Only one respondent was open to this idea.
- Support for extending Burn Beach Car Park, although this was not unanimous. Concerns over proposed additional parking at Da Waterfront - many thought this should be scaled back so as not to spoil sea views from the hotel and public gardens.

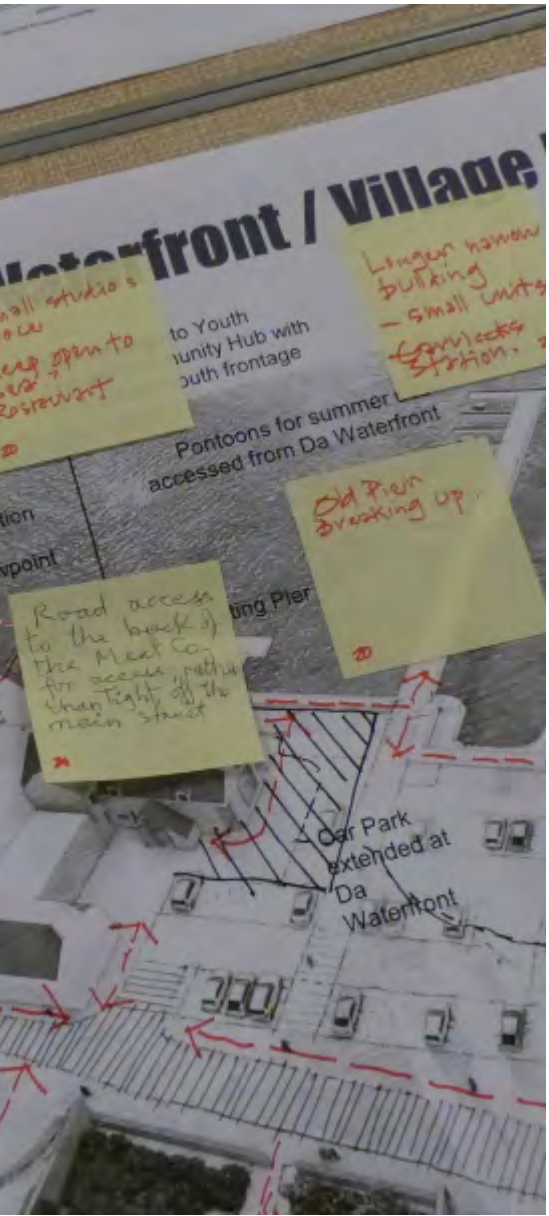


Photo Caption:

- Support for the creation of a pontoon for visiting yachts and the Swan. However, at least one respondent thought the potential cost of a marina could not be justified given the pressing need to repair and support existing community infrastructure. It was also pointed out that this would only be suitable for summer use given the harsh winter conditions - so not the suitable winter berth the Swan Trust are searching for.
- Solving the drainage problem of Fraser Park was seen as a priority, although there was a mix of views on the future of Fraser Park - some welcomed the idea of a new northeast entrance and footpaths, while others saw the restoring of the football pitch as the priority.
- Agreement that some measures are needed to improve pedestrian safety, calm traffic, limit on-street parking and improve circulation within the village and along Main Street in particular. Suggestions included short-stay and disabled parking bays close to local shops, one-way system trial, pedestrian crossing at the school, and electronic signage to encourage drivers to slow down.
- Support to explore /develop flood alleviation measures - both coastal impacts along the waterfront and surface water drainage affecting Fraser Park and Main Street.

- Recognition of the need to build stronger community links between Scalloway and East Voe - the potential to improve access between neighbourhoods and improve safe routes to school. Discussion on potential for future bridge crossing and settlement growth.
- Importance of the role of community infrastructure to the village especially the Youth Centre and its contribution to facilities for the community and especially young people and need to ensure continuing investment in existing community assets.
- Recognition of the need to develop long-term and sustainable solutions that recognise the need for partnering in delivery and link to wider Council strategies, Climate Change, Net Zero, etc

A copy of the exhibition boards, a summary table of comment forms and a full record of all comments posted onto the boards is contained in Appendix 4. Copies of original comment forms (from the event and online) will be held by the SCDC and will be available to view on request.

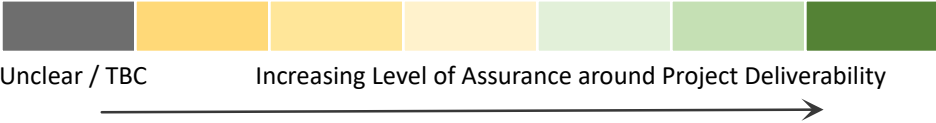


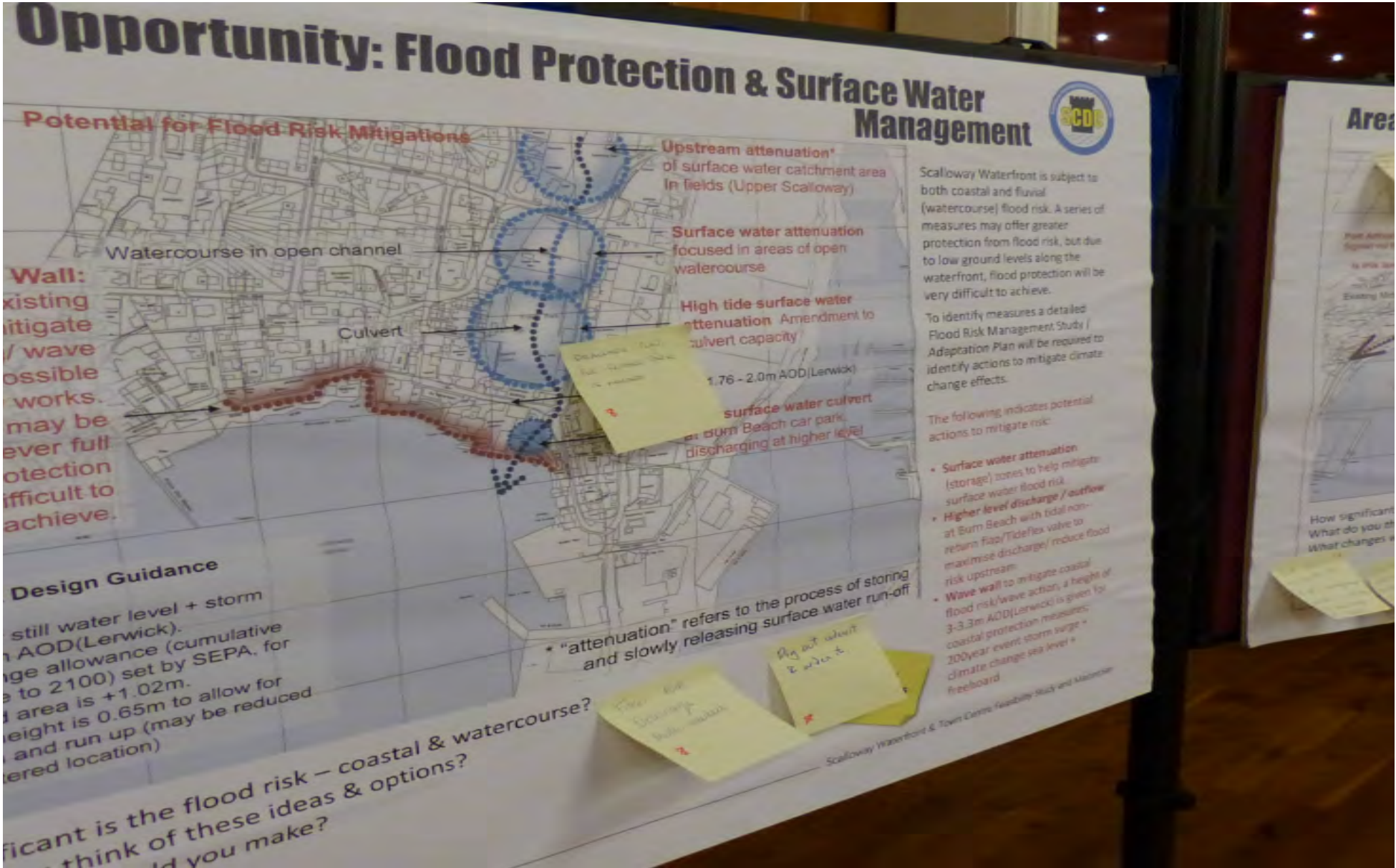
5.2 Initial Feasibility Appraisal

Engagement feedback and discussions provided a clearer picture of what issues and project preferences either remained as priorities or newly emerged as priorities for the community of Scalloway. The Design Team were able to feed this into the process of prioritisation, to eliminate certain project ideas, to consider some as longer-term aspirations and to prepare a list of key priority projects to develop to the next stage.

A high-level feasibility appraisal of the project ideas/proposals was prepared to assist in this prioritisation process (see Table 1 below). Although broad in scope, this was included in the second community engagement to help focus minds on the various factors which may affect a project's feasibility, asking attendees to consider whether they agreed or disagreed with the assessments.

High-Level Summary								
Feasibility of Concept /Ideas	User Need	DesignEngineering	Ownership	Consents / License	User Conflicts	Capacity to secure funds	DeliveryRisks	Village Benefits
1. Burn Beach car park expansion + EV								
2. Waterfront walkway enhancement								
3. Footbridge East Voe								
4. Improvement Fraser Park including playpark								
5. Sandy beach at Midshore								
6. Improvement & enhancement of Main Street								
7. Flood protection / mitigation flood risk								
8. Enhance smaller garden /incidental spaces								
9. Upgrade to Public Hall								
10. Upgrade/ maintenance works Youth Centre								
11. Secure positive use for village centre under-utilized buildings								
12. New village centre harbour outer road & breakwater								
13. 20 mph zone								
14. One way system								
15. Step-ashore transit marina in village centre								
16. New pier & village centre marine access								
17. Swan permanent berth								
18. Heritage & interpretative signage & waymarking								
19. Public realm enhancement – place-shaping								
20. Coach parking								
21. New entrance to Fraser Park from New Road								
22. Pedestrian/Cycle signalised crossing at the school								
23. Developing additional out-of-village-centre car parking								
24. Developing Arts Centre - facility / workshops (GAADA)								
25. Developing additional waterfront building - Garriocks Station								





5.3 Eliminated Project Ideas

Projects ideas which have not been pursued further either because they did not receive sufficient support, or were not seen as necessary/ possible/ priorities relative to other projects, include:

- **Redevelopment of the former Youth Centre site** - This land is not in public ownership, and the current owners intend to expand their business across this site in the medium term.
- **Creation of new out-of-centre car parks** – More efficient use of existing school/pool/hall car parks out of hours/weekends were prioritised instead.
- **Construction of a new road and infill along the waterfront** - This idea received many objections relating to environmental/ townscape quality, townscape character, destination appeal, detrimental impact on Main Street shops and services and overall financial feasibility.
- **Finding new sites for coach parking to accommodate cruise ship visitors** – The Museum have now decided to adopt a strategy limiting visiting parties to three coaches at any one time.

5.4 Projects for Longer Term Consideration

Project ideas which have merit and support but are not currently key priorities include:

5.4.1 Footbridge between East Voe and Scalloway

Frequent strong winds, cost and the difficulty in purchasing land at Bull Green would mean that any footbridge would need to be located closer to the main road (A970). Although less of a short cut, this is likely to provide a more comfortable pedestrian link (more removed from fast moving traffic) than the existing footway.

5.4.2 Sandy Beach at Westshore

The benefit of importing sand to this location would need to be considered against the likelihood of it being washed away, particularly during storm events. Although desirable, this was not seen as a key priority given that there are natural sandy beaches nearby.

5.4.3 New Pier or Step-Ashore Transit Marina in Village Centre

Scalloway already has a strong local sailing interest and activity and attracts a small number of cruising and inter-island yachts over the summer months, with additional local islander small scale fishing vessels. The Scalloway community are keen to identify opportunity for creating enhanced marine tourism activity, increasing visitor numbers and to provide better, more convenient transit facilities potentially on the waterfront. In recent years local transit berths/marinas have been developed (Tobermory / Oban / Kirkwall).

To be effective the facility should seek to offer:

- Protected summer season (April-Sept) berthing in a location with low wave action (<0.4metres) offering insurable berths.
- Finger or similar pontoon moorings or a pier structure capable of allowing depth of circa 1.2-3metres at lowest secured by chain/nylon and anchor moorings with bridge access.
- Services (electrical/water) on berths and potentially arrangements for additional services within village.
- A management and pricing structure to support transit activity and not compete with existing facilities potentially in partnership with the Scalloway Boating Club (SBC) or others.

A number of companies (Varis Engineering / Gael Force/ Ashton) provide marine pontoon systems and provide design / specification services. Berths length can vary from 3-8metres allowing access for a variety of vessels.

Assessment of Scalloway suggests the development of transit marina facilities would be challenging. This relates to the marine conditions (exposure / fetch across bay / wave height & water depth / shore-based access) and uncertainty over the level of demand alongside existing marina facilities. Potential conflicts should also be considered with increasing Harbour activity; Boat yard; and residential amenity.



Two options were reviewed:

Option 1 Permanent All-year Pier Structure also providing a winter berth for the Swan

Advantages:

- Provides a permanent home for the Swan heritage vessel (winter/summer)
- Feature within the village supporting destination appeal and animating the waterfront
- Permanent structure

Disadvantages:

- High investment cost including operational costs for maintenance
- Requires management arrangement and adoption by local organisation
- Extended length to secure draft of >1.5metres (a further 2metres is likely to be required for the Swan to berth safely)
- Risk of damage due to exposure / lack of breakwater, especially during winter storms / extreme weather events
- Low levels of identified demand

Option 2 Summer moorings & winter berth to Swan integrated into Blackness Pier Extension

Advantages:

- Wave attenuation secured by Harbour Pier extension (potential future project)
- Feature within the village supporting destination appeal and animating the waterfront
- Permanent structure /Sheltered location / Small facility

Disadvantages:

- Potential conflicts with Harbour and or future developments Muckle Yard
- Likely to require dredging to maintain water depth
- Requires management arrangement and adoption by local organisation
- Potential for residential and access conflicts
- Low levels of identified demand

The assessment and consultation on priority projects did not identify additional transit/visiting yacht moorings as a priority. Potentially a longer - term project subject to growth in Shetland Marine Tourism and developments in the Harbour.

The assessment and consultation on priority projects did not identify additional transit/visiting yacht moorings as a priority. Potentially a longer - term project subject to growth in Shetland Marine Tourism and developments in the Harbour. Consultation with the SIC Ports and Harbours demonstrated positive synergies with future port development with real opportunity for both SCDC/SIC to capture added value through aligning project proposals. The feasibility of developing facilities of even modest scale would need to be able to demonstrate demand of the order of 600-900 boat-nights. These numbers do not appear to be in evidence at the present time.

Support and investment in the facilities within Scalloway Boating Club and enhancement of facilities and capacity in this location would appear to offer the best strategy.

5.4.4 *Permanent winter berth for the Swan in Village Centre*

As outlined above, the conditions close to the Village Centre are not favourable to provide a sheltered berth for a sailboat of this size. There is also insufficient water depth in proximity to the Village Centre, so to accommodate the Swan would require a pier extending significantly out from the waterfront into even more exposed waters.

As above, should Scalloway Harbour develop new and extended pier facilities (creating an effective breakwater) there may be scope to revisit the Swan Berth proposals. Other options further away from the Village Centre waterfront would offer a positive solution either retaining / improving the existing berth at the Scalloway Boating Club or looking at other opportunities in proximity to the Blacksness Pier aligned with future investment and restructuring of the Harbour.

5.4.5. *Explore potential for one-way system*

This was not supported by many respondents and not seen as a priority for the time being. Should traffic problems increase along New Road and Main Street this may need to be considered again.

5.5 **Priority Projects to Explore Further**

Priority project proposals were grouped under four themes, deliberately keeping the projects as small and distinct as possible, for the purposes of managing costs and attaining funding/investment, while demonstrating their ‘fit’ with wider proposals. These were presented at the second community engagement – see exhibition boards, Appendix 4 (Figure 4-4).

1. **The Waterfront**

A Waterfront Walkway was by far the most popular proposal at the first community engagement event. The Design Team were asked to look at how waterfront access could be improved beyond the initial Burn Beach - Minster’s Beach stretch proposed, to also take in Muckle Yard, Midshore and Westshore. This makes sense from an Active Travel and a Tourist Destination perspective, connecting the various historic points of interest from the Cutch Kettles (near to the Castle and Museum) to the Prince Olav Slipway and Norway House.

Four connected, but distinct, sections of Waterfront Walkway were put forward at the second community engagement – see list below. The first, Westshore to Midshore, involved the creation of new or widened footways to accommodate pedestrians safely and comfortably, while the other three sections involved some degree of land reclamation. These designs were also informed by the need to improve coastal flood protection (see Priority Project 1.5 below).

Priority Projects:

- 1.1 Waterfront Walkway – Westshore to Midshore
- 1.2 Waterfront Walkway - Da Waterfront
- 1.3 Waterfront Walkway - Burn Beach
- 1.4 Waterfront Walkway - Burn Beach to Muckle Yard
- 1.5 Flood Mitigation & Climate Change Adaptation

2. **Place Enhancement**

This theme encompassed proposals relating to traffic management, streetscape and public realm enhancements, including heritage trails/destination. Not all related directly to the study area but were deemed to be of sufficient importance to the overall village that their impact would be felt indirectly. For example, a signalised pedestrian crossing of the A970 at the school would encourage active travel, which would naturally extend (through multi-purpose trips) to

the rest of the village, including the village centre and waterfront. This applies also to the restriction of traffic speeds.

The Main Street enhancement proposals incorporate generous pedestrian priority crossing areas demarcated subtly through changes in surface level/profile and/or materials together with a narrowing of the carriageway which all serve to manage vehicular speeds. There are low walls to screen/deflect attention from surface car parking and extended outdoor seating areas to create a welcoming village centre / waterfront area.

A heritage trail is proposed and suggestions such as artistic pavement motifs or mosaics could also help with wayfinding. The restoration of the wartime cradle at the Prince Olav Slipway is an existing project being progressed by the Shetland Bus Friendship Society but is noted here in relation to proposals for footway widening and the creation of a viewing platform at Westshore, incorporated in Project 1.1 above.

Priority Projects:

- 2.1 Main Street
- 2.2 20mph Zone
- 2.3 Active Travel Network (including safe controlled crossing)
- 2.4 Heritage & Conservation
- 2.5 Shetland Bus / Prince Olav Slipway

3. **Greenspace Assets**

This group of priority projects addressed the need, expressed by several consultees at the first community engagement, to maintain and improve existing public greenspaces and facilities as a priority before looking at the creation of new facilities such as marina. In particular, the football pitch drainage issues at Fraser Park and the need for other repairs and new play equipment are addressed.

Priority Projects:

- 3.1 Fraser Park
- 3.2 Play Facilities
- 3.3 Gardens & Public Realm

4. **Community Assets**

As with the greenspace assets above, the need to look after and secure the future uses of existing community buildings was a priority for many local people.

Priority Projects:

- 4.1 Public Hall
- 4.2 Church of Scotland (Midshore)
- 4.3 Youth Centre

5.3 Community Engagement 2 (February 2022)

5.3.1 Drop-In Public Exhibition

The second community engagement was held, once again in the form of a drop-in public exhibition at the Public Hall, over Friday 18th and Saturday 19th February 2022, at the same times as the November event (feedback showed that these times worked well). Over twenty A1 boards were displayed setting out the priority projects and outline designs where appropriate. Attendees were asked to vote for their top five priority projects and for their top three longer-term projects. Two members of the design team were present to answer questions and discuss ideas with the more than 50 local people who attended.

5.3.2 Youth Group

As in November, the design team met with a group of approx. 30 young people at the Saturday evening Youth Café. This time they focused in particular on the future of Fraser Park and on the sorts of play and sports equipment they would like to see.

5.3.3 On-line Consultation

Once again, a virtual public consultation room was launched online to reach a wider audience and to cater for those not able to make it in person. Each board could be viewed/ downloaded, and comments submitted via the survey tool. It was live for three weeks (18th Feb to 11th March) and received 232 hits through 159 individual devices with an average spend time of over 3 minutes.

5.3.4 Community Responses

15 comment forms were returned (in person or online) and 30 comments posted directly onto the boards. 200 votes were cast (by 40 individuals in person or online) for the top five priorities and 78 votes for the longer-term projects. A table of comments/responses is contained in Appendix 4 (Figure 4-8) and summarised as follows:

- Clear support remains for the **expansion of Burn Beach** and creation of a **waterfront walkway** and for the **restoration of the old pier**.
- Differences of opinion regarding the **amount of new build appropriate for Garriocks Station** and the expansion of the waterfront. Some would like to see only one new building on the site of the old ruin (similar to the design proposal) thereby retaining sea views from Main Street while others think there is scope for more commercial development and more reclaimed land.
- Less appetite for expanding car parking at **Da Waterfront** – concerns at potential loss of civic space and space dominated by car parking / restricting sea views from hotel and Gibblestone public garden.
- Design of the proposed **sea wall** – concerns over potential obstruction of sea views, the need to prevent climbing and the use of concrete as aesthetically unappealing.
- A specific concern relating to the **Prince Olav Slipway** potentially becoming a museum piece rendered incapable of serving the maintenance needs of today's fishing fleet.

- Largely supportive of proposed **enhancements to Main Street**, although concerns and differences of opinion persist in relation to parking restrictions and carriageway narrowing.
- Support for **signalised crossing** opposite school.
- Generally supportive of **20mph zones**, particularly along Main Street.
- Support for **improved drainage and new paths in Fraser Park**.
- Creation of a small **skate park** within the multicourt is a popular suggestion. Replacement of the former basketball hoops is also requested.
- Support to **renovate the Public Hall** to make more efficient use of this public asset – suggestions include community arts, music and creative industries venue in addition to retaining Fire Festival and other traditional events.
- Various opinions relating to the best location for the **Swan berth** – great opportunity for a more central location given the village's fishing heritage *versus* adequate existing berth at the boating club – focus on developing boating club offer instead.

The top priority project proposals voted for by the community:

1. **Waterfront Walkway Phase 1: Burn Beach and Da Waterfront** (31 votes)
2. **Fraser Park and Play Facilities** (jointly 17+13= 30 votes)
3. **Main Street** (22 votes)
4. **Public Hall** (21 votes)
5. **Flood Mitigation / Climate Change** (20 votes)
6. **Waterfront Walkway Phase 2: Midshore to Westshore and Burn Beach to Muckle Yard** (18 votes)

The top three longer term priorities voted for by the community were:

1. **A permanent berth for the Swan** (15 votes)
2. **Footbridge connection with East Voe & the development of an Arts Centre** (9 votes each)

The Youth Café participants came up with a list of potential play/sports equipment/facilities/uses for the existing multi-games court. They voted for the following:

- 1st: **Go-kart track**
- 2nd: **Trampoline**
- 3rd: **4G football pitch** (junior size 60 by 40 metres)
- Joint 3rd: **Skate Park**

5.4 Conclusions

5.4.1 Waterfront Redevelopment

Unsurprisingly, redevelopment of the waterfront scored highly with the local community, reflecting earlier Re-Create Scalloway consultation. Comments on the outline designs have helped to draw out which elements of the projects are most important and for what reasons. For example, the walkway is seen to be something which will benefit both locals and tourists alike; it encourages active travel, provides wheelchair access and has recreational and aesthetic value.

Similarly, the potential to offer an enhanced level of coastal flood protection was a popular reason for support. While the land reclamation to provide more car parking spaces at Burn Beach was well supported, there were concerns that too much car parking provision at Da Waterfront would be to the detriment of civic space and the open sea views enjoyed at present.

Although not as high scoring as the Burn Beach section of redevelopment, there was plenty of support for the idea of building out from the shoreline to link to Muckle Yard. If we are looking to enhance the tourist appeal, this would be a great opportunity to connect with the Castle, Museum and New Street "Heritage Trail" offering access to the wider waterfront and to view the Cutch Kettles via the Fisherman's Garden and the steps adjacent to the Artist's Booth.

This also provides a means to address the 'health and safety' issue of tourists accessing Muckle Yard: a new wall around the garden's entrance and the kettles to create an area sheltered/ protected from the adjacent industrial/maritime activities. Other aspects of this project proposal still need to be addressed / resolved, such as mitigating the impacts upon existing seafront properties, offering them an enhanced level of flood protection and in the first instance consulting with the owners of those properties.

Designs for the waterfront must demonstrate sensitivity to the established historic character of the village by virtue of scale, massing and the choice of materials and detailing. While this will be a prerequisite for obtaining Conservation Area consent, it will also strengthen the overall place / destination appeal.

The ability to incorporate other project opportunities within the wider waterfront masterplan, either at the outset or at a future date, must also be considered. For example, community support for both the accommodation of a berth for the Swan and a site for the visual arts organization, Gaada, to animate and draw visitors to the Village Centre, was particularly strongly voiced at the second engagement event. These may or may not be achievable in the shorter term and may even require the delivery of other infrastructure projects before they become feasible, but their inclusion at a future date would clearly benefit the village place-appeal, lifestyle and economy.



5.4.2 Main Street Enhancements

Closely linked to the waterfront proposals through interfaces with Da Waterfront, Garriocks Station and the entrance to Burn Beach car park, the proposals to improve the pedestrian experience along Main Street were also largely supported by the community. The designs will need to be progressed alongside and in agreement with SIC Roads Officers, particularly in relation to the proposed reconfiguration at the Main Street / Chapel Lane intersection which should see heavier traffic for the most part diverted away from Main Street.

The outline design used for the second engagement event did not allocate specific on-street parking bays but equally did not seek to prevent on-street parking. It allows for parked and passing vehicles, as at present, despite having widened the pavement slightly alongside the busy Meat Company shop. Emergency vehicles would be required to mount the (reduced height) kerb as they do currently when needing to pass a parked vehicle. It may be sensible to incorporate signage limiting stretches of on-street parking to short-stay only, although this may be difficult to enforce.

5.4.3 Fraser Park and Play/Sports Facilities

Given the division of responsibilities between the Council for play/sports facilities and equipment and the Fraser Park Trust for the upkeep of the park grounds, including pitch, walls and entrances, it will be essential for the two bodies to work together to reach agreement on design proposals.

The National Planning Framework 4 (NPF4, currently in draft) is due to bring in a requirement that planning authorities assess the **sufficiency of play opportunities** in its area for children in preparing the evidence report for their local development plan. This will put the onus on the Council to ensure that there is adequate and sufficient quality play equipment for all children in its area.

Other proposals, such as providing wheelchair access through the creation of paths and ramps, the fixing / replacing of the stone wall and the improved drainage of the grass pitch, may need to look at SIC, Sports Scotland and/or other funding sources.

5.4.3 Public Hall

The renovation of the Public Hall was also a popular priority project proposal at the community engagement. This C-Grade Listed Building has long formed a central village hub for community gatherings and traditional festivities and provides a local landmark contributing to the legibility and interest of the village.

The Hall's continued repair and maintenance will require a strategy to maximise its use and income, which in turn will require some degree of renovations to ensure utilization of all parts of the building. This will include accessibility improvements to allow wheelchair access to the upper floor.

Initial works may look to the National Lottery Community funding or to historic building grants should any become available. Re-purposing and maximizing use of existing buildings, rather than new build, fits well with the emerging net zero agenda, as does improving accessibility for all / inclusive design.

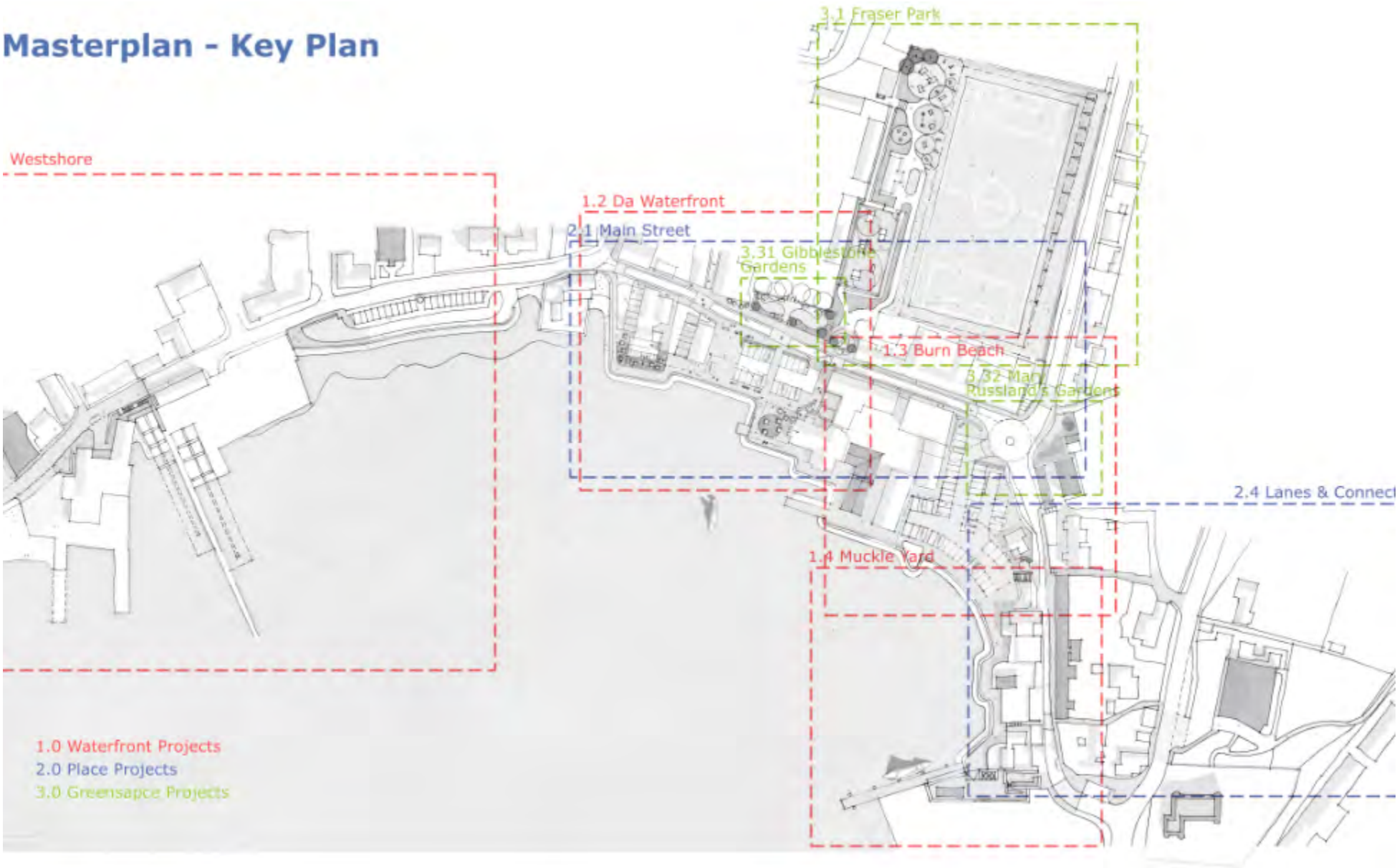


The community responses and conclusions drawn above have informed the preparation of a masterplan to guide the development of the Waterfront and Village Centre. The masterplan encompasses the project proposals developed in consultation with, and supported by, the Scalloway Community. Proposals for the Scalloway waterfront stretch from the Castle to Norway House and merge with the Main Street and northward to encompass Fraser Park and the Public Hall.

Some of these projects are identified as "Priority Projects" as voted for by the local community and are addressed in more detail below. Other community-supported projects which tie-in with the priority projects are also explored, although in less detail.

A further plan addresses project proposals which cover a wider area, such as the walking trails, or are located outwith the immediate waterfront / village centre area, such as the proposed toucan crossing close to the Primary School.

Masterplan - Key Plan



The list of priority projects to be explored further was refined to reflect the level of community support expressed at the second community engagement. The five priority projects are:

- 1. Waterfront Phase 1: Burn Beach to Minsters Beach**
- 2. Fraser Park Improvements**
- 3. Main Street Public Realm Enhancements**
- 4. Public Hall Renovations**
- 5. Waterfront Phase 2: Burn Beach to Muckle Yard**

An outline design has been developed for each priority project and is set out on the following pages, together with a feasibility appraisal of each. This will include:

- likely technical constraints and design considerations
- cost estimates including Optimism Bias and a Mainland/ Island cost factor uplift
- potential funding/investment sources,
- potential partnerships and delivery partners,
- appraisal of direct and indirect place benefits.

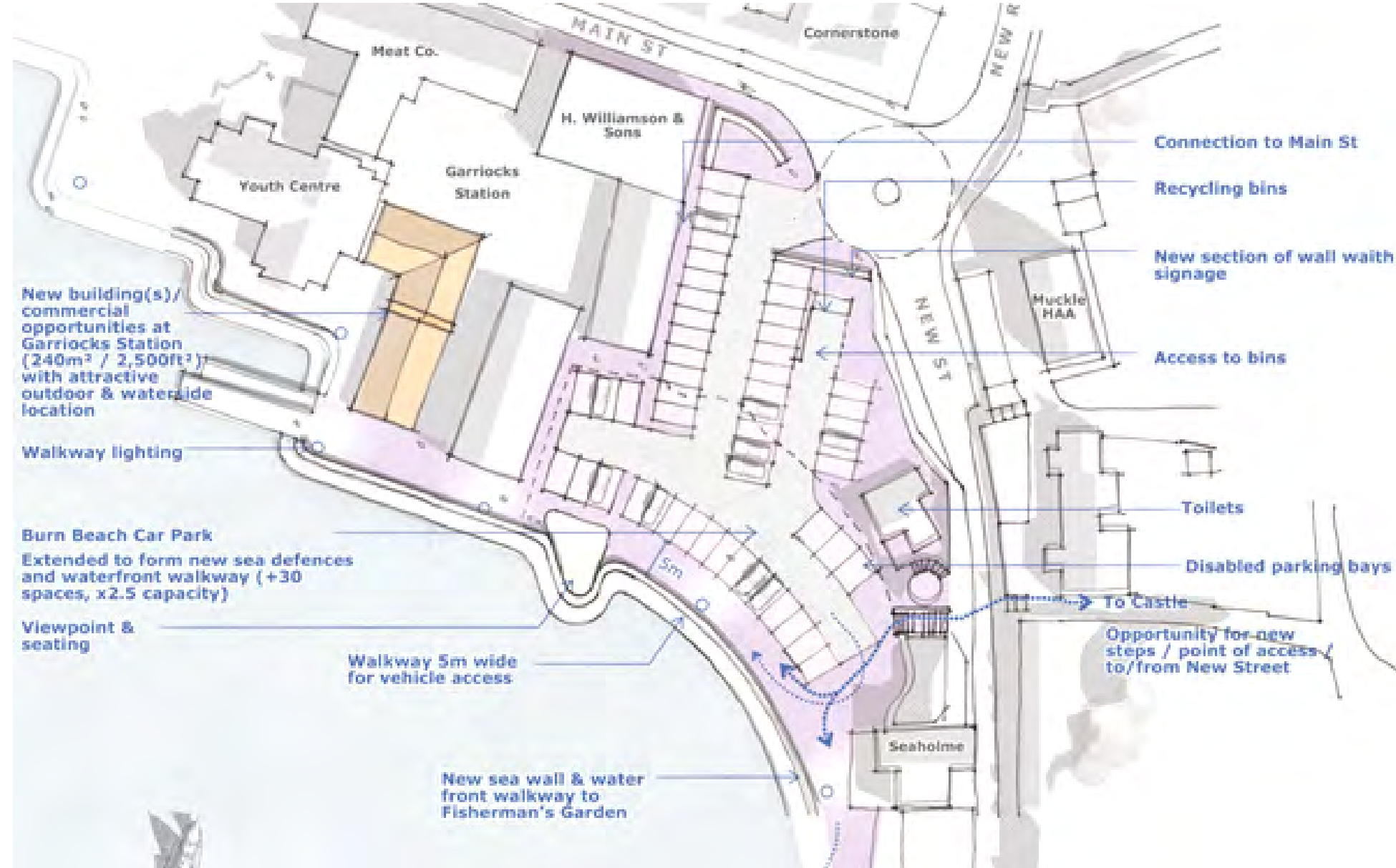


Fig x Burn Beach and Garriocks Station

6.1 The Waterfront Phase 1:

Burn Beach & Da Waterfront

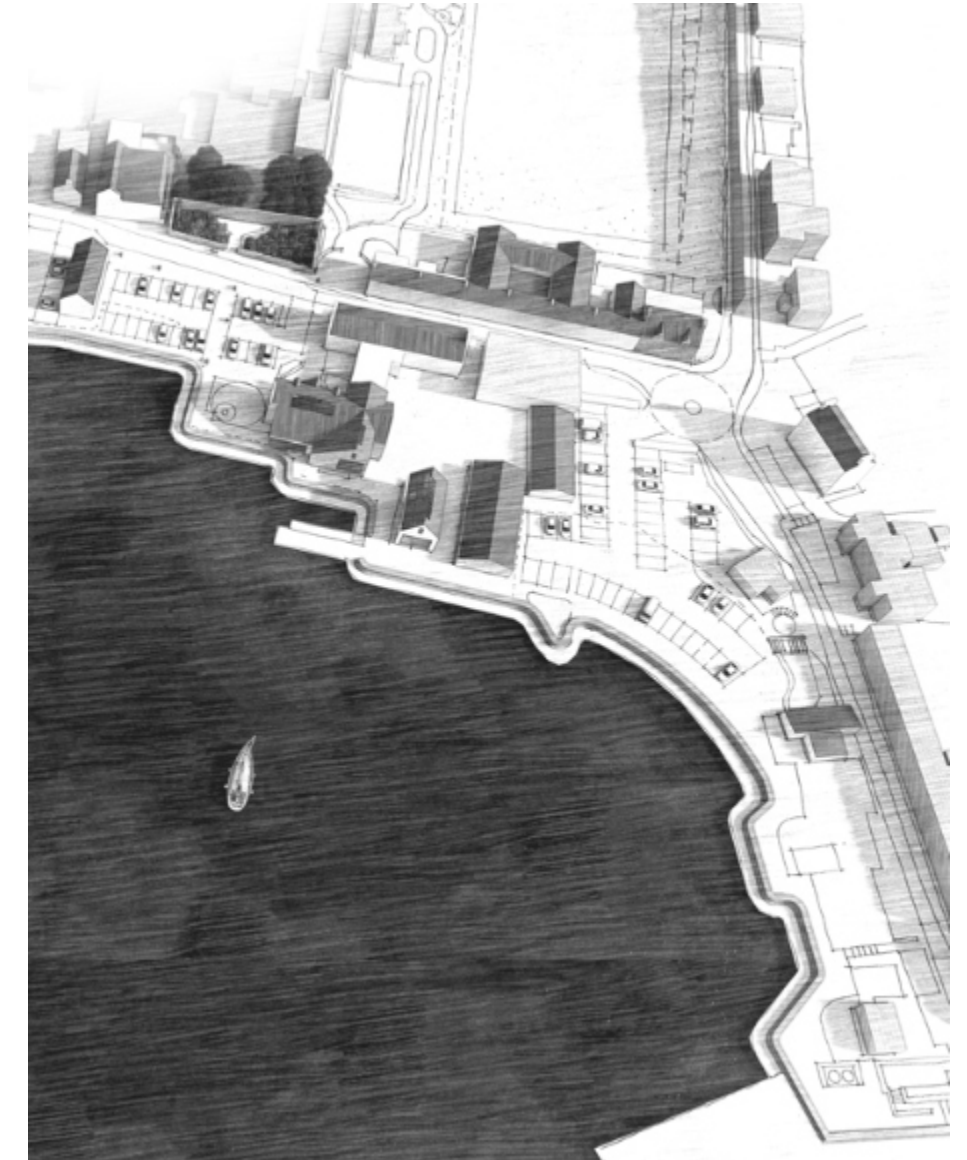
6.1.1 Project Description

Phase 1 of the waterfront project proposes a __m2 area of land reclamation along the shallow waterfront from Burn Beach to the car park adjacent to Minsters Beach.

This would accommodate a waterfront walkway – of between 3 and 5 metres in width – bounded by a continuous sea wall to offer greater wave and flood protection. It would facilitate the expansion of the car park at Burn Beach and the civic space around Da Waterfront and importantly provide a safe and attractive coastal connection from New Street to Minister's Beach. With a continuous seaward aspect, viewpoints and seating it makes the most of the town's coastal position and strengthening connects between key facilities

The old pier alongside the Youth Centre would be rebuilt to better withstand coastal impacts, and together with its adjacent slipway would be accessible (flood gate closed only in storm/flood conditions) via shared vehicular access along part of the walkway from the Burn Beach car park.

The adjacent derelict site at Garriocks Station would be remediated to provide an opportunity for a new public-facing building fronting onto the waterfront walkway. There may also be an opportunity for a wider reconfiguration of Garriocks Station to include the relocation of existing units and the creation of new outward-facing retail/leisure/marine units in a perimeter block layout. This will be dependent upon agreements with the various landowners.



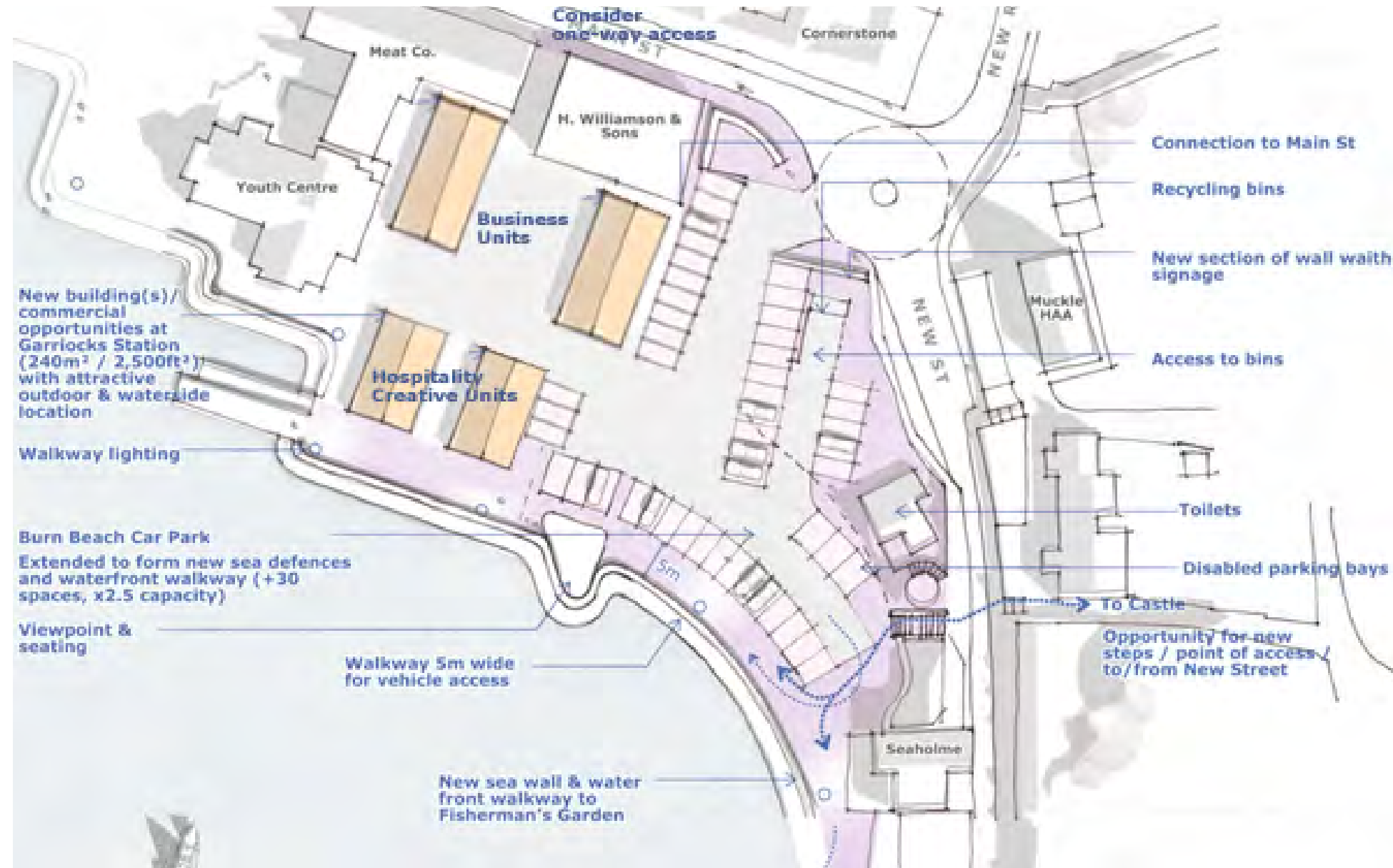


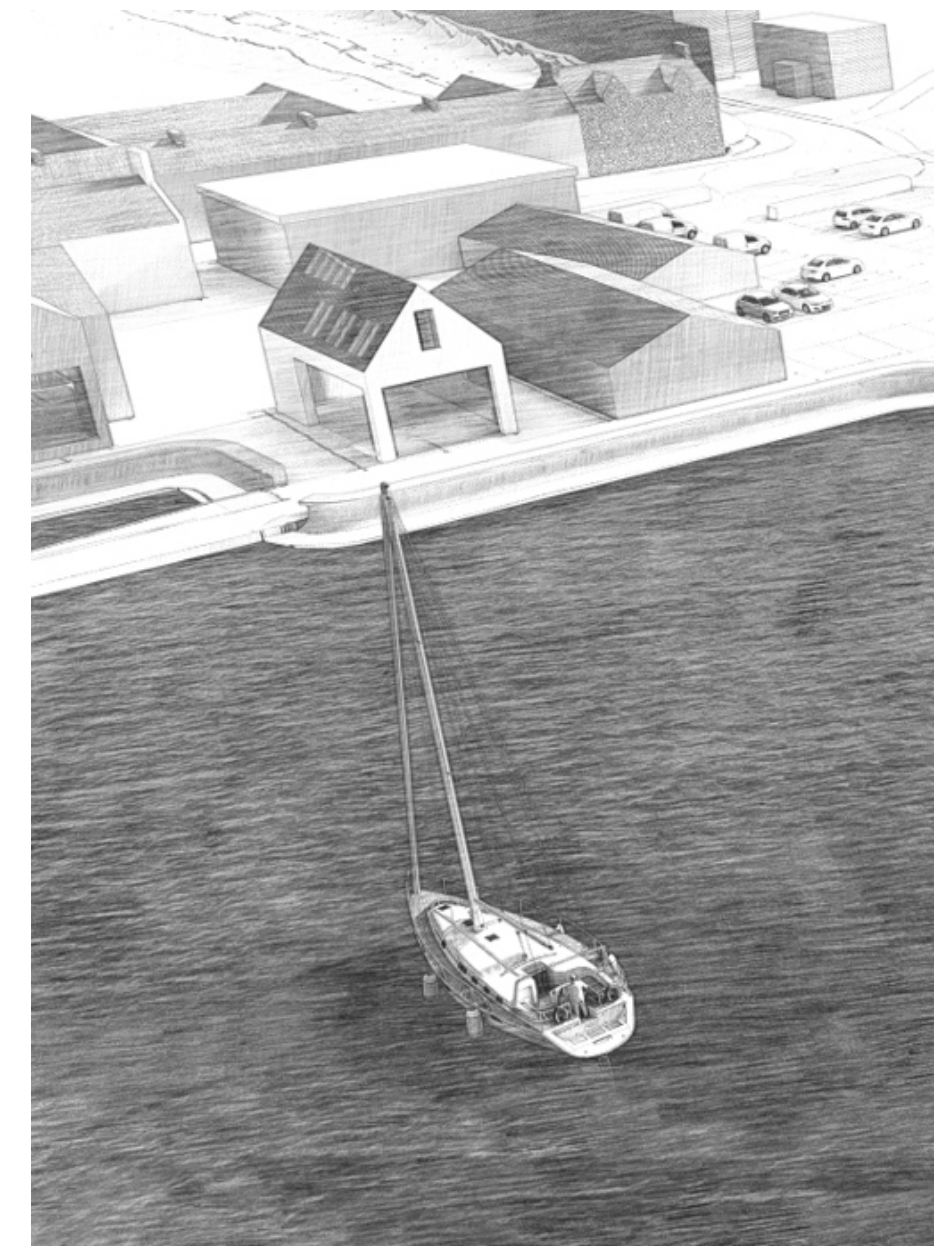
Fig x Burn Beach and Garriocks Station

The modest expansion of Da Waterfront will allow for a larger civic space/ picnic / seating area, whilst retaining existing parking capacity, which can be closed on a temporary basis as required to accommodate larger civic events, such as concerts or farmers / craft markets. There will be no real change to sea views from the Giblestone Gardens and the Scalloway Hotel, with on street parking ept to a minimum.

This new waterfront walkway, by extending land southwards, provides significant opportunity for KB to expand to offer an enhanced sea-view indoor/ outdoor dining experience, supporting business development and Village Centre activity.

6.1.2 Key Community & Place Benefits

- **Creation of a safe and attractive pedestrian and cycle access** along the Village Centre waterfront, connecting frequently with Main Street and New Street. **Encouraging active travel** within, to and from the Village Centre, for visitor trips and for everyday local/multipurpose trips.
- **Improved protection from coastal flooding**- construction of a new seawall (with flood gates as required to retain access) will offer long term protection to lower lying sections of Main Street susceptible to flooding
- **Enhancement of the Waterfront public realm and function**, while respecting the historic character of the Village Centre.
- **Alleviate on-street parking pressures** and additional traffic circulating in search of parking spaces along Main Street and New Road through increased car parking capacity at Burn Beach.
- **Greater civic and recreational use of the space at Da Waterfront** thanks to reduced demand for on street parking due to Burn Beach expansion. This space already forms the 'heart' of the village, overlooked by the Youth Centre and the hotel, and with key connections to Fraser Park, Giblestone Gardens and Lang Closs – all offering pedestrian/cycle routes towards the Public Hall and Berry Road – and now the wider waterfront. This will also improve the appeal of Scalloway as a sustainable tourist destination with associated benefit to Village Centre shops and services.
- To enhance opportunities to shop by boat rather than by car as some already chose to do.



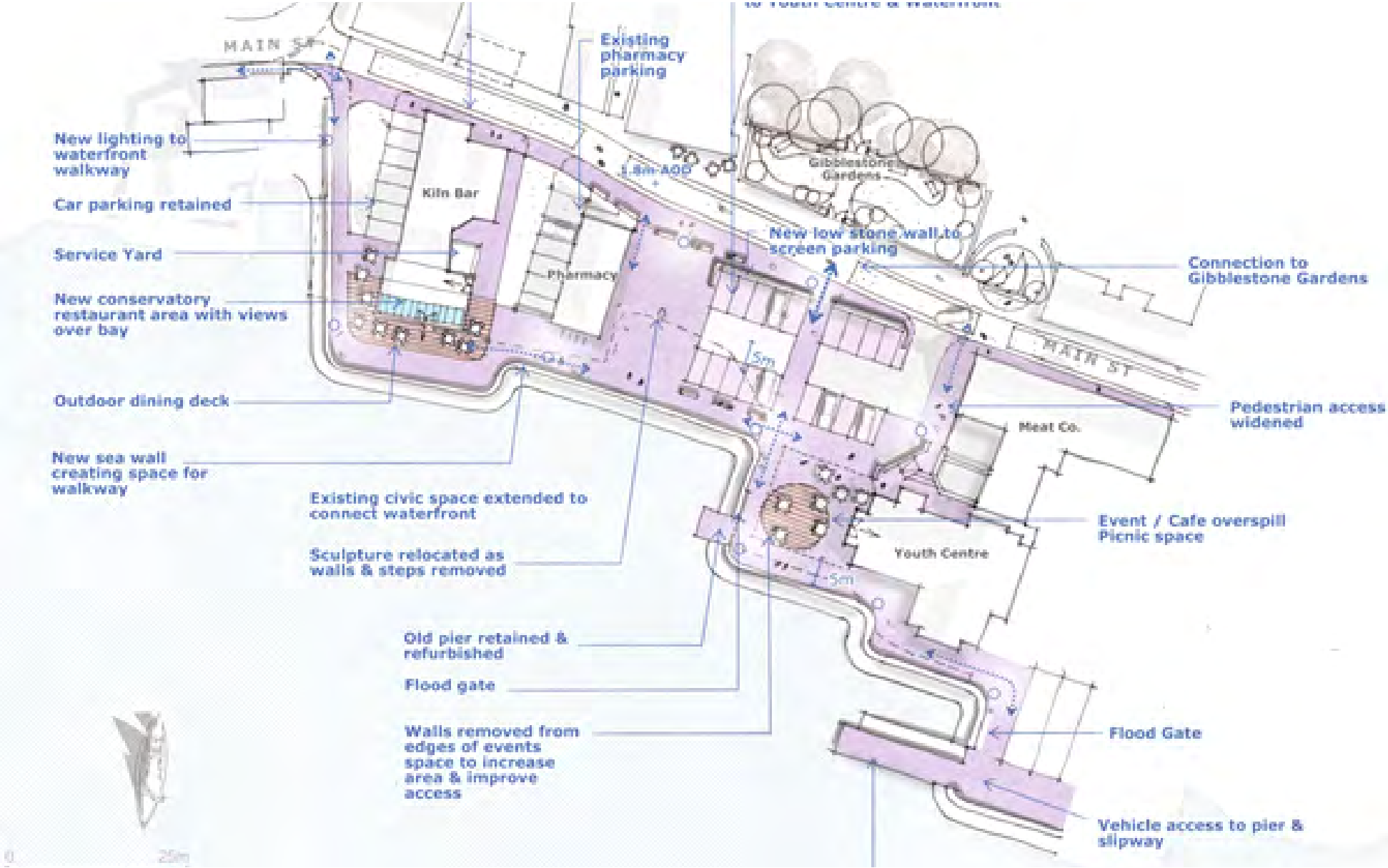


Fig x Da Waterfront

6.1.3 Technical Constraints / Issues to Resolve

- Landownership agreements to be forged around Garriocks Station to determine future development opportunities
- Consenting requirements for land infill (MS-LOT/CES/SIC/SEPA) to be reviewed
- Develop flood mitigation study (SIC/SEPA inputs) to define & investigate all coastal & fluvial flooding issues and flood protection requirements
- Progress Detailed Design Study to RIBA Stage 3 to

6.1.4 Cost Estimate

The order of project cost for these works is estimated to be in the order of **£2.8M ex Vat** inclusive of inflation to 2026 and 33% optimism bias as follows:

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Burn Beach	£635,625.00	£788,175.00	£1,048,272.75
Da Waterfront	£846,500.00	£1,049,660.00	£1,396,047.80
Total Capital Cost	£1,482,125.00	£1,837,835.00	£2,444,320.50
Fees /Other Costs @ 15%	£222,318.75	£275,675.25	£366,648.00
Total Project Costs ex VAT	£1,704,443.75	£2,113,510.25	£2,810,968.50

The additional Capital Cost associated with Sea Wall construction over the length Da Waterfront - Burn Beach to support the above works, excluded from the above total is estimated to be £3.0M inclusive of inflation to 2026 and 33% optimism bias; ex fees & cost and VAT

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Burn Beach Sea Wall	£1,104,000.00	£1,368,960.00	£1,820,716.80
Da Waterfront Sea Wall	£765,000.00	£948,600.00	£1,261,638.00
Total Project Costs ex VAT	£1,869,000	£2,317,560.00	£3,082,354.80

6.1.5 Potential Funding & Delivery Partners

The challenge of Climate Change and addressing the risks of sea-level change significantly and adversely impacting on on coastal flood risk is recognised with Scottish Government and agencies encouraging detailed flood modelling and the development of coastal adaptation plans.

Shetland Islands Council Flooding Authority and Coast Protection Authority are working with Scottish Environment Protection Agency (SEPA) to advance the National Flood Risk Management Strategy that references to the Shetland Local Flood Risk Management Plan (LFRMP). The Shetland Local Flood Risk Management Plan has been developed to detail the actions adopted to reduce the impact of flooding in the Shetland Local Plan District. Scalloway is identified as a potentially vulnerable settlement.

The Waterfront Phase 1: Burn Beach & Da Waterfront along with wider waterfront sections should seek to be closely integrated with flood protection / flood management measures with the potential to secure multi-agency support and funding. Scottish government has allocated up to 2026 a minimum of £42 million per annum plus a £12 capital budget for the period 2023-2027 associated with coastal change adaptation. The Programme for Government commits an extra £150m over 5 year period. Funding is distributed according to the SEPA/SIC prioritisation of flooding schemes as set out in the Flood Risk

The provision of a 'Village Gateway – Arrival Point' at the Burn Beach offer economic regeneration benefits supporting local and national/international tourism and the Shetland Tourism Strategy and Shetland Partnership Plan. Scalloway is an important 'tourism destination' Funding routes through SIC / VisitScotland and funding submission (VisitScotland Growth Fund / Tourism Infrastructure Fund and

The Waterfront Phase 1: Burn Beach & Da Waterfront should seek to align a package of funding combining elements of coastal flood defense funding / tourism and local economy / accessibility and active travel in a phased implementation plan. Potential partners include: SIC, SEPA, VisitScotland/ Place Funding applications & awards.

Key Partners: Shetland Islands Council / SEPA / VisitScotland / Others

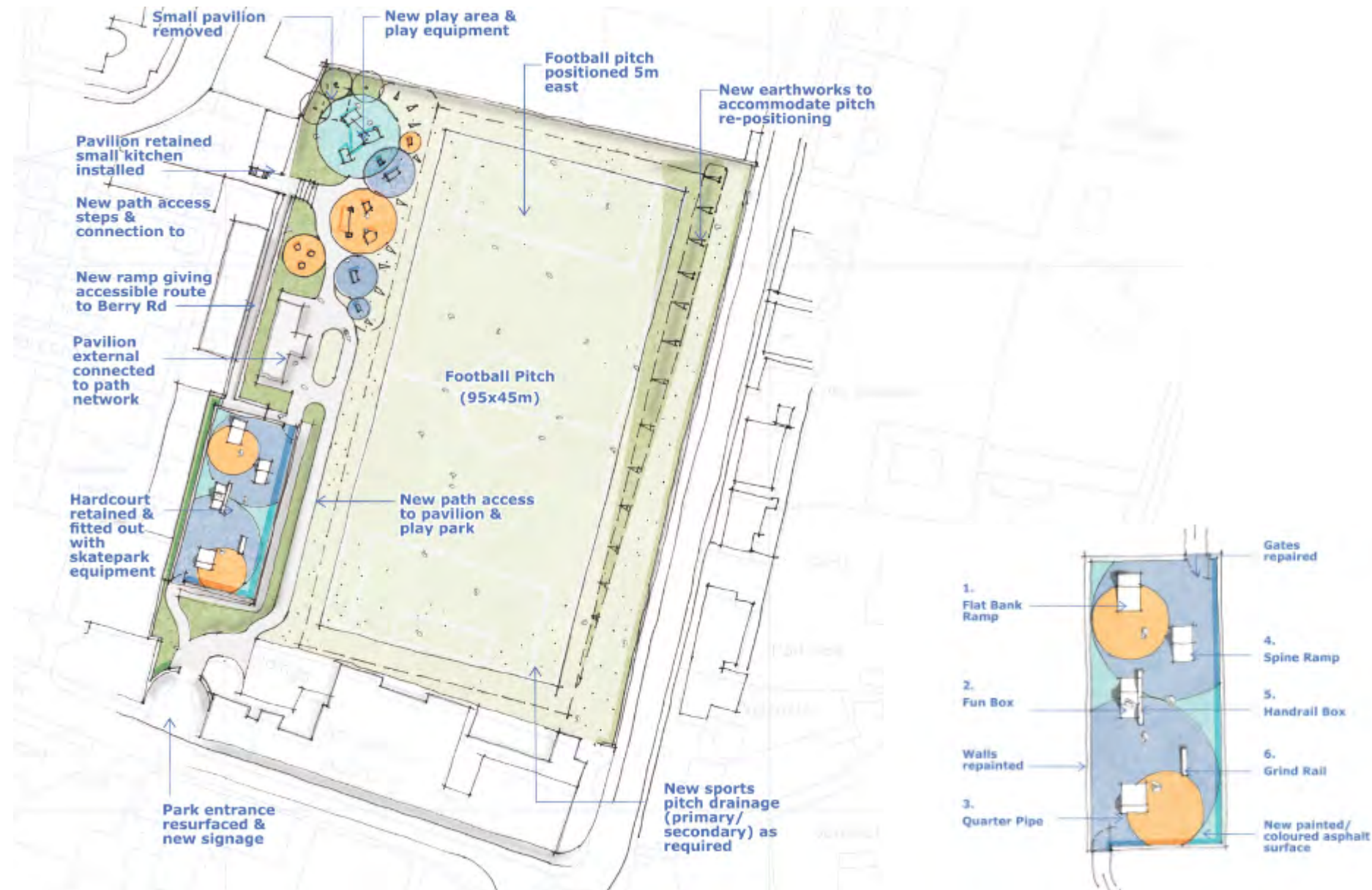


Fig x Fraser Park

6.2 Fraser Park Improvements

6.2.1 Project Description

The proposed design involves:

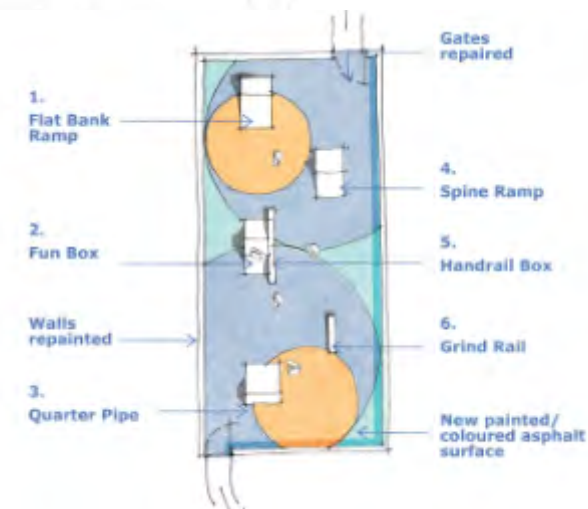
- Formation of new entrance from Berry Road / bus stop area to provide a widened set of entrance steps and a new ramp access into accessible paved circulation space and paths connecting to Main Street
- Renewal of sport pitch drainage – installation of new primary &/or secondary field drainage system to address current issues and give long term durability & use
- Relocation of the football pitch closer to New Road, undertaken as part of above works to create space for relocation of play area to west boundary, away from road, with better access and benefits of collocation with hardcourt.
- Repairing or replacing the old stone wall along the northern edge of the park. This needs to be more robust to withstand repeated impacts associated with football – may need to look at combining with standard sports pitch fencing? The latter is not provided for in the cost plan.
- New play park in the northwest corner. New equipment (sustainable hardwood suggested) to suit a variety of ages and abilities and to offer an enhanced facility, offering range of physical, socio-emotional, creative and cognitive development and learning opportunities.
- Repairing the multicourt walls/ gates/ fence/ surface and repainting of all.
- Installation of skatepark equipment (with removal surface fixings) to bring in a new facility as well as offer flexibility in use/allow for a range of other sports e.g. five-a-side football/ hockey/ basketball.
- Changes to grass cutting regime/ seeding/ planting along western side of park to promote biodiversity and improve amenity.

6.2.2 Key Community & Place Benefits

- Children, youth and adults continue to play football locally rather than having to travel to Lerwick.
- A more interesting, diverse and durable equipped playpark encourages play and activity for a wider range of ages.
- Improved accessibility for all users, including those who wish to walk/cycle/ wheel through the park to get to another part of the village. Promotes active travel.
- Opportunities for young people to engage locally in activities that they have expressed an interest in, such as skate boarding.
- Renewal of sports pitch drainage offering some mitigation to wider area flooding issues.

6.2.3 Technical Constraints / Issues to Resolve

- Sports Pitch Drainage - Site Investigation required to determine current drainage system/ effectiveness/ remedial actions/ other issues and give future action taken
- Fluvial Flooding – study and investigation of culvert condition/ issues remedial actions required to address issues identified potentially including upstream retention/ attenuation
- Condition of hardcourt and cost/requirements to make good, minimal intervention currently priced.
- Opportunity for re-use of former pavilion on Berry Rd for equipment storage/ catering etc





6.2.4 Fraser Park Cost Estimate

The order of project cost for these works is estimated to be in the order of **£0.55M ex Vat** inclusive of fees & other costs, inflation to 2026 and 33% optimism bias as follows:

NB Above costs include costs for new secondary field drainage system over football pitch, play and skate park equipment.

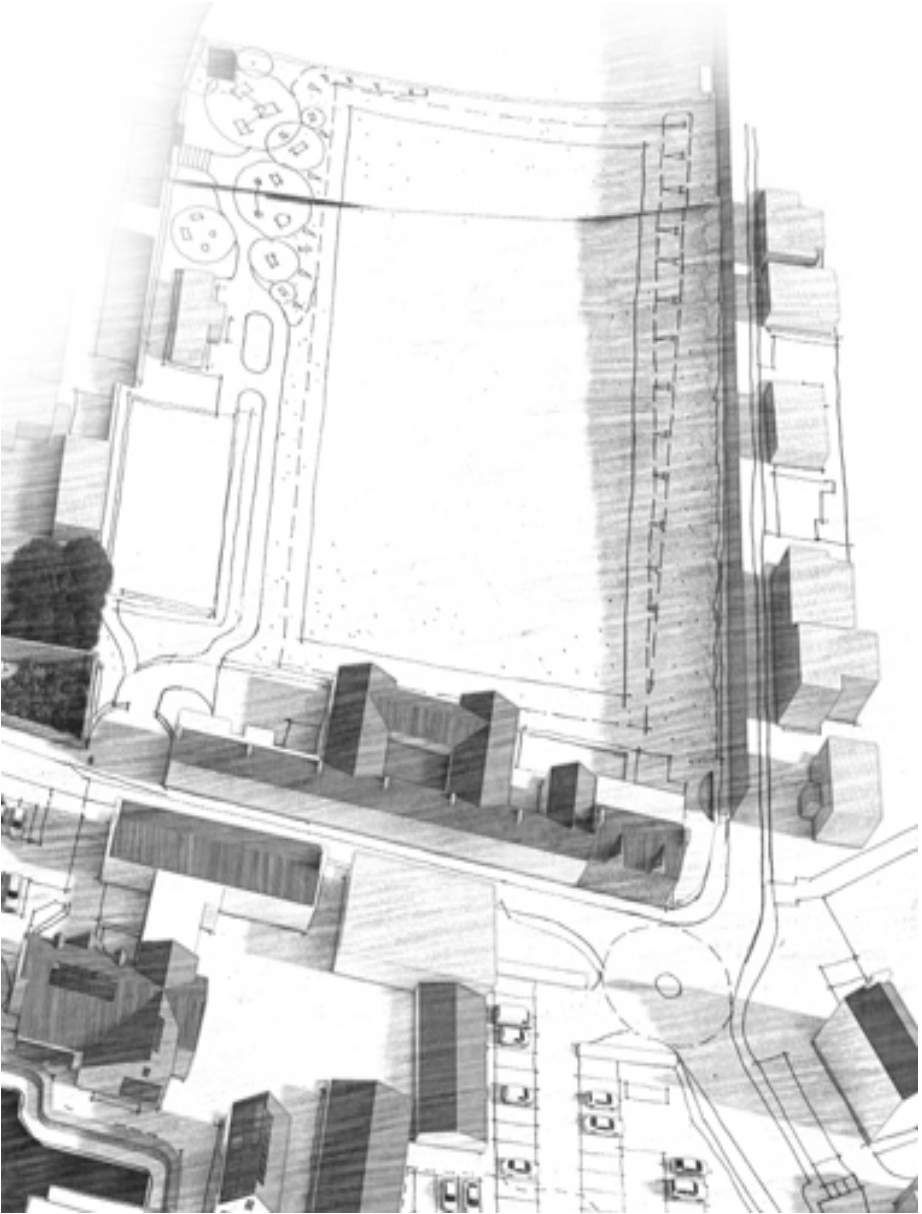
	<i>Capital Cost</i>	<i>Incl Inflation to 2026</i>	<i>Incl Optimism Bias</i>
Capital Costs	£289,710.00	£359,240.40	£477,789.75
Fees/ Other Costs @ 15%	£43,456.50	£53,886.00	£71,668.45
Total Project Costs ex VAT	£333,166.50	£413,126.40	£549,458.20

6.2.5 Potential Funding & Delivery Partners

The delivery of enhanced play and outdoor leisure facilities in Scalloway delivers against the Shetland Partnership Plan and enhances place for both residents and visitors supporting 20minute neighbourhood planning and health and well-being for communities. Shetland Islands Council has new responsibilities for Play Sufficiency. The Draft NPF 4contains a new policy on play, which recognises that providing quality opportunities for children of all ages to play will benefit their physical and cognitive development and uphold their right to engage in play and recreational activities. A new duty on the local authority includes the requirement to assess the sufficiency of play opportunities for children in preparing the evidence report for the Local Development Plan.

The Outdoor Community Play Fund will support charities providing outdoor community play opportunities for children and families experiencing disadvantage, as defined by SIMD. Up to £15,000 was available to be applied for by registered Scottish charities. Other community grants, Lottery Community Funds, Sports Facilities Fund and funding through CSR Funds (Asda /Tesco /etc) charitable trusts are potentially available.

Key Partners: Shetland Islands Council



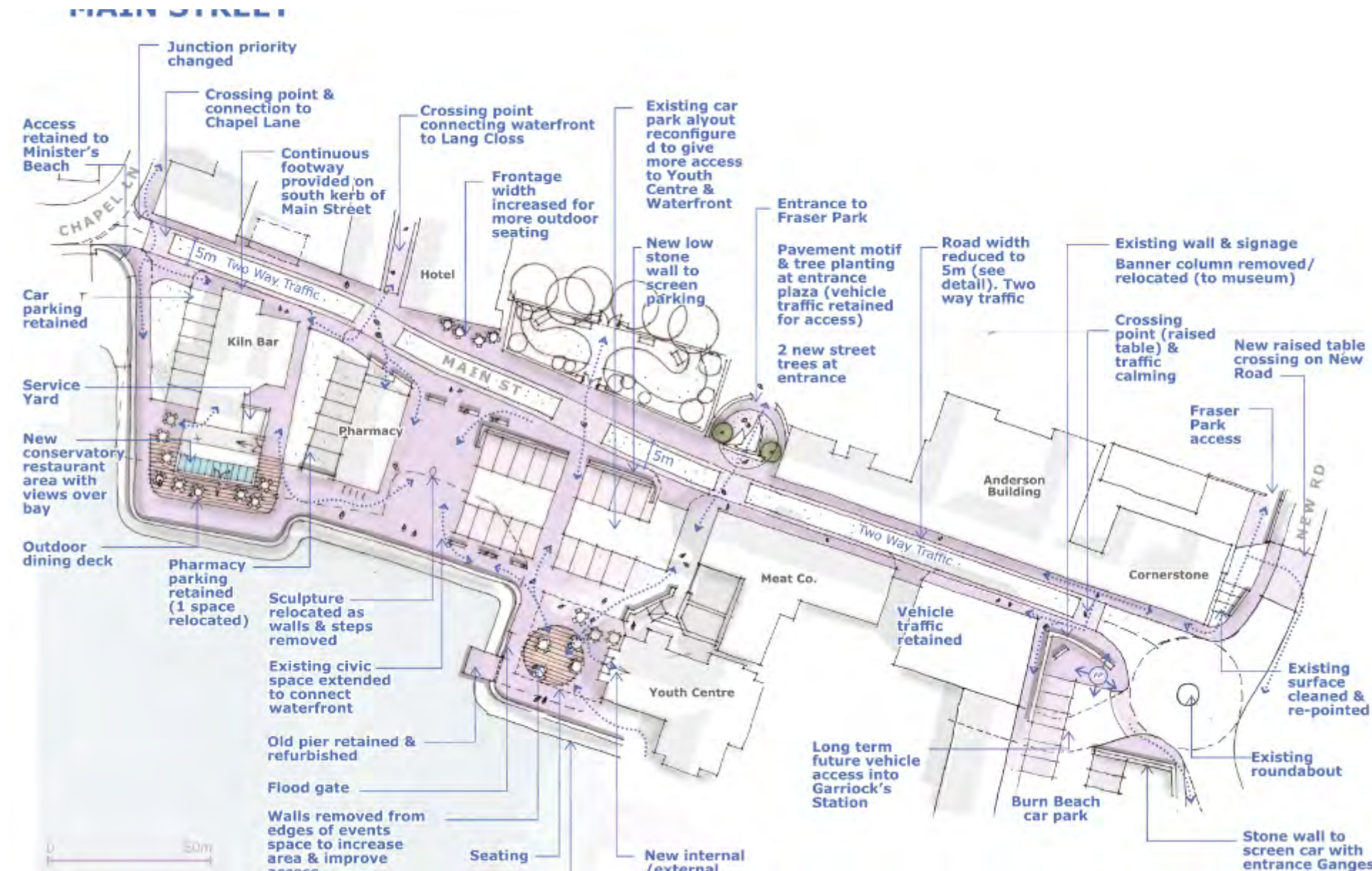


Fig x Main Street

6.3 Main Street Public Realm Enhancements

6.3.1 Project Description

The proposal for Main Street is two-fold. Firstly, it envisages a reprioritisation at its junction with Chapel Lane, so that eastbound through traffic is encouraged to use the Love Lane/Berry Road/Chapel Lane route rather than Main Street. Secondly, it would be designed to slow traffic and improve the safety of pedestrian access through reduction to carriageway width, change to surface materials and raised tables levels to create clear and generous crossing points (at strategic points / entrances) and, where opportunity permits necessary, wider pavements.

Some on-street parking would continue close to the shops, albeit the expanded parking at Burn Beach is likely to reduce the need for on-street parking generally.

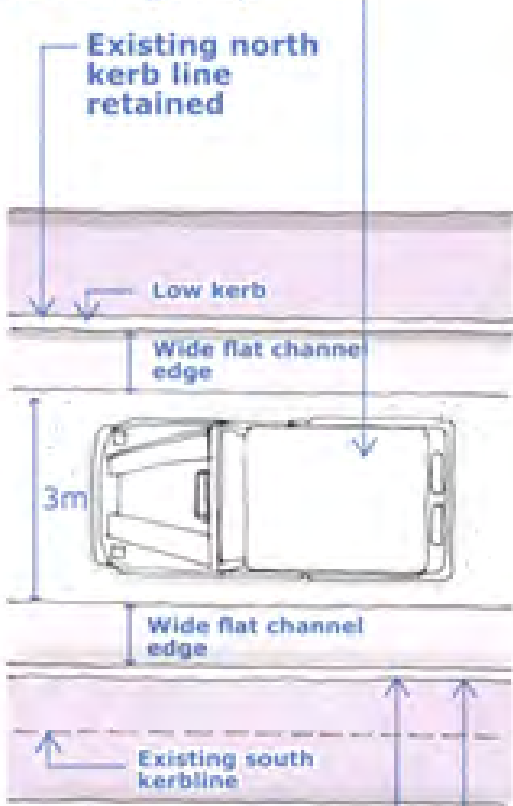
The recommended design approach suggests that the carriageway is designed to become visually less dominant and is narrowed to a 5metre width, slowing traffic speeds yet sufficient for 2way traffic flows. This gives opportunity to increase pavements widths to improve accessibility and safety throughout, albeit minor in the East section due to narrow building to building widths. As the diagrams below demonstrate, vehicles will still be able to safely pass in each direction and past parked cars as at present. Emergency vehicles will be able to take access by overrunning shared surface adjacent to buildings, detailed design will examine the surfacing & detailing of this to ensure pedestrian safety is maintained. This is not a dissimilar arrangement to New Street, where narrow road width reduces traffic speed and some sections of roadway become shared surfaces.

The number of parking spaces at Da Waterfront would remain the same but would be rearranged to make more efficient use of space, to give more space for safe pedestrian movement, seating and civic activities. Bollards could be removed to incorporate the parking area into the civic space should a larger area be required. A low stone wall could screen the parking – so that cars do not dominate the streetscape – without blocking views from Giblestone Gardens.

6.3.2 Key Community & Place Benefits

- Improved pedestrian and cycle access, safety and quality of experience on Main Street through reductions in through traffic, slowing vehicular speeds and widening the space for walking, wheeling and cycling.
- Enhanced Streetscape quality building on place qualities and improving character of Conservation Area Environs
- Wider pavements, provide better access increase footfall and present opportunity for commercial overspill onto pavements. Local shops and businesses prosper thanks to greater footfall.
- More efficient use of existing parking area (Da Waterfront).
- Improved pedestrian connections between the Waterfront and key routes via Fraser Park, Giblestone Gardens and Lang Closs.
- More accessible and adaptable civic space and better connections

During low flow periods
vehicles travel in centre
of carriageway

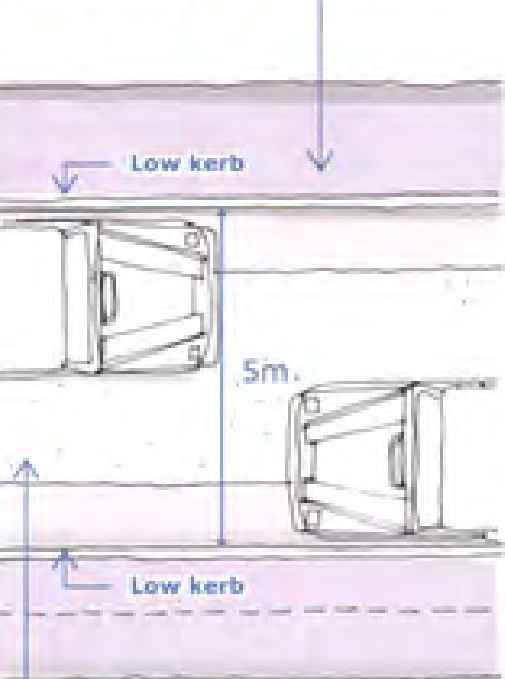


New south kerbline
increases narrow
footway width
Wide flat channels on
edge of carriageway
provide a buffer to
improve pedestrian safety

Low Flow

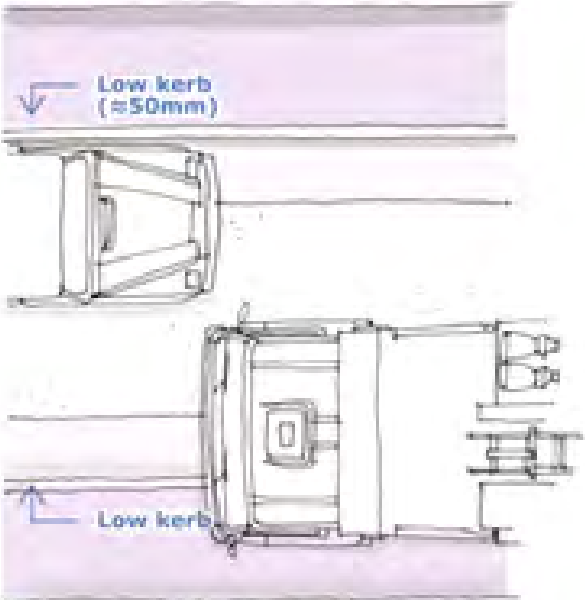
Fig x Main Street Details

Flat channel is part of
carriageway



During peak flows
vehicles move to either side to sue full
carriageway width.
Road operates fully as
two way travel in
centre of carriageway

High Flow



Emergency vehicles /
refuse vehicles overrun
footway to pass
oncoming traffic
(infrequent occasion)

Emergency Vehicle Access

6.3.3 Technical Constraints / Issues to Resolve

- New signage direct through traffic (to Westshore or Port Arthur) via Berry Road / Chapel Lane and to inform visitors of destinations and public parking availability.
- Review of traffic management implications & Road Safety Audit with SIC to assess viability of concept design development to address detailed findings.
- Review of utilities/ drainage

6.3.4 Main Street Cost Estimate

The order of project cost for these works is estimated to be in the order of **£2.3M ex Vat** inclusive of fees & other costs, inflation to 2026 and 33% optimism bias as follows:

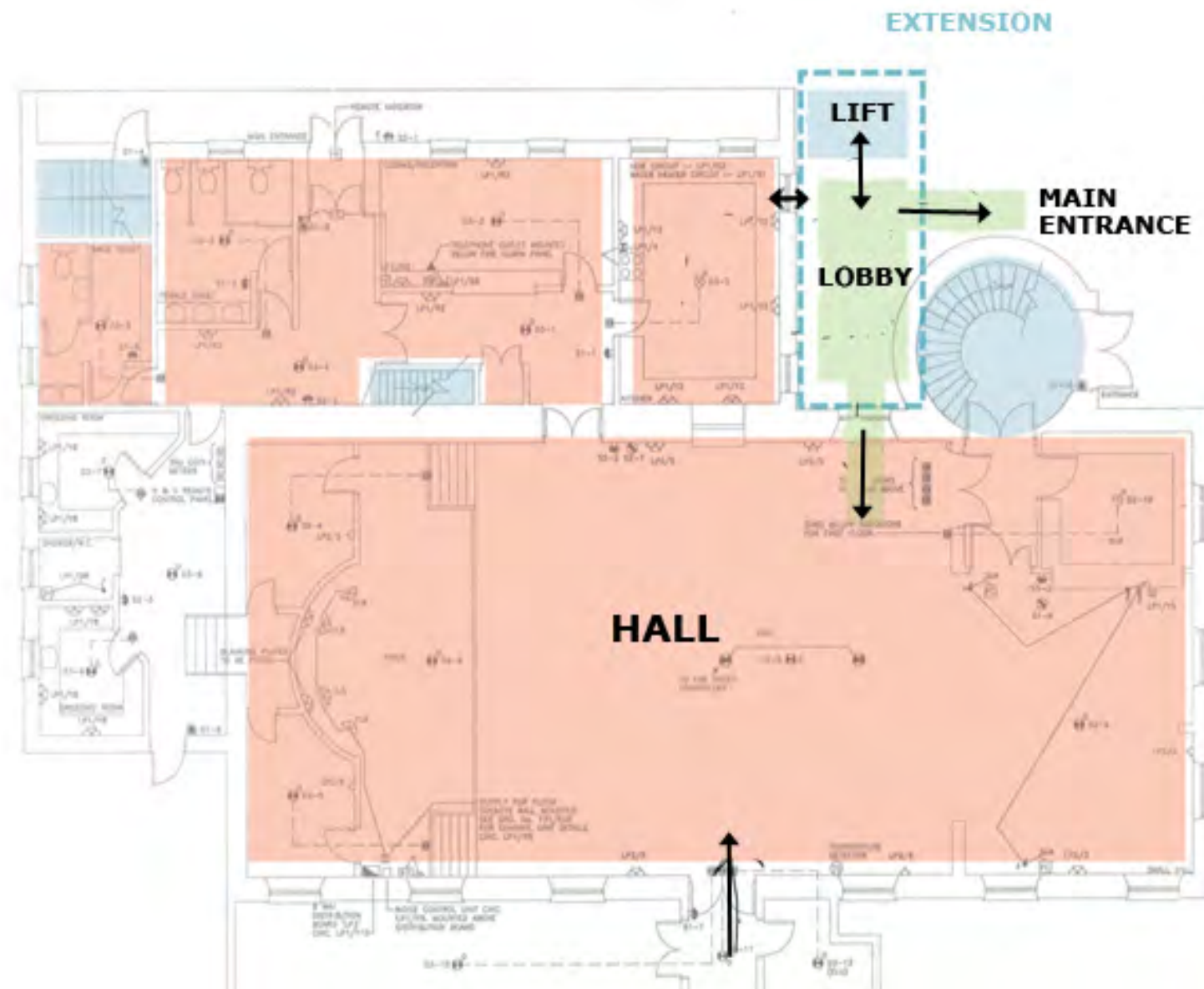
	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Capital Costs	£1,222,000.00	£1,514,040.00	£2,013,673.30
Fees/ Other Costs @ 15%	£183,300.00	£226,106.00	£302,050.99
Total Project Costs ex VAT	£1,405,300.00	£1,740,146.00	£2,315,724.20

It is noted that the above costs will deliver a first phase of reduced area to that shown on the drawings. Works will concentrate on the eastern section of the street to Giblestone Gardens.

6.3.5 Potential Funding & Delivery Partners

Public Realm and streetscape funding is typically strongly aligned with Active Travel, Road Safety and Traffic management measures typically delivered through the local authority and subject to criteria aligned with Active Travel (Sustrans) funding. Funding is aligned with the Net Zero Strategy target for half of all journeys in settlements to be cycled or walked by 2030 and 20 Minute Neighbourhoods. The Scottish Government has committed 10% of the transport budget for active travel (£320million in 2024-25) and many Councils adopt the Sustrans funding target of 10% council transport budgets on measures to improve walking, cycling, mobility and public spaces.

Key Partners: Shetland Island Council



6.4 Public Hall Renovations

6.4.1 Project Description

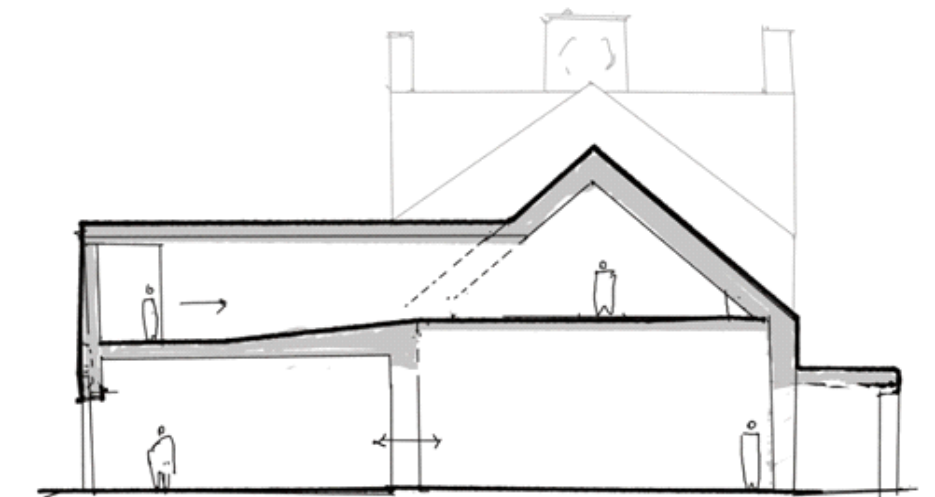
In keeping with Scotland's Net Zero ambitions to make better use of existing buildings rather than to construct new buildings, this Priority Project proposes to refurbish the Public Hall to ensure its long-term future as a key community asset and important Scalloway landmark.

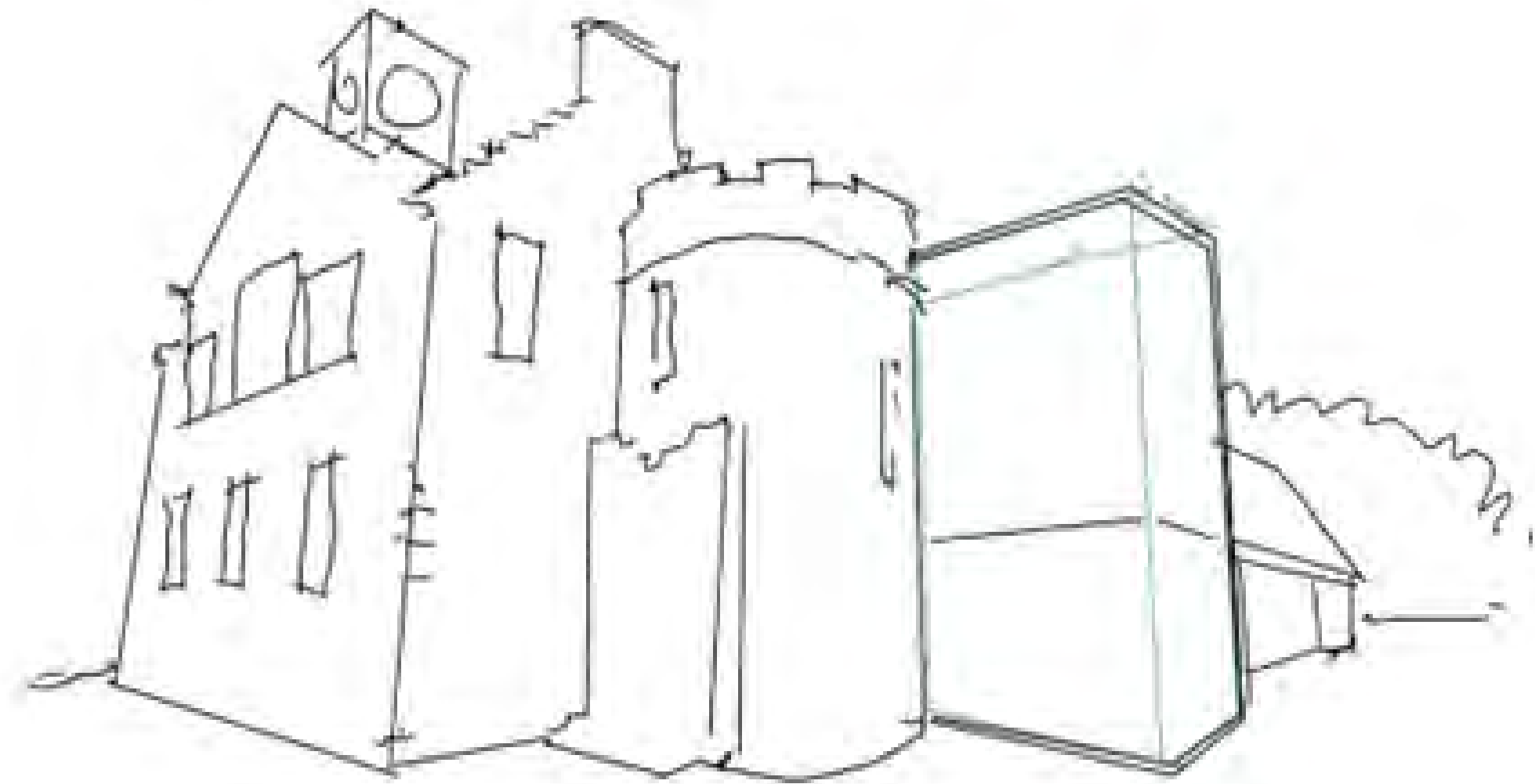
This will involve:

- Refurbishing the currently vacant or under-utilised spaces on the first floor, to create a flexible office / studio space which can be subdivided if necessary. These spaces can be let to small businesses / start-ups to secure an income stream for the hall.
- Forming a two-storey extension between the tower and the earlier ground floor extension, to accommodate a wheelchair-accessible entrance and lift to the first floor. This could be in the form of a contemporary glass box which creates an open and inviting entrance space, designed to contrast with, rather than mimic, the existing historic building style.
- The new upper floor lobby could extend to form a gallery offering connections into the refurbished office / studio space(s) and views overlooking the main hall and stage.

6.4.2 Key Community & Place Benefits

- Enables a greater diversity of uses within the building and more efficient use throughout the week / year.
- Generates a dependable source of income to pay for hall maintenance and repairs, thereby securing its continued use for key community events and festivities.
- Provides small business space(s) for the local community, close to the village bus stop.
- Contributes to the mix of activities and animation of the village centre.
- Reinforces the status of the hall as a busy central community hub.





6.4.3 Technical Constraints / Issues to Resolve

- Potential uses and operations would be restricted in terms of noise/ vibrations/emissions and traffic generation to ensure that they do not conflict with general use of the hall or impact upon the neighbouring residential and business uses.

6.4.4 Costs Estimates

The order of project cost for these works would require further investigation of the detailed layout and building condition and architectural fabric/structural works necessary to complete repairs and facilitate the extension. Assumed Costs circa £0.5M ex Vat inclusive of fees & other costs, inflation to 2026.

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Total Project Costs ex VAT	£400,000.00	£100,000.00	£500,000.00

It is noted that the above costs are not based on detailed condition survey. Dilapidation and water ingress over time and the scope/scale of tie-ins required between historic building, extension and new build requires detailed architectural and structural investigation.

6.4.5 Potential Funding & Delivery Partners

Funds such as the National Lottery Community Fund, Coastal Community Fund, Scottish Regeneration Capital Grant Fund (SRCGF) Crown Estate Coastal Community Funds could all potentially support investment along with funds supporting mobility, disability and access for all . Important for many funding streams and particularly SCRGF will be wider economic benefits and the capacity of the Public Hall to support enterprise and community wealth building.

Key Partners: Lottery Funds / Charitable Trusts

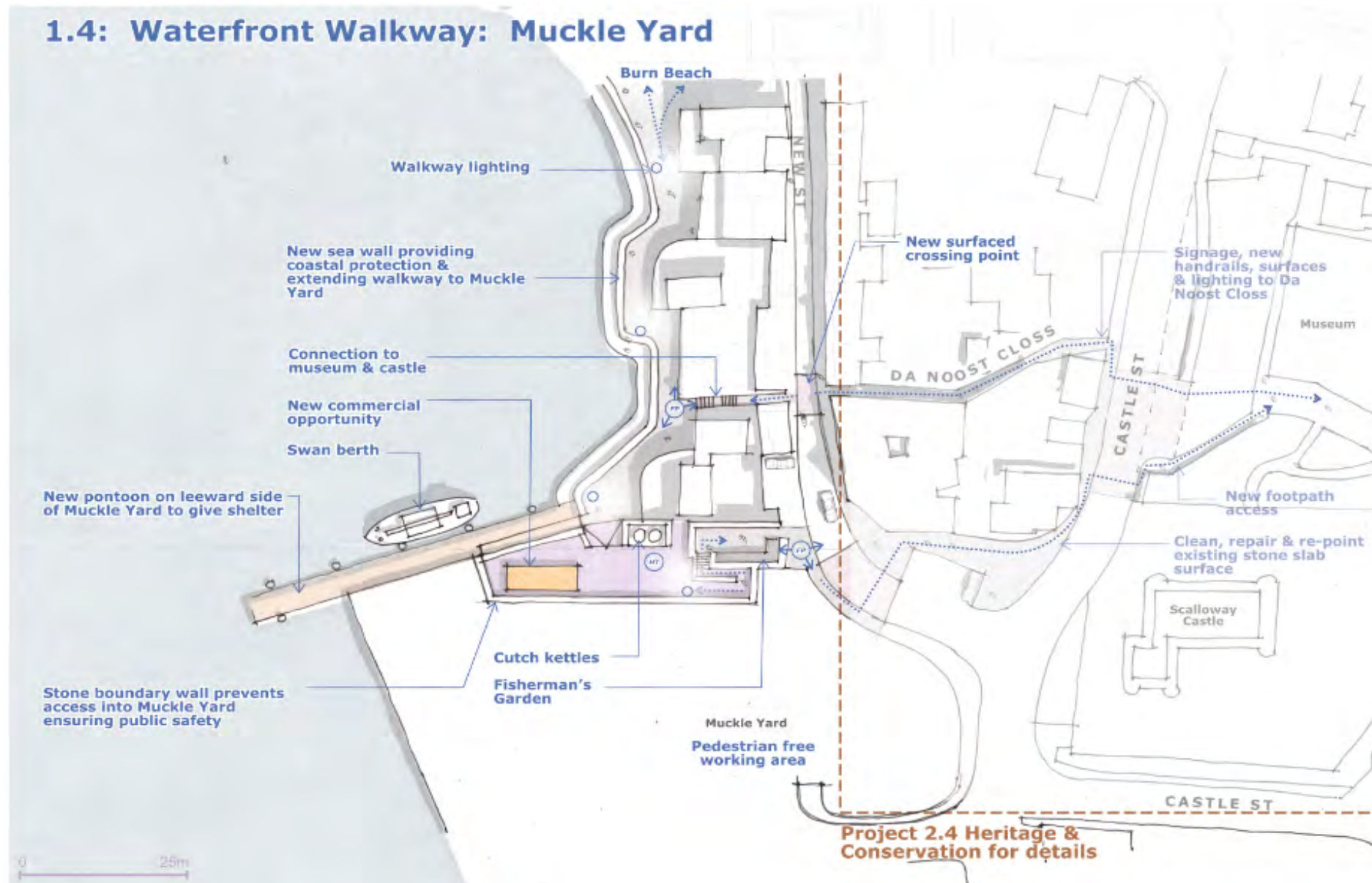


Fig x Muckle Yard

6.5 The Waterfront Phase 2: Burn Beach to Muckle Yard

6.5.1 Project Description

This proposal would form the second phase of waterfront extension to provide a pedestrian and wheelchair-friendly connection to the Cutch Kettles and Fisherman's Garden, both located on the northern edge of Muckle Yard. This __ m2 area of land reclamation would also include a continuation of the proposed sea wall to provide greater protection from coastal flooding and wave erosion to the existing waterfront edge properties.

The existing steps to the water from New Street would provide a direct pedestrian connection from the new waterfront walkway to the Museum via the attractive Da Noost Closs. A solid stone-clad boundary wall would enclose a small section of Muckle Yard to encompass the Fisherman's Garden entrance, the Cutch Kettles and an area with scope for a small commercial or community building which would provide a visual 'bookend' to the waterfront walkway.

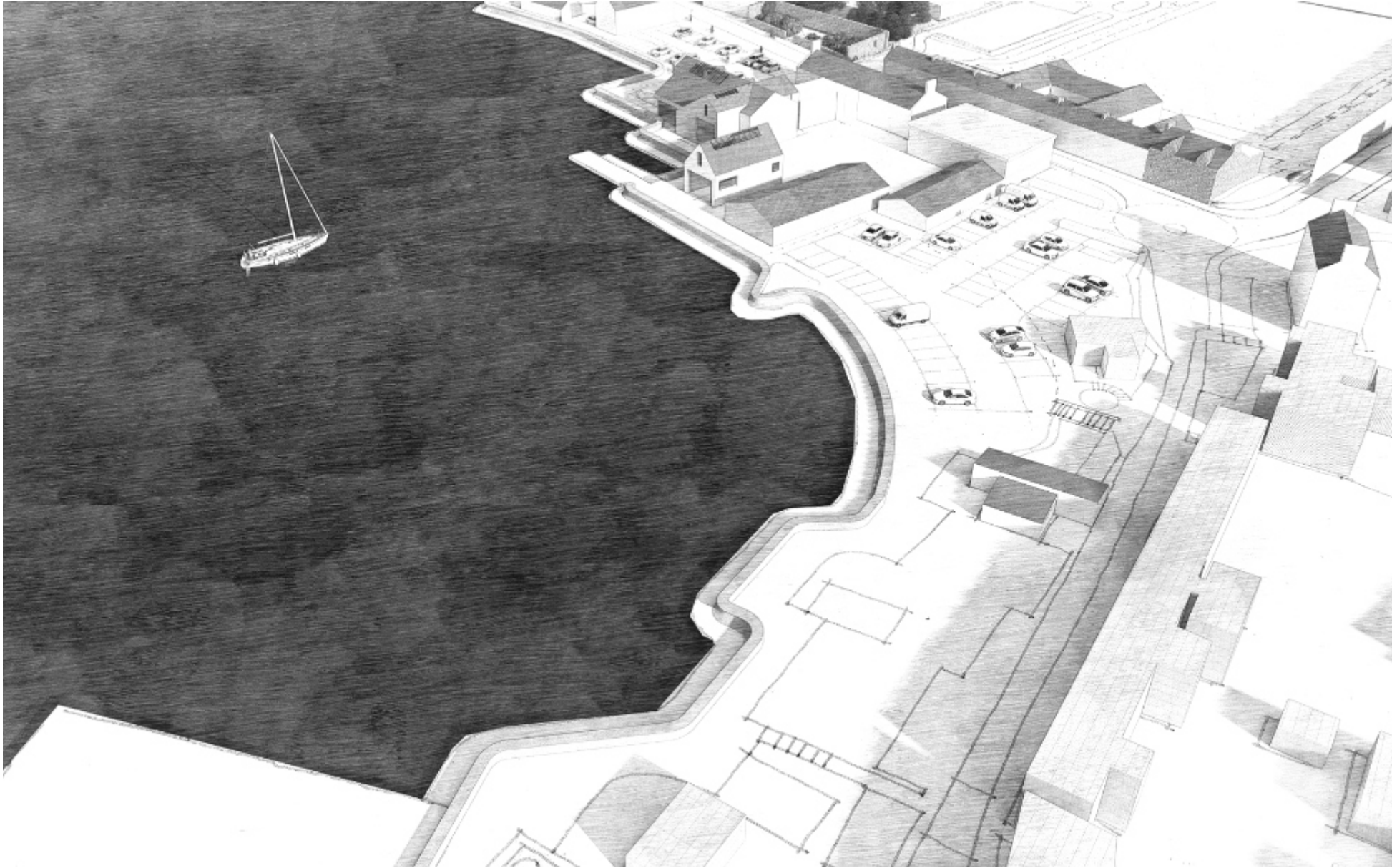
The opportunity should be explored to construct a pontoon on the leeward side of Muckle Yard capable of providing a berth for the Swan. Initial discussion with SIC Infrastructure Services - Ports & Harbours highlighted current port development studies could potentially accommodate such uses in the medium term. The site is currently used for salmon cage repairs and the port is constrained in terms of berthing on the Muckle Yard North Quay. SCDC/SIC agreed to maintain a dialogue around opportunities linked to conclusion of current feasibility studies and upgrading of the West Quay/Blackness Pier.

Use of the North Quay would require seabed dredging to ensure a sufficient draught for the vessel. Future potential expansion of the Harbour may provide greater shelter /breakwater to this part of the bay, increasing the project viability.

6.5.2 Key Community & Place Benefits

- Connects sites of heritage interest in the eastern part of the village to the central waterfront and Main Street area.
- Forms a natural extension to the new Da Waterfront / Burn Beach section of new waterfront walkway.
- Ensures a safer working environment within Muckle Yard by removing the need for visitors to access the yard to visit the Cutch Kettles - reduces the Health & Safety risks for the Harbour Authority.
- Promotes tourism destination and active travel.





6.5.3 Technical Constraints / Issues to Resolve

- Salmon cage launching operations currently take place along the northern edge of Muckle Yard. This area is currently in full use and, as such, this project proposal is not appropriate in the short to medium-term. As the size of salmon cages and/or the scale of operation increases, SIC Harbours may consider alternative suitable locations for future salmon cage operations as part of any harbour expansion plans. At this point, it may be suitable to return to this project proposal should the benefits described, such as flood protection, above remain applicable.
- A condition on the consent for the construction of Muckle Yard was that no working vessel could berth along the northern side. It is understood that this was to afford some protection to properties along the coastal side of New Street from disturbance, noise, fumes etc. This might not apply to The Swan since it is a sailing vessel (no engine noise, fumes etc.).
- Seawall / walkway construction viability and impact & ownership permissions & consenting for same (SIC/CES/Private landowners/Other). Note: The Bulwark (waterfront property) includes a Boathouse accessing the harbour with all rights/access and details of any change requiring consents and permissions from land and property owners including rights to marine access / etc.
- Review of levels allowing a connecting walkway - Muckle Yard.
- Water depths/viability of pontoon location/ construction & use
- Agreement for Muckle Yard access & new moorings (SIC Infrastructure Services Ports & Harbours)

6.5.4 Muckle Yard Cost Estimate

The order of project cost for these works is estimated to be in the order of **£0.775M ex Vat** inclusive of fees & other costs, inflation to 2026 and 33% optimism bias as follows:

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Capital Costs	£407,400.00	£505,176.00	£671,884.08
Fees/ Other Costs @ 15%	£61,110.00	£75,776.40	£100,782.61
Total Project Costs ex VAT	£468,510.00	£580,952.40	£772,666.69

The additional Capital Cost associated with Sea Wall construction over the length between Burn Beach to Muckle Yard to support the above works, excluded from the above total is estimated to be £M inclusive of inflation to 2026 and 33% optimism bias; ex fees & cost and VAT

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Capital Costs	£549,000.00	£680,760.00	£905,410.80

6.5.5 Potential Funding & Delivery Partners

The Waterfront Phase 2: Burn Beach to Muckle Yard as the Phase 1 proposals should seek to align a package of funding combining elements of coastal flood defense funding / tourism and local economy / accessibility and active travel in a phased implementation plan. Potential partners include: SIC, SEPA, VisitScotland/ Place Funding applications & awards.

Key Partners: Shetland Islands Council / SEPA / VisitScotland / Others

Traffic management & controlled crossings



6.6 Other / Supported Projects

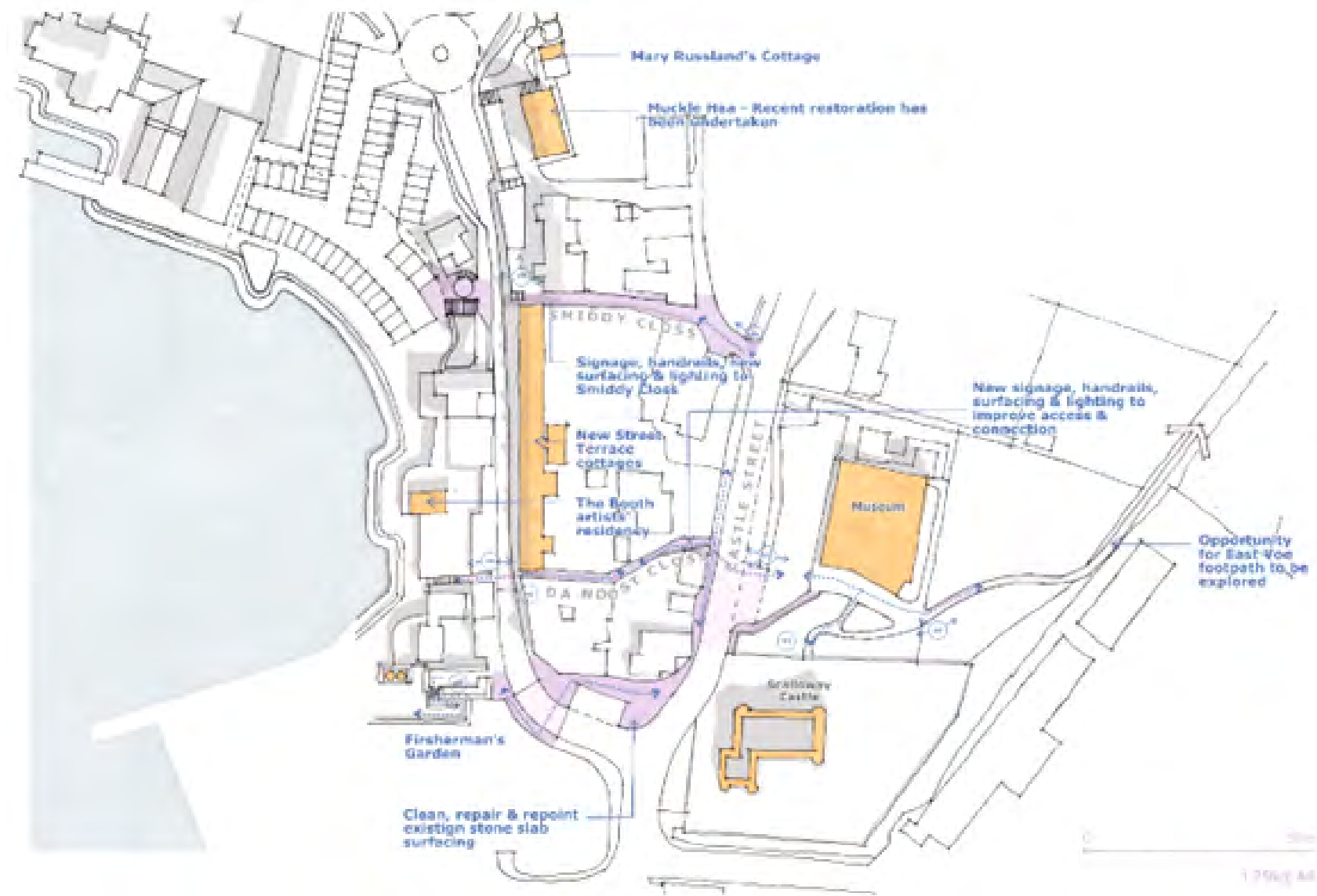
A number of draft proposals received clear community support but, perhaps due to their scale, they did not receive as many votes as the larger and more transformational “Priority Projects”. Nevertheless, some these projects can make a big difference to the community and are strongly supported in terms of the wider sustainability policy context. Projects that will promote Active Travel, for example, are more likely to receive the support and funding necessary for their delivery.

6.6.1 Signalised Crossing and 20 MPH Zone

The community have raised concerns about school children arriving or returning to East Voe, on foot or bicycle, having to cross the A970 without any form of signalised crossing. Providing such a facility to enable a safe route to school would encourage more parents to allow their children to walk/cycle to school rather than being driven, thereby reducing the levels of traffic congestion experienced at the beginning and end of the school day.

This will not only benefit school children but would also encourage a whole range of people to travel between Scalloway and East Voe on foot/ cycle/ wheel, thereby reducing the car parking pressures currently felt in the Village Centre.

The proposal to designate the entire village as a 20mph zone also has the potential to improve the walking and cycling experience, increase road safety and promote Active Travel. This ties into the proposed public realm enhancements for Main Street, which should encourage through traffic to use the less busy Berry Road route. 20 mph strategies have been adopted in settlements throughout the UK and should be strongly supported at Local Authority level.



6.6.2 Lanes and Connections

Improvements to the characterful lanes and steps leading from Castle Street towards the waterfront and Village Centre, will help to encourage tourists, who might otherwise not venture further than the castle and museum, to spend time visiting the rest of Scalloway. Signage, new surfacing, lighting and handrails can ease accessibility and provide a more welcoming experience for both visitors and locals alike.

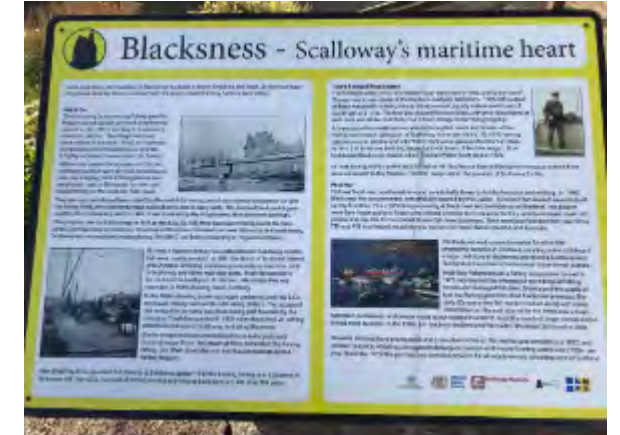
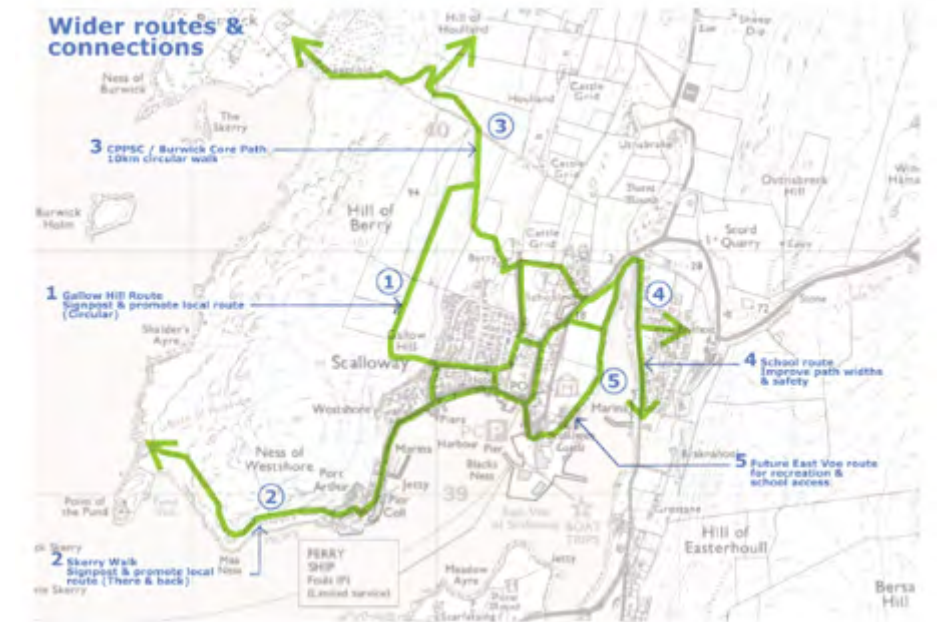


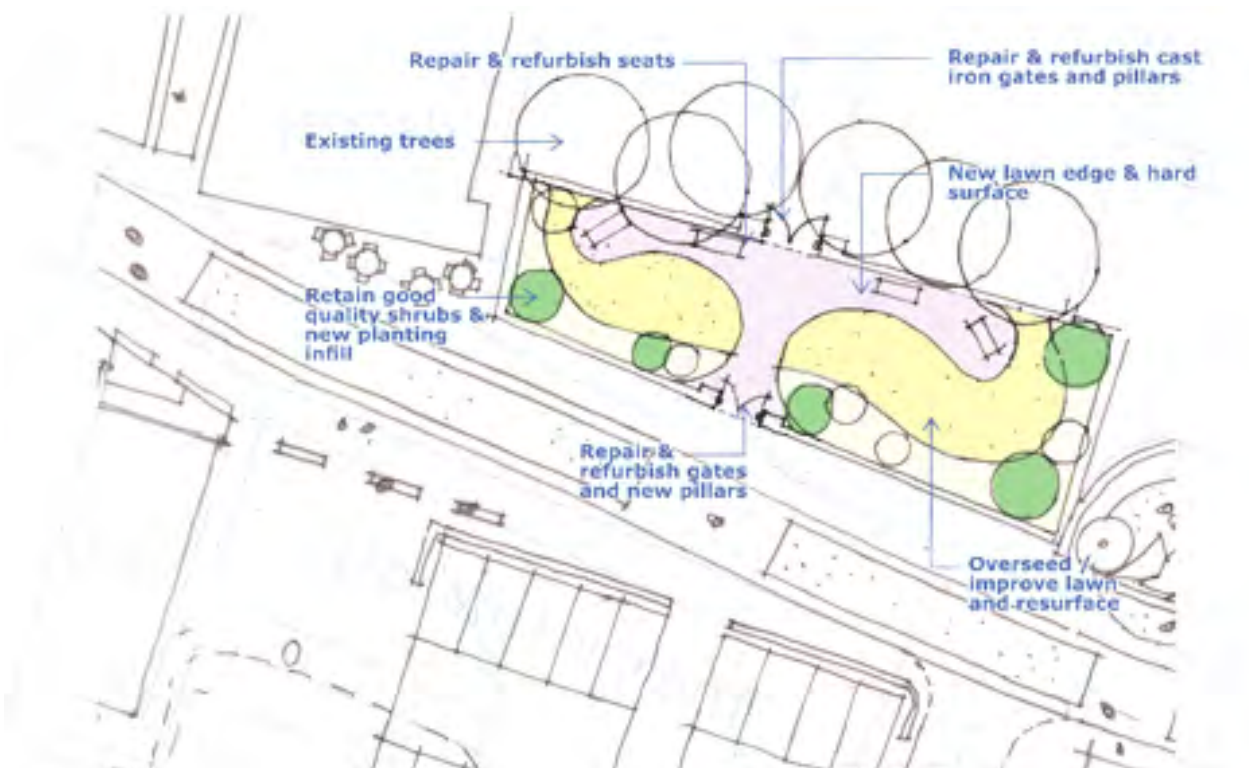


6.6.3 Heritage Trails & Signage

Another means of attracting visitors through the Village Centre could be an extension of the existing heritage interpretation boards to create a joined-up heritage trail, with effective signage to guide the way. This could also be linked to an online audio guide that visitors could connect to via their mobile phones. It would stretch from the Castle to Norway House along the waterfront walkway and along Main Street, connecting at either end, and at various points along the route, to the wider recreational path network.

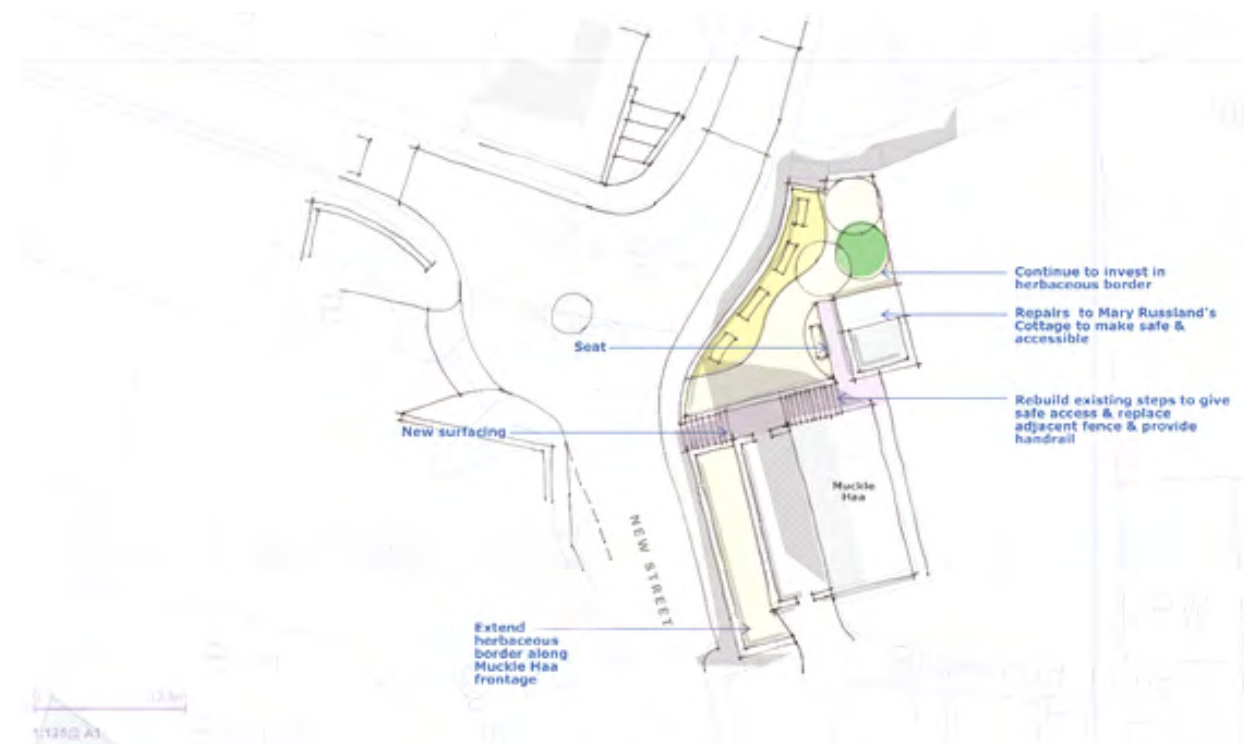
For this, and for the Lanes & Connections (6.6.2 above), it would be advisable to apply for funding / part funding through the Paths for All Smarter Choices, Smarter Places Open Fund (see Chapter 8). National Lottery Community Funds associated with place-making and enhancing liveability/ place quality and civic pride would offer funding routes.





6.6.4 Gibblestone Gardens

Gibblestone Gardens is a centrally located, but tranquil, public space on the north side of Main Street with sea views across Da Waterfront. It requires maintenance and repair and would benefit from a refresh / redesign as proposed and outline in the sketch plan. This may be relatively low on the list of community priorities and being of small-scale it may attract investment from a variety of smaller funding / grant schemes, while contributing positively to both the community experience and visitor appeal of the Village Centre and Waterfront. Gardens provide opportunity to support local bio-diversity and designs should reference to Biodiversity Action Plan and incorporate smaller wildlife/breeding birds/pollinators habitats potentially as small features of interest.

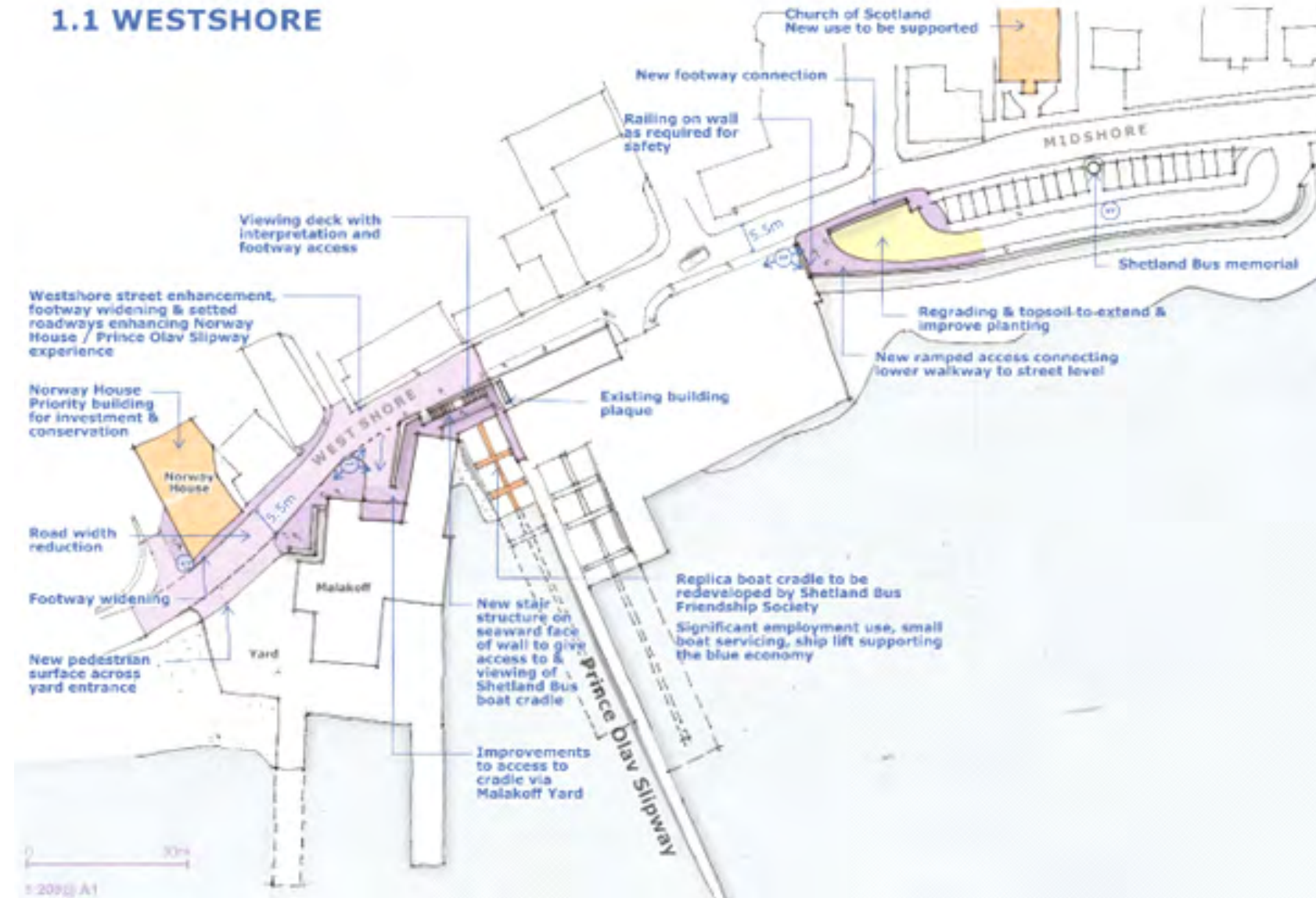


6.6.5 Mary Russland's Cottage and Garden

The proposed improvements to Mary Russland's Cottage and Gardens (see Figure x) would enhance a key part of Scalloway's heritage and contribute to visitor appeal. This would complement public realm enhancement proposals for Main Street and Burn Beach.

As with Gibblestone Gardens above, the scale of proposals might allow the community to take advantage of smaller funding sources which may be more readily available than the larger scale investment required for the priority projects. Measures and management to support local biodiversity should also be adopted.

1.1 WESTSHORE

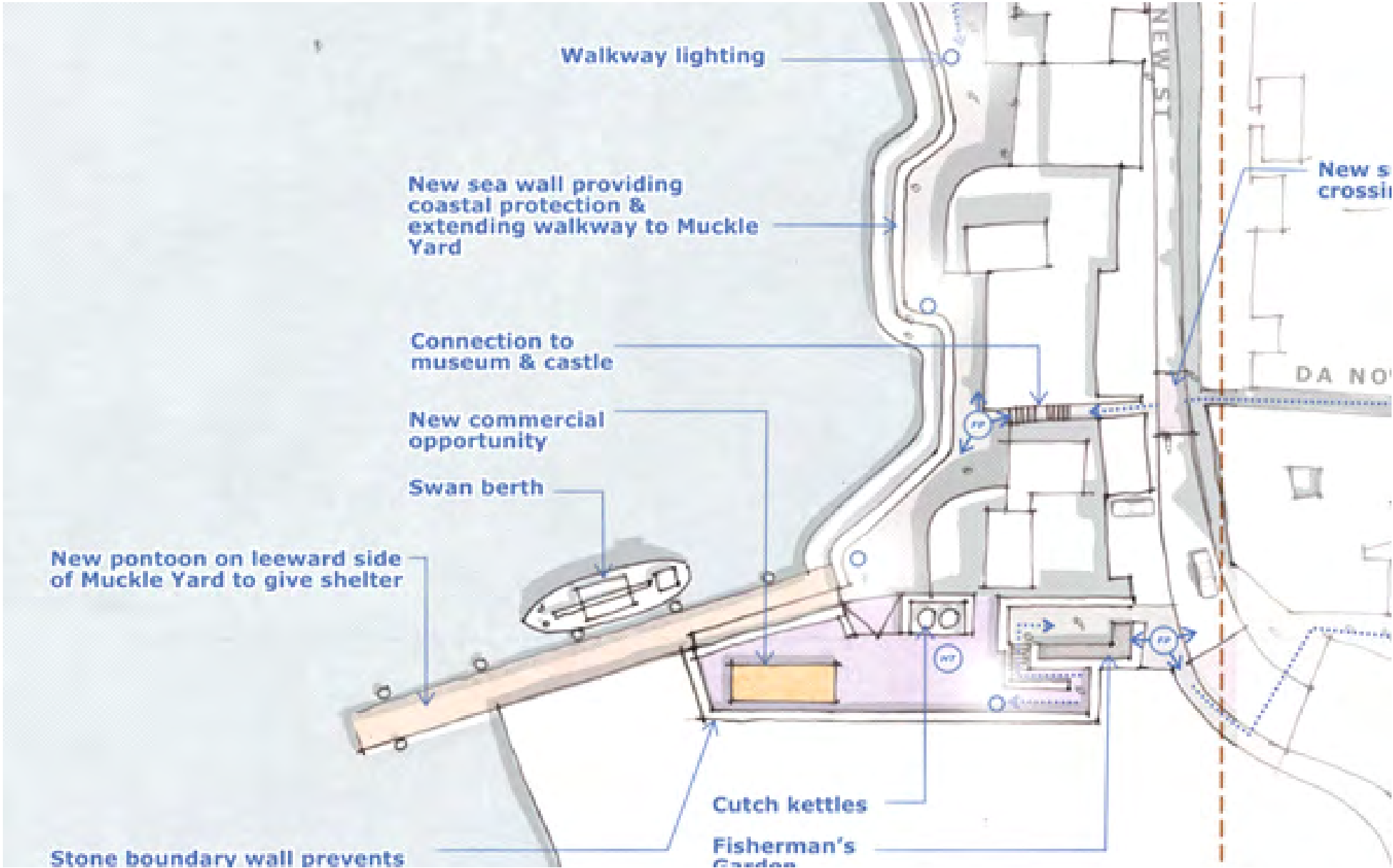


6.6.6 Waterfront Walkway – Westshore to Midshore

The Westshore to Midshore proposals (Figure x) cover an area of heritage importance – Prince Olav Slipway, Norway House – which attracts visitors and yet is poorly equipped in terms of footways and viewing space. This is likely to be a long-term project, implemented in stages. For example, expanding the Midshore walkway into the adjacent tarmacked area will require land ownership details and a robust proposed purpose, one which does not jeopardise the activities of the neighbouring boat repair yard. Agreement will also need to be reached with Malakoff Ltd. as to the extent of proposed works adjacent to their property, ensuring that this does not impinge on their current or future operations.

The interface with the adjacent Westshore Beach will also require careful consideration. The design of new pedestrian surfaces / footway widening might be extended alongside the beach and could include a pedestrian “entrance” ramp to the beach and additional seating.





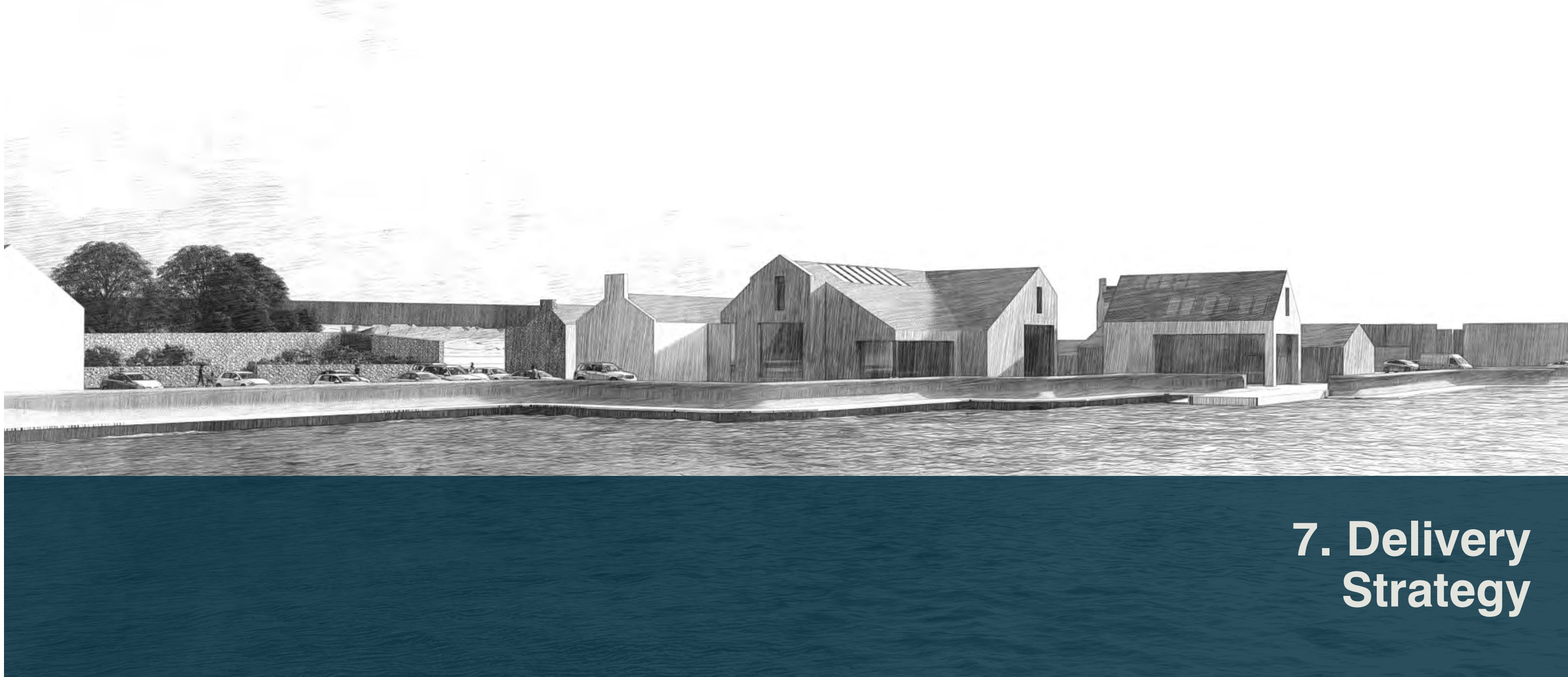
6.7 Project Cost Estimates

In addition to the five key priority projects a further range of masterplan projects have been identified for longer term investment or delivery through additional channels. These are included in the following cost summary

6.7.1 Masterplan Cost Summary

	Capital Cost	Incl Inflation to 2026	Incl Optimism Bias
Waterfront Projects			
Da Waterfront	£812,640.00	£1,007,673.60	£1,340,250.89
Burn Beach	£610,200.00	£756,648.00	£1,006,341.84
Muckle Yard	£407,400.00	£505,176.00	£671,884.08
Westshore to Midshore	£601,392.00	£745,726.08	£991,815.60
Sea Wall Projects			
Da Waterfront – Muckle Yard	£2,418,000.00	£2,998,320.00	£3,987,765.60
Placemaking Projects			
Main Street	£1,221,000.00	£1,514,040.40	£2,013,673.20
Signalised Crossing	Shetland Islands Council Transport Budget funded schemes forming part of wider island transport/place funding budget		
20mph Zone			
Lanes & Connections	£133,680.00	£165,763.20	£220,465.06
Heritage Trail	£80,000.00	£90,000.00	£120,000.00
Mary Russland's Cottage etc	£82,500.00	£102,300.00	£136,059.00
Greenspace Projects			
Fraser Park	£289,710.00	£359,240.40	£477,789.73
Gibblestone Gardens	£75,000.00	£93,000.00	£123,690.00
Mary Russland's Cottage/Gdn	£14,400.00	£17,856.00	£23,748.48
TOTALS			
Total Capital Costs	£6,670,922.00	£8,355,743.68	£10,993,483.48
Traffic Management etc	£60,000.00	£74,400.00	£98,952.00
Fees/ Other Costs @ 15%	£1,009,638.30	£1,264,521.55	£1,663,865.32
Total Project Costs ex VAT	£7,740,560.30	£9,694,665.23	£12,756,300.80

The above sets out a full masterplan with project costs between £9.52 - £12.6M for delivery over the programme period.



Destination Scalloway provides a high-level masterplan developed around a set of projects that collectively support Scalloway as a stronger and more sustainable village by enhancing place quality, strengthening the local economy and promoting community and environmental well-being.

7.1 A Flexible Delivery Strategy

The project has built on previous engagement and consultation with stakeholders and recognises that investment will be delivered on a project-by-project basis in partnership with other parties. The delivery strategy therefore looks to:

- Scope projects based on community priorities, local need and deliverability
- Allow individual projects to be advanced as separate discrete projects
- Create a suite of projects of differing scales / investment requirements
- Frame projects to offer strong outcomes against community/partner deliverables
- Support phasing and tailoring of delivery to funding streams

SCDC are an enabling organisation who are seeking to ensure that the development of Scalloway is shaped through community engagement at every stage. *Destination Scalloway* includes short-medium-longer term projects whose delivery will be dependent upon external funding. Advancing projects will involve collaboration and significant further design development alongside the development of Strategic Business Case documentation where appropriate.

Masterplan



7.2 Partnership Delivery

SCDC are working with community interests to develop the village priorities. Delivery will, however, substantially be advanced in partnership with others. In identifying priorities and shaping projects we have sought to ensure all projects are aligned with national/ island /local outcomes. This will help to ensure funding is aligned and that Scalloway can take advantage of future funding programmes working closely with Shetland Islands Council.

Working in partnership (partner organisations / funders / wider stakeholders) often requires projects to meet multiple objectives and deliver specific outcomes for different partners. A range of new funding models and partners, including UK Government are emerging (UK Shared Prosperity Funds / Levelling up Funds) and it will be important to track how Scalloway can align with these going forward. Potentially this could combine projects within a Scalloway Village programme of projects potentially targeting village regeneration as an application under Levelling Up Funds.

Building and maintaining the relationship with key project sponsors, keeping track of funding opportunities and providing engagement support to Bid Submissions will be an important role for SCDC.

7.3 Delivery Programme

The delivery programme is heavily dependent upon external funding. Successful submission of funding will be the trigger of advancing Concept/ Detail Design Stages (ICE-RIBA Stages 2-4). The partnerships and requirements for individual projects including potential funding applications, timescales, etc will be significantly different. The largest and most important transformational project for Scalloway involves the Waterfront Project. This, due to its objective, scale and associated elements (Flood mitigation / Economic Development / Place Enhancement), will require significant lead times both in securing funding commitments and advancing the detail design.





8.1 Project Funding

The *Destination Scalloway* report sets out a range of projects considered to be deliverable over a medium term within the current economic climate. This recognises the significant constraints on capital and revenue budgets of key partners whilst also identifying opportunities in external funding (Community Renewal Funds / Island Bill / Levelling Up / Shared Prosperity Fund/ etc).

Funding of place-based infrastructure is essential to address the challenges of rural and island communities and develop the opportunities of place and address the impact and implications of climate change. Public investment needs to positively respond to allow communities and business to compete and develop.

SCDC has a lead role in supporting community development programmes with its key role being to facilitate engagement and assist in the development of plans and projects. It is seeking to support the role of partners in the delivery of projects and has some resource to assist and make a contribution to Bid Submissions.

All the projects identified within *Destination Scalloway* have been subject to detailed consultation and engagement with SCDC seeking to maintain the dialogue with local stakeholders through the design development phase of individual projects.

8.2 Meeting the Climate Change Resilience & Net Zero Targets

Shetland Islands Council are developing a Climate Change Programme that will form a key element of a Net Zero Plan for Shetland. The Plan will reflect the Scottish Government's legislated target 2045 target date for Scotland to achieve net-zero. Shetland's carbon footprint is 10.2 tonnes of CO2 per capita, which is almost twice the national average of 5.3 tonnes. Shetland's location, island transport links, industries and dispersed rural population, are all contributory factors to the islands carbon footprint. A council survey indicated that 82% of respondents agree that we face a climate emergency and 98.7% said that they were doing something personally to reduce their impact.

Climate change resilience requires mitigation, adaptation and promoting new mechanisms to support low carbon living and build stronger 20-minute neighbourhoods and local management of resources. The Scalloway projects support climate change resilience with coastal flood mitigation; stronger connectivity, active travel and 20mph zones, and through measures to strengthen local economic activity, local employment and support for place-based tourism.

8.3 UK-Wide External Funding

The arrangements for UK/ EU funding of projects have changed quite radically over recent years with revised structures post Brexit and the withdrawal of the UK from the European Union and the EU main funding programmes (ERDF -/ ESF / RDP-LEADER / Cohesion Fund / European Maritime & Fisheries Fund – EMFF / etc). From January 2021, The UK will take part in the Peace Plus programme under the next EU spending framework from 2021 to 2027 and continues to support the Horizon Europe – Innovation and R&D programe.

The UK government is developing a range of UK-wide direct funding programmes under 'Levelling Up' and revised structures replacing the ERDF/ ESF Funding. Details of these is still emerging.

The UK Community Renewal Fund, which will provide local areas across the UK with access to £220 million of additional funding as they prepare for the UK Shared Prosperity Fund due to launch in 2022. As EU structural funds tail off after 2022-23. The UK Shared Prosperity Fund will succeed them as a programme distinct from the UKCRF.

The UK Shared Prosperity Fund (replacing ERDF/ ESF – see above) is a government-allocated fund which is intended to reduce inequalities between communities, as part of the Government's wider "levelling up" agenda. Pre-launch guidance for the UKSPF advises that the fund will provide £1.5 billion per year by 2024/25 and will be allocated to local areas using a formula rather than inviting competitive bids.

The UK Levelling Up Fund is an infrastructure development fund seeking to invest £4.8 billion in

high-value local infrastructure. The Levelling Up Fund was announced at the 2020 Spending Review to support communities' development.

8.4 Scottish Based Funding

8.4.1 National Plan for Scotland's Islands

The National Islands Plan provides a framework for action in order to meaningfully improve outcomes for island communities. The Plan sets out 13 Strategic Objectives which are practical, common sense, but will also be critical over the next five years to improving the quality of life for island communities. The government propose an Implementation Route Map to monitor delivery of each of the 13 Strategic Objectives and the commitments listed in the Plan. No specific funding is attached but clearly projects clearly referenced to the plan and plan outcomes are likely to boost their opportunities for funding support.

The 2022/23 Islands Programme (IP) provides £30million of support funding to be delivered in partnership with local government to support locally developed critical infrastructure projects which involve local communities, helping to deliver the National Islands Plan Strategic Objectives and critical and transformational impacts. The IP is being delivered on a competitive bid basis and opens for applications for the financial year 2022/23 on 21 March 2022. In March an additional £4 million of funding for the six island local authorities was provided to support critical projects and to help make our islands even better

places to live, study, work and raise a family. An Investment Panel will be established to assess and make recommendations for annual awards.

The Islands Team will work with key island stakeholders and across Scottish Government to ensure that investments align to local priorities, while contributing to ongoing collaborative priorities for population work in our island communities, and creating/supporting sustainable employment opportunities; all central delivery priorities within the National Islands Plan (NIP) and NIP Implementation Route Map 2020-2025.

Applications are not restricted in geography, size or type of project. It will be for applicant organisations to demonstrate that projects fit with the aims and objectives of the fund and to demonstrate an intrinsic link to one or more of the Islands Plan Strategic Objectives. Local authorities are limited to five applications each. No financial limit per application will be set. All applications will be subject to scrutiny by the Islands Programme Investment Panel, which will make final recommendations on projects to be funded.

8.4.2 Scottish Government Regeneration Capital Grant Fund (SG RCGF)

The Regeneration Capital Grant Fund (RCGF) is delivered in partnership between the Scottish Government, COSLA and local government. It is a competitive fund supported by an independent Investment Panel. It is open to all 32 Scottish Local Authorities individually or if they exercise their functions through Urban Regeneration Companies (URCs) or other Special Purpose Vehicles (SPVs).

RCGF supported projects:

- Primarily focus on places/communities suffering from high levels of deprivation/ disadvantage
- Demonstrate clear community involvement
- Deliver large scale transformational change with strong regeneration outcomes
- Lever additional private sector investment and address market failure

8.4.3 Scottish Coastal Flood Protection (Target Area 442)

Scottish flood protection funding is funded through Local Authorities and Scottish Government. The flood component of the General Capital Grant allocation is based on a hybrid model whereby 20% is allocated to contribute to elements contained in their Flood Risk Management plans and 80% is allocated to large scale projects and distributed according to the SEPA prioritisation of flooding schemes and works set out in the Flood Risk Management Strategies. The latter identify detailed flood protection and natural flood management studies covering river, coastal and surface water flood risk. Many of these studies will identify options for future flood protection works or schemes which may then be implemented in the next cycle (2021 to 2027). The current SIC/SEPA objective is to develop an adaptive approach for Scalloway seafront to future coastal flooding resulting from climate change.

8.4.4 Heritage Lottery Funds

HLF funds a broad range of projects that connect people and communities to the national, regional and local heritage of the UK. A range of funding platforms exists to allow applications for funding of heritage projects from £3,000 up to millions of pounds. Funding applications vary based on the level of funding required. For funds in excess of £250,000 an Expression of Interest is initially required. Thereafter, if you are invited to apply, your application will go through a development and a delivery phase. Priorities up to the end of 2022–2023 financial year are focused on the impact of the COVID pandemic and will prioritise heritage projects that:

- promote inclusion and involve a wider range of people (a mandatory outcome)
- boost the local economy
- encourage skills development and job creation
- support wellbeing
- create better places to live, work and visit
- improve the resilience of organisations working in heritage

8.4.5 Community Lottery Fund – Scotland

In Scotland the fund is focused on Community / Improving Lives and Young Start. Grants from £10,000 to £200,000 to help communities supporting community-led activity, help people facing challenges and fund the potential of young people. Application deadlines are typically September every year.

8.4.6 Community Land Fund

This supports urban and rural communities to become more resilient and sustainable through the ownership and management of land and land assets. Funded by the Scottish Government and delivered in partnership by The National Lottery Community Fund and Highlands & Islands Enterprise, it offers grants of up to £1 million to help communities take ownership of the land and buildings that matter to them, as well as practical support to develop their aspirations into viable projects. Advice on making an application / project proposals is via (advicescotland@tnlcommunityfund.org.uk) the National Lottery Community Fund Scotland.

8.4.7 Shetland Island Council

Shetland Island Council operates a range of funding programmes primarily focused on supporting community development, place making, tourism, transportation, economic development and skills and development. The Scottish government/Local Authority funding arrangement for public services is proposed to rise by 1.6 per cent with Shetland Islands Council in line to receive revenue funding of £98.8 million in 2022/23. Inflationary pressures and non-discretionary commitments/wider funding responsibilities will mean a capital and revenue budgets will remain under significant pressure.

SIC funding should look to support wider partnership funding and wider discussions would be necessary to identify how proposals might be funded, followed by targeted discussions with the relevant departments and personnel.

8.4.8 The Shetland Islands Council Coastal Communities Fund

The Shetland Islands Council Coastal Communities Fund is administered by Shetland Islands Council and financed from net revenues generated by Scottish Crown Estate assets. Scheme offers grants of between £5,000 and £150,000 to projects that support the community and economic development of Shetland by investing in infrastructure, community capacity building, developing community assets and encouraging inclusive growth. Shetland Islands Council will receive £1.57 million in the latest round of funding from the Scottish Crown Estate.

Funding is focused on the partnership priorities of: Place / Participation / People / Money. Funds from this scheme can be used to pay costs such as: buildings (this may include construction costs, upgrades and associated professional fees); non-recoverable VAT; new equipment; participatory budgeting; salary costs; project overheads; volunteer expenses. Grants will cover between 75% and 90% of the total cost, dependent on the project.

8.4.9 Crown Estate Scotland Community Capacity Grants Programme

The purpose of the Community Capacity Grants Programme is to provide early-stage financial support for local projects that will help achieve the following objectives:

- Create self-sustaining community enterprises that will promote sustainable development through the provision of local economic, social, and/or environmental benefits.

- Contribute to the regeneration of places through improvements to buildings or community spaces that will support self-sustaining community enterprises delivering sustainable development.

The Crown Estate Scotland's Community Capacity Grants Programme cannot support adaptations to buildings or large-scale capital projects or purchase equipment. This fund is designed to provide revenue to support first step investment for local projects.

8.3.10 Shetland Charitable Trust

The purpose of the Trust is to use its available funds to benefit and improve the quality of life of all people living in Shetland, and to preserve the Trust reserves for future generations. Over the period 2020-2025, the Trustees will identify where funding can be used in particular to promote inclusion and reduce inequalities in Shetland. The Trust works in partnership with stakeholders and organisations to maximise the impact and demonstrate the evidence base for its funding contributions. The Trust's priorities will be informed, for example, by Shetland's Partnership Plan 2018-2028, and the Shetland Integration Joint Board.

8.3.11 Sustrans (Scottish Govt) Places for Everyone

Sustrans Scotland provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. Funded by Transport Scotland. <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/places-for-everyone/>

8.3.12 Paths for All

- Smarter Choices, Smarter Places Open Fund. To change people's everyday travel behaviour by encouraging more people to walk, wheel or cycle for everyday short journeys, or access public transport for longer journeys. £5,000 to £50,000. Fund opens May 2022.

Community path groups can apply to the fund for:

- Consulting with communities on path improvements
- Mapping local walking and cycling routes
- Producing local maps showing walking and cycling routes
- Providing signage for pedestrian and cycle friendly routes*
- Making walking and cycling routes more attractive and accessible*
- *These activities would have to be part of a wider package of behaviour change activities. For example, this could include the creation of maps, delivering led walks, holding events or training sessions.
- Community Paths Grant. Small grants to support communities to create, promote and maintain local community paths. Up to £1,500. Opens May 2022.
- The Ian Findlay Path Fund. Will launch for applications in summer 2022. Sums not yet known.

8.3.13 Sport Scotland Sports Facilities Fund (SFF)

Supports capital projects that create or improve places where people take part in sport and physical activity at all levels. Supports projects that provide opportunities for people to get involved in and participate in sport & physical activity. Prioritises projects where there is a commitment to the following:

- equalities & inclusion
- people development
- collaboration & impact

Awards of up to £100,000 are available for sports facility projects within club & communities, school & education or performance sport environments.

Deadlines for submission of new Sport Facilities Fund applications are 1 April and 1 September each year. Greater prioritisation will be given to projects and applications supporting Return to Sport objectives and outcomes following the Coronavirus Pandemic. As well as those that can clearly demonstrate an embedded inclusive approach such as Changing Lives Through Sport and Physical Activity and target participants in/ from SIMD areas or Disability, BAME or other protected characteristic groups.

8.3.14 Rural & Island Communities Fund (ICF)

The Rural & Island Communities: Ideas into Action fund enables community groups to design and deliver solutions to local challenges. The Fund is a £3m investment from the Scottish Government to encourage and support community-led local development in rural and island communities across Scotland. The Rural Economy and Communities Division have appointed Inspiring Scotland to manage this funding. Large Grants of between £5,001 and £100,000 for incorporated not-for-profit organisations to invest in community-led initiatives that respond to local need. Capital and revenue costs are eligible and projects can be delivered in partnership with other local organisations.

8.3.15 Shared Prosperity Funds

The UK Shared Prosperity Fund will help spread opportunity and could be used for a wide range of local projects. The funding delivers on the commitment to match the previous EU funding from the European Social Fund and European Regional Development Fund with funds locally allocated allowing more flexibility. Shetland is set to receive nearly £1.9 million over the coming few years from the SPF with funding allocated for the years 2022/23, 2023/24 and 2024/25.



9. Recommendations & Action Plan

The two stages of community engagement informing this feasibility study and masterplan have provided a clear indication of the community's current priorities. The outline design proposals and masterplanning have served to identify a likely order of costs which in turn affects the feasibility of these priority projects. This provides a snapshot in time, and much is dependent on the changing funding and investment landscape.

Fulfilling the village priorities will require a high level of preparedness and flexibility to respond to funding and investment opportunities as soon as they present themselves. Every opportunity to push the case for these priority projects, e.g. at local authority level, should be taken alongside an understanding that circumstances and/or village priorities may change and that proposals may need to adapt to reflect these. The SCDC Development Coordinator's role will be critical in this respect, and it is likely that much of this work will involve the tracking and coordinating of funding bids and engaging with relevant parties to ensure that the priority projects remain on the agenda – as set out in the Core Actions table below.

The key challenge in the programme is securing external partner support and funding. Destination Scalloway along with the earlier studies associated with Re-Create Scalloway is a community based initiative developing with the community supported Place Plans and Masterplans to enhance the settlement for residents and visitors and is strongly aligned to National Outcomes, the Shetland Partnership Plan, the Local Development Plan and most importantly the ambitions and aspirations of the community.

	CORE ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
1	Agree a flexible Action Programme based upon SCDC resources, SIC and funding programmes, expected project delivery timescales and project priorities.	SCDC	SCDC Development Co-ordinator time	Make most effective use of time and resources	Q1 2023	High
2	Project tracker to monitor and update Action Programme	SCDC Development Co-ordinator		Rapid response to changes affecting projects, including new funding opportunities.	Ongoing	
3	Prepare a Funding Strategy (with assistance of SIC Economic Development) and update regularly	SCDC Development Coordinator / SIC Economic Devt.		Maximise the potential to bid for available funds and to be 'project-ready' as soon as funding is announced.	Q2 2023	
4	Continue to engage with all relevant parties to keep project proposals alive.	SCDC Development Co-ordinator		Ensure Scalloway always has representation / is always on the agenda	Ongoing	

Completing the Plan is the start of the Delivery Challenge. The plan is intended to establish a flexible framework to assist SCDC create as much traction as possible around projects and ensure at every opportunity Scalloway has 'a project' that can respond to all and any available funding. The key elements in this approach are:

- Ensuring SCDC has the resources through SCDC Committee and a Project Manager/ Project Coordinator to raise the profile and awareness around the Scalloway's ambitions and the content of Destination Scalloway
- Promoting the programme and project portfolio positively demonstrating a commitment to contributing the The Islands Programme (IP) and Shetland Partnership Plan
- Retaining flexibility in project programming / phasing to align projects to funds to ensure funding submissions and bids deliver funder outcomes. The project plan deliberately includes a wide breadth of project (scale/cost/type) to allow a fit with current and emerging funding streams.
- Working closely with partners and most particularly Shetland Island Council to create awareness and assurance of the Plan and to communicate the level of support across the community in delivering on these ambitions.

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
1	Waterfront Phase 1: Da Waterfront & Burn Beach (including sea wall / coastal defense)					
a	Review and revise outline proposals with SIC Officers in relation to local flood risk interventions/ preparation of the Local Flood Risk Management Plan.	SCDC / SIC / SEPA	Officer time / study	Minimising flood risk (coastal & surface water) over long term	2023	High
b	Secure partnership arrangements with SIC to advance project including developing a project programme setting out future tasks/activities and project management.	SCDC / SIC	Officer time / identified SIC budget	Commitment to deliver project	2023	
c	Commission detailed proposals including appropriate technical studies to confirm the scope and scale of project works within the initial phase.	SCDC / SIC	Consultancy	RIBA Stage 3 Project proposal supporting, consenting with costs and programme	2023 / 24	
d	Prepare outline business case	SCDC / SIC Economic Devt.	Officer time	OBC in place ahead of funding applications	2024	
e	Prepare and submit funding bid application...		Officer time	To prepare a strong bid within tight funding deadlines	Depends on timing of funding sources	Medium
f	Complete detailed design to submit for full Planning Permission/ Marine Licensing / Harbour Revision Order. This will involve a high level of stakeholder and community engagement.		Professional fees+expenses	A deliverable, affordable and effective design which gains planning and other consents		
g	Contract procurement process		Officer time	Secure a contract team capable of managing a complex scheme to deliver high quality public realm and effective seawall.		
h	Award and implement project proposal		Administer and supervise the works	Successful contract delivery		

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
2	Fraser Park Improvements					
a	Agree outline designs, way forward, roles etc. with Fraser Park Trust (FPT).	SCDC	Directors' time	Collaborative approach.	2023	High
b	Agree outline proposals with SIC Sports & Leisure (responsible for play park equipment and multisport court).	SCDC/ FPT / SIC	Officer time	Commitment to upgrade multi-court and deliver new equipped playpark.	2023	
c	Explore funding options for replacement or secondary drainage system for football pitch. This might include local fundraising.	SCDC & FTP		A combination of funding to support long term community health and wellbeing	2023	
d	Submit Sport Facilities funding application for new wheelchair-accessible paths, ramp and associated drainage to support more inclusive access to sport and recreation (see 8.3.13 above). (Sport Scotland submission deadlines: Sept or April)	SCDC		Sport Facilities funding (max. £100k) or equivalent to cover access improvements	2023	
e	Commission detailed landscape design, including specification of appropriate play equipment, in consultation with the community.	SCDC	Professional fees	A design capable of contributing to the health and wellbeing of the entire village community.	2024	
f	Commission contract works		Contractor fees	Successful contract delivery	2024	

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
3	Main Street Public Realm Enhancements					
a	Review traffic management & safety audit implications with SIC to assess viability of concept design.	SCDC / SIC Roads	Officer time	To ensure appropriateness and safety of all road users in eventual scheme	2023	Medium
b	Agree partnership approach to delivery with SIC		Officer time and identify SIC funds	SIC as Roads Authority have responsibility for the design, operation and upkeep of adopted road network.	2023	
c	Commission detailed street enhancement design to reflect / stitch seamlessly with the Waterfront Walkway design proposals. This should involve additional community consultation.		Professional fees	Significant interface between Da Waterfront and Main Street means that designs / materials should be consistent, and community sufficiently consulted	2023/24	
d	Secure necessary consents and Road Safety Audit			Ensure street design appropriate and safe for all users	2023/24	
e	Agree steps and mitigation proposals with affected businesses and properties.			Minimise potential disruption for Main Street occupiers / business	2025	
f	Commission works contractor(s)		Officer time	High quality public realm enhancement	2025/26	

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
4	20 mph Zone					
a	Discuss and agree proposals with SIC Roads and submit formal request for 20mph zoning of either the entire village (including Port Arthur) from the entrance (on Mill Brae) or a more restricted area as agreed.	SCDC	Officer time	Commitment from SIC to deliver critical road safety infrastructure	2023	High
b	Secure necessary funding and consents	SIC Roads	Officer time, SIC funds	To ensure swift implementation	2023	
c	Project implementation		Materials, equipment and contractor fee	To encourage reduced vehicular speeds, creating a safer walking/ cycling/ wheeling environment.	2024	

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
5	Signalised (School) Crossing					
a	Submit formal request to SIC for the delivery of an appropriate signalised crossing at the northern end of New Road, opposite the old school building.	SCDC	Officer time	Commitment from SIC to deliver critical road safety infrastructure	2023	High
b	Secure necessary funding and consents	SIC Roads	Officer time, SIC funds	To ensure swift implementation	2023	
c	Project implementation		Materials, equipment and contractor fee	Provide a safe route to school to/from East Voe, reduce car travel and promote Active Travel.	2023	

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
6	Public Hall Renovations					
a	Prepare funding bid to Heritage Lottery Fund and/or Crown Estate Scotland Community Capacity Grants Programme	SCDC / Public Hall Trust / support from SIC Econ.	Officer time	Funding approval	2023/24	Medium
b	Commission architect to design first floor refurbishment (for flexible office / studio / workshop / gallery use) and the installation of a wheelchair-accessible elevator. Include community consultation. Listed building consent required.	SCDC / Public Hall Trust	Professional fees	Effective and affordable refurbishment design with Listed Building approval	Depends on timing of funding sources	
c	Contract works		Contractor fees	High quality refurbishment on time and on budget		
d	Market refurbished flexible office / studio / workshop / gallery spaces for let.		Public Hall Trust time	Meet demand for affordable local business / creative / community / social space		
e	Let spaces with revenue to be spent on Public Hall community activities and ongoing repairs and maintenance			Generate dependable rental income to pay for ongoing hall maintenance and repairs		

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
7	Waterfront Phase 2: Burn Beach to Muckle Yard					
a	Seek to develop proposal with funding partners from Phase 1 and addressing wider benefits with SIC Ports & Harbours and addressing flood risk management requirements.	SCDC & SIC /SEPA	Officer time	Identify partner support and routes to funding	Depends on timing of funding sources	Medium
b	Liaise with SIC (Ports & Harbour and Infrastructure) to discuss outline draft proposals in relation to future plans for Muckle Yard and the wider harbour.			Coordinate works with Ports & Harbour developments		
c	If agreement reached with SIC Harbours to advance project, contact all property owners on west side of New Street to discuss outline proposal			Understand / resolve issues of property owners		
d	Develop the proposals for consenting and approvals including all land owner agreements.			Consented scheme		

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
8	Lanes & Connections					
a	Review proposals and seek to secure funding from smaller community funds potentially to deliver elements of the projects (heritage trail, signage, accessibility improvements) alongside discussions with SIC on infrastructure improvements.	SCDC/SIC	Officer time	Secure sufficient funds for updated proposed works	As funds become available	Low
b	Project implementation (phased)			Successful project delivery		

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
9	Gibblestone Garden Renovations					
a	Review proposals and seek to secure funding from smaller community funds potentially to deliver elements of the projects and/or develop volunteer "friends of" group with potential to secure a modest community funds via community trusts and lottery funding.	SCDC	Officer time	Stronger community participation through direct community action	As funds become available	Medium
b	Project implementation (phased)					

	PROJECT ACTIONS	Responsible party / lead	Resource Required	Desired outcome	Target Date	Priority
10	Mary Ruskin Cottage & Garden					
a	Review proposals and seek to secure funding from smaller community funds potentially to deliver elements of the projects and/or develop volunteer "friends of" group with potential to secure a modest community funds via community trusts and lottery funding.	SCDC	Officer time	Stronger community participation through direct community action	As funds become available	Low
b	Project implementation (phased)					

Appendix 1 Contextual Appraisal



Appendix 1 Contextual Appraisal

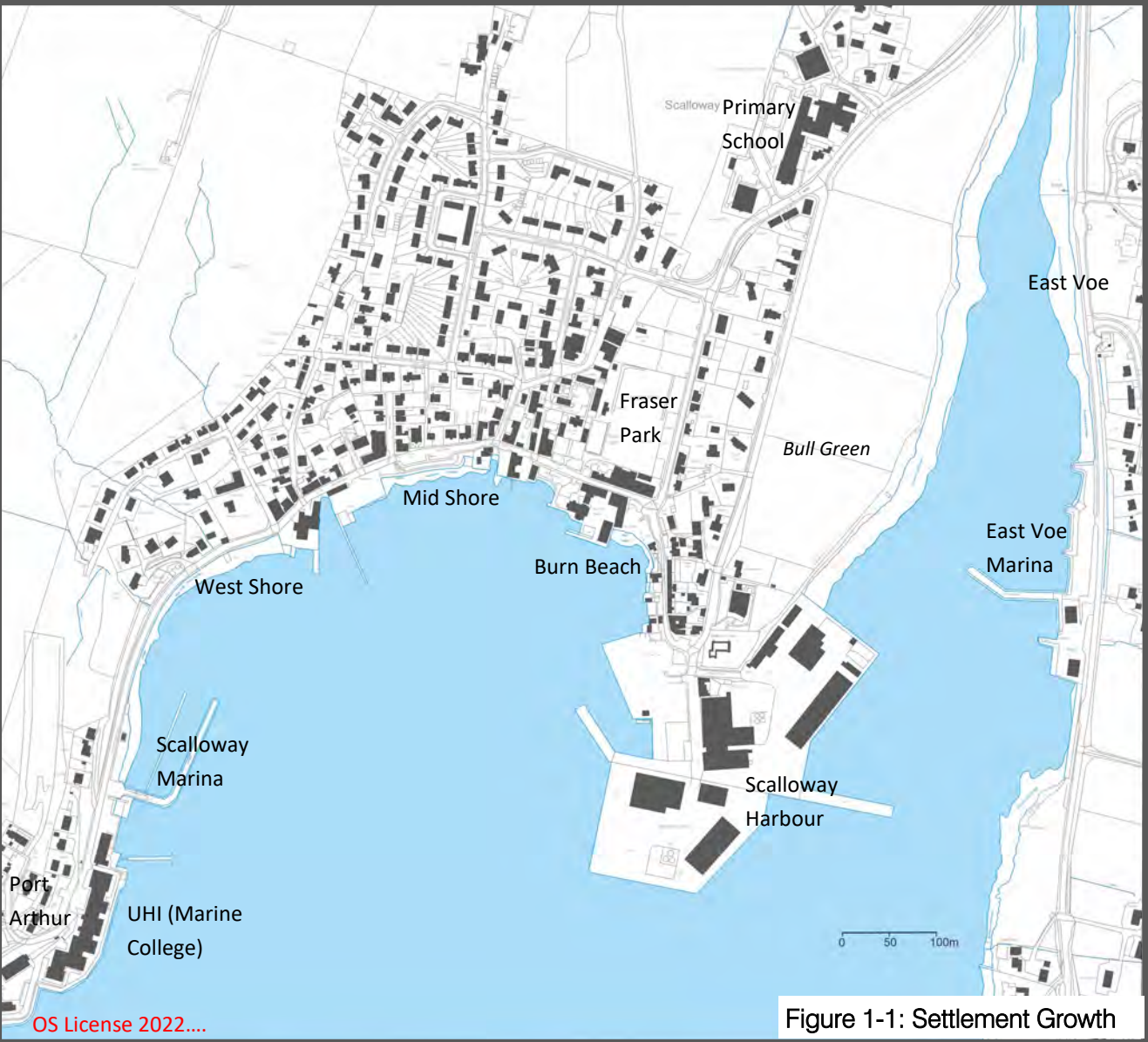


Figure 1-1: Settlement Growth

Settlement Location & Growth (Figures 1.1-2)

Scalloway is the second largest settlement in Shetland with a population of approximately 1200. It is situated in a sheltered bay on the Atlantic coast at the foot of the Tingwall valley, and serves a wide rural catchment.

The OS maps show how Scalloway has grown from a small fishing village focused mostly along the north shore of the bay, with the beginnings of Blacks Ness Harbour built to the south of the castle promontory.

The village has predominantly developed northwards over the more gentle slopes, but has also expanded westwards along the steeper Westshore and eastwards at East Voe which has seen significant housing development in recent years.

Further land reclamation has seen the harbour expand to over 5 hectares, developing into a busy commercial port and fundamental business asset to Scalloway and the entire west coast.

The main village is relatively compact in form, and even Port Arthur and East Voe are within 20 minutes walking distance from the central Main Street.

Few developable sites remain available within Scalloway. Existing businesses looking to relocate within the area are having to look outside the village envelope.

Green agricultural fields stretching between Castle Street and the channel at East Voe, known as Bull Green, remain undeveloped. The Local Place Plan allocates new housing instead to the north of Berry Farm.

Land Use Mix (Figure 1.3)

The greatest mix of uses is concentrated along Main Street, historically and currently the busiest part of the village. A small cluster of civic (Public Hall, Scottish Legion) and business uses (garage, hair/beauty salon) are grouped at Berry Road - linked via Lang Closs, Gibblestone Court or Fraser Park (centrally located between both areas but with no formal footpath connection).

Marine activity has moved away from the heart of the village to outlying commercial (Scalloway Harbour, UHI, Malakoff) or leisure areas (Scalloway Boating Club and Marina, East Voe Marina). Council-owned facilities (primary school, health centre and swimming pool) are clustered to the north at the village entrance.

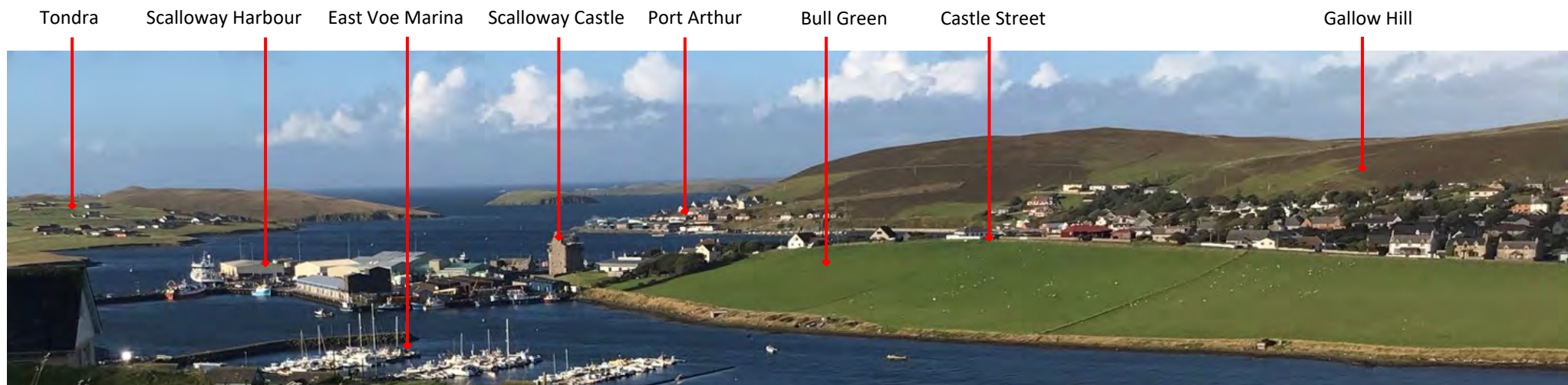
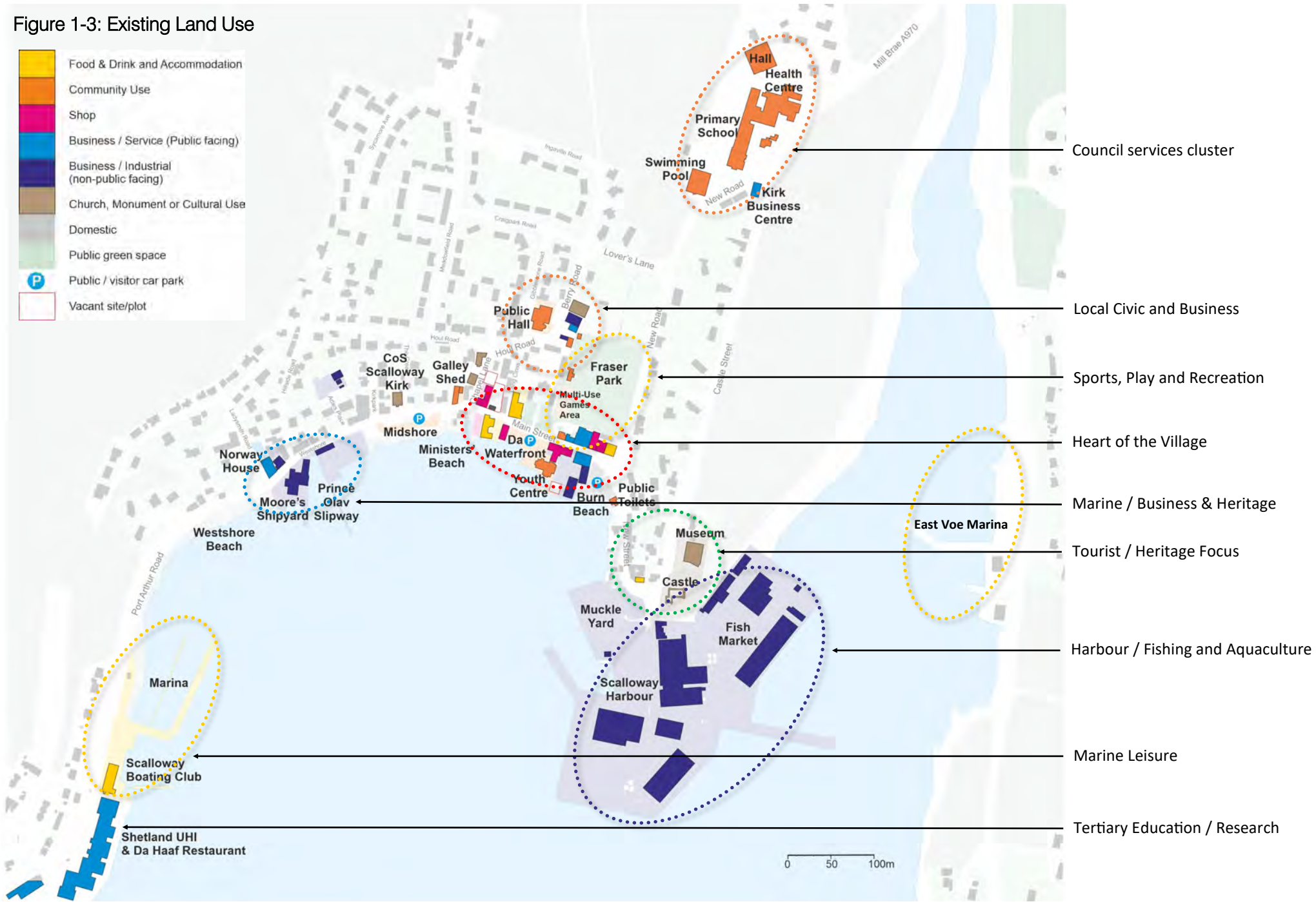


Figure 1-2: Approach to Scalloway from the north east

Figure 1-3: Existing Land Use



Community Infrastructure

For a village of its size Scalloway is well served in terms of local businesses (including shops and restaurants), educational establishments (the Marine College), cultural and community amenities - Fraser Park, primary school, health centre, swimming pool, museum, the Public Hall, the Youth Centre, etc.

However, most of the amenities owned and run by the community are of an age where repair / maintenance costs are becoming relatively high and funds limited.

Fraser Park is centrally located with its principal entrance off Main Street. Other pedestrian entrances are at Berry Road (steps, no ramp) and at the southern end of New Road, with no formal paths (other than for playpark access) to provide through routes. The grass pitch, which takes up a large proportion of the site, is poorly drained, and currently waterlogged due to a burst water main. The multi-use games area (MUGA) and children's play equipment also require investment. The Fraser Park Trust (also owns land at Garriock's Station and adjacent to the Auld Haa) receives a small annual maintenance grant from the Council, but is struggling to raise funds to drain the football pitch and rebuild the crumbling north wall.

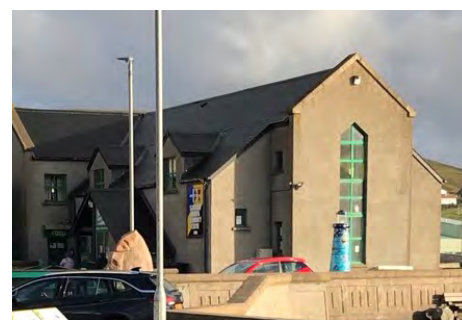
Repairs and maintenance of the Scalloway Public Hall are largely paid for through events such as the annual fire festival, weddings and funerals. The first floor space is rarely used largely due to limited access (spiral staircase).



Fraser Park: *clockwise from top*: Football pitch and playpark, Berry Road entrance, Main Street entrance, and Games Court.



Scalloway Public Hall



Scalloway Youth Centre

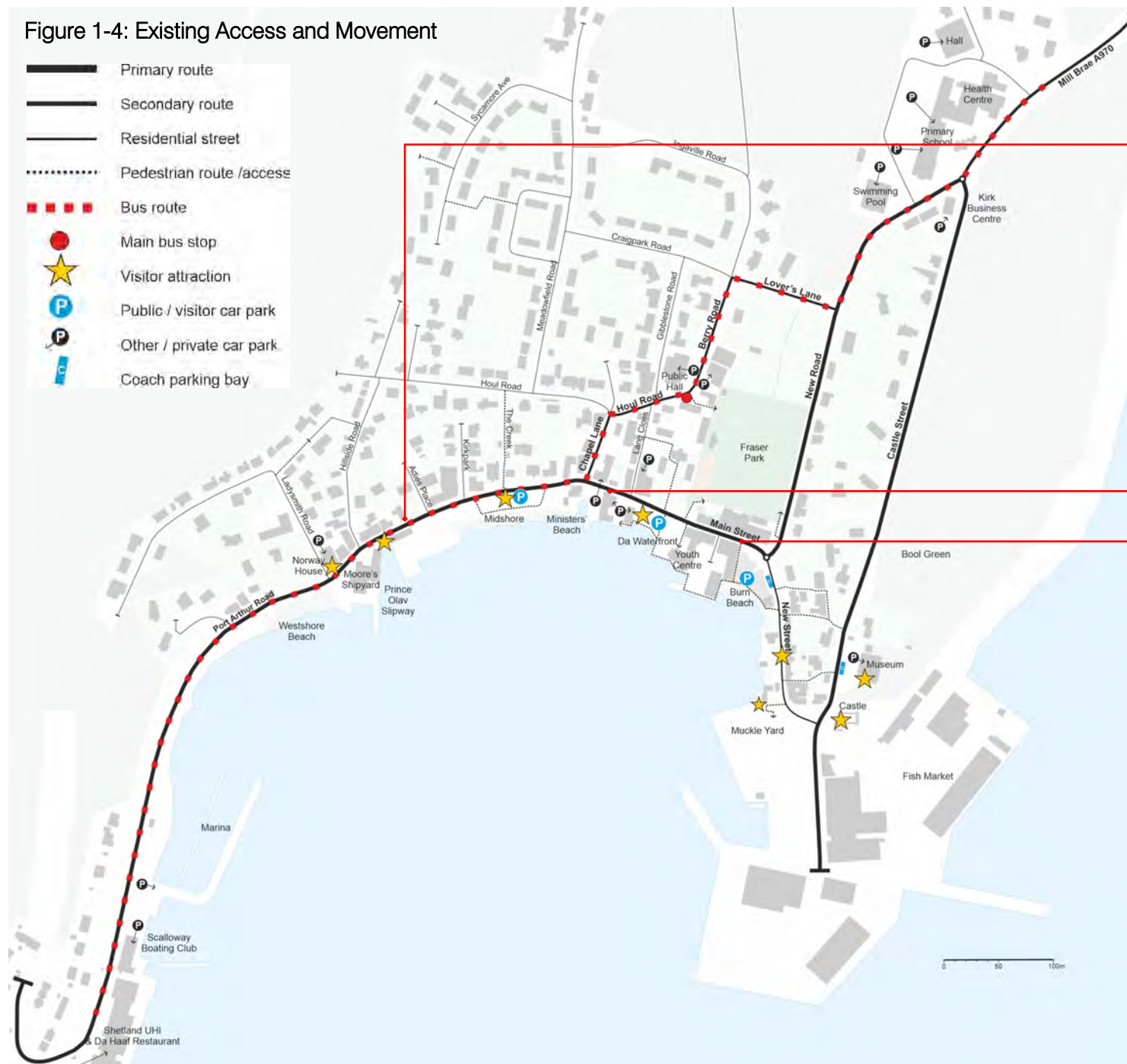


The Galley Shed

Access & Movement (Figure 1.4)

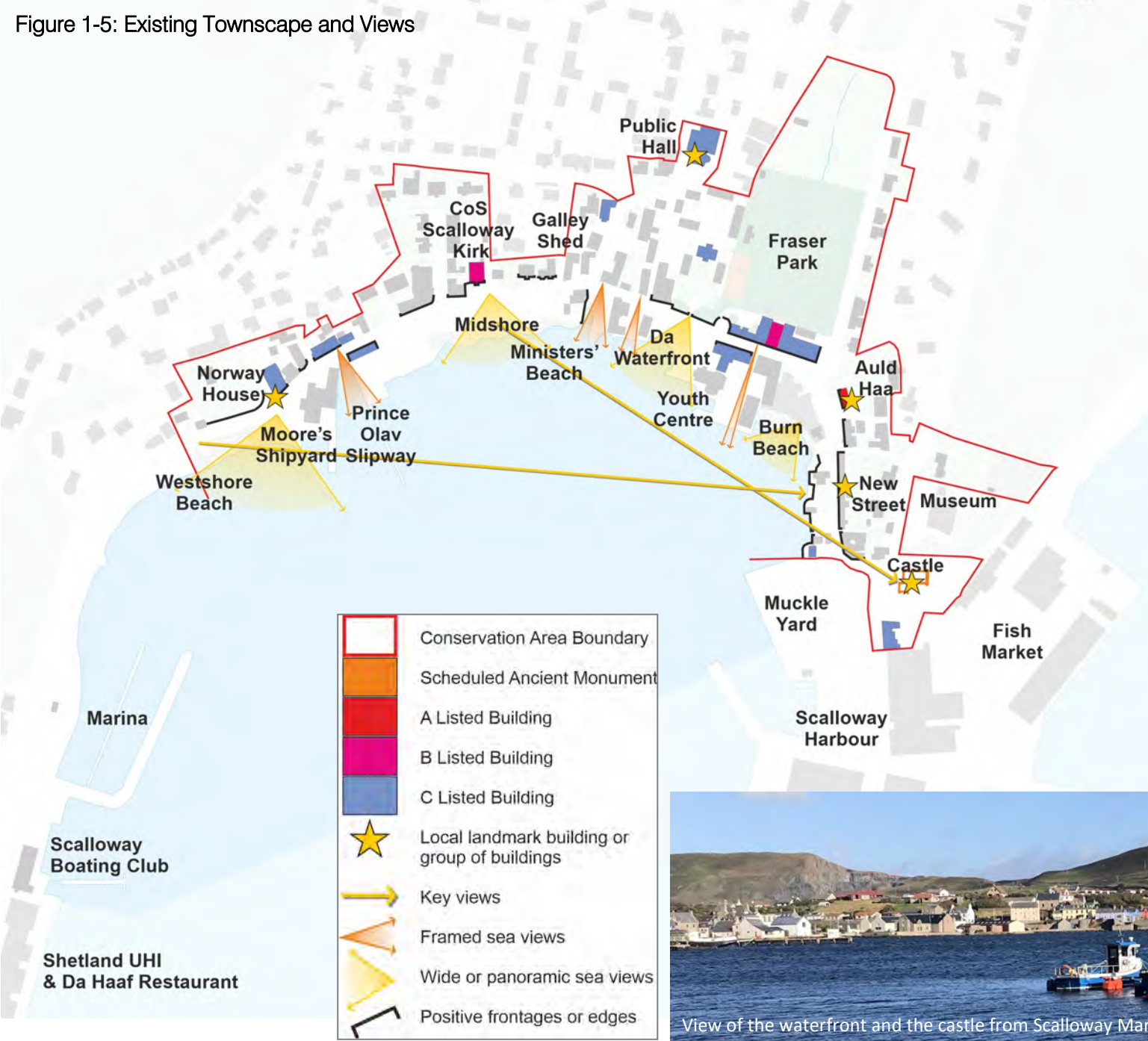
- Traffic counts (2012) of circa 3,500 average vehicle movements per day along Mill Brae (A970) - the only road in/out of Scalloway.
 - Public parking is largely focused along the waterfront - Burn Beach, Da Waterfront and Midshore - to serve local businesses and community uses.
 - Other parking serves the school, health centre, hall and swimming pool near the village entrance. Out of hours these are often empty. They are under half a kilometer from the Main Street (average 6 minute walk).
 - No signage on village entrance to direct drivers to appropriate/available car parking.
 - Traffic congestion experienced along central, narrow roads, such as Main Street and New Road, due to on-street parking. While parked cars can help to slow traffic, they can also impede access for larger vehicles such as buses and fire engines.
 - Vehicles destined for Port Arthur (incl. UHI), and destinations in the western part of the village can bypass Main Street via Lover's Lane/Berry Street/Houl Rd/Chapel Lane. No street signage to advise of this alternative route .
 - Local bus services use the Berry Street/Chapel Lane route (avoiding Main Street). The main bus stop is at the intersection of Berry Street and Houl
- Road, opposite the Public Hall and close to the entrance to Fraser Park. Usually one bus an hour during daytime peak hours between Lerwick and Scalloway.
 - No pedestrian crossing provision on Mill Brae/New Rd to serve the school and health centre, despite these facilities serving a significant number of pupils/families from East Voe. Likely increases the peak-time traffic at the school.
 - There are stretches, even within the narrow historic street pattern, which experience excessive vehicle speeds and diminish pedestrian safety/comfort.
 - Pedestrian permeability east-west between Castle Street and Berry Road is limited due in part to topography and to the lack of paths, particularly through Fraser Park.
 - Extent and quality of pedestrian access along the waterfront is fragmented, and for the most part does not provide wheelchair access.
 - ◊ Safe access at Midshore and Da Waterfront, with seating/viewing areas and also some protection from waves/coastal flooding.
 - ◊ The edges of Burn Beach and Garriocks Station and the old pier are narrow, crumbling, unsafe and often submerged at high tides.
 - ◊ The KB frontage and car parks either side are also prone to coastal flooding with no protective wave walls in place.



Figure 1-4: Existing Access and Movement


From top: 'pinch point' along bus route at Westshore; cars park at another 'pinch point' outside the Checkout grocery shop while their car park opposite lies empty; on-street parking and shop deliveries along Main Street.

Figure 1-5: Existing Townscape and Views



Townscape & Heritage (Figure 1.5)

Scalloway's historic townscape and coastal setting, are key to the village's appeal as a place to live and visit. As a tourist destination it has much to offer, from the castle, the picturesque streets and steps, the sea views to the legacy of the WWII Shetland Bus, brought to life at the museum and through other local landmarks such as Prince Olav Slipway and Norway House.

Much of the central waterfront area is protected by Conservation Area status, and includes numerous Listed Buildings. An Appraisal has been published by the Council to guide development proposals to preserve or enhance the appearance and character of the area.

This character is shaped by the fine grain historic layout, the well preserved continuous frontages along Main Street and New Street, the frequent framed views out to sea and the relative abundance of trees (on an island with scarce tree cover). Landmark buildings, such as the Auld Haa (recently restored), the Castle (currently undergoing conservation works), and the Public Hall also play their part in defining local distinctiveness.

Elsewhere, along the waterfront and parts of Main Street and Berry Road, the urban fabric has started to degrade and detract from the appearance of the village. Structures, such as the walls surrounding Fraser Park and the old pier at Garriock's Station, are in need of repair, and the long-term vacant former RBS building / gap site undermines the otherwise attractive Main Street frontage.

High quality, informative local heritage interpretation panels have been erected at various points of interest along the waterfront. It may be useful to supplement these with wayfinding / signposts to guide visitors along a heritage/walking trail and to direct them towards local facilities and other points of interest.



Gibblestone Hall Garden



Lane leading to New Street



Scalloway Castle



View from Gibblestone Hall Gardens



Prince Olav Slipway



Gibblestone Hall Gates



New Street

Key Issues and Constraints

- Areas of disrepair along waterfront, with poor pedestrian access / little wheelchair access.
- Coastal flooding and erosion of piers / edges particularly due to storm events and wave action.
- Surface water flooding along Main Street during storm surges, when current outflows are blocked due to high tide level.
- Poor surface water drainage at Fraser Park – football pitch is currently waterlogged and unusable.
- Long-term vacant / derelict sites along Main Street (former RBS) and at Garriocks Station.
- Various land ownerships and numerous unknown land ownerships.
- Narrow streets - Main Street, New Street and New Road.
- Parking pressures resulting in high levels of on-street parking along Main Street and Berry Road, especially during the busier summer months.
- Public interface with harbour activity at Muckle Yard.
- Lack of available development sites within the village centre /waterfront for interested investors.
- Lack of alternative vehicular routes to the west of the village – all Westshore or Port Arthur traffic must drive via Main Street or Berry Road/Chapel Lane.

Appendix 2 Stakeholder Consultations



Gaada



Shetland
Islands
Council



MALAKOFF
LIMITED



Appendix 2 Stakeholder Consultations

Consulted with:	Main Points of Discussion:
GAADA, Amy Gear (Director) 12/8/21	- GAADA recently announced the ‘Future Site in Salloway’ collaboration with Assemble Studio (2015 Turner Prize). Envisage this as a large fully accessible space for making and experiencing visual art. - To accommodate state of the art printmaking and ceramics facilities and flexible studio spaces. - To enable public access and space to facilitate full access for wheelchair/mobility impaired users. - To attract visitors, support local business and contribute to the vitality of Salloway. - Continue strong creative/cultural ties with Norway. - No funding secured yet. Need approx. £20k for next RIBA design stage. - No site secured. A waterfront site would be great, but open to other options. - Building could be more than single storey provided there is wheelchair lift access. Good example is <i>Project Ability</i>, Glasgow.
GAADA, Daniel Clark, Amy Gear (Directors) and Vivian Ross-Smith (Programme Coordinator) 29/09/21	- Scarcity of available land in Salloway, have explored numerous options. Currently in discussion with Fisheries College re potential to use the Hatchery Building (has sufficient space and good accessibility). - Converting an existing building with Listed status is likely to be too challenging in terms of the structural changes that would be required to provide full disability access (incl. lift) and accommodate large heavy equipment. - The Public Hall would not be suitable as GAADA need permanent premises (cannot move equipment). - Best to own their building to be able to attract capital funding / investment. - Is there potential at Bool Green close to the museum? Or at Garriocks Station if extended at the waterfront?
Malakoff Limited, Dougie Stevenson and Ryan Stevenson. 17/8/21	- Malakoff own Moore’s yard in Salloway – consists of maintenance sheds, slipway operation with a couple of permanent operators and currently 15 No. divers working from here. - Important contribution to local economy and vibrancy of the waterfront. - Current plan is to expand the diving operations from Salloway. This is likely to involve development of the former Youth Centre site. No intention of selling this site – would be very difficult and costly to find another similar site elsewhere. - Longer term plan is more uncertain – it would be a good location to have a larger slip but have to be mindful that some of the operations (paint spraying, metal gridding) don’t sit too well with the residential neighbours (depending on wind direction!) - Lerwick site is larger but more constrained as it is owned by the Harbour Trust. This limits expansion / future operations / certainty, e.g. prevented from forming a floating dock. - One constraint noted is that of HGV access to site – only option is via Main Street.

H. Williamson & Sons Ltd. Marine Electronic Engineers, Gary Tulloch 19/8/21	• Located at eastern end of the Main Street alongside Burn Beach Car Park. Well-established business not looking to move or expand. • Own the street-facing building and lease part of the adjacent shed. • Employees often park in the courtyard, but this is shared with the meat company employees, others who use the adjacent lock-up/garage and meat company deliveries, and sometimes when Burn beach car park is full people try to park in there. Can get very congested. • Would support the expansion of Burn Beach car park to relieve parking along Main St. Entrance to it should remain as it is on the roundabout with ample width for entrance and exit. Should not be moved further west along Main St as proposed in the montage published in the Spatial Vision - would cause queuing into roundabout. • Would also like to see the pier to the south of the yard (between Burn Beach and Youth centre) repaired or replaced as part of any redevelopment of the waterfront. Is currently unsafe. Used to be used on a regular basis, including as part of their work servicing boats. Would be good to accommodate visiting yachts, similar to the LPA at Lerwick. • Traffic/vehicle management along Main Street needs to be looked at. Larger vehicles such as fire engines often need to go onto the pavement due to parked cars.
Scalloway Meat Company, Margaret Roberts 24/08/21	• As one of the new owners, Margaret is not particularly familiar with the Re-create Scalloway work. <i>CL emailed link to documents.</i> • Welcome improvements to Scalloway in general, including expansion of the Burn Beach car park, flood prevention measures, waterfront walkway. • Would not like to lose street parking from outside shop premises. Particularly important for elderly or vulnerable offering greater shelter from rain/wind. • Staff parking and deliveries in the courtyard. • Building to south of courtyard was converted in 2017 to provide meat processing, refrigeration space etc so is well used. No issue with expansion of walkway around this waterfront building. • Concerns about flood risk • Concerns about impact of proposed new Coop
The Swan Trust, Sita Goudie 26/08/21	• Currently berthed at Scalloway Boating Club during the winter (not sufficiently sheltered and has sustained some damage) and usually at Albert Wharf, Lerwick when in Shetland during the summer months (accessibility issues for allowing public on board). • Needs a dedicated berth, sheltered and accessible. • See more opportunities in Scalloway than in Lerwick (where it was built), particularly for community involvement, public access and partnering with other initiatives such as GAADA and with local businesses. • Governed by Trustees (some favour a Lerwick base) through whom all decisions must be made. • Berth could also be used by visiting yachts while Swan is away (often 6-week charters) during the summer months. • Opportunity to open the Swan for tours/events in the winter months • Longer term aim of renting building space on the waterfront for use by The Swan Trust – for a sail loft, office and/or interpretive displays.

Brian Wishart, Swan Trustee (via email via Sita Goudie 13/10/21)	The Swan's draught is 2.7 metres, rounding up by a few inches. However, for a berth in all weathers and wave heights, you would never leave her over any time with less than a good bit more depth under her. I would wish to see well towards a further metre for that, making it 3.7 m. There is no ruling on that extra allowance, however, and other trustees might have slightly different opinions. The main deciding factor is the predicted maximum wave height in the berth, in the worst weather conditions. There might already be guidance available on that in the design.
Suzanne Shearer, Development Planning Team Leader SIC 08/09/21	- Local Development Plan review is at the Main Issues stage following a recent call for sites. - Scalloway is problematic in that there is so little available land. - Local Place Plan to be important consideration in LDP review. - Important to look at other options for car parking (rather than simply expanding Burn Beach), such as use of school car park at weekends/ out of hours for access to Fraser Park (less than 5-minute walk). - Need to encourage more walking and cycling, and to look at improving pedestrian safety. Robina Barton is the transport policy officer looking at Active Travel. - Doesn't think there have been any Sustrans funded projects in Shetland as yet.
Walk Scalloway Group 28/09/21	- Local walking group meet every Tuesday morning. - Concerns re pedestrian safety, particularly for children. E.g. corner adjacent to the Cornerstone café cars exiting roundabout drive at speed up New Rd where children exiting playpark. - Parking problems around school drop-off time. - Pedestrian crossing needed for school children arriving from East Voe area. This would reduce number of cars at school pick up/ drop off since parents would be more inclined to allow children to walk if made safe. Flashing 20mph sign is insufficient. - Fraser Park has significant drainage issues and has not seen any football use recently. Equipment is old and provides insufficient range for different age groups. The MUGA is rarely used, is in poor state of repair and its basketball nets have been removed.
The Kiln Bar, Colin Maclean 28/09/21	- Currently being redeveloped to form a more family-friendly bar/restaurant. - Waterfront part of the building to be converted to create a seafood restaurant. - Shares parking with the Pharmacy (this may become an issue if more daytime use of the bar). - Owns waterfront area and small jetty adjacent to the building. - Would like to see the waterfront built out. Would like potential to extend building out from the pier in the future.
The Cornerstone Café and B&B, Main Street. Terry McCaffrey 28/09/21	- Flood defenses should be a priority and need to stand the test of time How much of the £20m SGovt funding [<i>check this</i>] flood defenses coming to Shetland will be spent in Scalloway? - Thinks that should build out at the Burn Beach and for this to extend as far as Moore's Yard, to provide a road which would then alleviate pressure on Main Street. - There should be a sump at Burn Beach capable of catching all the rubbish being brought in by the tide. This should be regularly emptied / maintained by the Council. - Rock armour doesn't work / is an outdated method of flood defense. Should not form part of new proposals. - This is about the next generation of Scalloway.

Scalloway Boating Club Cynthia Polson 28/09/21	- Increasing use of the boat club as we're moving out of covid restrictions. Lots of use by clubs and individuals playing pool, darts, cards (500). - More of a 'sports bar' crowd, so they have renewed their skysports and other tv licenses to cater for these. Good to have variety of venues within the village. - A good number of visitors this summer. Facilities include showers, wcs, laundry. Would be good to be able to offer more to visitors particularly in terms of meals/catering. Always recommend Da Haaf and other local eateries, but these are not open every evening. - Could make more of the place, including the outdoor space. Expand? More sheltered outdoor space? Better kitchen facilities? Would need to raise funds. - The electric bike hire (organised by Terry at the Cornerstone) has been great. Allows those arriving by boat a means of seeing more of the village and surrounding areas.
Scalloway Motors and Sharp Image, Berry Rd Alex & Marie Sharp 28/09/21	- Scalloway motors is a family business established at this location since 1970s. Beauty salon later addition. - Have outgrown their premises. - Would like to stay in Scalloway, but there is a lack of available site(s) in or on the outskirts of the village. - Parking pressure is the biggest issue at this location, since both uses attract significant number of cars. - Staff also require parking since most do not stay locally. - The public hall opposite also requires parking when functions are on. - Would both support public realm improvements along Berry Road and along Main Street and the waterfront.
Scalloway Museum, Willis Duncan 29/09/21	- Museum is run by volunteers (only one paid member of staff – curator) who have enjoyed spending time talking with museum visitors while there have been reduced numbers. - Prior to Covid, there was too much pressure placed upon the museum to cater for coach-loads of passengers from cruise-ships docking at Lerwick. They can accommodate 3 coaches (around 150 people) at a time but at its most extreme there had been 21 coaches in one day! This creates a number of issues: - Coaches needing space to park – some had used Muckles Yard but now the harbour is busier and there is no longer capacity. - Many passengers, showing little interest in the Scalloway Bus, simply using the museum as a convenient toilet stop – long and disruptive queues and more cleaning throughout the day for the volunteers. - Little opportunity (within cruise timetables) given for passengers to visit the rest of the village centre /waterfront - no added benefit. - The Castle is being restored - no access to it or to its grounds until 2024. Had been useful when museum busy to manage visitor numbers / disperse activity. This will bring even more pressure on museum. - Visit Scotland Quality Assurance awarded the museum 4 stars (would need to wear a uniform to get 5 stars!) - Regular cleaning of the waterfront is required.
Scalloway Youth Centre Trust, Sonia Inkster 29/09/21	- Facilities include a gym hall, lounge area with small bar/kitchen area, games and music rooms upstairs, small office, toilets. - Trust also owns Da Waterfront area and the old pier. - Would be good to see restoration of the old pier which is now in poor state of disrepair and could be dangerous. - Sonia provided a copy of the 'Our Street' publication which tells the history of Main Street and its shops /properties.

Larry Sutherland 29/09/21	- Owns C(s) Listed Norway House – the gym/ weight training tenants continue to occupy since work has yet to start on their new premises. - Owns building on the east side of Garriock’s Station (forms western edge of Burn Beach car park) which he has recently repaired, repainted etc. (consists of 3 workshops each with separate entrance off Garriocks station). - Suggested that electric vehicle charging points could be installed at Da Waterfront car park to raise revenue for the village.
Davie Sandison, SCDC Chair 29/09/21	Fraser Park - Old stone wall along northern edge has become unstable and potentially dangerous, so will need to be repaired or replaced. - Retaining walls along the east side also require some repair. - These, and basic maintenance, are all that can be done within the park budget. - No grant scheme available. - Could SIC support improvements?
Colin Gair, SIC Roads 5/11/21	- Roads and Traffic Management - High car dependency noted - Congestion due to narrow roads and on street parking throughout the town, problem starts from New Road (residential parking & occasional Fraser Park visitors) continuing onwards into town/Main St - Narrow footways & high traffic speed noted to be of safety issue on New Road - Lack of parking acknowledged and considered to deter use of town facilities - One way system has been considered but SIC not keen to implement - Traffic flows: 2003 – 2,000 Main St 2004 – 2,500 New Rd 2008 – 3,670 Millbrae 2012 – 3,500 Millbrae - No real growth over last 10yrs noted
John Smith (Exec Manager Ports & Harbours); Greg Maitland (Harbour Master); Ross MacLennan (Small Ports Supervisor) Jan & Feb 2022	- Scalloway is a busy and growing port and will need to invest and extend facilities to meet future market needs in the key sectors of fishing/ aquaculture/offshore energy /logistics - New developments within the port and the expansion of existing process / fish market and commercial activity mean space and port-centric land is at a premium - Health and Safety is a priority for the port and managing large vessels is incompatible with small leisure and personal sailing/ kayaking best located with Scalloway Boat Club - Future growth may require consideration of enhanced road access and the LDP and land-use plans should safeguard a future access corridor along the East Voe - Local needs of fishing fleet for West Shetland are core elements of the port activity and are also likely to need further investment potentially around Blackness Pier(East-West) - Pedestrian access into the Muckle Yard and/or general use for non-port activity should be discouraged. SIC are developing plans for the next stage of investment at Scalloway (following investment in Fish Market and marine navigation facilities). Larger vessels and berthing demand will see progressive investment in quay/berthing facilities subject to funding.

Appendix 3 Extract from Shetland Flood Risk Management Plan

Flood risk management plan datasheet



Scalloway (target area 442)

Summary

Scalloway is on the west coast of Mainland, the largest of the Shetland Islands and is in the Shetland Islands Council area. The main source of flooding in Scalloway is from surface water and small water courses. This is worsened when the water cannot drain into the sea at high tide. There is also a risk of coastal flooding, which is underestimated in the flood maps. There are approximately 20 people and 10 homes and businesses at risk from flooding. The effects of climate change on sea level risk and the drainage system are likely underestimated.

Location map



What is the current understanding of flood risk?

This section provides a summary of information, which has helped to develop an understanding of flood risk in the area. Since 2011 SEPA has developed and updated national level assessments of flooding from rivers, surface water and coastal sources. The national level assessment is improved through the development of a surface water management plan for Scalloway. This is linked to the Scalloway Place Plan which considered future waterfront development and flood risk issues. A sewer flood risk assessment has also been completed. There are recent records of periodic flooding in Scalloway. This include notable surface water and river flooding in August 2012. The flooding was exacerbated when the high tide blocked the outflow of the burn.

What are the objectives for the area?

In each target area, SEPA and the responsible authorities have set objectives for the management of flood risk. In some locations, the objectives provide a short-term direction that will be reviewed and updated when more information is available. In others they provide a long-term direction for the management of flooding within a community. The objectives along with the current understanding of flood risk help to identify the actions that are required in the short and long term. It may take several years or multiple 6 year cycles to achieve the identified objectives, but they set a common goal for multiple agencies.

The following package of objectives have been established for this area. The objectives must be considered alongside national principles to manage flood risk. These include:

- Take a long term, risk-based approach to flood risk management decisions and one that considers the impacts of and adaptability to climate change.
- Deliver coordinated and integrated flood risk management by engaging with communities and working in partnership, sharing data, expertise, services, and resources.
- Consider whole catchments and coastlines and work with natural processes and the environment to deliver multiple outcomes.

Objective ref	Objective type	Objective Description
4421	Avoid flood risk	Avoid inappropriate development that increases flood risk in Scalloway.
4422	Prepare for flooding	Prepare for current flood risk and future flooding as a result of climate change in Scalloway.
4423	Prepare for flooding	Develop an adaptive approach for Scalloway seafront to future coastal flooding resulting from climate change.
4424	Reduce flood risk	Reduce the risk of flooding from surface water and small water courses in Scalloway.

What actions are proposed for this area?

As outlined in Section 1 of this plan, at the date of publication the actions below represent the best understanding of what is needed to work towards the objectives for the area. They have been developed with the other responsible authorities and take account of progress achieved to date, the understanding of flood risk and the objectives set for the area. The local flood risk management plan published in 2022 provides more information on the actions, their timing and how they will be funded and coordinated.

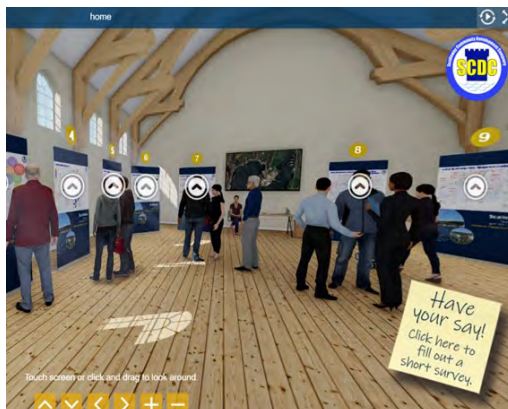
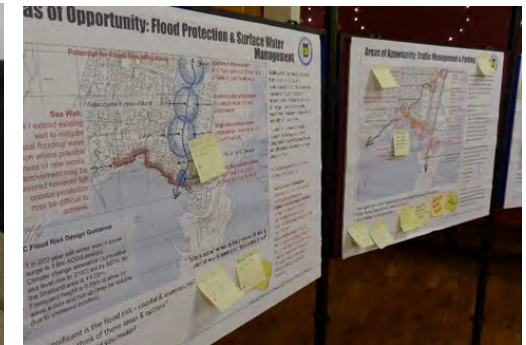
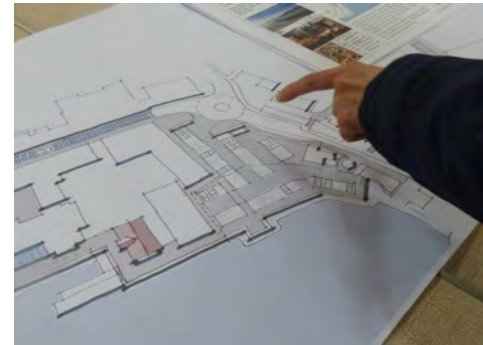
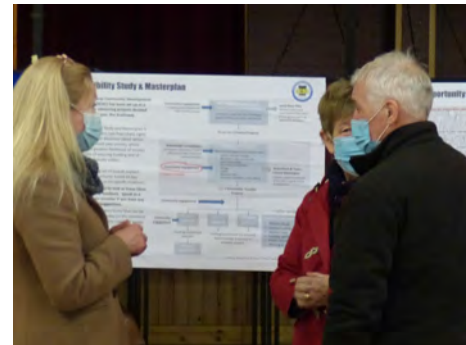
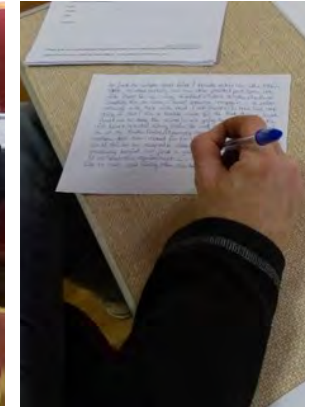
Actions proposed to start between 2022 and 2028

Surface water management plan (Ref: 44201)	
Action	Areas at risk of heavy or prolonged rainfall causing flooding due to water ponding on man-made surfaces or overwhelming the drainage system have been identified. Next steps in managing such water ponding or over-whelmed drainage systems have been identified and should be implemented. The plan is to be reviewed and updated as needed.
Description	The Scalloway Surface Water Management Plan should be implemented. This should be coordinated with the Scalloway Local Place Plan and the shoreline management plan. The impacts of climate change on flood risk, including tidal locking due to rising sea levels, should be considered. The need for an adaptation plan should be assessed. The potential short term action of providing an overflow culvert to the burn at Burn Beach would also need to be considered in relation to other possible works that have arisen in the place plan, and their funding and timescales.
Shoreline management plan (coastal adaptive plan) (Ref: 44202)	
Action	An assessment of coastal flood and erosion risk is to be carried out. The plan should include assessment of climate change and develop adaptive approaches to allow for the impacts of climate change to be monitored, understood and managed.
Description	A shoreline management plan should be developed. This should review the existing defences. This should also be integrated with the surface water management plan and Scalloway Local Place Plan. The impacts of climate change on sea level rise and flood risk should be considered and the need for an adaptation plan should be reviewed.

SEPA and responsible authorities carry out actions in all areas which help to manage current and future flooding. These actions help to ensure that key aspects of flood risk management are taken forward in all locations. They ensure that for example new housing developments occur in the right places, and that critical flood risk information is developed and updated for all areas. A description of these actions is included in the Local Plan District section at the start of this document.

Extract taken from the Flood Risk Management Plan, Shetland Local Plan District, December 2021.

Appendix 4 Community Engagement



Appendix 4 Community Engagement

Community Engagement 1

Drop-In Public Exhibition

The first community engagement was held in the form of a drop-in public exhibition at Scalloway Public Hall. This was held over Friday 19th (1-5pm) and Saturday 20th (10am-5pm) November 2021. A set of 14 A1 boards (Figure 4-1) were displayed explaining the project and setting out numerous questions and proposals for the area. Large 3d illustrations of the waterfront/village hub proposal were laid out on tables and many comments were posted to these. Two members of the design team were present to answer questions and discuss ideas with those attending.

Over the two days some 70 individuals signed the attendance sheet at the Public Hall (not all attendees signed in). There were 33 comment forms (incl. one email) completed and returned (see tabulated summary Figure 4-2) and 110 comments posted directly onto the boards (recorded in Figure 4-3).

Youth Group

Following the Saturday session, the design team met with a group of approx. 30 young people at the Youth Centre to discuss what they thought were the priorities for Scalloway Waterfront & Town Centre.

On-line Consultation

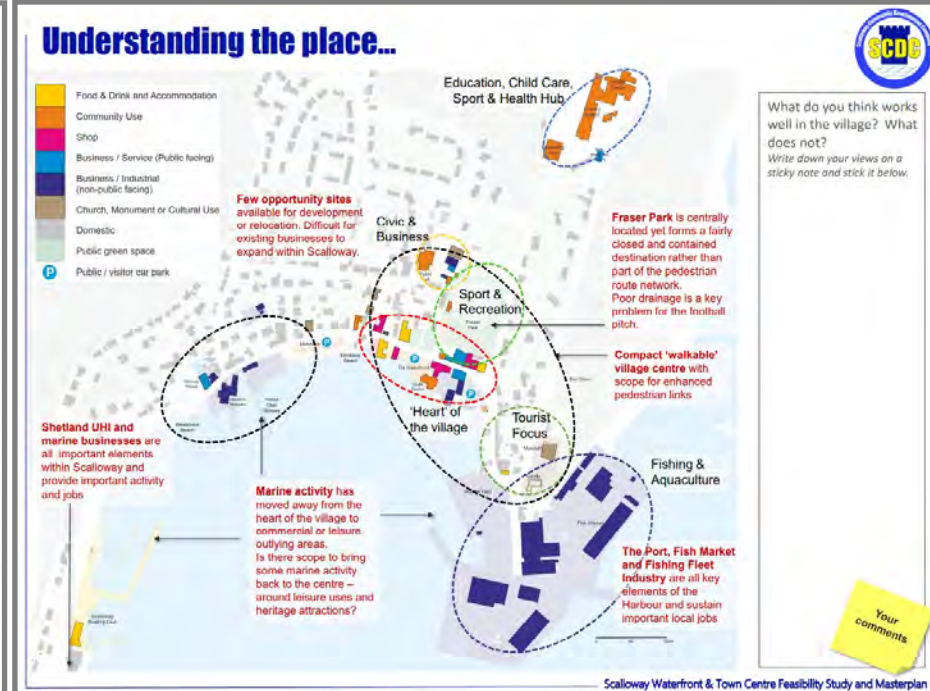
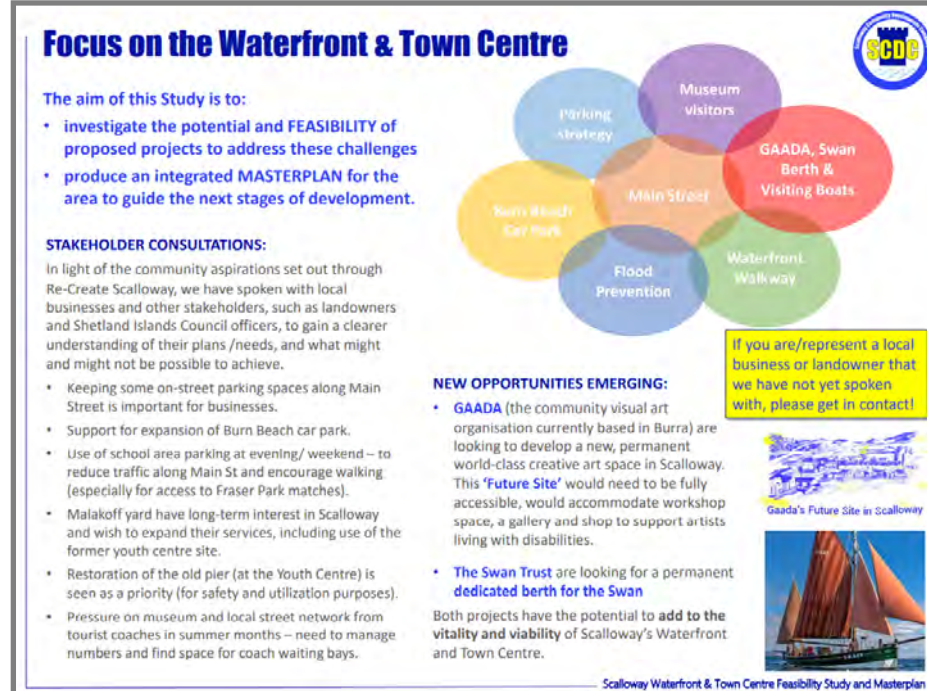
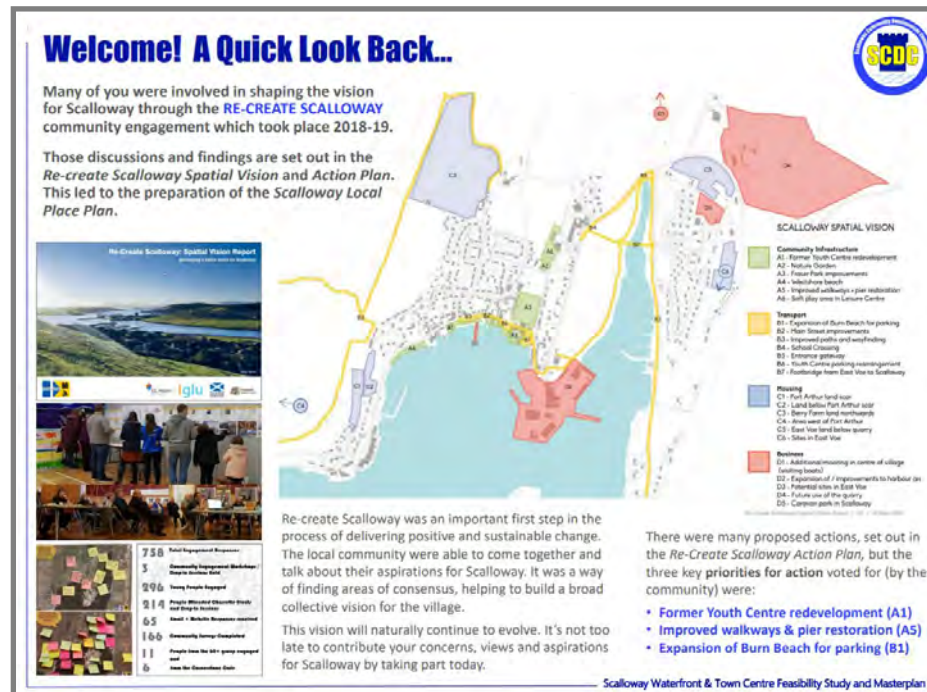
A virtual public consultation room was also made available to reach a wider audience and to cater for those not able to make it in person. Each board could be viewed or downloaded and comments submitted via the survey tool. It was online for three weeks (19th Nov to 10th Dec) and received 375 hits through 271 individual devices with an average spend time of over 6 minutes. 10 comments were received and are summarized alongside other comments in Figure 4-2).

Summary of Community Responses

While the responses displayed a mix of views and specific ideas, general areas of consensus emerged, many of which were of no surprise given the previous Re-create Scalloway engagement. The key findings included:

- Support for a waterfront walkway
- Objection to a new road along the waterfront (Proposed "Bay Infil" - Board No.11) Would spoil views and village character, is unnecessary and expensive. Only one respondent was open to this idea.
- Support for extending Burn Beach Car Park, although this was not unanimous. Concerns over proposed additional parking at Da Waterfront - many thought this was too much and would spoil views from the hotel and public gardens.
- Support for the creation of a pontoon for visiting yachts and the Swan. However, at least one respondent thought the potential cost could not be justified given the pressing need to repair and support existing community infrastructure. It was also pointed out that this would only be suitable for summer use given the harsh winter conditions - so not the suitable winter berth the Swan Trust are searching for.
- Solving the drainage problem of Fraser Park was seen as a priority, although there was a mix of views on the future of Fraser Park - some welcomed the idea of a new northeast entrance and footpaths, while others saw the restoring of the football pitch as the priority.
- Agreement that measures are needed to improve pedestrian safety, calm traffic, limit on-street parking and improve circulation within the village and along Main Street in particular. Suggestions included short-stay and disable parking bays close to local shops, one-way system trial, pedestrian crossing at the school, and electronic signage to encourage drivers to slow down.
- Support to explore /develop flood alleviation measures - both coastal impacts along the waterfront and surface water drainage affecting Fraser Park and Main Street.
- Importance of the role of community infrastructure to the village - in particular the

Figure 4-1
Exhibition
Boards (A1)



Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Your comments

Salloway Waterfront & Town Centre Feasibility Study and Masterplan

Areas of Opportunity: Traffic Management & Parking



Traffic Management could help to reduce traffic flow on Main Street by better traffic dispersal. New Road & Tourist Signage at New St/ Castle St junction would help support this.

Main Street would operate for local access only:

- On street parking relocated to nearby extended car parks
- Priority traffic management (one way flows in short sections) would allow footways to be widened, amenity, access & safety to be improved.

Increased Off Street Car Parking more capacity is required to reduce congestion and support regeneration. There are currently 69 off-street spaces (approx.)

• West Shore	19
• Da Waterfront	18
• Burn Beach	20
• Museum	12

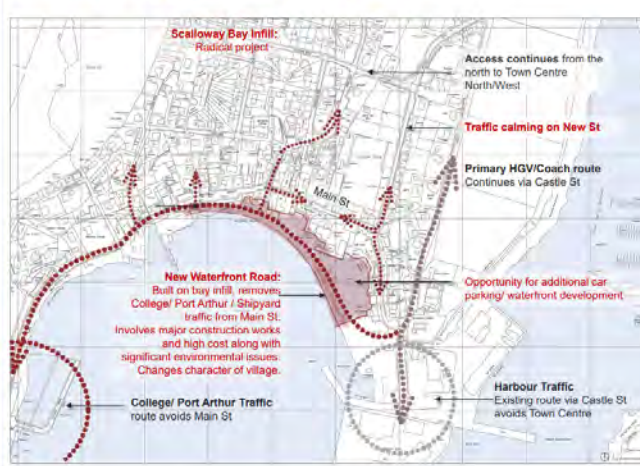
New spaces may be created in modest landfill extensions along the waterfront or more cost-effective solutions would be to find locations on land within the town.

How significant is local congestion and availability of parking in the centre?
What do you think of these ideas & options?
What changes would you make?

Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Areas of Opportunity: Bay Infill



Would a whole new waterfront, including a new road work?
What do you think of these ideas and options?
What changes would you make?

Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Congestion on Main Street, need to mitigate flooding & additional waterfront car parking plus interest in development space has given rise to thought of local coastal infill.

The Waterfront is extended by infilling the Bay to provide village expansion/ additional car parking/ and new road access to College/ Port Arthur.

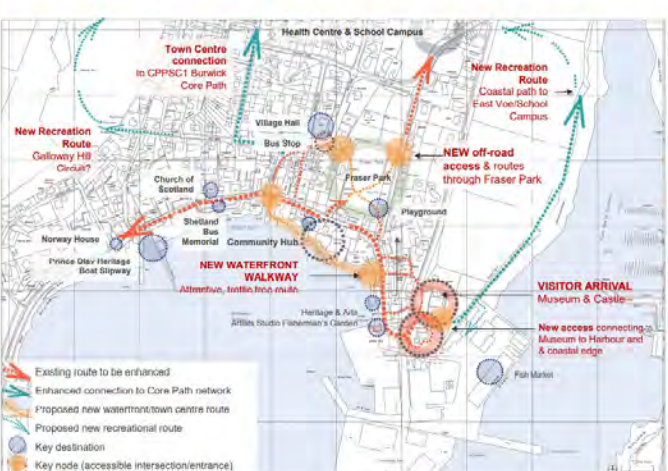
Potential benefits are:

- Removes cars from Main St reducing congestions and car pedestrian conflicts.
- Offers Coastal Flood Mitigation potentially as part of long-term investment
- Creates additional space and car parking plus development opportunity.

Concerns are:

- **Detrimental impact** on the historic character / townscape & marine environment.
- **Cost benefit** – significant level investment difficult to secure and reduces investment elsewhere.
- **Net Zero objectives** are not supported/ secured
- Main Street businesses lose passing trade.
- Creates a barrier to waterfront access.

Areas of Opportunity: Pedestrian Access & Circulation



Scalloway is a compact settlement which should be safe & easy to walk around, minimising congestion & encouraging great visitor dwell time.

Improvements to footways paths and connections will improve quality & encourage use:

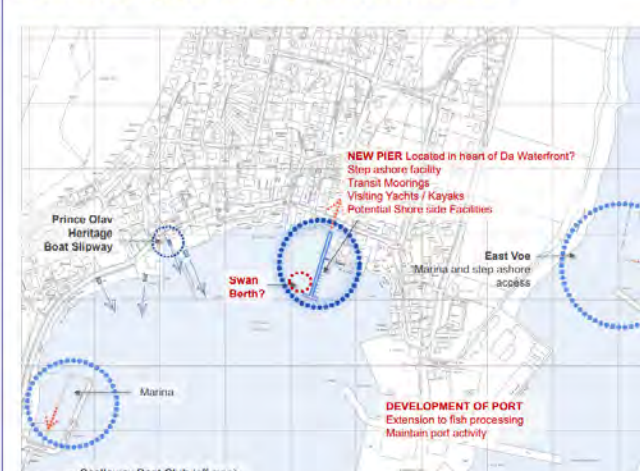
- **Main Street footways & crossing points** enhanced and improved through traffic management
- **New Waterfront Walkway** providing off road connection with views of Bay
- **New access points & off-road waterfront connections** through Fraser Park
- **Development of recreation routes** extending pedestrian access into the wider area
- **Pedestrian Fingerpost/ wayfinding** signage connecting visitor arrival points to all areas of interest
- **Town centre footway enhancements** improving widths, surface quality, crossing points, kerbs and drainage

How important is access to waterfront and safe movement?
What do you think of these ideas & options?
What changes would you make?

Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Areas of Opportunity: Marine Access



Would improved waterfront facilities add to the destination?
What do you think of these ideas & options?
What changes would you make?

Your comments

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Scalloway currently offers small boat marinas at both Scalloway Bay and East Voe:

- **Scalloway Bay Boat Club** offers storm-proof highly accessible moorings at all states of the tide, with 2m-5m draft on pontoons
- **East Voe** offers all marina services with 2m of draft. 2 visitor berths are available here
- Marine fuelling is provided at Blacks Ness Pier
- A New Pier with floating pontoons could offer 'step-ashore facilities' for visiting yachts could provide for summer seasonal use and provide:

- Accessible step ashore facilities in the heart of the town for summer visitors
- Onshore facilities including showers/toilets/laundry within the Community Hub or new facility
- Berthing for the Swan Heritage sailing vessel
- Strengthen the appeal of Scalloway as a destination and create a waterfront attraction



Youth Centre and its contribution to facilities for the community and especially young people - and the need to ensure continuing investment in existing community assets.

- Recognition of the need to build stronger community links / connections Scalloway /East Voe, the potential to improve access between neighbourhoods and improve safe routes to school. Discussion on potential for future bridge crossing and settlement growth.
- Appreciation of the need to develop long-term and sustainable solutions that recognise the need for partnering in delivery and link to wider Council strategies, Climate Change, Net Zero, etc



Figure 4-2 sets out the points raised through the comment forms submitted at the event or online, while Figure 4-3 provides a record of all the comments posted directly onto the exhibition boards.

Figure 4-2 Tabulated summary of Community Responses (from comment forms and online surveys)

✓ indicates same/similar response

	Support proposal? Additional suggestions/ideas?	Object to proposal? Alternative suggestion/ideas?
Traffic management	• Speed limit to 20mph throughout village • Improved parking / encourage walking ✓✓✓✓ • Pedestrian crossing at school/health centre ✓✓ • Charging points for electric cars ✓ • Cycle points for air/tyres • Leave some car parking outside shops with time limits – 1x disable +1x other bay by The Checkout and same at Meat Co. + couple more for elderly and parents with young children. • If parking located in the outskirts, can use signage to direct. • Support increased space for coach parking • Double yellows all Main St with disable parking space outside Checkout and disable + one other outside Meat Co. and zebra crossing (not bumps) to deal with speeding. • Main St [<i>parking?</i>] should only be allowed for business deliveries. • Proportionate response to congestion – simple measures eg. electronic ‘drive safely/ watch your speed’ signs. Congestion is natural traffic calming. One-way would encourage speeding. Cars going slow is not a major problem. • Not enough room for a HGV /fire engine to pass parked cars along Main St • Roundabout at school end of Castle St is dangerous. Should revert back to ‘give way’. • Shortage of parking at School & Health Centre and on Main St – not desirable to have cars parked outside shops. • Removal of parking from Main St outside Meat Co. would have material impact on trade. Alternative is to allow short stay parking (current problem with long-stay parking with a couple of cars). On-street parking does help control traffic speeds.	• 1-way traffic system down New Rd, along Main St, up Chapel Lane will do away with traffic congestion • One way loop on Main St. Do a trial? ✓✓ • No new bus stop at Hall – terrible route for Port Arthur buses. Could these be rerouted along Main St with stop at YC area? Then school bus continue going to Hall... • One-way on Main St with 20mph limit and speed humps replaced (have been nearly knocked off pavement twice)

	Support proposal? Additional suggestions/ideas?	Object to proposal? Alternative suggestion/ideas?
Burn Beach car park (reclaimed land)	• Support for extending Burn Beach car park ✓✓✓✓✓✓✓✓✓✓✓✓ • Extra parking at Burn Beach would suffice • Too much parking would bring <u>more</u> cars into centre (not Net Zero or attractive) • leave open view from public garden and hotel ✓ • Signs for alternative car spaces (eg Midshore or swimming pool area at certain times). • Malodorous drains need to be fixed at Burn Beach car park • No to extending central [<i>Da Waterfront</i>] car park	• Create NEW spaces and NEW opportunities for businesses and organisations at waterfront – not creating space for more car parking! Pedestrianise the majority and encourage use of public transport to waterfront spaces?
New road along waterfront (reclaimed land / bay infill)	• Open to the idea of a new access road along the waterfront. Some of Main St could then be pedestrianized with only vehicle access for businesses?	• No new road along waterfront – would ruin the waterfront and block/spoil coastal views ✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓ • In any case not realistic financially /waste of money ✓✓✓✓✓ • Creates more problems • Ruin small village atmosphere of Scalloway • Potential middle ground: infill so that Castle St attaches in at new Burns Beach car park (creates easier path out of Scalloway instead of New Rd)
Waterfront walkway (reclaimed land)	• Yes to waterfront walkway ✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓ • and cycle path ✓ • Rubbish along waterfront to be better dealt with ✓ • Seating needed along walkway • More history of Scalloway boards • Prettiest village in Shetland, need to draw tourists/ visitors to waterfront – sit/ view / walk / kayak / cycle	
Marina / new pier	• Support for marina / berths for visiting yachts ✓✓✓✓✓✓✓✓✓✓ • Lots of young people go pier jumping – this would be great location (safer and closer to facilities compared to marina at the college) ✓✓ • Showers along YC frontage ✓ • New or repair existing pier good idea as lots of people come in on their boats to get their shopping ✓✓✓✓✓ • Support permanent berth for Swan behind the community centre area and other small boats ✓ • Also canoeing etc. • Chance to make Scalloway a real destination with suitable on shore marine facilities.	• Not a priority for investment when existing community infrastructure, such as Fraser Park, desperately needs funding for repairs/improve function.

	Support proposal? Additional suggestions/ideas?	Object to proposal? Alternative suggestion/ideas?
Fraser Park	• East entrance to Fraser Park great addition, with safe standing area off pavement (similar to Gilbertson Park) ✓✓ • Needs draining again ✓✓ • Support proposed paths across Fraser Park – would improve walking routes in village. • More investment required for existing infrastructure / local community assets – notably Fraser Park rather than a new expensive marina. The local football pitch, community space and play park has to survive on £3k grant from SIC and relies on huge amounts of volunteer effort.	
Flood alleviation	• Flood defences and repair pier ✓✓✓ • Reinforce flood defences to prevent flooding of Main Street • Sea wall with walkway essential • Widen culvert [<i>in Fraser Park?</i>] to prevent flooding. • Scottish Water should urgently repair New Rd water pipes.	
Other suggestions:	• Number of people keen to see an area suitable to let dogs off the lead • Disabled access and toilets – important local need • Improve facilities/ experience for visitor – more things to tie up with college/hall/youth centre. • Picnic benches in area rear of YC/Meat Co. [<i>Garriocks Station</i>] instead of beside busy road. • Information on boards on seaward side of Prince Olav slipway area – not easily noticed. Signage to make people aware it is there. • Preserve and enhance the unique character of Scalloway and its wonderful waterfront • Traffic management to limit speeding along route to/from East Voe – currently feels dangerous / accident waiting to happen. • Pedestrian footbridge from East Voe Marina? • Housing sites should include the “Bull Green” east of Castle Rd. • Need more retail units available, do something with old RBS building • Please note that Malakoff have plans to develop Moore’s Yard in future which may involve land reclamation if approved (medium term timescale). • Church of Scotland [Midshore] – building is under-used and no longer people-friendly. Congregation wish to remove pews to create more usable space, improve kitchen facilities, disabled access and toilets. Thereby greater potential community use and enhance use of Main St. Limited outside space – needs fresh look/cost consideration. Church could work in conjunction with redevelopment of the waterfront. • Walkway along waterfront from Blackness to old Youth Centre area.	

Figure 4-3 Written comments posted directly onto exhibition boards or illustrations @ Scalloway Public Hall 19th/20th November 2021

- Board 5:
- Castle will always be seen from new angles
- Board 6: Access and Safe Movement
- Pedestrian crossing to school / health centre
 - Yes to proper coach parking!
 - Only allow businesses to park on Main Street
 - Do not make speed bumps or islands!
 - Get infrastructure in first then make walkways
- Board 8: Areas of Opportunity: Flood Protection and Surface Water Management
- Fraser Park drainage much needed
 - Drainage Plan for Fraser Park is needed
 - Dig out culvert and widen it.
- Board 9: Areas of Opportunity: Traffic Management and Parking
- 20mph speed limit
 - Double yellow lines up and down the street please!
 - Parking: could this be improved by managing parking provision we have? Allow shoppers to use Hjaltland parking at Giblestone during the day when under-used for instance...?
 - Fill in Burn Beach create more parking and make new main bus stop
 - Agree with 20mph for majority of village. Physical traffic calming is not beneficial. Electronic reminder to slow down works better. Also allow snow clearing to go on.
 - Don't start trying to do traffic management. Lerwick is a disaster. No speed bumps or islands.
 - Need some ideas for midshore other than as car park.
 - Wouldn't have thought people would want to park here [*area suggested south of swimming pool*] and walk to the shops!
- Board 10: Areas of Opportunity: Pedestrian Access and Circulation
- Do not agree with footpath through Fraser Park. Would you build a footpath through Hampden Park? No
- The proposed footpath that could simply be called Da Witch's Trail could open up a much needed view point and walk for all ages. A good discussion with landowners and Shetland Amenity Trust could be explored.
 - Witches Trail and walkway. Connection to Gallow Hill.
 - Clear access or lanes. Traffic cameras. Pedestrian routes and buses. Fraser Park new path network. Better use of green space.
 - Gallow Hill Footpath – viewpoint access
- Board 11: Areas of Opportunity: Bay Infill
- Not keen on taking away the waterfront view! I agree!
 - Why have two roads that do the same thing!? [*angry emoji face*] (so angry steam is coming out of my ears)
 - NOPE! Not sympathetic to the current town
 - By pass: it is on the face of it a good idea but (1) it will destroy what makes Scalloway special (2) bypasses the Main Street shops (3) will cut off views of the water.
 - No to the road as this will spoil the beautiful views and walks – which enhance our village.
 - As much as I'd love to see da carry-on on Main Street sorted oot, dis is no hit!!! Sort oot da roads we hve, dinna add a new een tac da mix please. How can you enjoy da Water front wee hive fae a road?!
 - Infill Burn Beach to create more parking spaces, but not as much as this!
 - Fill in part of Westshore for new development
 - I do not agree with the idea of this new road, especially with it cutting off the sea view
 - Don't agree with this major change
- Board 12: Areas of Opportunity: Marine Access
- Marina in the centre would be a good idea
- Boards 13 to 22: Areas of Opportunity: Waterfront / Village Hub Proposal (*15 to 22 were A1 illustrations of this proposal laid out on tables*)
- Like the idea of a walkway
 - Good idea! But marina would need to be incorporated with a new pier/Burn

Beach infill. More infill needed to make area larger.

14:

- Cars get the best view – this area should be something more interesting
- Need to utilise area around Youth Centre / Garriock Station for new industries etc
- More infill needed to create larger parking area and sites to build more spaces to rent for businesses old or new
- Sea swimming pool area again?
- Too much parking? Maybe an area to add in a covered market place or additional retail opportunities
- Car park seems too far out – Main Street needs view nearer to the sea. As with public garden and hotel, they need to be more open to the sea view.

15:

- Leave Minsters Beach as it is to give variety to sea front.
- Identify business buildings which could be relocated to an industrial site as what happened with HNP Lerwick. This could free up strategic areas, e.g. Scalloway Motors, the buildings uses as stores for Scalloway Meat Co. etc.
- More site created to make sites to rent, build on
- Great idea about pontoon area! Totally agree!
- I hope there is also planning to improve the public toilets!

16:

- Huge potential for development North of Boating Club
- Creative tree/shrub planting into west embankment

17:

- Will hard lines of walls be softer? Look hard and industrial in image. In car park rock/stone to be more natural? For example
- Can we plant some more green stuff? (trees, bushes, climbers, sea pinks etc)
- Trees are nice to look at and break up the hard lines of buildings. Yes.
- More walking routes! Yes please
- Looks great. Maybe a man-made rock pool for sea creatures and vegetation to

take over. ✓ like

- Sail loft for Swan at shoreside of YC
- Extra parking is needed to take it off the main street
- Keep (public) garden and hotel view open to the sea and not looking on to a larger car park ✓
- Extra parking is necessary to keep the roads at mainstreet clear
- Sea frontage too dull, flat. Needs stone facing.

18:

- As a visitor to Scalloway this looks great! I would suggest a “heritage trail” from Prince Olav’s pier to the museum. You have an amazing story to tell!
- Parking numbers feel about right especially to encourage tourists to come and visit
- The Burn Beach infill could be used more imaginatively. A good site for Gaada for instance. Less parking
- Problem with parking near the sea – no-one wants to park there if the sea is coming over.
- With all the improvements please do add the proposed parking
- 20mph speed limit in village
- Maybe too much car parking? 1 layer along south edge could be made into seashore garden with seats to give more variety of open space along the shore path.
- Car park seems to be too far out – might be better to not cut off Main Street (would be too far from the sea). Also view from hotel would be affected.
- Car park away from town centre. Cars get the best view.
- Too many parking spaces? Market place/civic space here?
- Would this [*proposed pontoon*] be suitable for the Swan in the winter? I like the finger pontoon though.
- The proposed pier would need parking, much as shown.
- No parking on road in front of Giblestone House. Agree
- Waterfront walkway is much needed and should be linked with a signed route from the museum to the marina with info boards along the way.
- Make a large car park away from the town centre – near museum. Proposed site Burn Beach would be lovely site for something new /pedestrian area.

- Beach at Westshore. Sand and safe amenity for families.
- Skate park. Parkour area.
- Plenty of scope for murals / collages etc on retaining and shelter walls
- Nature trail information along sea front detail sea creatures wildlife under wire feet
- Promenade along sea front. Safe for bairns, walkers, bikes, scooters.
- Good for pier jumping!

19:

- Utilise the Westshore area make it a safe area for play/picnics
- Watersport amenity areas – access for kayaks, jet skis, small craft
- Space for GAADA and an arts hub
- Fill in existing pier – Doing nothing currently
- Walking routes and access to the sea edge important
- Narrow street problematic. Was a 'T' pier at this point.
- Protect beaches and soft coastal edge
- Events outside Youth Centre. Block off car park statue area
- Youth centre old swimming pool (tidal) with changing rooms, paddling pool and sand beach.
- Fraser Park needs draining and urgent work on it
- Small studios space. Keep open to sea? Restaurant
- Road access to the back of the Meat Co. for access rather than tight off the Main Street
- Old pier breaking up
- Longer narrow building – small units – Garriocks Station
- Develop smaller studio space or building small units. Integrate with GAADA building.
- Scale of pier may be too great – half size might be better

20:

- Maybe a coastal barrack (in line with old ruined pier) slightly out past new building to give space for a small coastal garden in corner. Or building slightly farther back with garden in front.
- Could old water fountain be refurbished? Once more with a cover for its work-

ings put in place. The other two might be in storage yet, so the Victorian style lid could be taken from one of them.

- To make more room in the Burn Beach car park: the two recycling bins, which are not sheltered, lids often flying backwards, could maybe be moved to where the large container is, near the facility just south of toilets. There might be some room as well near yellow bin by granite sculpture for recycling bins.
- Site for GAADA? Plus Swan and small business units. Yes! This would be great

21:

- Bus station. New business units. New marina. And North Ness business park style
- Marina demand – visitor yachts & locals / Lerwick
- Need space for new small business units/ workshops/ studios on waterfront
- Move this *[arrow points to rear of public toilets]* container and put recycling here
- Seaweed / debris collects here *[along Burn Beach car park frontage]*
- Sewage issues here? *[Burn Beach area]*

22:

- Consider waste bin management of Burn Beach. Agree!
- Additional parking Burn beach. Yes P
- Walkway should connect waterfront
- Need much more shelter for berths. Extend arms and shorter if enough depth for Swan
- Impractical. Pontoon and pier summer season only. Too exposed in winter.

Community Engagement 2

Responses from the first community engagement informed the next stages of developing project proposal, focusing in particular on designs for the waterfront walkway, Main Street and Fraser Park.

Drop-In Public Exhibition and Online Engagements

A second community engagement drop-in exhibition was held at the Public Hall on 18/19th February, and online from 18th February to 11th March 2022. As well as inviting comments, consultees were also asked to vote for what they deemed to be their top five priority projects for the village. Copies of the exhibition boards are shown in Figure 4-4 below.

Some 50 people attended the drop-in exhibition. 15 comment forms (including online) were completed and 30 comments were posted on the boards.

Online there were 232 views from 159 devices with an average spend time of 3 minutes. 8 online comment forms were submitted.

The votes for the top five priority projects are shown in Figure 4-5. The votes for the top three longer term projects are shown in Figure 4-6.

Youth Group

A consultation session was also held at the Saturday evening Youth Café. Participants also voted for their

top three priority projects. The results are shown in Figure 4-7.

Summary of Responses

- Clear support remains for the creation of a **waterfront walkway** and for the **restoration of the old pier**.
- Differences of opinion regarding the **amount of new build appropriate for Garriocks Station** and the expansion of the waterfront. Some would like to see only one new building on the site of the old ruin (similar to the design proposal) thereby retaining sea views from Main Street while others think there is scope for more commercial development and more reclaimed land.
- Less appetite for expanding car parking at **Da Waterfront** – concerns at potential loss of civic space and space dominated by car parking / restricting sea views from hotel and Giblestone public garden.
- Design of the proposed **sea wall** – concerns over potential obstruction of sea views, the need to prevent climbing and the use of concrete as aesthetically unappealing.
- A specific concern relating to the **Prince Olav Slipway** essentially becoming a museum piece rendered incapable of serving the maintenance needs of today's fishing fleet.
- Largely supportive of proposed **enhancements**

to Main Street, although concerns and differences of opinion persist in relation to parking restrictions and carriageway narrowing.

- Support for **signalised crossing** opposite school.
- Generally supportive of **20mph zones**, particularly along Main Street.
- Support for **improved drainage and new paths in Fraser Park**.
- Creation of a small **skate park** within the multicourt is a popular suggestion. Replacement of the former basketball hoops is also requested.
- Support to **renovate the Public Hall** to make more efficient use of this public asset – suggestions include community arts, music and creative industries venue in addition to retaining Fire Festival and other traditional events.
- Various opinions relating to the best location for the **Swan berth** – great opportunity for a more central location given the village's fishing heritage *versus* adequate existing berth at the **boating club** – focus on developing boating club offer instead.

See Figure 4-8 for an abridged list of responses.

Figure 4-4
Community
Engagement
2 Exhibition
Boards (A1)

Summary of Community Responses

Welcome and thank you for taking part!
The first community engagement event of 19/20th November 2021 involved over a hundred local people, together with the online virtual consultation room which received 375 hits through 271 individual devices. 43 comments forms were submitted, and 110 comments posted directly onto the exhibition boards. We will summarise all the engagement and responses with the final reporting.

The following is a broad summary of responses:

- Broad support for a waterfront walkway** Click to add text
- Objection to a new road along the waterfront** (Proposed "Bay Infill" - Board No.11) Would spoil views and village character, is unnecessary and expensive. Only one respondent was open to this idea.
- Support for extending Burn Beach Car Park**, although this was not unanimous. Concerns over proposed additional parking at Da Waterfront - many thought this was too much and would spoil views from the hotel and public gardens.
- Support for the creation of a pontoon for visiting yachts and the Swan**. However, it was also pointed out that this would only be suitable for summer use given the harsh winter conditions - so not the suitable winter berth the Swan Trust are searching for. At least one respondent thought the potential cost of a marina could not be justified given the pressing need to repair and support existing community infrastructure.



Summary of Community Responses

- Solving the drainage problem of Fraser Park** was seen as a priority, although there was a mix of views on the future of Fraser Park - some welcomed the idea of a new northeast entrance and footpaths, while others saw the restoring of the football pitch as the priority.
- Agreement that some measures are needed to improve pedestrian safety, calm traffic, limit on-street parking and improve circulation** within the village, and along Main Street in particular. Suggestions included short-stay and disabled parking bays close to local shops, one-way system trial, pedestrian crossing at the school, and electronic signage to encourage drivers to slow down.
- Support to explore /develop flood alleviation measures** - both coastal impacts along the waterfront and surface water drainage affecting Fraser Park and Main Street.
- Importance of the role of community infrastructure** to the village especially the Youth Centre and its contribution to facilities for the community and especially young people and need to ensure continuing investment in existing community assets.
- Recognition of the need to build stronger community links** and the connections Scalloway /East Voe and the potential to improve access between neighbourhoods and improve safe routes to school. Discussion on potential for future bridge crossing and settlement growth.
- Recognition of the need to develop long-term and sustainable solutions** that recognise the need for partnering in delivery and link to wider Council strategies, Climate Change, Net Zero, etc.



Developing the Village Plan

The Consultation has highlighted a range of issues and opportunities that the village can address. Some of these reflect earlier work and some reflect advice from the consultancy team.

The Scalloway Waterfront and Town Centre Feasibility Study and Masterplan in addition to testing the feasibility and reporting on project opportunities will set out the vision and ambitions for the Village and summarise the views noted during the engagement.

Scalloway is a village with some very strong place qualities and with equally strong potential for regeneration, growth and new investment. Importantly it should seek to safeguard its mixed of use (residential/ employment/ tourism-destination) appeal and wherever possible strengthen links to East Voe and support growth associated with the Harbour / College and tourism. Developing a stronger 'visitor destination' will create significant indirect jobs.

New funding support may be available associated with Covid Recovery / Community Renewal / Levelling Up Funds/ Islands Bill - Growth Deal Funds (Creative Islands Well-Being/ TalEntEd/ etc). Positive economic outcomes are important to funding support.

Planning for sustainability and Net Zero requires significant change and adaptation. Developing '20-Minute Neighbourhoods', making better use of local facilities, re-purposing buildings, securing energy efficiencies and working with digital infrastructure are all essential elements of a sustainable future for young people and building a successful forward looking Scalloway. Developing the destination can also help support and sustain existing businesses and facilities and promote further investment.



Project Feasibility & Deliverable Projects

The community engagement has highlighted a range of projects. Part of the work we have undertaken is to look at the feasibility of ideas/ambitions and testing how viable and deliverable these projects might be.

SCDC are keen to promote a realistic short-list of projects on which the village and community can focus resources and seek support from wider funders.

The Table (continued on the next board) summarises the assessment of the long list of projects. Projects taken forward are shown in Bold Text.

The first consultation reinforced a number of the priorities identified within the Local Place Plan. A number of new projects were also outlined, and a number of project ideas reviewed and not supported. (Non Bold)

A Feasibility Assessment looks at the viability of projects. Typically, this looks at user needs, technical / engineering design, ownership /consenting / user conflicts, costs, risk and the ability of the project to deliver meaningful benefits.

Unknown Increasing Level of Assurance around Project Deliverability

High-Level Summary Feasibility of Concept / Ideas	User Need	Design Engine- ering	Owner- ship	Consents/ License	User Conflicts	Capacity to secure funds	Delivery Risks	Village Benefits
1. Burn Beach Car Park Expansion + EV								
2. Waterfront Walkway Enhancement								
3. Footbridge East Voe								
4. Improvement Fraser Park including Play								
5. Sandy Beach at Mid-Shore								
6. Improvement & Enhancement Main Street								
7. Flood Protection / Mitigation Flood Risk								
8. Enhance Smaller Garden /Incidental Spaces								

Continued on the next board...

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Project Feasibility & Deliverable Projects continued...

All projects will be reviewed at Engagement 2 and hopefully we will be able to gather more information on local projects and how best they can be delivered.

Unclear/tec Increasing Level of Assurance around Project Deliverability

High-Level Summary Feasibility of Concept / Ideas	User Need	Engine- ering	Owner- ship	Consents/ License	User Conflicts	Capacity to secure funds	Delivery Risks	Village Benefits
9. Upgrade to Public Hall								
10. Upgrade/ Maintenance Works Youth Centre								
11. Secure Positive Use for Town Centre Under-utilized Bldgs								
12. New Town Centre Harbour Outer Road & Breakwater								
13. 20 MPH Zone								
14. One Way System								
15. Step-Ashore Transit Marina in Village Centre								
16. New Pier & Town Centre Marine Access								
17. Swan Permanent Berth								
18. Heritage & Interpretative Signage & Waymarking								
19. Public Realm Enhancement – Place-shaping								
20. Coach parking								
21. New entrance to Fraser Park from New Road								
22. Pedestrian/Cycle Signalised Crossing at the School								
23. Developing additional Car Parking outwith Waterfront/Centre								
24. Developing Arts Centre - Facility / Workshops (GAADA)								
25. Developing Additional Waterfront Building - Garriocks Station								

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Proposed Priorities for Action

We have put together a list of potential priority projects.

It reflects the discussions with (and written feedback from) local residents and businesses and other stakeholders. It is also informed by our analysis of the village and its future growth within the framework of net zero /sustainability policies.

Each priority area has been sub-divided into distinct projects to ensure a greater chance of securing funding from a wider range of sources.

The following boards describe each project and indicates order of costs. They suggest what benefits each might bring, and what funding is likely to be available. This helps to build a picture of how feasible each project would be to deliver.

Setting Priorities -
The Short Listed
Projects represent
Deliverable
Priorities subject to
funding

Priority Areas:

1 The Waterfront

1.1 Waterfront Walkway: Midshore-Westshore

1.2 Waterfront Walkway: Da Waterfront

1.3 Waterfront Walkway: Burn Beach

1.4 Waterfront Walkway: Burn Beach-Muckle Yd

1.5 Flood Mitigation/Climate Change

2 Place Enhancement

2.1 Main Street

2.2 20mph Zone

2.3 Active Travel Network

2.4 Heritage & Conservation

2.5 Shetland Bus/ Prince Olav Slipway

3 Greenspace Assets

3.1 Fraser Park

3.2 Play Facilities

3.3 Gardens & Public Realm

4 Community Assets

4.1 Public Hall

4.2 Church of Scotland (Midshore)

4.3 Youth Centre

Project Opportunities:

1.1 Waterfront Walkway: Midshore-Westshore

1.2 Waterfront Walkway: Da Waterfront

1.3 Waterfront Walkway: Burn Beach

1.4 Waterfront Walkway: Burn Beach-Muckle Yd

1.5 Flood Mitigation/Climate Change

2.1 Main Street

2.2 20mph Zone

2.3 Active Travel Network

2.4 Heritage & Conservation

2.5 Shetland Bus/ Prince Olav Slipway

3.1 Fraser Park

3.2 Play Facilities

3.3 Gardens & Public Realm

4.1 Public Hall

4.2 Church of Scotland (Midshore)

4.3 Youth Centre

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

1. The Waterfront

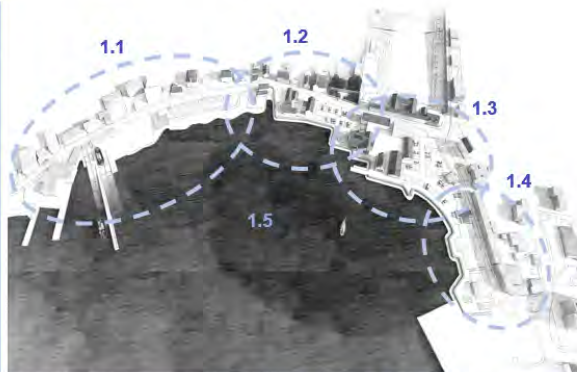
Improving the waterfront is a high priority for the Scalloway community. Public access on foot is currently difficult - and at times dangerous - due to the levels of disrepair along the waterfront edge. Wheelchair access is impossible. The old pier at the back of Garriock's Station is crumbling away next to a derelict plot, large amounts of litter and debris get caught on the rock armour and the Burn Beach car park and other adjacent areas are frequently flooded during storms and high tides.

Key Objectives

- Provide safe and attractive pedestrian and cycle access along the waterfront from Burn Beach to Westshore.
- Enhance the connections between the waterfront and Main Street.
- Improve protection from coastal flooding.
- Expand Burn Beach car park to reduce the need for on-street parking along Main Street.
- Animate the village centre by promoting more water-based leisure activities.
- Enhance the appearance and function of the waterfront area, while respecting the historic fabric of the village.

Projects:

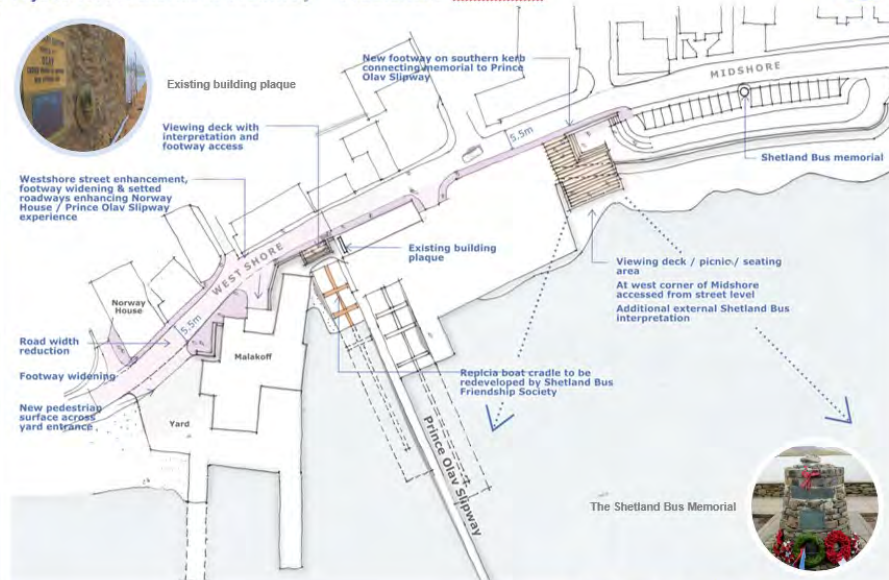
- Project 1.1 Waterfront Walkway - Westshore-Midshore
- Project 1.2 Waterfront Walkway - Da Waterfront
- Project 1.3 Waterfront Walkway - Burn Beach
- Project 1.4 Waterfront Walkway - Burn Beach-Muckle Yard
- Project 1.5 Flood Mitigation & Climate Change Adaptation



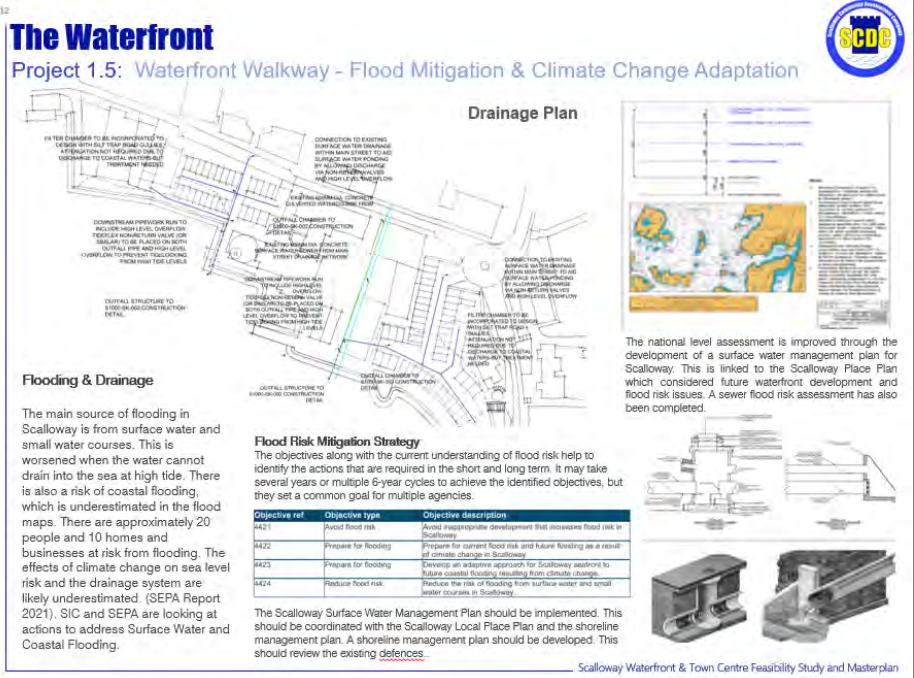
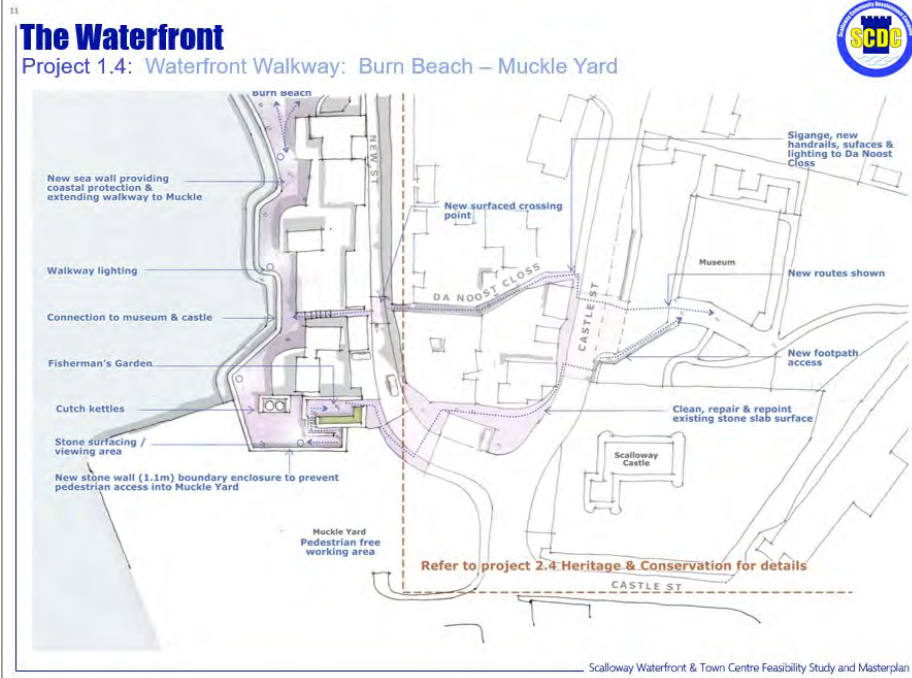
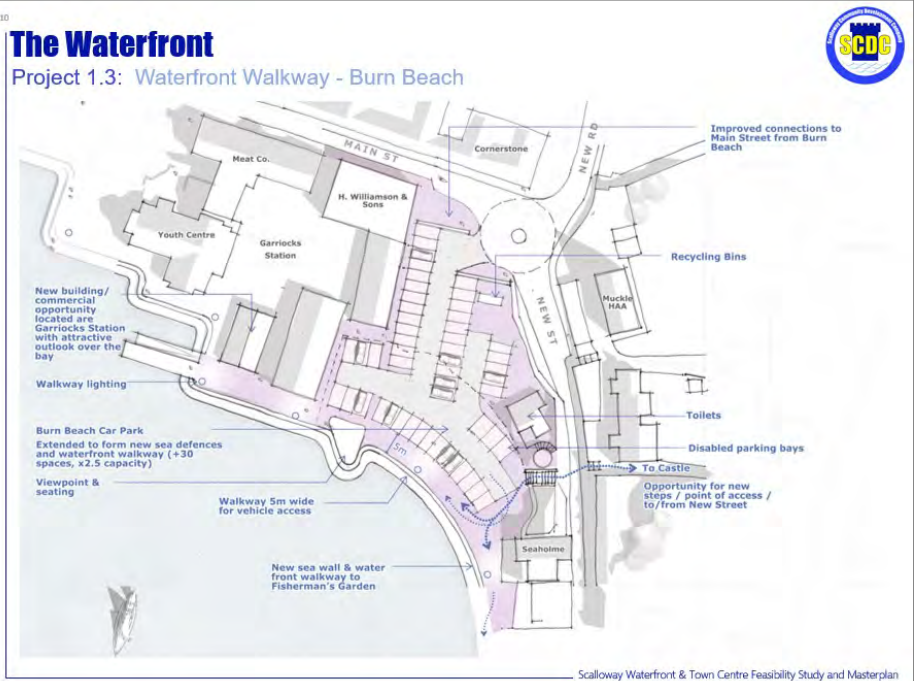
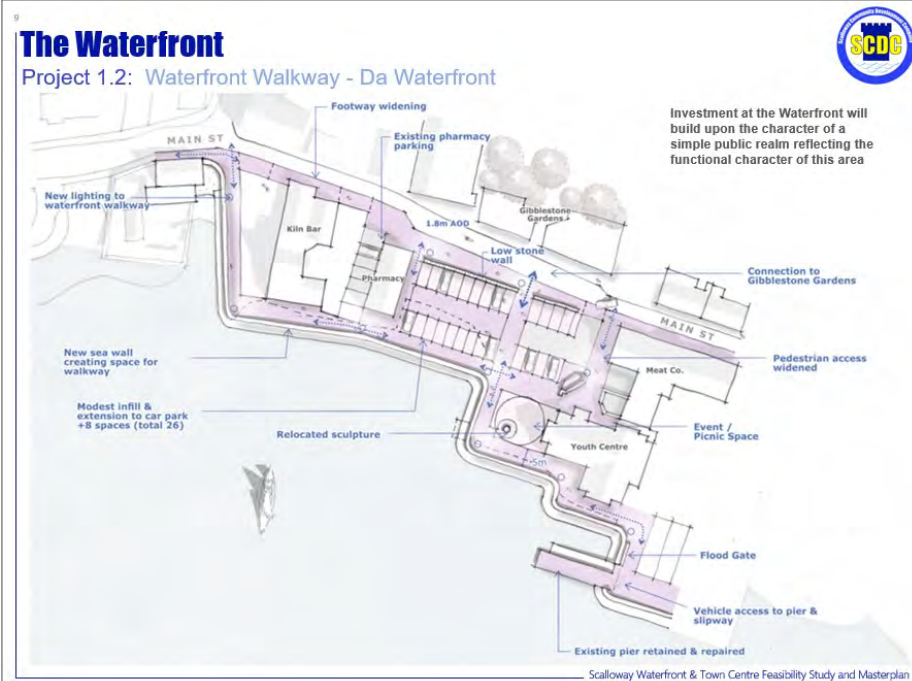
Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

The Waterfront

Project 1.1: Waterfront Walkway – Westshore-Midshore



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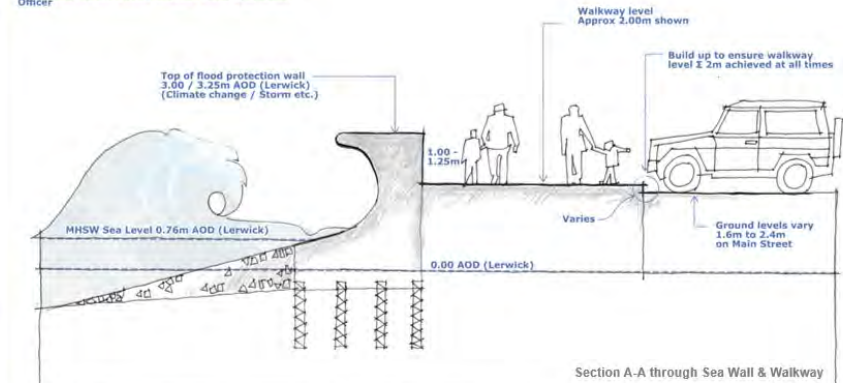


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The Waterfront

Project 1.5: Waterfront Walkway - Flood Mitigation & Climate Change Adaptation

Section through sea wall - concept
Responding to discussion with SIC Flood Prevention Officer



Waterfront Illustration - Initial Ideas to Integrate Place Plan/ Coastal Protection

A shoreline management plan should be developed. This should review the existing defences. This should also be integrated with the surface water management plan and Scalloway Local Place Plan. The impacts of climate change on sea level rise and flood risk should be considered and the need for an adaptation plan should be reviewed. (SEPA Report July 2021)

Wall affording protection / amenity of public realm

NB All levels subject to verification of source information (assumed to be AOD Lerwick)

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan



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2. Place Enhancement

Plenty of ideas for enhancing the wider village came out of the last community engagement. These ranged from measures to slow vehicular traffic, to the creation of a new walking route to Galloway Hill.

Many respondents wanted to see more done to encourage active travel and limit the levels of on-street parking. Protecting the existing heritage assets and important views, such as at Minsters Beach and at Da Waterfront, were also seen as priorities.

Key Objectives

- Support local shops and businesses.
- Ensure a safe pedestrian environment and encourage walking and cycling for local trips.
- Provide safe routes to school.
- Manage / calm vehicular traffic.
- Make better use of existing parking areas.
- Create a more 'joined-up' visitor experience.
- Ensure that new in-fill development respects the historic character of the village centre.
- Support new initiatives seeking to convey the history of the Shetland Bus.
- Developing Scalloway as a place-destination and appealing place to visit.

Projects:

- 2.1 Main Street
- 2.2 20 mph Zone
- 2.3 Active Travel Networks including safe controlled crossing
- 2.4 Heritage & Conservation
- 2.5 Shetland Bus/ Prince Olav Slipway



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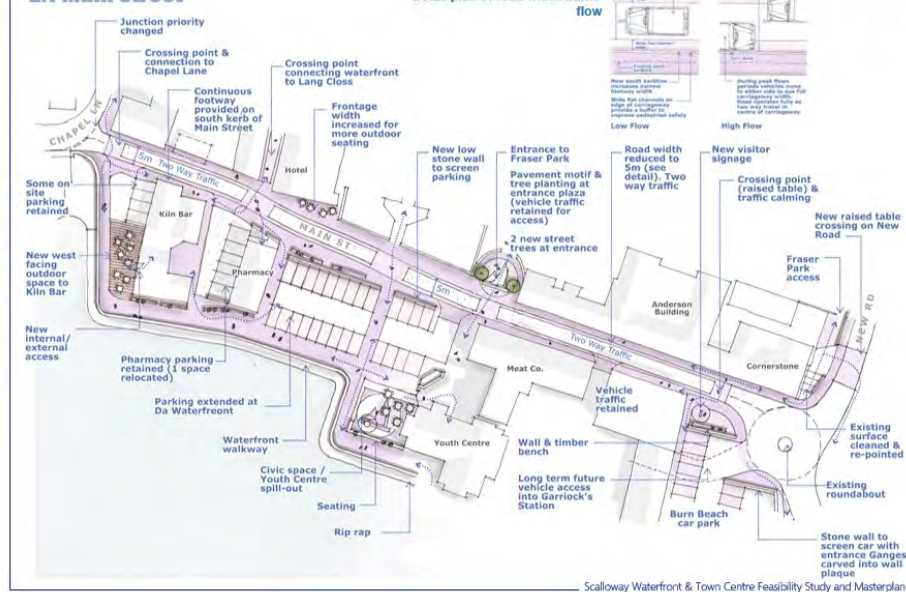


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15

Place Enhancement

2.1 Main Street



Scalloway Waterfront & Town Centre Feasibility Study and Masterplan



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Place Enhancement

2.2 20 mph Zone

Reducing traffic speeds to 20 mph and under makes it safer for children to walk to school and for older or more vulnerable people to travel independently. It also leads to better health, less noise, improved air quality, more social interaction and ultimately stronger communities.

20mph zones use traffic calming measures to reduce the impact of motor vehicles on built up areas and encourage slower speeds and improve safety. This does not necessarily just mean more speed bumps! There are alternative ways such as occasional road narrowings (pavement build-outs), raised tables, changes in surface materials and well-placed signage to remind drivers to keep to the limit.

In many parts of the village vehicles would be hard pushed to go faster than 20mph due to the historic street pattern. It may be that calming measures are only required along certain stretches of road?



2.3 Active Travel Network

Proposals to extend the Waterfront Walkway and to enhance pedestrian comfort and access along Main Street and Fraser Park all seek to encourage Active Travel. To meaningfully change local travel choices similar measures need to be extended to the rest of the village. Everyday trips need to be looked at, including between East Voe and Scalloway.

Safe pedestrian crossings are important throughout the village but particularly important where young children make regular crossings. Providing a **safe crossing of the A970 (Mill Brae/New Road) at the Primary School** is a community priority and would reduce peak hour traffic.

A **Toucan crossing** would probably best meet user needs here and would support Active Travel. They are similar to Pelican crossings, but also allow cyclists to cross alongside pedestrians.



Scalloway Waterfront & Town Centre Feasibility Study and Masterplan



Place Enhancement

2.4 Heritage & Conservation

The Scalloway Conservation Area was designated in 1982 in recognition of its harbour setting and its buildings worthy of preservation. An important aspect of conservation will be to ensure long term village vitality, occupancy and continued use & maintenance of buildings at risk such as Norway House/ Scalloway Haas.

A Heritage Trail can be developed to build upon many cultural & heritage interests within the Village.

A well promoted, easy to follow, characterfully built and set out trail will encourage visitors to spend more time exploring and enjoying the most of what the village has to offer. Themes to include and connect within the trail include:

- Scalloway Castle
- Shetland Bus
- William Johnson, local 'mason, inventor and philosopher'

Pavement detailing can form part of waymarking and add character to the Village environment.

Images : mosaic paving by artist susanruhton.net



2.5 Shetland Bus/Prince Olav Slipway



Image Shetland Bus Friendship Society

This is an existing initiative included to provide context on heritage and tourism-related enhancement projects. The Shetland Bus Friendship Society (SBFS) has teamed up with the owners of the Category C Listed Prince Olav Slipway, Malakoff Ltd., to deliver a project to build a replica of the original 1942 timber cradle used during the WWII Shetland Bus operations. Planning permission has recently been granted to remove the existing 1971 steel cradle (pictured left) and replace with the wartime replica indicated above.

To support this new work, a viewing deck with pavement access on Westshore could be developed to provide a safe and accessible visitor viewing and information/ interpretation point.



Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

3. Greenspace Assets

November's feedback highlighted that the village parks and green spaces are highly valued by the community. They provide space for sports, play and recreation. They contribute to Scalloway's green and leafy character, appeal to visitors and enhance well-being.

Local people put forward suggestions for more vegetation and greenspace, improved quality of existing greenspace and better access to it!

Key Objectives

- Encourage the use and enjoyment of all parks and green spaces for the whole community
- Restore and drain the football pitch area at Fraser Park
- Improve play facilities for children of all ages
- Improve pedestrian and wheelchair access into, and through, Fraser Park
- Provide more wheelchair-friendly public green spaces
- Incorporate tree planting (and/or other place-appropriate vegetation) where feasible to add interest, provide shade and shelter.

Projects:

- 3.1 Fraser Park
- 3.2 Play Facilities
- 3.3 Gardens & Public Realm



Image: lowimpact.org



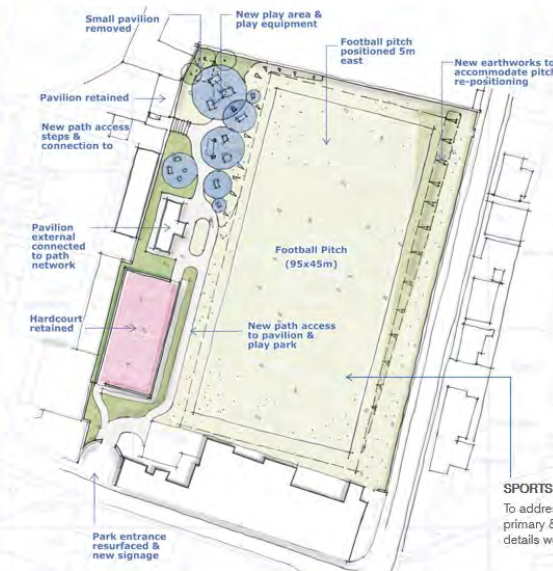
Images: earthwrights.co.uk



Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

3. Greenspace Assets

3.1 Fraser Park



3.2 Play Facilities

A selection of play equipment can offer full range of physical, socio-emotional, creative and cognitive development and learning. Re-located in the north-east corner with path connections to Berry Rd & Main St an expanded and more attractive play facility can cater for ages 2-14 years



Equipment can be large, themed & sculptural (as above) or smaller and more diverse. Hardwood products will be sustainable & durable and need minimal maintenance



Images: kompan.co.uk

SPORTS PITCH DRAINAGE

To address current issues and ensure long term durability a new primary &/or secondary field drainage system is required. Exact details would be determined on site investigation.

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

4. Community Assets

For a settlement of its size, Scalloway is rich in community facilities. A range of uses and sizes for various types of activity or event is provided. Maintaining and repairing these facilities, however, can be costly and funding resources scarce. More needs to be done now to retain these valuable facilities for future generations.

Projects:

- 4.1 Public Hall
- 4.2 Church of Scotland (Midshore)
- 4.3 Youth Centre

Key Objectives:

- Adapt facilities to allow them to accommodate a more diverse range of activities / events.
- Improve accessibility within and to/from the buildings.
- Enhance the exterior setting of the buildings to make more efficient use of the outdoor areas and contribute to the sense of welcome.
- Explore potential synergies/collaborations with third-sector organization part-use of the buildings.

4.1 Public Hall



Substantial improvements to the Public Hall and spaces around it have been made over the past year with funding secured through the SDC from the Scottish Government. This has also helped fund continued maintenance while Covid restrictions have prevented regular use and fund-raising.

In future such funding may not be forthcoming, and the hall will need to find more dependable revenue streams. This means making more effective use of the building. Parts of the hall – notably the first floor – are under-utilised due to accessibility limitations.

Renovations, to include a wheelchair accessible lift to the first floor, would ensure greater versatility of spaces and attract more consistent use/users. The upper floor could then be leased out as a workshop/ studio space for a new business or existing organization. It may provide a suitable temporary base for GAADA as they seek to establish themselves in Scalloway.

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

4. Community Assets

4.2 Church of Scotland

(Midshore)



With clear views out to sea, the Kirk is a local landmark building standing opposite the Shetland Bus Memorial.

The congregation wish to make improvements to increase use of the building for various activities throughout the week: possibly removing the pews, improving the kitchen facilities, ensuring disabled access and toilets and making better use of the outdoor space and its sea views.

Formation of new viewing deck at west end of Midshore (see Waterfront board 1.1) will provide a nearby opportunity for outdoor spill-out space that could be used for events and functions linked to Church of Scotland Activities.

4.3 Youth Centre

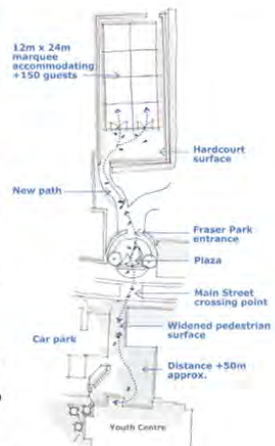


Photo: SCDC

The Youth Centre is a particularly well-used facility, benefiting from a range of activity spaces, including a games hall, music room and lounge space with catering facilities.

Looking to the future, continued investment in maintenance, improving facilities, and developing its role as a key waterfront hub for events needs to be a focus.

Opportunity to increase the external/civic space together with making the most of better access and links to nearby Fraser Park will enhance its role and use.



Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Proposed Priorities for Action

Areas	Projects	Order Of Cost			Funding Sources
		low	med	high	
1 The Waterfront	1.1 Waterfront Walkway Phase 1				SIC/ CRF/ Levelling Up/ Islands Bill: Creative Islands Well-Being Potential support for Place based Funds and 20 Min Neighbourhood/ Climate Change Adaptation Funds. Integrated solution with Flood Mitigation (Target Area 442)
	1.2 Waterfront Walkway Phase 2				
	1.3 Flood Mitigation/CC Change				
2 Place Enhancement	2.1 Main Street				Flood Protection Scheme with SIC funding supported by SEPA as recognised in SIC FRMP 2022-2028. Integration of Waterfront Projects 1-3 delivering a 'Place Based Approach'
	2.2 20mph Zone				
	2.3 Active Travel Network				Place Plan Priority funding for public realm, regeneration and placemaking. Developing destination. Lottery/SIC/ Islands funding. Elements integrated with Flood Protection
	2.4 Heritage & Conservation				
	2.5 Shetland Bus/ Prince Olav Slipway				
3 Greenspace Assets	3.1 Fraser Park				Funded through SIC roll-out of 20mph Zones across Shetland. Council supportive of 20mph zones in urban/built up areas
	3.2 Play Facilities				
	3.3 Gardens & Public Realm				
4 Community Assets	4.1 Public Hall				Funded through partnership with SIC promoting Active Travel with stronger connections to Schools/Community Facilities/Settlement Centres. New potential Creative Islands Well-Being funds. Small Grant to create cycling communities. Heritage Lottery Fund/ Conservation Area Regeneration Scheme (CARS) advanced in partnership SIC through HES. Future CARS likely to be strongly linked to community ownership & Place-Based programmes
	4.2 Church of Scotland (Midshore)				
	4.3 Youth Centre				

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Identifying Community Priorities (Board 1 of 2)

SCDC wish to identify a strong list of deliverable projects that build on ideas from Re-Create Scalloway and meet the needs of the community. The projects listed all had support at the first consultation.

Delivering projects is very dependent upon working with others to secure resources and funding. SCDC are looking to build a 'pipeline of project opportunities' that are ready to support funding submissions and ensure Scalloway can bid for funds.

To maximise our capacity to be successful we should develop a range of projects (large/small; different types/ timescales).

To help identify priorities please indicate which projects would be Your Priority.

Place a red dot on each of your TOP FIVE Projects

Online: Submit your choices by clicking on the yellow post-it note.

VOTE HERE!

Indicate **YOUR TOP 5 PRIORITIES** with a RED-DOT (5 Votes Only)

Priority Areas:	Project Opportunities:	Red Dot
1 The Waterfront	1.1 Waterfront Walkway Phase 1	●
	1.2 Waterfront Walkway Phase 2	
	1.3 Flood mitigation/Climate Change	
2 Place Enhancement	2.1 Main Street	
	2.2 20mph Zone	
	2.3 Active Travel Network	
	2.4 Heritage & Conservation	
	2.5 Shetland Bus/ Prince Olav Slipway	

What are your priorities?

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

Identifying Community Priorities (Board 2 of 2)

Continued from previous board.

To help identify priorities please indicate which projects would be Your Priority.

Place a red dot on each of your TOP FIVE Projects

Online: Submit your choices by clicking on the yellow post-it note.



VOTE HERE!

Indicate **YOUR TOP 5 PRIORITIES** with a RED-DOT (5 Votes Only)

Priority Areas:	Project Opportunities:	Red Dot
3 Greenspace Assets	3.1 Fraser Park	●
	3.2 Play Facilities	
	3.3 Gardens & Public Realm	
4 Community Assets	4.1 Public Hall	
	4.2 Church of Scotland (Midshore)	
	4.3 Youth Centre	

Scalloway Waterfront & Town Centre Feasibility Study and Masterplan

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Longer Term Development Projects

A number of projects were considered on the Long List (see Board 4/5) and not short-listed following the initial assessment. Some of these projects may prove to be viable or need further work to identify how the project can be advanced through more detailed feasibility assessment or agreement with third parties. SCDC would like to understand if any of these should be retained as longer-term development projects.

Indicate YOUR TOP 3 Projects for Development with a RED-DOT (3 Votes Only)

High-Level Summary Feasibility of Concept / Ideas	Longer Term Projects Which of these should still remain ambitions/priorities for action ?
3. Footbridge East Voe	
5. Sandy Beach at Mid-Shore	
12. New Town Centre Harbour Outer Road & Breakwater	
14. One Way System	
15. Step-Ashore Transit Marina in Village Centre	
16. New Pier & Town Centre Marine Access	
17. Swan Permanent Berth	
20. Coach parking	
22. Additional / New Car Parking outwith the Centre	
24. Developing Arts Centre - Facility / Workshops (see below)	
25. Please add others	
26. Please add others	

Other Projects

If there are additional projects or new projects considered to be important for Scalloway please add a Post It Note

VOTE HERE!

SCDC

Community Governance
Working with the community to develop and deliver projects

Additional ideas for long-term projects and identifying and identifying 'individuals' or a 'group' to champion them?

EVENTS
Workshops, presentations, discussions, etc.
Practical sessions, etc.

INITIATIVES
Community Growing
Active Travel
Health & Well-being
Waste Minimisation
EV Charging

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NEXT STEPS

Many thanks for contributing to & participating in the Engagement

The first community engagement event involved over a hundred local people, together with the online virtual consultation room which received 43 comments.

We will collate all the comments and feedback from the 2nd Event and run the On-line Engagement for 3 Weeks and incorporate all further comment and feedback.

The Next Steps will then include:

- Further assessment of costs / feasibility and project scoping
- Review of funding sources
- Presentation & Discussion of Draft Findings with SCDC
- Draft Report
- Online Presentation / Workshop
- Final Report

We anticipate a Draft Report end March with final Reporting April

SCDC

Summarising All Engagement

Adding in all Online Feedback

Have your say! Click here to add your comment

Scalloway Masterplan Report

Preparing Draft/Final Reports

IronsideFarrar | 61000 | 2022

Figure 4-5 Community Engagement 2 Voting Results for Priority Projects
YOUR TOP 5 PRIORITIES:

<i>Priority Areas:</i>	<i>Project Opportunities:</i>	<i>Red Dot</i>	
1 The Waterfront	1.1 Waterfront Walkway Phase 1: Burn Beach and Da Waterfront	31	1st
	1.2 Waterfront Walkway Phase 2: Midshore to Westshore and Burn Beach to Muckle Yard	18	
	1.3 Flood mitigation/Climate Change	20	5th
2 Place Enhancement	2.1 Main Street	22	3rd
	2.2 20mph Zone	12	
	2.3 Active Travel Network	8	
	2.4 Heritage & Conservation	12	
	2.5 Shetland Bus/ Prince Olav Slipway	6	
3 Greenspace Assets	3.1 Fraser Park	30	2nd
	3.2 Play Facilities		
	3.3 Gardens & Public Realm	6	
4 Community Assets	4.1 Public Hall	21	4th
	4.2 Church of Scotland (Midshore)	6	
	4.3 Youth Centre	8	

Figure 4-6 Community Engagement 2 Voting Results for Longer Term Projects

High-Level Summary Feasibility of Concept /Ideas	Longer Term Projects Which of these should still remain ambitions/priorities for action?
3. Footbridge East Voe	9 2nd jointly with Arts Centre
5. Sandy Beach at Mid-Shore	7
12. New Town Centre Harbour Outer Road & Breakwater	7
14. One Way System	7
15. Step-Ashore Transit Marina in Village Centre	5
16. New Pier & Town Centre Marine Access	6
17. Swan Permanent Berth	15 1st
20. Coach parking	8
22. Additional / New Car Parking outwith the Centre	5
24. Developing Arts Centre - Facility / Workshops (see below)	9 2nd jointly with Footbridge
25 Please add others	“Extend the Port Arthur Marina facilities to create more berths”
26. Please add others	“Reclaim more seabed to create more commercial residential area at waterfront”
	“Create arts trail”

Figure 4-7 Community Engagement 2: Youth Café Voting for Fraser Park Multi Court Uses

1 st : Go-kart track
2 nd : Trampoline
3 rd : 4G football pitch (junior size 60 by 40 metres)
Joint 3 rd : Skate Park

Figure 4-8 Community Engagement 2 All written comments (including online responses)

Project Proposal:	Community Engagement Comment:
Waterfront Walkway: Burn Beach expansion	• Walkway a priority • Drainage to be improved – smells on corner opposite Cornerstone are of concern. • Better without metal storage shed that is still located there! • Space for small commercial/business building? • Best keep seafront as open as possible. Keep car parking space behind this viewpoint • Open up access to Garriocks Station from Burn Beach and create new spaces for business use. • Important if sea could be viewed from entrance to Main St. One building at site of former ruin would be enough! • 1 new commercial building! Plenty of area to infill, create more space for commercial buildings, flats, office space etc. Has anyone read the latest HIE report that Shetland needs more commercial units! Create more commercial land with reclaimed seabed and have your walkways around the perimeter.
Waterfront Walkway: Da Waterfront expansion	• Great to see old pier repaired/re-used • Do not change position of civic square • Is amount of off-street parking really necessary? • Places to eat/stop/shelter for public use as well as businesses. • Concerns at lack of parking at Princeway slipway (self catering appt) requires parking • Low stone wall is not practical • Civic area to be preserved – could be moved seaward. • Why remove picnic area for car parking? We will remove the Civic Square in the process. • Money already spent on car park – why change it? • Would be fine if top of fountain could be replaced... • May look better with grass in circle here • Low wall will stop cars/buses etc going over paving slabs • Better to keep picnic area where it is and see first if Burn Beach car park would be enough. • Need more area filled in at the waterfront! Complete waste of money to create 8 new parking spaces! This whole area needs more infill to raise the level of the seawalls/piers to create flood barriers, which there is probably funding for!

Figure 4-8 Community Engagement 2 All written comments (including online responses) Continued...

Project Proposal:	Community Engagement Comment:
Waterfront Walkway: Midshore/ Westshore	- Smaller slipway (where replica cradle) facility is desperately required to service the local fishing fleet, aquaculture vessels and large pleasure vessels. A new ruling dictates that even small class of fishing vessels now need an out of water survey as part of their compliance inspections, so requirements for re-instatement of the facility escalate still further... Creation of a museum artefact in such an environment [hazardous marine coatings] is totally ridiculous and could possibly compromise the working part of the operation.... Original brief stated desire to add maritime and boating facilities to Salloway and not take them away... this idea to sterilize a prime asset erodes Salloway's potential offering to the marine industry. - Considerable public money spent to take away old youth centre with little resultant benefit... - Crazy idea to create a new pavement on the seaside, to make the road width narrower at these points! Perfectly good pavement on the other side.
Waterfront Walkway: Burn Beach to Muckle Yard	- Like idea of connecting to Muckle Yard - Salloway Museum: this is a coach parking area! - Excellent plan so people would then be able to view cutch kettles!
Flood Mitigation / Climate Change	- Level of seawall should not be too high – relationship to sea important to local people. - Careful that people don't climb the seawall - Concrete barrier not aesthetically friendly!
Main Street	- Some parking on Main St important for stormy days - Support street narrowing - Without dealing with parking/access, any of developments will be of limited benefit. Village expansion cannot happen with such a bottle neck. Transport of materials to west part of village now problematic. - Would look better if beach is not closed in by wall. - Need more flexible space for civic area and less for car parking – wall not a good idea as restricts uses of the space. - Better traffic management on Main St should be a priority. Cornerstone to Fraser Park entrance & Checkout/Kiln Bar. - Main St narrowing could restrict any development to the West of village as only access road? - Main St needs parking restrictions to improve access and emergency vehicles. - Some roads aren't wide enough for coaches and buses in Salloway, especially Chapel Lane for the public bus. - Now with Co-op, I think no need to improve Main St and the improved shoreline footpath and increased parking should be adequate if it has tour bus parking included.
20mph Zone	- Support - Supported with Main St and waterfront 30mph zone on Craig Park Rd [?]
Active Travel Network and Signal- ised Crossing	- Support crossing - Footpath to Gallow hill and development through paths for all Ref paper Landowners permission required.
Heritage Trail / Conservation	Maximise use of Shetland words and phrases, sayings etc in interpretive signing.

Figure 4-8 Community Engagement 2 All written comments (including online responses) Continued.

Project Proposal:	Community Engagement Comment:
Fraser Park	• Drain Fraser Park • New access, walks to Berry Rd and nearer town supported • Good idea / support • Should be a priority
Play Facilities	• Small skate park in multi court • Better play equipment a must – good examples in Sandwick & Lerwick (small park near Clickaminn) • Turn multi court into a small skate park • Skate park in multisports area? • Waterslide • Marquee – where would this be – multicourt – youth and community centre owns one currently at Fraser Park. • When multicourt resurfaced 2 basketball/netball hoops removed. Please replace with at least one.
Public Hall	• Find other uses, not just concerts/weddings etc • Do up old part of hall – staircase & upstairs as tourist attraction. • Modernized and repurposed as a community arts venue. With access to local arts, music and creative industries. Can hold workshops, exhibitions, performance space and host entertainment events throughout the year. Should also retain links with some long-standing traditional events – Scalloway Fire Festival and allow for these events to take place in January each year.
Church of Scotland Midshore	• Could welcome non-religious funerals and ceremonies to be held within the building [frees up public hall].
Youth Centre	• Competes / diminishes role of Public Hall • Building looks awful – would be lovely painted • Other groups such as the Toddler group could explore returning to a more appropriate space at the Youth centre.
Swan Berth	• Would been good to have seen a berth for Shetland's iconic Swan. Given that Scalloway has such a connection with fishing this would have been a great opportunity. • Adequate berth at the boating club. The boating club once busiest for sailing, rowing and angling in Shetland and the facility could be reestablished as such. With fisheries college and marina adjoining, the area represents a common maritime theme and could be developed to include kayaking, sailing, rowing etc. Links for younger people should become established to encourage. Visiting yacht moorings could be established in the village...
Other suggestions/comments	• District heating scheme.

Appendix 5 Shetland Tourism & Marine Tourism Statistics

Key Baseline: 2019 Shetland Islands Visitor Survey

Shetland's tourism economy grew by £12.6 million between 2017-19 – with more than half of visitors giving their trip a “perfect” rating.

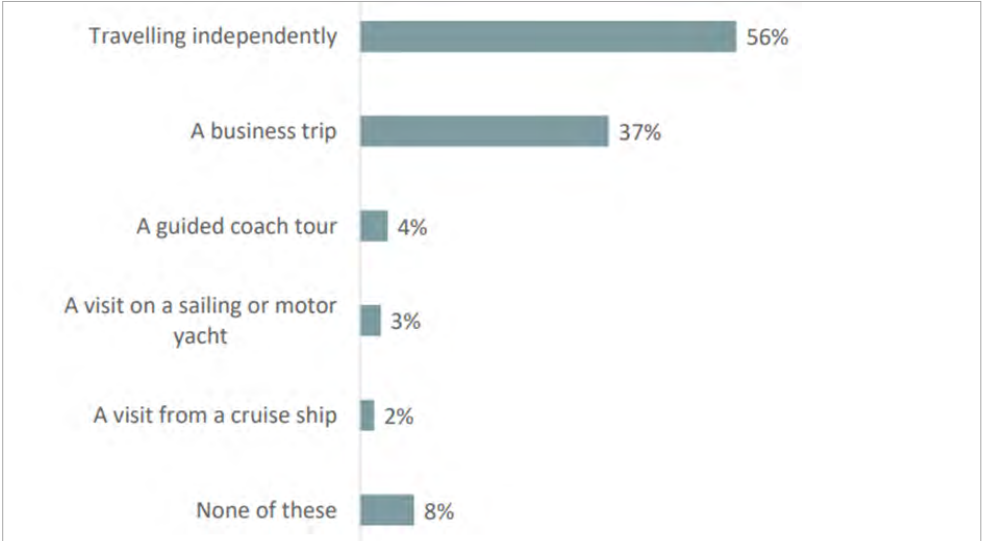
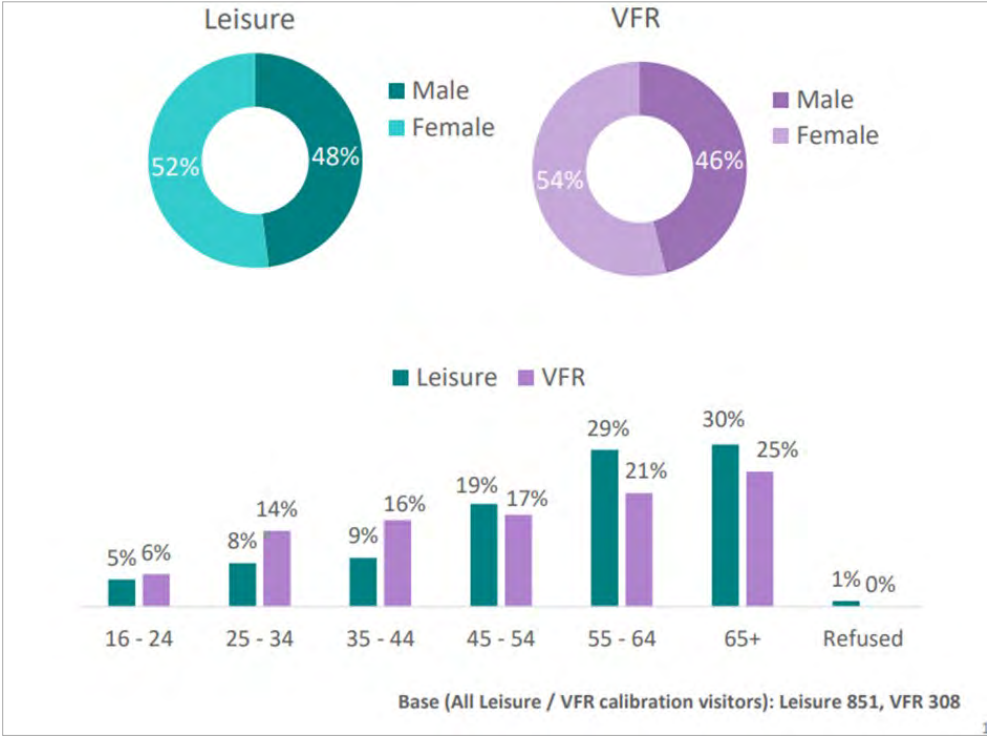
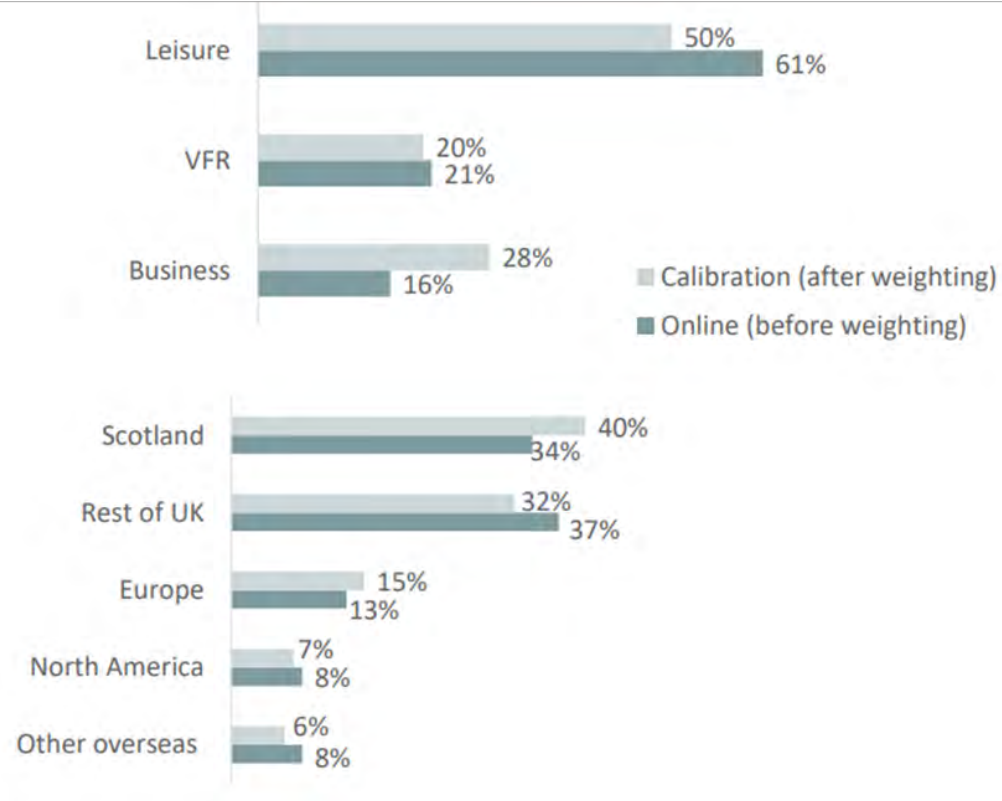
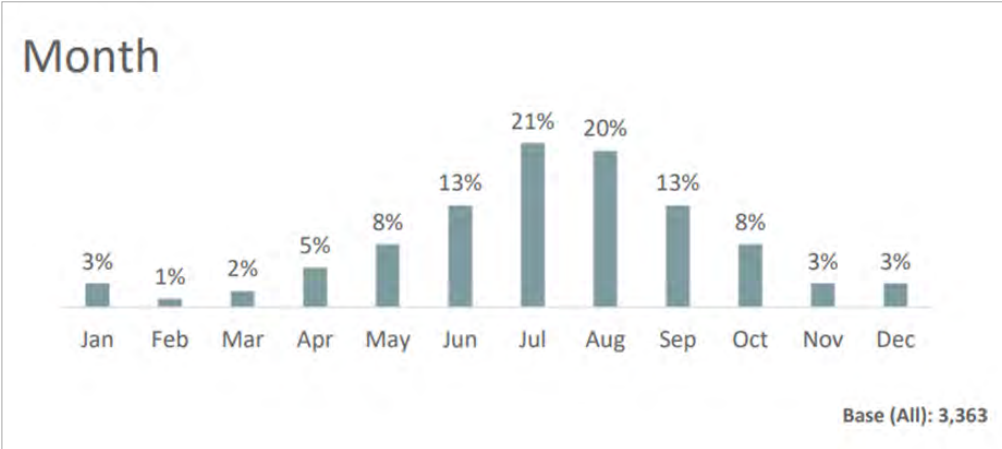
- Arrivals also grew by more than nine per cent to 80,128.
- The findings of this latest visitor survey are very positive.
- 72 per cent of our visitors come from either Scotland or the UK.
- Increase in the proportion of visits to friends and relatives (11 per cent in 2017 compared to 20 per cent in 2019) and we would expect to see this replicated as lockdown is eased
- Survey details how interactions with local people were a particular highlight for visitors – 98 per cent of those who answered agreed that local people really added to
- The survey showed there were 80,128 visits to Shetland in 2019, up nine per cent from 73,262 in 2017.
- The value of the visits was calculated as £35.8m with the average spend per person £448.
- This is an increase in the value of visits by £12.6m and an increase in average spend by person of £131 since 2017.
- Out of the 80,128 visits in 2019, 50 per cent were for leisure purposes. There was
- An impressive 94 per cent of leisure visitors rated their satisfaction with a score of 8, 9 or 10 out of 10 – and 59 per cent gave a perfect 10 out of 10 score.

David Nicol, head of Promote Shetland, said: “The 2019 visitor survey highlights the increasing importance of tourism to the Shetland economy, showing notable growth since the previous survey in 2017.

Figure 5-1: Extracts taken from the 2019 Shetland Islands Visitor Survey

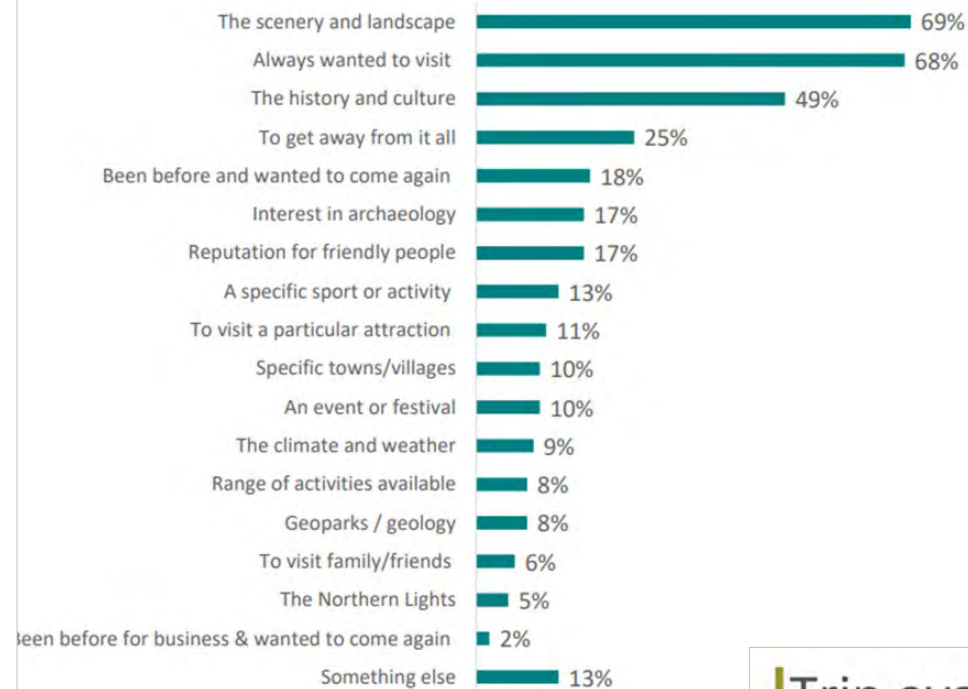


Figure 5-1 Continued: Extracts taken from the 2019 Shetland Islands Visitor Survey



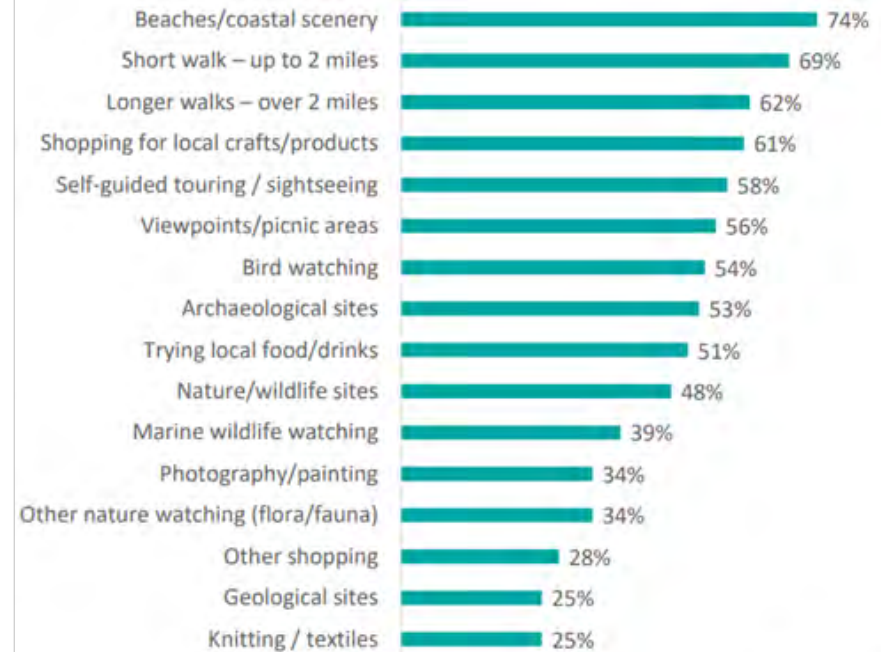
Reasons for visiting Shetland - Leisure visitors

progressive



Top activities in Shetland in detail - Leisure visitors

progressive



Base (All Leisure): 259

Trip evaluation Improvements

- When asked about suggested improvements, 52% gave a response.
- Of those who responded, one fifth suggested improvements related to food and drink options. These comments included:
 - More local produce, especially seafood
 - Longer opening hours, especially in evening
 - More restaurants and better quality
 - More cafes
 - More pubs
- A number of visitors also suggested improvements to transport/travel:
 - More public transport/buses
 - Cheaper flights/ferries to Shetland

Total average spend per person - £788.67



Total spend by visitors on Shetland Islands 2019

	Number of visitors	Average spend	Total Spend
Leisure	40,865	£520.52	£21,271,257
VFR	16,827	£326.66	£5,496,684
Business	22,436	£402.04	£9,020,131
Total	80,128		£35,788,072

