

**Special Development Committee****10 October 2012****Specification for Inter Island Air Services**

TP-09-12-F

Executive Manager Transport Planning**Development Services****1.0 Summary**

- 1.1 The current contract for Inter Island Air Services comes to an end on 31 March 2013.
- 1.2 Therefore, the Council must have in place a new contract on 1 April 2013.
- 1.3 As part of the overall aim to reduce Council expenditure, in preparing the specification for the next Contract for Inter Island Air Services the Transport Planning Service has undertaken a review of: -
 - The specification for Inter Island Air Services.
 - The base for the provision of Inter Island Air Services.
 - Whether the Council should continue to provide the services to Papa Stour and Skerries bearing in mind the level of ferry services to these islands.
- 1.4 This report covers the issues considered in each of these areas and presents the conclusions of the reviews for consideration by the Committee.

2.0 Decision Required

It is recommended that the Committee: -

- 2.1 Approve the Specification, Timetable and Fare Structure to be included in the tender for Inter Island Air Services. These are attached as Appendix 1 to this report.

- 2.2 Approve a proposal to seek two prices from tenderers for Inter Island Air Services covering the current islands served and a second price for just serving the islands of Fair Isle and Foula, i.e. cutting the Papa Stour and Skerries services.
- 2.3 Endorse the conclusion that the base for Inter Island Air services should remain as Tingwall.

3.0 Specification, Timetable and Fare Structure for Inter Island Air Services

- 3.1 The principal legislation which sets out the statutory responsibilities concerning provision of public passenger transport services is the Transport Act 1985, particularly section 63(2). That provides that it is the duty of a council in Scotland, in relation to any part of their area which is not a passenger transport area - (a) to secure the provision of such public passenger transport services as the council considers appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose; and (b) to formulate from time to time general policies as to the descriptions of services they propose to secure under section (a) above.
- 3.2 Appendix 1 to this report contains the proposed Specification, Timetable and Fare Structure for Inter Island Air Services for summer 2013. This is the level of service considered to meet the Council's duty described in section 3.1.
- 3.3 The specification and timetable have been developed in consultation with the various communities served. The main points from the consultation were: -
- The need to at least maintain, and ideally increase, the frequency of flights to Fair Isle to provide sufficient capacity to address the growing tourism demand and the needs of the community to access the mainland.
 - In Foula the community stated a need for an additional day return service to augment the single day return originally in place. The main reason for this was to allow the community to better access services on the mainland and to deal with an identified problem of services getting access to Foula.
 - In Skerries it was stated that the air service provides an essential fast link to the mainland for access to services. Furthermore, with current uncertainty over the future of the ferry service the community stated that they may come to rely more heavily on the air service if there are cuts to the ferry service.
 - For Papa Stour the service is important for a day return to Lerwick once per week to allow a day return and also for services accessing the island to make most efficient use of time available on the island.

3.4 The main changes compared to the previous specification are: -

- The removal of “banked flights”, i.e. when a service was cancelled due to weather and travellers cancelled their booking or if there were no bookings, these flights were placed in a “bank” to be used by communities as and when needed.
- “Extra-regular flights” have been removed, i.e. if all seats on a particular flight were fully booked then the second aircraft was taken into service to take up the additional bookings.
- These two features have been replaced with additional scheduled flights to Fair Isle on Tuesdays and Thursdays, an additional flight to Foula on Tuesdays and combining the Papa Stour service with the Foula service on Tuesdays. Out Skerries remains unaltered.
- Maximum fares for 2013/14 have been increased by 20% for non islander passengers and have been retained at the 2012/13 levels for islander fares. The reasons for this are firstly that we have had feedback from tourists and infrequent travellers that they feel the fares are relatively cheap. Secondly, islander fares are already relatively expensive and islander communities feel that the cost has become a barrier to accessing services and opportunities on Mainland Shetland.

3.5 The revisions to the previous specification provide a much simpler and more predictable operating environment which will create the greatest opportunity to lower the cost of the next air services contract.

3.6 Although the communities of Fair Isle and Foula would prefer higher frequency still it is not possible to do this without incurring significant additional cost on the air services contract.

3.7 It is recommended therefore that the Committee endorses the Specification, Timetable and Fare Structure proposed in Appendix 1.

4.0 Consideration of Existing Services

4.1 At the time of writing this report the Council approved its Medium Term Financial Strategy which reduced the budget for the Development Services Department by £6 million over financial years 2013/14, 2014/15 and 2015/16.

4.2 This has been translated into a requirement to save £1 million on top of the £0.25 million already identified in the Transport Planning service. This gives a total requirement of £1.25 million from a total budget of £5.3 million.

4.3 In order to explore what is possible in terms of reducing the cost of Inter Island Air Services it is proposed that the tender documents include two scenarios for tenderers to price.

- A price for providing services to all four islands currently served.

- A price for services to Fair Isle and Foula only.
- 4.4 It should be noted that this second scenario has not been consulted on with the communities of Papa Stour and Skerries and it would be the intention to consult during the tender period.
- 4.5 The main reason for considering this is that in the case of Papa Stour the usage of the service is relatively low and there is a good ferry service. In the case of Skerries there is a good ferry service covering six days per week albeit at a journey time of 90 minutes.
- 4.6 Therefore each of the communities would still have reasonable connections with Mainland Shetland.
- 4.7 In the case of Fair Isle and Foula however, the ferry service is infrequent and very unreliable in winter. Therefore the air service is essential to the well being of these islands.

5.0 Base for Inter Island Air Services

- 5.1 The review of the base for inter island air services has been considered from four perspectives: -
- The timescale that would be required to move the base for inter island air services.
 - The adequacy of the services that can be provided to the islands served in terms of meeting economic, social and health needs.
 - The overall cost to the Council.
 - Comparison of operational costs between Tingwall and Sumburgh.
 - Impacts on the cost of the inter island air services contract.
 - Cost of providing public transport connections to/ from either location.
 - Other risks/ constraints

Timescale for moving the base for inter island air services

- 5.2 In practical terms, if the Council were to choose to move the base for inter island air services to Sumburgh, it is likely to take a number of months to resolve the detail of the commercial and legal issues to be agreed between Highlands and Islands Airports Limited (HIAL) and Shetland Islands Council.
- 5.3 There would be a further period for refurbishment of the facilities at Sumburgh. To put this in context it took 10 months to refurbish the hangar at Tingwall. This could only commence once a legal agreement had been reached between Shetland Islands Council and HIAL.
- 5.4 Taking these issues together it would be 16 to 18 months before operations could be delivered from Sumburgh Airport.

- 5.5 What this means is that Sumburgh airport would not be in a state of readiness to carry out inter island air services before the next contract commences on 1 April 2013. Therefore, it is only possible to specify Tingwall as the base for the inter island air service in the contract documents for the upcoming tender.
- 5.6 Therefore, from this perspective, it is recommended that Tingwall Airport remains the base for Inter Island Air Services for the time being.

Adequacy of Service to the Islands

- 5.7 Consultation with the islands of Fair Isle, Foula, Papa Stour and Skerries has concluded that the predominant view of the communities is that Tingwall should remain the base for inter island air services.
- 5.8 Residents and community groups of Fair Isle and Foula in particular have provided a great deal of feedback on this matter and the various emails and documents are contained in Appendix 2 of this report. Where Authors names have been included it is with their permission. Where permission has not been given names have been redacted. Also, reference to any individual people has been redacted.
- 5.9 The most significant issue arising from the consultation for all the islands is that operating out of Sumburgh airport would place significant constraints on the ability of the island communities to access essential services and conduct every day activities.
- 5.10 The main constraint is the additional travelling time from Sumburgh to Lerwick compared with Tingwall. If relying on public transport this could, in some cases, lead to less than an hour of useful time in Lerwick. This is described in more detail later in this report.
- 5.11 Furthermore, it would constrain the ability of services and contractors to access the various islands resulting in increased costs to communities or even a reduction in services and trades being provided to the islands concerned. Many of the services accessing the islands are Council provided services and therefore efficiency of provision would decrease and cost would increase.
- 5.12 Another point to consider is the relationship between the air service to and the ferry services to Foula. It is common that when air services or ferry services are disrupted then suppliers will put freight and supplies to either the ferry or the plane depending on requirements. Many of the suppliers (e.g. shops and vet) are based in Lerwick and the west of Shetland and therefore are unlikely to be able to provide the same flexibility at Sumburgh as they can provide to Tingwall/ West Burrafirih. This applies equally to the other isles, particularly Fair Isle where ferry disruption in the winter is frequent and the island relies on suppliers from Lerwick to deliver fresh produce, medical supplies, etc. to Tingwall.
- 5.13 Ultimately this could lead to financial hardship for communities as well as significant impacts on social inclusion and the general health and well being of the communities.

- 5.14 On the basis of these issues it is recommended that the base for inter island air services remains at Tingwall recognising that it best meets the economic, social and health needs of the islands served.

Overall Cost to the Council

- 5.15 The overall cost to the Council of providing the inter island air service falls into four categories.

- The cost of Airport Operations (be it Tingwall or Sumburgh).
- Impacts on the cost of the Inter Island Air Services contract.
- Ongoing maintenance costs at Tingwall and/ or decommissioning.
- Public Transport Costs.

The Cost of Airport Operations

- 5.16 Appendix 3 to this report contains a table that compares the different elements of cost of operating from Tingwall and Sumburgh Airports.

- 5.17 In order to make a “like for like” comparison with the costs of providing Inter Island Air Services from Sumburgh there are several cost areas that need to be quantified and understood. These are: -

- Capital investment required at either site.
- Landing fees at Sumburgh that would be incurred through the Inter Island Air Services contract.
- Fuel costs of Sumburgh compared to Tingwall and the impact on the cost of the Inter Island Air Services contract.
- Non-domestic rates and utilities.
- Leasing costs for hangar and passenger facilities.
- Energy costs.
- Annual maintenance.

5.18 Landing Fees at Sumburgh

- 5.18.1 There are no landing charges for Inter Island Air Services at Tingwall. The reason for this is that any charges would simply be recharged through the Inter Island Air Services contract and therefore there would be no net benefit to the Council.

- 5.18.2 However, if operating out of Sumburgh airport there would be charges levied against the Inter Island Air Services operator and these would be recouped by the operator through their contract with Shetland Islands Council.

- 5.18.3 Advice from HIAL is that the landing fees would be charged at their published rate. Using the current published rates this would

increase the cost of the Inter Island Air Services contract by approximately £19,000 per annum.

5.19 Fuel Costs at Sumburgh

5.19.1 Under the current Inter Island Air Services contract fuel is purchased by the operator and is stored and distributed from the fuel storage facility recently installed at Tingwall.

5.19.2 As part of the review of the base for air services I approached Air BP who provide fuel at Sumburgh and asked for a quote for providing fuel at Sumburgh.

5.19.3 The price per litre quoted by Air BP was £1.55 per litre compared to £1.44 per litre at Tingwall (due to the benefits of bulk storage). With an average fuel consumption of 2000 litres per week then this would mean an additional fuel cost of at least £11,440 per annum operating out of Sumburgh.

5.20 Annual Costs for Passenger Facilities and Hangar Facilities

5.20.1 Discussions with HIAL have concluded that the most effective way to accommodate inter island operations at Sumburgh would be to have the entire operation, including passenger and freight handling, contained within the north section of the hangar formerly known as the Bristow's hangar.

5.20.2 The hangar would require capital investment to provide passenger facilities, office facilities and engineering facilities. A detailed estimate for these works is not available at the time of writing this report.

5.20.3 However, based on what we know from the refurbishment of the hangar at Tingwall the capital investment required is likely to be around £100k. Members should note that this is a conservative estimate.

5.20.4 HIAL have given provisional sums for leasing the hangar at Sumburgh. The offer is to lease the hangar to Shetland Islands Council for approximately £100 per square metre per annum with a 50% discount in year 1, a 25% discount in year 2 and the full cost being applied from year 3 onwards. Rates and utilities would be the responsibility of the Council.

5.20.5 The total area required for the operations would be approximately 850 square metres.

5.20.6 Applying these leasing costs to the area of building required gives: -

- Year 1 - £42,500 per annum
- Year 2 - £63,750 per annum
- Year 3 – 85,000 per annum and the same each subsequent year

5.20.7 Furthermore, HIAL have suggested that to give cost certainty and a guarantee of continuity of service for Shetland Islands Council the lease would be of the order of 15 years.

Impacts on Cost of Inter Islands Air Services Contract

- 5.21 The cost of the Inter Island Air Services contract rose by approximately £70,000 between the current contract and the previous contract.
- 5.22 In order to mitigate this for future contracts the Council agreed to invest in improving facilities at Tingwall to enable efficiencies in fuel supply and the ability to do all aircraft maintenance at Tingwall as opposed to mainland Scotland.
- 5.23 The estimated savings that could be achieved in the next contract with this investment could be as much as £100k per annum compared to the current contract. However, I must caveat this with the fact that ultimately the price will be determined by the commercial objectives and the pricing strategies of those that submit tenders.
- 5.24 Sumburgh Airport does not currently have facilities to carry out all aircraft maintenance on site (although this could be addressed if Shetland Islands Council were prepared to invest in providing these facilities as they did at Tingwall) or the infrastructure and staff to supply Avgas in the quantities required.
- 5.25 The combination of these two factors is likely to push up the cost of tenders submitted.

Public Transport Provision and Costs

- 5.26 At present there is a dial-a-ride service in place to transport passengers to and from Tingwall Airport.
- 5.27 The service is well used and in the last financial year the total cost for the service was £7416.78.
- 5.28 When looking at providing the same service from Sumburgh the cost increases substantially to an estimated £80,000 per annum.
- 5.29 The reason for this is that it is essential to the communities that travel times are kept as low as possible to provide sufficient time on mainland Shetland to conduct their affairs.
- 5.30 Due to the increased distance and therefore travel time between Sumburgh and Lerwick this means an increase in the number of vehicles and drivers required.
- 5.31 All communities feel that the additional travel time incurred operating out of Sumburgh would be so severe that they would not be able to access the services that they need.

- 5.32 If relying on the scheduled bus services to and from Sumburgh passengers would have their time available in Lerwick severely curtailed. For example, if travelling from Foula to Lerwick for a day return the time available in Lerwick would be limited to 40 minutes on a Friday. This is simply inadequate time to do anything.
- 5.33 Another option could be to introduce a new service where a vehicle departed Sumburgh once all the morning flights were in. However, there would still be a significant delay for those arriving on the first inter island flight of the day resulting in a substantial reduction of time available in Lerwick. When one also takes into account the increased time for the road journey the problem worsens and would only marginally improve the situation compared to using scheduled services.
- 5.34 Similarly, when looking at the return journey the same impacts occur which means having to leave Lerwick to return to Sumburgh much earlier than is currently the case operating out of Tingwall.
- 5.35 Therefore, in order to minimise journey time it would be necessary to provide a dial-a-ride service that meets every incoming service as well as taking passengers to every outgoing service.
- 5.36 It is estimated that this would require at least two vehicles working mornings and afternoons 5 days per week (6 days in summer). The estimated cost of this is approximately £80,000. This is over £70,000 of additional cost compared to the current public dial-a-ride cost.
- 5.37 Discussions with communities suggest that even with this level of service they would lose significant time in Lerwick particularly if there were weather delays.
- 5.38 Therefore, when considering the constraints on time available in Lerwick for island communities and the substantial increases in public transport costs it can be concluded that Tingwall provides a better base for Inter Island Air Services than Sumburgh.

Other Risks and Constraints

- 5.39 Over the last two years the Council has invested over £600,000 in improving facilities at Tingwall Airport.
- 5.40 This investment was aimed at bringing the airport up to modern standards of airport operations, meeting health and safety standards, reducing operational costs at the airport and reducing the costs of the next air services contract through improved facilities for maintenance, fuel supply, and operational conditions at the airport.
- 5.41 If the Council chose to move operations from Tingwall to Sumburgh this investment would in effect be abortive. This could lead to risks of further criticism from Audit Scotland in relation to previous comments regarding abortive expenditure.

6.0 Implications

Strategic

6.1 Delivery On Corporate Priorities

Development of a sustainable public transport network contributes to the “Stronger” section of the Community Plan and also the corporate aim to use resources sustainably.

Shetland Islands Council Improvement Plan 12/13

Area 1.6 – to develop a medium-term financial plan covering the term of this council (2012-2017)

- 6.2 Community /Stakeholder Issues – Inter Island Air Services provide an essential rapid transit link between the islands served and the administrative, health and business services they need. As well as this they provide a highly important tourist travel and leisure/ social opportunities.

- 6.3 Policy And/Or Delegated Authority - In accordance with Section 2.3.1 of the Council’s Scheme of Administration and Delegations, the Development Committee has delegated authority to implement decisions within its remit.

- 6.4 Risk Management – Social inclusion and access to essential services is an essential requirement in a modern society. Furthermore the air services are an essential means of enabling tourists to access the remote islands which is a valuable component of island economies. Failure to achieve this is likely to lead to loss of social development opportunities particularly for the young with the potential to lead to growing social problems in communities. With regard to older people, access to health and shopping is essential to well being and if this is diminished then other services could be called upon to address any problems arising from the withdrawal of transport and the resultant reduced access to essential services and opportunities.

Failure to reduce the net ongoing running costs of the Council carries a significant risk of the Council’s financial policies not being adhered to and will require a further draw from Reserves.

- 6.5 Equalities, Health And Human Rights – the withdrawal of air transport services could have impacts on island communities that lead to denial of access to basic services and needs.

- 6.6 Environmental – The location of the base for Inter Island Air Services would create no material change in the environmental impacts of the air service. However, there is currently one vehicle serving the dial-a-ride to Tingwall and there would be at least two vehicles to provide sufficient transport connections to Lerwick. In effect this would lead to over a six fold increase in emissions when operating out of Sumburgh.

Resources

- 6.7 Financial – Under the Local Government in Scotland Act 2003, the Council has a duty to make arrangements which secure Best Value. Best Value is continuous improvement in the performance of the authority's functions taking into account efficiency, effectiveness, economy and equal opportunities. The aim of the simplified specification is to reduce the cost of the next contract for Inter Island Air Services. It is not possible to quantify exactly the level of savings that could be achievable. The intent is to create a set of conditions that enables tenderers to take up the opportunities of the improved facilities at Tingwall to reduce maintenance costs and the simplified timetable which should require less pilot hours and extend maintenance intervals.
- 6.8 Legal – The principal legislation which sets out the statutory responsibilities concerning provision of public passenger transport services is the Transport Act 1985, particularly section 63(2). That provides that it is the duty of a council in Scotland, in relation to any part of their area which is not a passenger transport area - (a) to secure the provision of such public passenger transport services as the council considers appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose; and (b) to formulate from time to time general policies as to the descriptions of services they propose to secure under section (a) above.
- 6.9 Human Resources - there are no implications for staff at this stage.
- 6.10 Assets And Property – there are no implications in terms of the Council's assets at this stage.

7.0 Conclusions

- 7.1 The *Specification, timetable and fare structure* given in Appendix 1 is considered to provide the greatest opportunity to increase income to the next Inter Island Air Services contract whilst maintaining the provision of services that meet the needs of the communities served.
- 7.2 There is an opportunity for the Council to consider the level of Inter Island Air Services provided in the next contract by seeking two prices from tenderers. One price covering the provision of services to the islands as at present and a second price covering the provision of services to Fair Isle and Foula only. This can be built into the tendering process and consultation with this islands can take place during the tendering period.
- 7.3 From the perspective of the *time required to prepare and agree all legal issues* and the time to refurbish the hangar at Sumburgh Airport it would take 16 to 18 months before the airport was able to accommodate Inter Island Air Services. This takes the timescale beyond the date of 1 April 2013 for the next contract and therefore it is recommended that Tingwall be specified as the operational base in the next contract.

- 7.4 In terms of the *adequacy of the services to the islands* it has been shown that the effects of increasing the distance to Lerwick by basing services at Sumburgh will have a significant detrimental impact on the travel times to/ from Lerwick which in turn leads to inadequate time available in Lerwick for communities to carry out the functions they need to do. Furthermore, this issue reduces the amount of time available on the islands for service providers and visitors.
- 7.5 In terms of *Overall Cost to the Council* the table contained in Appendix 3 shows that in every year it would be more expensive for Shetland Islands Council to provide Inter Island Air Services from Sumburgh compared to Tingwall.

For further information please contact:

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04 October 2012

List of Appendices

Appendix 1 – Specification, Timetable and Fare Structure

Appendix 2 – Consultation Feedback

Appendix 3 – Comparison of Cost to the Council between Tingwall and Sumburgh

Background documents:

None.

END

PROVISION OF INTER-ISLAND AIR SERVICE BETWEEN SHETLAND MAINLAND/FOULA/FAIR ISLE/SKERRIES /PAPA STOUR

SPECIFICATION

GENERAL INFORMATION

The maintenance of scheduled air services between Shetland Mainland (Tingwall) and the islands of Fair Isle, Foula, Papa Stour and Out Skerries are essential to counter the islands peripherality, fragile economic base and depopulation of the islands. There is no rapid alternative means of transport to Lerwick on the Shetland Mainland, and for onward connections with the Scottish Mainland. The designated services are essential for the maintenance of the economic and social fabric of the islands. They are used for access to essential services (educational, financial, commercial, professional, advisory, health etc) which cannot be provided locally; and are also used for tourism. Should these air services be withdrawn the upkeep of the airfields could be placed in jeopardy and this in turn would put at risk the vitally important air ambulance service which provides the essential emergency medical link. In recognition of the importance of these services, subsidy is made available by Shetland Islands Council ("the Council") to subsidise the Designated Services. However, as part of their tender, potential operators should submit proposals on how they will minimise and, if possible, reduce the amount of subsidy paid in respect of the services over the lifetime of the contract.

Recognising the continuing pressures on public sector funding the Council will be reviewing the provision of all its services. In this connection there is an expectation placed upon the successful tenderer that they will engage with the Council in reviewing inter island air services to ensure that services strike the right balance between cost and meeting the social and economic needs of the islands served.

The current operator provides an integrated network of services to the four outer Isles in Shetland (Fair Isle, Foula, Papa Stour and Out Skerries). Two Britten-Norman Islander aircraft provided by Shetland Islands Council are used to service the network.

The aviation supporting infrastructure in Fair Isle is provided by the Scottish National Trust; in Foula it is provided by the Foula Airstrip Trust: In Papa Stour it is provided by Shetland Islands Council; in Out Skerries it is provided by the Skerries Airstrip Trust; and at Tingwall Shetland Islands Council. At Tingwall Airport there is a maintenance hangar which is owned by the Council. Where the airstrips are operated by Airstrip Trusts there are landing fees charged and these must be taken into account when costing the tender. <mailto:>

COMMENCEMENT OF AIR SERVICES AND CONTRACT DURATION

The Air Services shall commence on 1st April 2013 and operate until 31st March 2016 (inclusive) with the option to extend the contract for a further year to 31st March 2017.

OPERATIONAL REQUIREMENTS

This section of the Specification sets out the detailed requirements that the Operator must meet.

The operator will be required to offer a minimum service of: -

Fair Isle	Two return flights per day from Tingwall Airport on Monday, Tuesday, Wednesday, Thursday and Friday all year round; A return flight on a Saturday from Tingwall to Fair Isle and a return flight from Fair Isle to Sumburgh from early May to early October;
Foula	Two return flights from Tingwall Airport on a Tuesday (via Papa Stour if bookings) and Wednesday; One return flight from Tingwall Airport on a Monday and Friday; An additional return flight from Tingwall Airport on Fridays from February to October;
Papa Stour	Two return flights from Tingwall Airport on a Tuesday (combined with Foula);
Skerries	Two return flights from Tingwall Airport on Thursdays and one return flight from Tingwall Airport on Mondays and Wednesdays.

(The services provided on a bookings only basis)

Copies of the current timetables for summer and winter are enclosed with these tender documents for information.

Total passenger numbers across all routes for each of the last 3 calendar years (i.e. 1 April to 31 March) are: -

2009

Month	FOULA	SKERRIES	PAPA STOUR	FAIR ISLE	TOTAL
JANUARY	50	3	16	115	184
FEBRUARY	76	21	15	123	235
MARCH	63	52	13	196	324
APRIL	110	58	7	195	370
MAY	112	58	16	284	470
JUNE	154	68	23	359	604
JULY	108	52	16	280	456
AUGUST	175	75	22	299	571
SEPTEMBER	125	45	6	287	463
OCTOBER	76	31	1	163	271
NOVEMBER	71	54	6	141	272
DECEMBER	80	34	15	131	260
Totals	1200	551	156	2573	4480

2010

	FOULA	SKERRIES	PAPA STOUR	FAIR ISLE	TOTAL
JANUARY	21	23	0	57	101
FEBRUARY	32	11	11	96	150
MARCH	91	45	20	184	340
APRIL	48	35	3	116	202
MAY	146	45	20	300	511
JUNE	137	65	8	374	584
JULY	223	79	14	386	702
AUGUST	157	45	16	339	557
SEPTEMBER	127	29	2	304	462
OCTOBER	98	29	1	288	416
NOVEMBER	103	29	6	91	229
DECEMBER	39	14	3	18	74
Totals	1222	449	104	2553	4328

2011

	FOULA	SKERRIES	PAPA STOUR	FAIR ISLE	TOTAL
JANUARY	60	37	2	120	219
FEBRUARY	42	39	12	92	177
MARCH	52	52	9	151	264
APRIL	100	71	9	182	337
MAY	161	57	7	401	626
JUNE	216	42	30	501	849
JULY	151	25	13	464	653
AUGUST	142	46	32	326	546
SEPTEMBER	153	38	0	336	527
OCTOBER	75	31	0	225	331
NOVEMBER	60	8	8	103	179
DECEMBER	31	28	0	84	143
Totals	1243	474	122	2985	4851

AIRCRAFT

The Council has two Britten Norman Islander aircraft. Under this contract the tenderer has been asked to submit a tender based on the use the Council's available aircraft for the provision of the services.

Should a tenderer choose to submit alternative tenders, any bid must comply with the following requirements.

The capacity of the aircraft used should be not less than eight seats on each flight although, depending on operational conditions, numbers may be reduced if and when required to ensure safe operations.

SAFETY REGULATIONS

The aircraft used in the provision of the Designated Service and all operations must comply with the Civil Aviation Authority's (CAA) and any other relevant regulatory regime.

AIR CREW

The flight crew used in the operation of the Designated Service must be fully trained and licensed on the type of aircraft employed and the airstrips in the network and should have the appropriate level of experience in the environment and weather conditions to be encountered.

CANCELLED FLIGHTS

If a flight on which passengers are booked to travel is cancelled due to weather or technical problems, and travellers still wish to travel, then the operator will provide that flight at the next available opportunity. If the next available opportunity falls on a day when the operator is not carrying out any scheduled services to any of the islands (e.g. a Saturday or Sunday in the winter timetable period or a Sunday in the summer timetable period) then the operator shall, in agreement with Shetland Islands Council, arrange to provide a flight.

FORM OF CONTRACT

Operators are required to submit proposals on the estimated cost of providing the Designated Service for the duration of the Contract based on the differences between the estimated net cost of operation of the Designated Service and the revenue they expect to collect, providing an analysis of annual income and costs for the one year period after 1 April 2012 in accordance with the Conditions of Contract (and the Schedule thereto) enclosed.

In respect of the fares the operator may charge on the Designated Service, the attached fare table provides the detail of the maximum fares that can be implemented at the commencement of the contract and until 31 March 2014.

The maximum fare on the route may be increased once every year beginning on 1st April 2014 with the prior written consent of Shetland Islands Council in line with the United Kingdom's Retail Price Index (all items) or any successor index to this.

The new maximum fare on the route must be notified to the Civil Aviation Authority and to the European Commission which may publish it in the *Official Journal of the European Union*.

CONTRACT

The successful tenderer shall, on the tender being accepted, be bound by the Conditions of Contract attached.

PERIOD OF SUPPLY AND COMMENCEMENT

The agreement will operate from 1 April 2013 to 31 March 2016 inclusive with the option to extend the contract for a further year to 31 March 2017.

This Specification (consisting of this and the two preceding pages) is: -

dated this.....day of.....2013

and signed by.....

as a duly authorised agent for and on behalf of:-

Company Name.....

Company Address.....

.....

.....



Inter-Island AIR SERVICE - Timetable & Fare Table

Summer 2012

Effective from Monday 20th February until Sunday 14th October 2013

Dep/Arr		Airfield	Monday			Tuesday	Wednesday		Thursday		Friday		Saturday	No flights on Sunday
Fair Isle	Depart	Tingwall	0900	1115	1600	1025	1000	1500	1010	1445	0900	1500	1055	
	Arrive	Fair Isle	0925	1130	1625	1050	1025	1525	1035	1510	0925	1525	1120	
	Depart	Fair Isle	0935	1140	1635	1100	1035	1535	1045	1520	0935	1535	1130	
	Arrive	Tingwall	1000	1205	1700	1125	1100	1600	1110	1545	1000	1600	-	
	Arrive	Sumburgh											1145	
	Depart	Sumburgh											1400	
	Arrive	Fair Isle											1415	
	Depart	Fair Isle											1425	
	Arrive	Tingwall											1450	
	Fares Tingwall/ (Sumburgh) to Fair Isle			2-11 Yr Old			12-24 Yr Old		25-59 Yr Old		60+ Yr Old			
Single			£15.50			£23.50		£35.50 (£33.50)		£15.50				
Return			£31.00			£46.50		£62.50 (£62.00)		£31.00				
Island Res Ret			£25.00			£39.50 (£40.00)		£39.50 (£40.00)						
The Fair Isle Services operates on Saturday 5 th May to 6 th October inclusive														

Dep/Arr		Airfield	Monday	Tuesday		Wednesday		Friday		No flights on Saturday or Sunday			
Foula	Depart	Tingwall	1015	0900	1550	0900	1620	1015	1620				
	Arrive	Foula	1030	0940	1605	0915	1635	1030	1635				
	Depart	Foula	1040	0950	1615	0925	1645	1040	1645				
	Arrive	Tingwall	1055	1005	1655	0940	1700	1055	1700				
	Fares Tingwall to Foula		2-11 Yr Old		12-24 Yr Old		25-59 Yr Old		60+ Yr Old				
			Single		£14.00		£21.00		£35.00		£14.00		
			Return		£27.00		£41.50		£55.00		£27.50		
Island Res Ret			£22.50		£40.00		£40.00						

Dep/Arr		Airfield	Monday	Tuesday		Wednesday	Thursday	Friday	No flights on Saturday or Sunday			
Papa Stour	Depart	Tingwall		0900	1600							
	Arrive	Papa Stour		0915	1610							
	Depart	Papa Stour		0925	1620							
	Arrive	Tingwall		1005	1630							
	Fares Tingwall to Papa Stour			2-11 Yr Old						12-24 Yr Old		25-59 Yr Old
Single			£10.00		£14.50		£30.50			£10.00		
Return			£19.00		£29.00		£39.00			£19.00		
Island Res Ret			£15.50		£27.00		£27.00					

Dep/Arr		Airfield	Monday	Tuesday	Wednesday	Thursday		Friday	No flights on Saturday or Sunday
Skerries	Depart	Tingwall	1330		1330	0900	1600		
	Arrive	Skerries	1350		1350	0920	1620		
	Depart	Skerries	1400		1400	0930	1630		
	Arrive	Tingwall	1420		1420	0950	1650		
	Fares Tingwall/ (Whalsay) to Skerries			2-11 Yr Old	12-24 Yr Old	25-59 Yr Old	60+ Yr Old		
			Single	£11.00 (£6.00)	£16.00 (£9.00)	£30.50 (£11.50)	£11.00 (£6.00)		
			Return	£22.00 (£11.50)	£32.50 (£17.50)	£43.00 (£23.50)	£22.00 (£11.50)		
			Island Res Ret	£17.00 (£9.50)	£27.00 (£18.50)	£27.00 (£18.50)			
The Skerries Service goes via Whalsay on request. Arrival/Departure times at Skerries are variable according to number of passengers and whether a Whalsay stop is required.									

Tingwall to Lerwick – Lerwick to Tingwall

A Dial-A-Ride Taxi link for each flight operates between Tingwall Airport and the Viking Bus Station, Lerwick.

To book this service please call 01595 745745 by 16:30 the previous day Fare £1.80

All Services operated under contract by:

Direct Flight Limited, Tingwall Airport, Tingwall, Shetland ZE2 9XJ



www.directflight.co.uk/shetland

RESERVATIONS: To book a flight, contact Direct Flight on (01595) 840246

Timetables and Fares correct at time of publication. Subject to change without prior notification.

Fare rules apply, contact Direct Flight for details. Terms and Conditions apply. Liability is Limited

www.shetland.gov.uk/transport/air

Table of maximum fares for Shetland Inter Island Air Services in the first year of operation

		One Way (£)	Return (£)
Between Lerwick and Fair Isle			
Economy	Adult	40.00	80.00
	Youth (12-24)	27.00	54.00
	Child (2-11)	20.00	40.00
Resident Return	Adult	N/A	38.00
	Child (2-11)	N/A	24.00
Senior Citizen	adult 60+	27.00	54.00
Between Lerwick and Foula			
Economy	Adult	38.00	76.00
	Youth (12-24)	25.00	50.00
	Child (2-11)	16.00	32.00
Resident Return	Adult	N/A	38.00
	Child (2-11)	N/A	24.00
Senior Citizen	adult 60+	25.00	50.00
Between Lerwick and Papa Stour			
Economy	Adult	33.00	66.00
	Youth (12-24)	17.00	34.00
	Child (2-11)	11.50	23.00
Resident Return	Adult	N/A	25.50
	Child (2-11)	N/A	15.00
Senior Citizen	adult 60+	17.00	34.00
Between Lerwick and Outer Skerries			
Economy	Adult	32.00	64.00
	Youth (12-24)	19.00	38.00
	Child (2-11)	10.50	21.00
Resident Return	Adult	N/A	25.50
	Child (2-11)	N/A	16.50
Senior Citizen	adult 60+	16.00	32.00
Between Out Skerries and Whalsay			
Economy	Adult	14.00	28.00
	Youth (12-24)	10.00	20.00
	Child (2-11)	7.00	14.00
Resident Return	Adult	N/A	18.00
	Child (2-11)	N/A	9.00
Senior Citizen	adult 60+	10.00	20.00
Between Sumburgh and Fair Isle			
Economy	Adult	38.00	76.00
	Youth (12-24)	27.00	54.00
	Child (2-11)	19.00	38.00
Resident Return	Adult	N/A	38.50
	Child (2-11)	N/A	24.00
Senior Citizen	adult 60+	27.00	54.00

Appendix 2

Tingwall Review - Comment from Fair Isle.

Background -

Following the SIC Infrastructure Service Review the council requested a review of operations at Tingwall. Councillors and Michael Craigie visited Fair Isle to discuss the review. The meeting focused on the FI ferry service leaving limited time to discuss Tingwall. At a previous meeting FI had enquired what would be the travel implications of a move to Sumburgh.

Several meetings were held to discuss transport need, the value we attach to transport, realities and expectations of transport and how best to identify and gather information, opinion, comment and questions. Figures/costs for Ferry operations, Tingwall operations and Sumburgh operations were requested from Michael Craigie.

Process -

A group was tasked with devising a questionnaire that posed the following question in relation to areas &/or aspects of life that were considered important (also listed) -

‘What effect would a move to Sumburgh have on’

- Your Business
- Tradesmen
- Personal Development
- Health Care
- Education
- Supplies
- Postal Service
- Tourism
- Social/Leisure
- Family Life
- Crofting
- Transport Efficiency.

Examples were given for each heading eg under Health Care it listed Dentist, Doctor, Maternity, Optician etc.

Residents were asked to tick boxes ranging from

- *‘Very positive’*
- *‘Positive’*
- *‘No effect’*
- *‘Negative’*
- *‘Very negative’ and*
- *‘NA’*

All were invited to make comment for each heading, or to make any other comment they felt relevant.

Also all were asked the following -

‘If flight operations were moved to Sumburgh what would be the most important supporting services/factors that would be required’.

The information gathered is for the Fair Isle community to use as it chooses.

56 questionnaires were handed out and residents had a week to complete. There were 10 adult nil returns and 6 nil returns in the 12-19 age group. Some did not tick boxes choosing only to write comments.

Comments were gathered on the basis of identifying key &/or similar words, statements and questions. Many of the comments are the same under a number of headings eg time constraints, cost of taxis, frequency of flights. Therefore comment has been summarised, and in no particular order eg positive over negative or vice versa. The group acknowledge that this part of the process is less objective than the tick box scoring. (see comments document)

Questionnaire Results (see results)

The results have identified both positive and negative responses on a move to Sumburgh and to the areas &/or aspects of life considered important.

The most significant positive & very positive end score was for Transport Efficiency (16). All other areas positive & very positive scored ranged from 0 - 8.

The most significant negative & very negative end score was Education (32), Health Care (30), Social & Leisure (30), Supplies (30), Family Life (27), Crofting (21). All other negative & very negative areas scored ranged from 8-18

The results table details all the heading scores.

Fair Isle Committee, Transport Questionnaire August, 2012: RESULTS

What effect would a move to Sumburgh have on.....?

	Very positive	Positive	No effect	Negative	Very negative	N/A	No ticks (comments only)
Your Business	0	2	9	8	8	13	2
Tradesmen	0	1	11	9	8	8	4
Personal Development	1	3	4	8	10	12	2
Health Care	1	4	4	7	23	0	4
Education	0	0	2	10	22	4	2
Supplies	1	2	4	8	22	1	3
Postal service	0	5	20	7	1	0	8
Tourism	0	8	12	13	0	2	7
Social/Leisure	0	1	7	10	20	0	3
Family Life	0	2	6	13	14	2	4
Crofting	0	0	6	15	6	10	4
Transport Efficiency	4	12	4	4	5	1	11
TOTALS	7	40	89	112	139	53	54

Under Health Care three people ticked more than one box.

Attached with this paper as follows -
Results bar chart further illustrating the above figures, and
the Questionnaire Comments.

Conclusion - The results indicate that the majority of Fair Isle residents are not in favour of a move to Sumburgh and feel that their travel needs are best met with an air service operated out of Tingwall.

It is clear throughout the comments that time constraints of operating out of Sumburgh are a significant concern and that this in turn will impact on the ability to access services primarily located in Lerwick.

AHS pupil needs feature heavily under many of the headings, as do the cost implications of accommodation and taxi fares. The flexibility of being able to go back & forth to Tingwall is highlighted.

The results do indicate that the short distance from Sumburgh to FI would be useful and that there may be travel efficiencies for some aspects of travel and onward travel and for training local to the Sumburgh area.

The responses are related to the current level of service (including Dial-a-Ride taxi bus) and the frequency of flights, at least being maintained. Tingwall operations cost £189,437.23.

The community is giving the most complete input, and valuable information that can be achieved with only partial information from SIC. No figures/costs for any alternative operations and/or savings have been supplied, nor has there been information on monies that would be required to support a taxi bus service, new or converted facilities and other costs should there be a move to Sumburgh.

The process has been local to Fair Isle. It does not take into account off island needs eg suppliers, Dr, Education dept, JC Hostel, vet etc. or the needs of other islands.

The Fair Isle community trust that Transport, Infrastructure Services and Councillors will consider all the information detailed above thoroughly and make every effort to keep dialogue open. SIC needs to present a complete and detailed account of how it will achieve/deliver transport to Fair Isle thus allowing the community to stay informed and be able to reflect on, reiterate and reinforce our transport requirements.

It has been frequently said at community meetings that 'travel is normal' and should not be treated as something just to aspire to. Fair Isle needs a modern, efficient, well timetabled, affordable and flexible transport system that offers always improving transport opportunities for islanders, visitors and businesses.

17th September 2012

Questionnaire Comments - ‘What effect would a move to Sumburgh have on ?’

Your Business

- Less time or time constraints to do business in LK.
- Most business/meetings LK based eg bank, solicitor, accountant.
- No effect for internet or telephone banking.
- Day trips considered not viable.
- Poor for visitors off North Link.
- Health & Safety, Environmental Health etc & other agencies are LK based.
- Cost of taxis prohibitive (£100 there & back to Sumburgh).
- Bad weather delays allow folk to go in & out to Lerwick easily.
- A range of accommodation prices available in LK eg youth hostel.
- Impossible to get supplies quickly, efficiently and last minute to Sumburgh.
- Easier for the Vet to drop supplies/medicines at Tingwall.
- It depends where you are going - need better flight times & frequency of flights.
- Access to Sella Ness.
- B&B guests arriving/departing 50% Tingwall 50% Sumburgh.
- Already delays in sending technicians etc from LK.

Tradesmen

- They will come anyway.
- Depends where tradesmen based.
- Unsure how it would affect tradesmen.
- No difference -Tingwall v Sumburgh.
- Might be easier with more flights.
- Most tradesmen based/come from LK.
- Easier to get back to LK if no plane out of Tingwall.
- Time delays & cost of getting to Sumburgh.
- Tradesmen may be more reluctant to visit FI in the winter.
- Would they want to risk sitting around at Sumburgh.
- Need weekend flights to cover delays on Fridays.

Personal Development

- Sumburgh good for fire courses or to access mainland Scotland or UK.
- Difficult to attend in-service training/other courses in LK due to short day/access.
- Day trips to courses will not be worthwhile.
- Need more flights/longer day/still affordable.
- No difference or likely to have more flights if Sumburgh.
- Worried about being late for LK based courses.
- Time required to travel from Sumburgh to LK.
- Greater cost if having to go to course in LK if using Sumburgh.
- Don't Drive - transport cost. Not good for JCH pupils.
- Weather windows - can get back to Tingwall quicker from LK.

Health Care

- Bloods collected from Tingwall, would this happen from Sumburgh?
- Most appointments in LK.
- Less time available for hospital appointments, dentist etc - virtually impossible, time consuming.
- Viable from Tingwall and flexible if you are late after hospital appointment.
- Don't want to travel by bus from Sumburgh to LK to meet appointments.
- More flights.
- High/expensive costs from Sumburgh - taxi cost/affordability.
- Stress levels.

- A move to Sumburgh would exacerbate pre-existing problems of accessing non-urgent health services.
- Air Ambulance uses Tingwall.
- Medicines go to boat so no effect.
- Doctor at Levenwick - Dr's might benefit. Dr just as inaccessible.
- Might have to stay over if unable to get back to Sumburgh - will need accommodation, increased cost, will affect employment.
- Totally dependent on links from Sumburgh, more flights & better timetable. OK for Levenwick if links.

Education

- Supply teachers costly & difficult if LK based having to go to Sumburgh, AHS pupils – quick, flexible transfer to Tingwall - can go at last minute.
- Access needs to be to LK - direct. JC Hostel staff < 15 minutes away.
- AHS in LK - don't want Sumburgh, not handy.
- What about pupil supervision at Sumburgh - no quick access to JCH staff, 'Loco Parentis'.
- Longer difficult distance to Sumburgh. Travel sickness.
- Hanging around at Sumburgh - uncertainty if delayed flights.
- AHS pupils would miss more school.
- AHS pupils travel only any use if proper transport, early & late flights.
- Future AHS pupils - parent very unsure.
- FI school trips - may not happen in winter, time constraints.
- May be more reliable out of Sumburgh if more flights.
- Stress level re AHS transport, pupils stranded at Sumburgh.

Supplies

- What about storage at Sumburgh. Packages & boxes can't be left at Sumburgh.
- Goods may not be available from current suppliers - effect on business.
- Most suppliers in LK.
- No effect if collection & transport for small items organised.
- Bus goes to Grutness, Sumburgh next to Grutness for supplies.
- Bus won't take most supplies.
- Loss of Viking might impact on supplies.
- Cost of freight eg vet supplies currently delivered to Tingwall.
- Pets travelling to Vets - would be problem working out of Sumburgh.
- Direct access to LK from Tingwall - 10 minutes to LK.
- Difficult from Sumburgh - shopping is in LK.
- How would shop get supplies?
- Should secure fresh goods plane.
- If no boat fruit & veg, wintertime, from Tingwall not likely to happen from Sumburgh - impossible. Shop supplies/essential supplies/fresh goods to Tingwall at short notice. If no plane suppliers will take back goods - easy from Tingwall.
- Medicines should be posted.

Postal Service

- Unsure of effect, don't know. Need to ask what service might be. No effect. Hopefully continue anyway. Mail from Virkie. Unreliable in bad weather. Mail in & out of FI - where would it be stored? If post can manage more easily to transfer boat/plane esp during bad weather then Sumburgh might be better. Will mail go to 'am' flight, no good on a 'pm' flight?

Tourism

- If off North Link - taxi bus straight to Tingwall.
- Difficult for North Link travellers.
- Most accommodation based in LK. Visitor numbers won't increase just by moving to Sumburgh.
- Will see less day-trippers - will they bother, longer journey to Sumburgh.
- Access to Tingwall direct. Might see more day- trippers. Depends on inward & outward travel. 50-50 North Link or Flybe.
- May be easier for visitors with connecting flights. Use one airport rather than two.
- Tourist may use 'Good Shepherd' & walk to/connect to Sumburgh but limited ferry sailings.
- We need more transport, longer day, flexible & affordable.
- Sumburgh might promote the isle better.
- North Link v Sumburgh - need to consider cost.

Social & Leisure

- Access to services limited at Sumburgh.
- Time factor - less time in LK for Shopping, bank, hairdresser, swimming etc.
- LK is natural hub.
- Cost of getting to LK.
- Day trips not worthwhile if out of Sumburgh.
- Need proper links.
- Onward travel eg holidays out of Sumburgh. If delays will go to North Link.
- Can go to LK easily if delays at Tingwall.

Family Life

- Depends where family are. Will spend time travelling that you could otherwise spend with family. Family in LK & Brae, 'This may prove to be the end of my family life...'.
- Family, friends, events in LK - travel difficult from Sumburgh.
- Could be positive for large volume of people eg wedding due to shorter trip.
- Cost to & from Sumburgh - expensive. More hanging around time at Sumburgh.
- Access & flexibility of Tingwall - being able to get to Tingwall, or back to LK, in weather windows.
- AHS pupils won't necessarily get home more often, will miss more school.
- Sumburgh unsuitable for AHS pupil travel.
- Might be more flights, longer day
- Taxi-bus from Sumburgh.

Crofting

- Time factor for visiting vets - longer journey.
- Less convenient.
- Poor access to vet if putting animals out - expensive.
- Crofting officials based in LK - easier access to Tingwall.

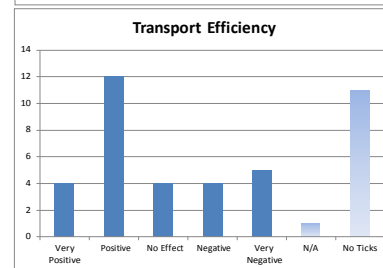
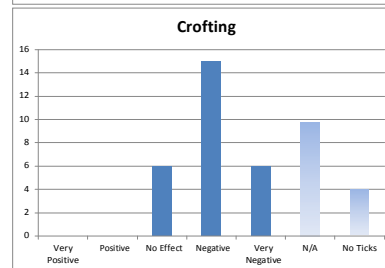
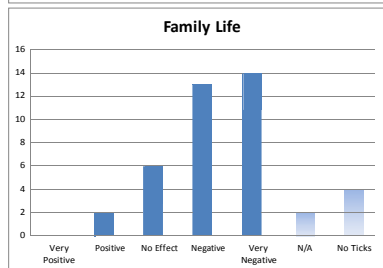
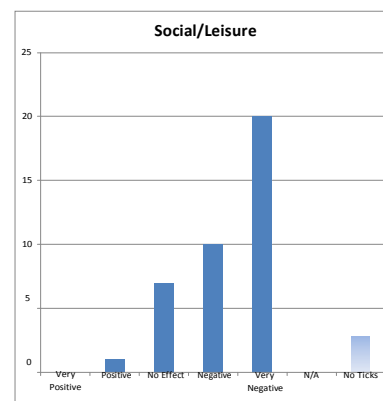
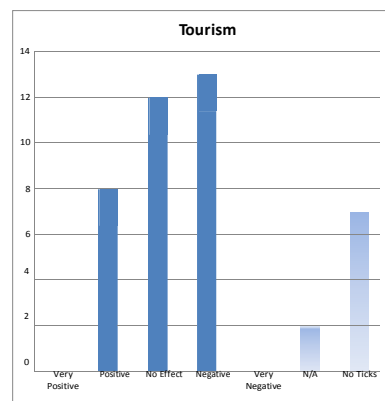
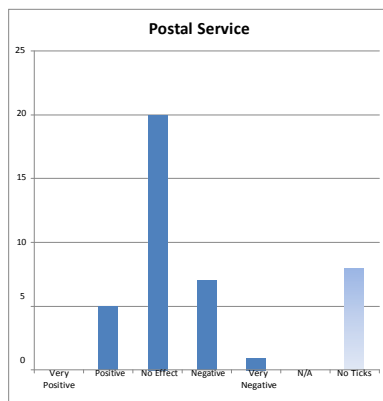
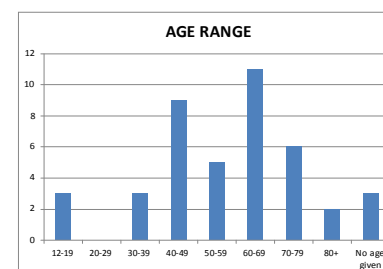
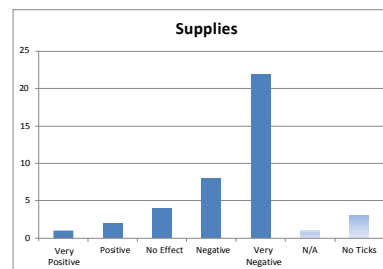
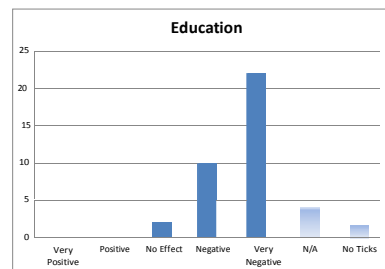
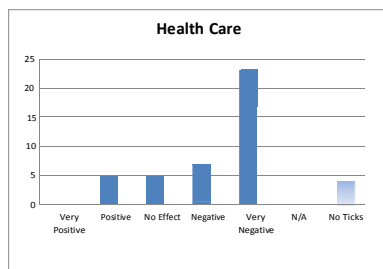
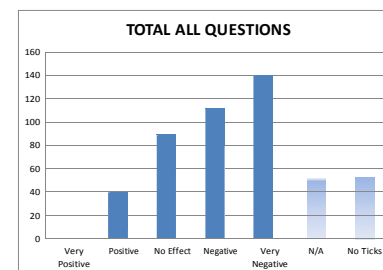
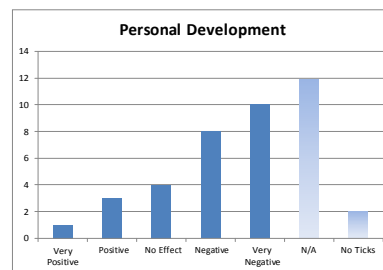
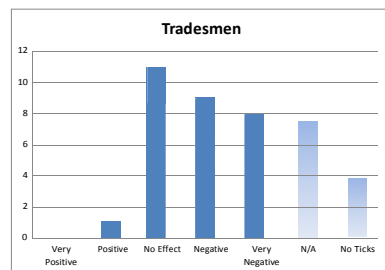
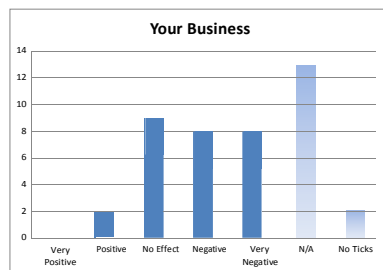
Transport Efficiency

- Shorter flight to Sumburgh.
- Less flight delays.
- Could be delays due to other aircraft departures etc.
- Better snow/ice clearing at Sumburgh – but still need FI to be good, will still remain the same.
- Better snow clearing but not worth all the other negatives.
- Will onward bus links fit in? - totally dependant on links.
- Operator can't keep to timetable as is, so why assume/expect this will change if operating out of Sumburgh.
- Want a good service wherever it operates from.
- Reduce flight cost from Sumburgh?
- Would flights out of Sumburgh & onward travel be more efficient due to longer opening hours?
- New contract isn't offering any more flights.
- Depends on the set up & service at Sumburgh.
- Need positive pilots and planes.

'If flight operations were moved to Sumburgh what would be the most important supporting services/factors that would be required'.

- Flights need to be on time - operator needs to be aware of the importance of the length of day/day trip, need to be able to maximise on time.
- Improve length of day - currently Wed & Fri no use for day trip.
- Saturday flights in the winter.
- FI flights not to be affected by requirements of other flights.
- Need separate guaranteed subsidised taxi bus service to LK/Illewick.
- Taxi bus crucial – Public bus no good.
- Must be flexible (as is for Tingwall), maintained, and for every flight - no waiting till next flight.
- Current reason for taxi bus is that there is no bus service for Tingwall.
- Other taxi use/transport too expensive/prohibitive/ outwith means.
- Don't want to stay over if can't get to Sumburgh in time.
- Separate departures. No security. Proper manageable area at Sumburgh.
- Proper set up for AHS pupils.
- Can't change the weather.
- A move to Sumburgh will be inevitable.
- How can we compare services, judging with no indication what it would cost to operate out of Sumburgh - we are in the dark.
- What about other islands views. Pilots based in Tingwall area - consider their needs. Job losses.
- Common sense approach.
- What will taxi bus cost?

17th September 2012



Consultation on Operation of Air Services from Tingwall/Sumburgh Comments Gathered from Foula Residents and Groups

❖ *Jim Gear, Foula Community Councillor:*

THE VALUE OF TINGWALL AIRPORT IS ITS CENTRAL LOCATION AND CLOSENESS TO LERWICK. THIS IS WHY IT WAS BUILT!

If the service is run from Sumburgh rather than Tingwall it will reduce the time available in Lerwick by one hour, providing the Dial a Ride service is immediately available for travelling in both directions. If people have to use the public bus service, then only 40 minutes can be spent in Lerwick, from 12.45 to 13.25 (see Sumburgh to Lerwick bus timetable).

Foula residents already find it difficult to get hospital, dental and other health related appointments and return home the same day, with the service operating from Tingwall Airport. If the service were to be operated from Sumburgh, it would reduce the time available for appointments by at least one hour, if Dial a ride was immediately available. Since appointments will not be made during the lunch hour, it would make it almost impossible to get appointments during the period when the winter timetable is in operation.

Foula is part of the Walls GP practice and the ability to keep doctor's appointments in Walls and to receive prescriptions, would be much more difficult if the service operates from Sumburgh. It will also make it more difficult for the doctor to visit Foula, so more doctor's visits will have to be cancelled.

All the forgoing would have a very negative impact on the health and well being of the people in Foula.

There will be reduced opportunity to meet with friends and relatives, who mainly live in central Shetland, and it will be more difficult for friends and relatives to visit Foula. It will be more difficult for the school children attending high school in Lerwick to get home for weekends. It will also be more difficult for the pupils of the Foula School to visit the Sound School where they can interact with other Primary School children.

This will increase the social isolation of the people of Foula.

There is no shop in Foula so it will be more difficult for people to get in their groceries, which will cause problems, particularly with **fresh food, such as bread, milk, fruit and vegetables**. If the ferry cannot cross because of bad weather, Robinson and Morrison can take the groceries to Tingwall and it can come in with the plane. If the flight is cancelled, they can take it back to the shop and put it back in the chill. If the plane does not go, because of poor visibility, and the groceries and other urgent goods are in Tingwall, BK Marine (the Foula Ferry operators*) will take them to Walls if the ferry goes. Both Robinson and Morrison and BK Marine can respond at short notice. They will

not be able to do this if the air service is from Sumburgh as it will take too long and they will not be able to respond quickly to weather windows.

Pensioners and other people on low incomes are not able to lay in a big stock of food and depend on a supply of fresh food weekly.

If the flights run from Sumburgh it will cause disadvantage and hardship for the people of Foula especially the most vulnerable.

Economic impact

Most tourist accommodation in Shetland is in Lerwick. The extra journey time to Sumburgh will discourage many people from going to Foula. This will harm the businesses that provide accommodation and services for tourists. It would make it more difficult for residents to do essential training. It will also make it more costly for workers as they will still have to be paid for this wasted time.

It will be more difficult for Vets to get to Foula and also for veterinary supplies.

This would have a negative impact on animal health and welfare in Foula.

Because Tingwall is near to Lerwick, if the weather is marginal, you can phone and ask if the plane is going to go and then get out there in time to catch the flight. Sumburgh is too far away to do this, as the pilot cannot predict the weather that far in advance. You will have to go to Sumburgh regardless, without knowing in advance if the flight will go or not. So there will be a lot of wasted journeys to Sumburgh. SIC Officials and other professionals will also suffer from wasted journeys to Sumburgh.

In Tingwall, because there are few other aircraft movements, the pilots have the freedom to respond to all weather windows. In a busy airport like Sumburgh, they will be much more restricted.

Loss of Amenity

It would make it very difficult for visits to professionals, hairdressers and to do shopping, especially for goods like clothes and footwear that have to be tried on. During the winter timetable the brief period in Lerwick would make it almost impossible. Even using Dial a Ride on Fridays it would reduce it to 2hrs, one of which would be the lunch hour, when most Lerwick shops are shut, and 2hrs 15mins on Tuesdays again with one hour lost because of lunch.

It will be much more difficult to go to the swimming pool, or any of Lerwick's other leisure facilities and the time you could spend there would be brief.

*Atlantic Ferries, the previous Foula Ferry operators, also provided this service.

❖ ***Name and Address Redacted:***

Dear Michael, I live in Lerwick and also have a croft and property in Foula.

I frequently have to commute there to look after my interests!

Therefore I am deeply concerned of the proposed closure of Tingwall as this is going to make travelling much more difficult as weather conditions are often a major factor in flying there! At the present if the weather is in question I (as Foula residents do when on the mainland) contact Tingwall as to when they might be able to fly! Quite often it is a waiting game for a weather window and the staff there can phone and tell us they can leave within twenty minutes and we can get there quickly from Lerwick! This would create a bigger delay and would reduce the chances of taking a weather window quickly if operated from Sumburgh! Another reason I think Tingwall should remain open is for the emergency services, i.e. an ambulance from Tingwall to Lerwick is ten minutes whereas from Sumburgh about forty, which could make the difference of life or death in an emergency situation! It seems to me the cutbacks the council are proposing are being aimed at all the easy targets as usual i.e. old people, young people, and Shetlands vulnerable communities and the Shetland community are now being asked to pay for major mistakes previous councils have made in the past, i.e. wasting millions on consultants for various projects because they were incapable of making decisions that they were elected to do! Nevertheless we are where we are and we all realise savings now have to be made, but I feel the council are panicking and are trying to introduce changes too quickly and not looking at the bigger picture, i.e. a small reduction in some services, and a increase in price in others, (I'm sure people would be prepared to pay a little bit more to retain the service they have now, then to put up with something less than satisfactory) after all, the stock market will stabilise again and everyone can stop panicking!

Please keep Tingwall open!!

❖ ***Professor Martin Ferguson Smith OBE:***

Dear Mr Craigie,

I am away from Foula at the moment and not able to participate as fully as I should wish in the debate about Tingwall Airport, but I wish to put on record my strong support for the views expressed by Fran Dyson-Sutton and other residents. Transferring the air service to Sumburgh would be an unmitigated disaster for Foula.

Over the years I have protested vigorously over the megalomaniac plans to link islands by means of bridges and tunnels. These plans have, predictably, come to nothing and wasted millions of pounds, which could have been usefully spent on other projects or saved. The same is true of the money "invested" (laughter here!) in the Norrona. The waste is an absolute disgrace, and some of those responsible for it are still in positions of authority. Among them is Councillor Allison Duncan. A few years ago, at a transport meeting in

Foula, at which you were present, I argued against fixed links. As the meeting broke up, Mr Duncan, who did not have the courtesy and guts to reply to me during the meeting, told me I was "living in cloud cuckoo land". The same Mr Duncan is now, I understand, wanting the air service out of Tingwall closed down and the island left without any fire cover. One wonders what vision of Shetland he and those who think like him have for the future. It appears to involve a Shetland with fewer inhabitants both in the smaller islands and in the more remote communities of the larger ones. The vision is as depressing as it is misguided. It will be a very different place from the Shetland loved by so many of its people and also by visitors.

Before a decision is made, the Council should send a working party into Foula not only to discuss the proposals, but also to experience the difficulties residents face. Far too often those who make the decisions that affect our lives rush in for two or three hours, usually on an expensive charter, and then rush out again, without gaining any comprehension about what conditions are like for residents. There is feeling among many islanders that we are not treated with proper consideration and respect, indeed sometimes with thinly disguised contempt. Often meetings are held without proper consultation about when they might be convenient. It seems not to occur to those in lofty positions of authority that the humble residents of Foula have anything worthwhile to do and so may be unable to attend a meeting whenever the Council representatives condescend to come.

I am sorry to sound bitter, but I am bitter, because at the age of 72 I can see that living in Foula much longer may be too difficult for me and no doubt for other actual or potential residents.

❖ ***Fran Dyson Sutton:***

Dear Mr Craigie,

Re: Tingwall Airport Review

As a member of the community in Foula, as Nursery worker / School secretary and manager of a self-catering establishment I write to you in support of the inter-island air service remaining at Tingwall airport and to voice my concerns for the suggested relocation of the service to Sumburgh. I understand that you no longer intend to visit our community to hold public consultation on this matter. Please can I urge you to reconsider this as it is a matter of great importance to us and it is only fair, where face-to-face consultation has been held elsewhere (e.g. Fair Isle), that we receive equal opportunities for our voices to be heard in person.

The excellent service at Tingwall, due to its proximity to Lerwick, provides flexible ease of access for remote island communities to Shetland's centralised services. It enables social inclusion, efficient access to amenities/services and effective use of valuable time when visiting Mainland

Shetland. Living in Foula these are all things that I highly value, which you come to do so without everyday access. De-centralising the air service to Sumburgh would push vulnerable communities, not just ours, away from services, adding extra endurance and less appeal to already tough, weather-determined lives, which in turn devalues our communities. This may not seem like much for people living in Mainland but here it means everything and is the difference between retaining a population and pushing people beyond the threshold at which it is no longer worth living here.

In my opinion the suggested relocation of the Tingwall air service would raise the following issues:

- **Disruption to health services / provision and animal welfare** - Most Foula residents are registered at the Walls Health Centre, accessible by the ferry if you wish to make a 5hr round trip but much more easily accessed via the Tingwall airport with buses to Walls. Moving the air service to Sumburgh would distance an already remote community further from their GPs and Health Clinic support. Foula residents are registered at the Brae dental practice – removing the air service from Tingwall again distances us further from this service. Where else in Shetland would you potentially have to travel 150 mile round trip to your dentist?

The ease of access from Lerwick is also important for incoming medical staff / health visitors who provide essential support to us and vulnerable elderly members of our community. For instance the doctor specifically attends Foula surgery for the morning, taking a midday flight out of Foula so to be able to attend afternoon surgery in Bixter. Ease of access also applies to the provision of veterinary services and supplies from the central Mainland.

- **A reduction in education equipment support** - Groups such as Shetland Play Ltd and Shetland Library regularly put play equipment for the nursery / early years books to Tingwall airport out of their own good will, as staff live nearby. This service would be likely to stop or equipment would take considerably longer to reach us here in Foula if the service were to move to Sumburgh. This could negatively impact upon nursery provision.

- **A strain on social inclusion for Foula children** – Members of staff at Foula School have worked tirelessly over the past 5 years to develop a partnership with Sound Primary School and nursery to give Foula children an opportunity for peer learning, social inclusion and to develop friendships so important for the transition to Anderson High School. Foula school children are low in number (3) though set to increase over the next few years; they deserve opportunities as all other children do – ease of access from Tingwall Airport to Sound Primary School makes this possible so the children have as long as possible with their peers.

- **Encumber community events held in Foula** – I have been involved with the organisation of a number of community events in Foula for which the proximity of Tingwall airport to Lerwick (for those attending / for the provision of food / equipment/ entertainment) has been invaluable. For instance, the organisation of the week-long ‘Foula Mini Olympics’ was reliant upon the

flexibility of the Tingwall service, of the capacity for additional flights to link with children arriving from Fair Isle and Skerries, the ease of access for children from Sound and Fetlar Primaries linking with their transport and the carriage of perishable food for the event from a Lerwick supermarket.

- **Strain on the provision of food/ incoming supplies** - As there is no shop in Foula, we rely upon weekly or fortnightly perishable grocery deliveries from Robinson and Morrison (R&M) based in Weisdale, bolstered by quarterly shops in the Lerwick supermarkets. Robinson and Morrison send errands to the Thursday ferry into Foula but if it is not weather for the ferry (as it can be for 4 or so weeks in the winter) we are reliant upon the air service for the provision of food. Relocating the service elsewhere would disrupt and severely impede our ability to gain groceries during the winter as we would be reduced to food provision by ferry only (as R&M are unlikely to deliver to Sumburgh). Equally the ease of access of Tingwall (10mins) from the supermarkets of Lerwick in comparison to Sumburgh (40mins) makes extensive food shops easier. Additionally if there is excess freight for the plane it can be easily put to Walls, this would not be possible if the service were at Sumburgh.

- **Disruption to ferry / air service partnership** - Ferry and air services to Foula support each other currently in a way that is not possible from Sumburgh. As outlined above in the case of food, freight can currently be moved with ease between transport locations (Tingwall – Walls) this is invaluable during the winter months to make sure that provisions are received with least delay possible, in the case of medical supplies this is essential. For instance, we have had no plane for a week until today and no ferry for two weeks until last Saturday - food parcels that had been left at Tingwall airport last week were easily transferred to Walls to be collected by the Saturday ferry.

- **Restricts access to training** - As nursery worker I am required to attend training for the benefit of children's learning and safety – all training is based in Lerwick; the proximity of Tingwall airport to Lerwick is ideally suited for this. Day courses at Train Shetland (e.g. in child protection or paediatric first aid) are run from 9/10am- to 4/5pm, with Tingwall so close this means that courses can be attended within a day rather than requiring an overnight stay and unnecessary disruption to School or nursery. If the service were Sumburgh based this would require additional travel time necessitating an overnight stay and excess expense to enable me to complete the course or missing sections of courses impeding my learning and my ability to implicate that learning within my workplace. Equally when attending SVQ training in Childcare at Shetland college evening classes, Tingwall airport was ideally located to facilitate ease of access and reduce disruption to nursery hours. As a volunteer for Foula Heritage it is important to attend training events / courses to maintain a level of competence in areas of natural history (important for taking guided walks/ answering the queries of visitors) – these courses are run by SNH / Shetland Amenity Trust and are based in Lerwick, again ease of access from Tingwall airport is beneficial for attendance of the complete course.

· **Social isolation and reduction of access to amenities** – Living in Foula, you highly value the ability to use the excellent services provided in Lerwick, from leisure time at the Clickimin pool or Mareel, to educational facilities at the Museum and Archive, ease of access to the bank, the opticians or just a night out in town or a wander through the shops. Things that other folk might take as the everyday we cannot access so readily, admittedly by our own choice to live here but not to be impeded further by a decentralisation in vital service provision.

· **Negative effect on businesses** – I am manager of a self-catering establishment in Foula – most of our business comes from individuals who use the air service from Tingwall and arrive by ferry from South – they are benefited by the wealth of excellent accommodation in Lerwick, of the rapid reaction time to flight weather windows from the town and by the ability to easily get to the ferry at Walls from Tingwall if the weather is to close in. With the relocation of the service to Sumburgh I could foresee a negative impact on business where the inconvenience of extra travel time and the potential for flight cancellation requiring excess travel may tempt visitors arriving by ferry in Lerwick from South to go elsewhere.

The Tingwall Airport staff provide excellent, flexible and essential service to our community. I hope this email goes some way to helping you understand the value of what would be lost for our community were this suggested relocation to take place.

❖ ***Magnus Holbourn:***

Dear Mr Craigie,

I am writing to you to voice my total opposition to the Proposal to move provision of the outer isle air service from Tingwall to Sumburgh.

It is hard to imagine a proposal that could offer so little in return for losing so much. I would strongly question the level of savings that would be made, given the utmost lack of clarity in details as to how the service would operate (leading to maximum potential for yet another expensive and farcical failed experiment in saving money).

It is supremely clear from the point of view of a resident who spends well over a thousand pounds every year on tickets to use the existing service just what a move to Sumburgh would mean for a person wishing to fly to and from Foula.

Operating the service to the outer isles requires maximum flexibility in scheduling and rescheduling of flights. This degree of flexibility can only be afforded through a small scale dedicated operation located near to the main commercial centre such as that offered presently from Tingwall. It is only

through the willingness of Directflight and the patience of the passengers that any kind of service exists at all. To try and shoe horn the operation into the rigid framework of a much larger, busier airport is nothing short of lunacy. If you then add the increased distance for flights and the ridiculous level of inconvenience to actually reach the facility, any person who has the nerve to suggest this will result in anything other than a reduction in the successful running of the service must either be truly incompetent or somewhat crazy, or perhaps both.

Given that this is a proposal for a reduced service, we then have to consider the potential losses through this reduction. I will try to give you a flavour of the scale of interconnected issues that are at stake in this proposal. I would note that the vast majority of issues listed below are real issues that we as islanders already have to struggle with in various degrees and the proposed reduction in service (unworkable) must inevitably lead to an increase in the pressures felt by the people affected. I would also note that it was not in the least bit challenging to compile this list given just how stark the reality of the proposal actually is. I dare say I will have missed some issues and should the need arise then I would be more than happy to put a bit more effort into compiling a more in-depth analysis of the potential outcomes of this proposal. Please don't be confused by the scale of negative opinion that surrounds our response to this proposal.... it is, to put it mildly... an incredibly bad idea.

Economic Factors

- Lost flight ticket revenue to offset against cost of provision
- Reduction in outside funding through reduced passenger numbers
- Lost tourist accommodation revenues on Foula
- Reduced funding for Foula Heritage Ranger Service through reduced visitor numbers
- Lost tourist retail revenue on Foula
- Lost tourist revenue for Shetland (people do come just to visit Foula... if that is not possible they may not come at all)
- Misspent public money through not understanding community needs
- Higher public maintenance costs through reduced frequency of maintenance leading to major failures
- Higher Health and Well-being costs through missed diagnosis and missed treatments
- Higher costs to attend essential health and well-being issues, through increased length of time away from home due to less frequent flights
- Unproductive hours travelling and waiting to travel.... paying people to do nothing... wasting countless hours somewhere between Lerwick and Sumburgh on flights that may or may-not go.
- Increased private vehicle mileage leading to higher costs, maintenance, insurance and vehicle replacement.
- Increased corporate vehicle mileage leading to higher costs, maintenance, insurance and lower resale values.
- Needless consumption of annual leave to make essential trips away from the isle

- Reduced Salaries through taking unpaid leave to make essential trips away from the isle.
- Higher monthly shopping bills
- Extra challenges for new business start ups
- Lost business opportunities through downed telephone/broadband connection... due to lack of maintenance or lengthier times to correct faults due to lack of engineers
- Lost business opportunities through lack of electricity supply due to lack of engineers to correct faults
- Higher monthly bills through running back up electricity systems due to lack of engineers to correct faults
- Unproductive hours for fire crew waiting for planes to fly
- More sick leave due to reduction in health and well-being

Loss of Amenity

- Reduction in frequency of essential public maintenance (Ferry, School, Electricity Scheme, Water scheme, NHS, Telephones, Broadband)
- Ferry Cancellations
- School days cancelled
- Increased Power-cuts
- Increased domestic water supply shortages
- Surgery days cancelled
- Telephones don't work more often
- Internet offline more often
- Further reduction in public consultations (missed meetings) leading to reduced understanding of the needs of the community leading to bad decisions as to how to solve problems

Social Exclusion

- Reduction in developmental excursions for children
- Reduced contact with friends and family
- Reduced contact with visitors to the island
- Reduction in social events participation on mainland Shetland
- Reduction in social events hosting on Foula
- Reduced chance of attracting new residents
- Reduced understanding of how the outside world works, alienation
- Lack of ability to make trips away due to insufficient funds
- Reduced Ferry service through lack of engineers to correct faults
- Reduction in Annual Leave available for non essential trips off the island (it all gets used up waiting for flights after essential trips)
- Reduced ability to attend work related training courses on the mainland

Health and Well-being

- Reduction in Doctor consultations
- Reduction in Dentist consultations

- Missed Doctor appointments
- Missed Dental appointments
- Missed Hospital treatment
- Reduced children's developmental screening
- Reduced Adult health screening
- Late/ missed inoculations
- Reduced contact with common ailments leading to weak immune systems
- Reduced provision of medicines for sick on the isle
- Depression from lack of social contact
- Depression through feeling alienated from the outside world
- Increased stress due to unpredictability of flights for travelers
- Increased stress through unpredictability of flights for fire-crew on Foula
- Enforced separation of families due to members being stuck either side of the water.
- Increased risk of injury/death through badly maintained equipment because of lack of engineers
- Increased risk of serious health issues through bad diets, lack of fresh fruit/vegetables.
- Depression from feelings of powerlessness
- Depression from not being able to provide a healthy environment for dependents
- Depression from lack of funds
- Depression from lack of Annual Leave, as it was all used up stuck on the mainland

Education

- Reduction in educational trips
- Reduction in outside teachers attendance
- Malfunctioning educational equipment
- Lost school days through staff being stuck off island
- Missed training opportunities
- Missed school days through pupils being stuck off island to attend Health and Well-being consultations/treatments
- Missed school days through pupils being stuck off island after weekend trips to the mainland
- Missed school days through pupils being stuck off the island after parents must attend Health and well-being consultations/treatments
- Missed school days through school closures due to insufficient maintenance.
- Missed school days through illness as a result of insufficient Health and Well-being
- Missed school days when teachers are stuck off island after attending training
- Reduction in peer learning opportunities leading to alienation, bullying and depression in secondary school, leading to badly adjusted, underperforming adults living in weaker communities.

I thank you for your time in reading this and urge you to try to fully comprehend what a truly and devastatingly bad idea this really is. Given the knife edge we live on you must accept any cuts are most severely felt by those in the remotest areas, this proposal is not a cut.... it is the severing of an artery.

❖ **Amy Ratter:**

It is indicative of the difficulties already faced by Foula residents that you have not been able to make it here within your time frame. Now try to imagine what it would be like for an islander or visitor trying to organise travel. Imagine your flight is delayed for whatever reason. In Tingwall it can go just as soon as it is possible but if it was at Sumburgh then the flight has missed its runway slot and must wait for another causing further delay. Imagine the frustration of travelling all the way to Sumburgh only to have your flight delayed by a couple of hours, no chance to pop back to town to utilize the time. Travel time to and from Sumburgh will make day returns a thing of the past. What could you hope to achieve in the couple of hours you would be in town? Certainly not enough to make the expense worth it! So now there will be the expense of accommodation on top of the travel. This would impact us all but most of all the children. Extra expense will reduce the frequency and quality of school trips. And let us not forget all the workmen and technicians who are needed here. It is very hard to get them here as it is never mind when you tell them they are going to have to stay overnight in order to have enough time to do anything useful.

Lastly I would also like to point out that Tingwall is used for air ambulance in cases where the patient is deemed to poorly to make the arduous road trip to Sumburgh. What will become of those people? Are you condemning them to death for the sake of a possible saving of cash? What kind of judgment puts peoples' lives after cash?

If this goes ahead it will result in moral and social impoverishment for all those who have any occasion to use the service.

If the council wishes to save cash I suggest they find ways to invest it in their community. Start a council run food production and stop so much of our cash disappearing out the Sooth Mooth.

Buy a tidal generator and sell power to the people. And if you tell me that this is against regulations...Regulations got us in this mess! Now is the time to stand up the Westminster bullies and start really working FOR your community. Stop investing in a corrupt stock market and start investing in us, the Shetlanders you are supposed to be serving. Think local and think out of the box. Stop cutting back or we will all suffer in the long run. If you make these cuts Westminster will come back for more and more till they have everything and we are back in the dark ages!

❖ **Jane Puckey, Foula Airstrip Trust:**

Dear Michael,

Thank you for your e-mail in reply to mine, and for forwarding e-mails to me from Fran Dyson Sutton and Janette Cowie re Tingwall Airport Review.

I would like to raise the following points regarding the outline proposals for the operation out of Sumburgh.

You say there would be a standalone facility alongside the Wilsness Terminal Building.

1. Does this mean that fire cover and provision of fuel to the planes would be entirely separate from those supplied for the Wilsness Terminal? If not, then the inter island planes would have to wait in turn for both fire cover and refuelling along with flights landing and taking off for Aberdeen and other airports out with Shetland. Such an arrangement would make for a very inefficient service to the outer isles.

2. Would there be a dedicated runway for use by the inter isle planes or will there have to be 'stacking' when a number of other planes are waiting to land / take off?

These are specific points that need clarification.

❖ **Marion Taylor:**

Dear Mr. Craigie

I have received a copy of Fran Dyson-Sutton's letter to you re the possible closure of Tingwall Airport and the problems it would bring to the residents of Foula and support everything she says.

I do not have anything further to add except how it would affect my own B&B. The most important item I need whilst providing B&B is food, and as there is no shop or eating places on Foula I need to provide evening meals. Therefore, I need a stock of meat and veg., fresh and frozen which I obtain from the butchers at JW Grays. After checking with Tingwall it is okay weather for the flight to go and they have room on the aircraft, Grays then deliver out to Tingwall. There has, in the past, been a weather problem when quite unexpectedly down comes the fog and the plane is cancelled (I have actually been on the aircraft sitting on the runway waiting for takeoff when this has happened). Grays have then gone back out to Tingwall, collected the perishable foods and put it back in their freezer.

This will not happen if the flights go from Sumburgh. Frozen foods delivered from Lerwick to Walls, waiting about at the Walls Pier, transported over to Foula by ferry is usually defrosted by the time it gets here, especially in the summer months, after which there is a Health and Safety Issue. Then I think,

what shall I do for fresh and frozen food for guests if the air transport is all moved to the Sumburgh? I would need to think long and hard if I wish to carry on - I have done this for a long number of years and at some point there is a time for retirement.

I do hope the Committee looks at all the points in Fran's letter and try and put themselves and their families in our position if the situation were reversed.

❖ ***Janette Cowie, Head Teacher – Foula Primary School***

To whom it may concern

Possible relocation of air services from Tingwall to Sumburgh

Foula Primary School has a substantial dependence on the current air services at Tingwall and their relocation to Sumburgh would have a significant detrimental effect on the holistic education of Foula's children and young people, and on our ability to deliver the broad education defined in the Curriculum for Excellence. We also rely on this service to bring visitors to the school, as day returns are not an option on the ferry service.

School Visits

Visits to Mainland Shetland provide opportunities for our children to extend their knowledge of the world outside Foula. The children are taken on trips at least once per term to visit a wide variety of places of interest, to participate in residential adventures with children from other remote islands, to go swimming and to visit other educational establishments, particularly Sound Primary and Anderson High School. In June, we held a very successful Mini Olympics on Foula with children from Sound and Fair Isle Primaries which would not have taken place if they had had to travel via Sumburgh.

Every child in Shetland is entitled to fifty minutes per week from specialist teachers of PE, Art and Music, none of which is available on Foula. They are also entitled to six swimming lessons per year. We can only access these if we are able to take our children to Mainland Shetland.

Preparation for transition to Anderson High actually begins in nursery with visits to Sound Nursery Class. These visits continue throughout our children's primary education thus enabling them to foster friendships and relationships with children who will eventually attend Anderson High alongside them. It also allows them to participate in activities which cannot be provided on Foula because of pupil numbers, but which are essential in developing skills for work and leisure in adulthood – for example, socialising with peers, collaborative working and team games. These visits provide our children with the experience of being in a much larger educational establishment and decrease the stress of moving to a large school campus, with large numbers of children and staff. Visits to Mainland Shetland help to develop our children's mental

wellbeing through opportunities for different physical exercise and to be with children of the same age.

Taking our children to Lerwick involves a journey by air which few other children in Scotland experience as part of a school trip. The length of the current journey is ideal for 3 year olds who have to fly without their parents. The trip by taxi to Lerwick is also an ideal length of time. The children feel comfortable in the surroundings at Tingwall, knowing that they are nearly home. Staff at Tingwall keep us updated on weather-related changes to timetables at short notice. We can get to Tingwall from Lerwick in a short period of time to enable us to fly back safely when there is a short weather window. It would be very difficult to travel to Sumburgh to do this.

Should the air services be transferred to Sumburgh, we would be unable to offer these excellent trips to Mainland Shetland as most of our time would be spent travelling, and costs would be prohibitive. Travel costs for SIC maintenance personnel and relief teaching staff would be greatly increased.

Relief Teacher

I am the only qualified teacher resident on Foula. As a teaching Head Teacher, I am entitled to 10.5 hours per week for administrative duties. SIC currently employ a relief teacher to come to Foula on Wednesdays and Fridays between mid February and mid October, and on Fridays between mid October and mid February. I am also entitled to attend Head Teacher meetings and training courses in Lerwick at least three times per year which means finding supply staff, accommodation both on Foula and in Lerwick, taxi and flight costs. With a limited school budget, we would be unable to meet the additional costs we would incur in travelling via Sumburgh. Our current transport budget already falls far short of what is actually required to fulfil the agreed head teacher time.

Although entitled to administrative time and attendance at meetings, I am often unable to undertake either due to adverse weather conditions. Trips out not only provide our children with opportunities to meet their peers, but also allow my nursery worker/clerical assistant and I to network with colleagues on educational issues. In effect, trips out are the only times we are able to leave the island other than school holidays so they also greatly support our mental wellbeing – all other island residents are able to come and go as they please whereas we cannot leave without adjusting school hours or closing it. We also rely on the flights from Tingwall to bring urgently required educational resources, topic boxes/books from Shetland libraries/ Shetland Play, and food and milk for school snacks. My DSMO/relief teacher often put items to Tingwall for delivery to the school – this could not be done from Sumburgh.

Maintenance

When the school requires maintenance, SIC staff and contractors rely on the air services through Tingwall to get here, especially when called out to urgent

maintenance issues. This also applies to my house which is maintained by SIC.

NHS and other visitors to Foula

The school is part of the Scottish Government's 'Child Smile' programme and as such is entitled to visits from the 'child Smile' team on Shetland every six months. Moving the air services to Sumburgh would obviously affect the budget for this. We also have health visitors and visitors from out with educational services who visit our school. Many will not wish to make the additional trip to Sumburgh on grounds of journey time and cost.

The transfer of air services to Sumburgh from Tingwall would seriously hinder all aspects of the development of the children of Foula Primary, including their care and welfare and that of its staff. Without Tingwall, it would be very difficult to maintain the level of diversity we have in our curriculum, and to maintain the level of staffing required to run the school to the standards laid down by the GTCS and Scottish Government.

❖ *Foula Primary School Parent Council*

To whom it may concern,

We write as Foula Primary School Parent Council in support of the vital air service that is provided by Tingwall airport remaining at its current location. The air service to Tingwall ensures the holistic education of our children and makes certain that the school can deliver all aspects of the Curriculum for Excellence. Services to Tingwall and the flexibility they provide guarantee that our children have the maximum time possible to spend quality time with their peers and undertake educational visits, both of which are integral to their physical, social and mental wellbeing. The service as it is enables day return visits without the need for extensive periods away from home and family that could be disruptive for younger children.

We wish to voice the following concerns regarding the potential relocation of the service to Sumburgh:

➤ It will hinder opportunities for socialisation for our children impeding their social and mental wellbeing:

This past year (August 2011-2012) our children of Primary age have had the opportunity to go on four trips out to Lerwick and the surrounding area, one residential trip to Vøxter and two week long visits to Sound Primary. Our children in Foula Nursery have participated in three of the trips to Lerwick. These visits are essential for the social integration and development of our children; they enable opportunities

for familiarisation with large education settings and the way they work. Children are able to build friendships with their peers before moving on to Anderson High and crucial part of this transition.

Over the past six years a considerable amount of effort has gone into developing close links with Sound Primary School to enable social integration; including participation for our P7 children in an educational trip to Edinburgh and visits to Sound School from Nursery age to maintain continuity. Tingwall airport is ideally situated to support this partnership aiding accessibility and maximising the time possible for social integration and education (e.g. the nursery session ends at 15.15 which is ideally suited for then travelling to the afternoon plane from Tingwall). The proximity of Tingwall to Lerwick and the shorter flight time also reduces stress for younger children who suffer from travel sickness.

By relocating the service to Sumburgh this would reduce the potential educational time during day visits (see Fig. 1). For instance, currently during a day visit to Lerwick our children have 4 hours 25 minutes educational time, enabling swimming lessons in the morning (e.g. March 2012 visit) or attending events (e.g. Pre School Concert May 2012), lunch and then attend a full session of nursery or afternoon school (or further visits) in which they have the opportunity for lessons with a music/PE specialist (a service not provided to Foula) and team games. As indicated in Fig. 1 the time available for education during a day visit to Lerwick reduces with the winter timetable and with relocation to Sumburgh this would be reduced further. This would result in our children losing out on day trips that are especially important for the integration of younger children who are too young for overnight stays/residential trips. This would be a massive step backwards. In the view of this Parent Council, it is the job of parents to raise their child/children in the most normal way possible, fostering opportunities and choice; this needs to be supported by equal entitlement of access to social and health services, learning experiences and culture.

Reducing the time for social integration, inclusion and broader learning experiences pushes a community and their children, already vulnerable in their everyday existence, to the periphery of services, further risking marginalisation. This would not present a stable social legacy for our children's future.

➤ **It will cause additional challenge for family travel:**

Travelling from Foula to Tingwall is already challenging, stressful and expensive for a young family. By moving the service to Sumburgh (increasing travel time/distance from central amenities/transport links) these aspects of challenge are increased making the journey unachievable, increasing the risk of marginalisation to our families. It is foreseen by the Parent Council that a relocation of the service would result, because of this, in a decreased use of the service by community members. If this were also a trend echoed in visitor numbers this

would equally reduce opportunities for within-island social integration for our children.

➤ **It will result in reduced support/supplies/equipment for Foula School:**

Foula School is supported by educational professionals and health professionals (most based in Lerwick e.g. Child Smile Staff/Speech Therapist/Social Workers/Active Schools Staff/Expressive Arts experts), maintenance staff (again based in Lerwick) and school supplies from Lerwick (e.g. school fruit and milk are supplied on Mondays by Robinson & Morrison via the plane and Shetland Play Ltd/Shetland Library supply nursery books/equipment via the plane). The school is also supported by a relief teacher twice a week in the summer and once a week in the winter (weather permitting) who travels from North Mainland to Tingwall to fulfil this post, providing the Head teacher with necessary non-contact managerial time. A reduction in these services would result in an inability to provide a sufficient teaching service and additional strain on staff. Our children would duly be affected by this.

We hope that the value of what would be lost and the additional endurance that a relocation of the air service to Sumburgh would bring to the lives of our community and children is realised.

A Day Visit time comparison (Summer Timetable)	
Current Service (10.40 flight our 16.20 flight back)	Hrs/Min
Flight	0.15
Travel (from Tingwall to Lerwick)	0.15
Travel (from Lerwick to Tingwall)	0.15
Check in time	0.30
Travel back	0.15
Potential Service (assuming same flight times as above)	
Flight	0.25
Travel (from Sumburgh to Lerwick)	0.45
Travel (from Sumburgh to Tingwall)	0.45
Check in time	0.30
Travel back	0.25

A Day Visit time comparison (Winter Timetable)	
Current Service (10.40 flight out 14.55 flight back)	
Flight	0.15
Travel (from Tingwall to Lerwick)	0.15
Travel (from Lerwick to Tingwall)	0.15
Check In time	0.30
Flight back	0.15
Potential Service (assuming same flight times as above)	
Flight	0.25
Travel (from Sumburgh to Lerwick)	0.45
Travel (from Sumburgh to Tingwall)	0.45
Check In time	0.30
Travel back	0.25

Figure 1. A Time Comparison for a Day trip to Lerwick (for additional info see chart below- A day Visit time comparison)

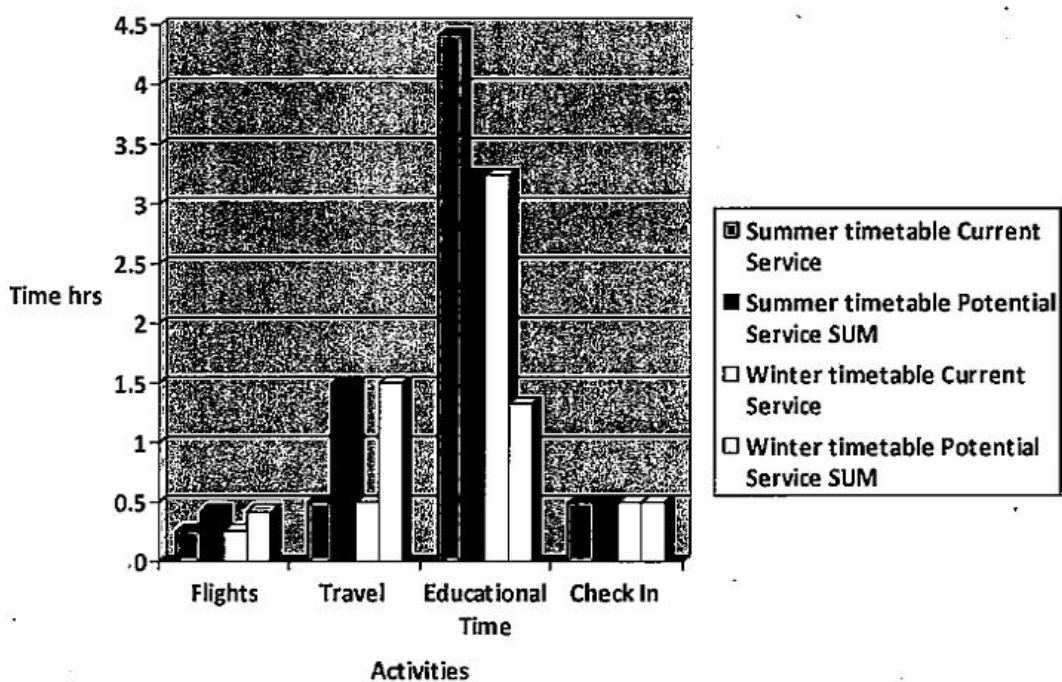


Figure 2 Incoming support visits (August 2011 - August 2012)

Incoming Visitors (August 2011-2012) via Tingwall	No. Visits
Educational Visitors (e.g. Police, Expressive Arts, Geologists/Ornithologists/Literary)	10
Educational Assessors (HMIE/SVQ)	5
Relief Teaching staff	64
Health Care Staff (e.g. Child Smile/Health Workers)	2
Residential Visits (incoming)	1
Maintenance staff (ICT/SIC Building Maintenance/Ness Engineering)	8

❖ ***Foula Parenting Club***

To whom it may concern,

We the members of the Foula Parenting Club are writing this letter to voice our total opposition to the proposal of closing Tingwall airport in favour of relocating the outer isles service to Sumburgh.

The Parenting club was established in 2009 with the following aims and objectives set out in our constitution.

“To provide in the interest of social welfare a good environment for the children of Foula, by providing parents and such children with a means of alleviation of stress by mutual support and by providing play facilities for the children in which the parents can participate as will improve the physical and intellectual development of the children and strengthen the relationship between parent and child. To seek out social interaction opportunities that combats the disadvantages of raising children in areas of extreme remoteness.”

In order to fulfil these aims the Parenting Club participates in fund raising activities and then use these funds to organise trips to mainland Shetland to participate in a schedule of events tailored to the children in the club. Most of these events are organised by the Children Services dept. of the SIC. The

ability of the children from Foula to participate in these events is widely seen as extremely positive both from the point of view of those on Foula and also those on the mainland.

The schedule of events is diverse and is designed to address physical, intellectual, cognitive and social development needs within the group.

The ability of the group to make these trips to the mainland is already an extremely challenging undertaking. It is only through the very hard work and patience of the parents together with the understanding and flexibility shown by everyone else that is involved, from event organisers, teachers, Directflight, Sinclair's taxis, accommodations providers to name but a few, that any kind of success is achieved. Currently success in attending events averages at about 40% successful, 60% missed. The only reason for missing events so far has been postponed flights. The resulting disappointment suffered as a result of the enviable "expectations" that develop also contributes to the overall stress involved in the process.

As primary users of the air route we would hope that you could acknowledge we are the people best placed to assess the impact of moving the outer isle air hub to Sumburgh. Given the already highly challenging nature of travel to and from Foula by air, subsequent addition to this burden as would most certainly be entailed in the proposal, would result in the club no longer being able to fulfil the aims and objectives that are set out in our constitution.

As parents we have to make tough decisions about the future of our children and balance the stress and difficulty in achieving goals against the positives to be gained from attempting to achieve them.

It is our regrettable opinion that should the air route move to Sumburgh then our ability to continue to offer these extremely positive experiences to our children would cease due to a breach of the stress/difficulty threshold that most definitely exists with regard to travel to and from Foula.

Thank you for your time in reading this and I hope that you can appreciate the scale of negative outcomes that are involved in this proposal.

Appendix 3 – Comparison of Cost to Council Between Tingwall and Sumburgh

	Financial Year 2013/14				Financial Year 2014/15				Financial Year 2015/16			
	Tingwall		Sumburgh		Tingwall		Sumburgh		Tingwall		Sumburgh	
	Revenue Costs	Capital Costs	Revenue costs	Capital Costs	Revenue Costs	Capital Costs	Revenue costs	Capital Costs	Revenue Costs	Capital Costs	Revenue costs	Capital Costs
Revenue cost Tingwall	180838				163738				163378			
Capital Costs		40000		100000		15000				15000		
Landing Charges	0		19000		0		19000		0		19000	
Additional Fuel Costs	0		11440		0		11440		0		11440	
Rates and Utilities	Inclusive		25000		inclusive		25000		Inclusive		25000	
Hangar Leasing Costs	N/A		40000		N/A		63750		N/A		85000	
Energy Costs	Inclusive		6500		inclusive		6500		Inclusive		6500	
Maintenance	Inclusive		8500		Inclusive		8500		Inclusive		8500	
Public Transport	8000		80000		8000		80000		8000		80000	
Totals	188838	40000	190440	100000	171738	15000	214190	0	171378	15000	235440	0
Grand Total	£228,838		£290,440		£186,738		£214,190		£186,378		£235,440	