

Part 1 Appraisal Summary Tables

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Mr Michael Craigie, 01595 744 160, michael.craigie@shetland.gov.uk Shetland Islands Council, Development Service, Transport Planning Service, 6 North Ness, Lerwick, Shetland, ZE1 0LZ	
Proposal Name:	Option CO3: Replace the MV <i>New Advance</i> with a Lo-Lo freight vessel shared with Fair Isle.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>This vessel would be based on the current MV <i>Snolda</i> which has a track record of accessing Foula and Fair Isle. The new vessel would be 25m long and would carry 12 passengers and 6 PCUs. The vessel would operate at 9 knots.</p> <p>The new vessel has been estimated to cost in the region of £3m.</p> <p>Both the MV <i>New Advance</i> and MV <i>Good Shepherd IV</i> would no longer be required.</p> <p>It is assumed the vessel would be mainland based, either at a new facility at Grutness or Walls, or using an existing berth at Scalloway (the latter assumed for the purposes of costing).</p> <p>There would be no need for major harbour works at Foula or Fair Isle. However, dredging would be</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £3m.
			<i>Current revenue support</i> Revenue costs not available as service contracted out
			<i>Annual revenue support</i> Revenue costs not available as service contracted out

	required at Foula, where there would also be tidal restrictions.		
Funding Sought From: (if applicable)	Transport Scotland	Amount of Application:	<i>Present Value of Cost to Govt.</i> Costs in this study are all reported in 2016 prices only. The costs would reflect those set out above.
Background Information			
Geographic Context:	<p>The island of Foula lies 20 miles to the west of Walls on the Shetland mainland. The island, which is still lairDED, is about 2.5 miles long by 3.5 miles wide.</p> <p>Transport connections are provided by the workboat MV <i>New Advance</i> and an air service from Tingwall.</p>		
Social Context:	<p>The population of Foula is small but has been relatively resilient over the years, despite limited on-island opportunities. The population was recorded as 38 in the 2011 Census.</p> <p>The shortage of housing stock in Foula is a key constraint on population sustainability and growth.</p> <p>Foula retains its primary school and recently attracted a teacher to go and live on the island. The school roll has increased over the last two years.</p> <p>Health provision on Foula is limited, although this is perhaps to be expected given the remoteness of the island. The main need of the island appears to be enhanced emergency cover.</p> <p>The lack of on-island services is a challenge for Foula residents, although this is not a new issue and has not had a noticeable impact on the population level (although it may be a deterrent to in-migration).</p>		
Economic Context:	<p>Employment opportunities on Foula are limited, with employment concentrated in public sector posts, small scale crofting and seasonal tourism.</p> <p>Given the geography, population and industrial base of Foula, there is unlikely to be any significant developments on the island over the period of the plan. The key for Foula is likely to be maintaining the population base, lowering the average age of residents and retaining key services.</p>		
Planning Objectives			
Objective:	Performance against planning objective:		
<i>TPO1: The capacity of the services should not act as a constraint to regular and</i>	Performance against Transport Planning Objective: Moderate Positive		

essential personal, vehicular and freight travel between the island(s) and Shetland Mainland	The provision of a shared freighter with Fair Isle would make a moderate positive contribution to this objective. The current MV <i>New Advance</i> can carry one small car, which has to be craned on. The proposed shared freighter therefore offers a significant uplift in capacity.
TPO2a: Where an island has a 'commutable' combined ferry or drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably facilitate commuting	Performance against Transport Planning Objective: Neutral This objective is not relevant for Foula.
TPO2b: Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably permit at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.	Performance against Transport Planning Objective: Neutral This option would have no impact on time on the mainland. However, it is worth noting that a key benefit of an island-based vessel & crew is that it allows the service to take advantage of weather windows. This flexibility would be reduced if the only service was offered by a shared freight vessel.
TPO3: The scheduled time between connections should be minimised to increase flexibility for passengers and freight by maximising the number of island connections across the operating day.	Performance against Transport Planning Objective: Neutral This option would have no impact on the frequency of the service.
TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.	Performance against Transport Planning Objective: Neutral This option would have no impact on the timetable.
TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.	Performance against Transport Planning Objective: Neutral This option would have no impact on strategic connectivity.
Rationale for Selection or Rejection of Proposal:	This option will not be retained for further consideration. A shared freighter would materially affect the potential to sail during weather windows affecting the viability of the island, and is therefore rejected.
Implementability Appraisal	

Technical:	The freight vessel could overnight at Scalloway, Walls or potentially Grutness. Dredging would be required at Foula but no harbour works would be required at Fair Isle.	
Operational:	A mainland based crew would be required for the new vessel. There would be uncertainty over the future of the current Fair Isle and Foula based crews. The harbour at Foula would require frequent dredging. Freighter harbour access at Foula could be tidally constrained. Weather constraints would impact on the viability of this service if timetabled	
Financial:	Capital cost - £3 million.	
Public:	The initial community council and subsequent public consultation noted that this option would not be acceptable.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	<p>The replacement of the MV <i>New Advance</i> with a freight vessel would have a moderate negative environmental impact, principally associated with the required dredging work at Foula.</p> <p>The reduction of the Foula and Fair Isle services to a single vessel could potentially lead to a reduction in emissions but it is anticipated that any such reduction would be offset by the new freighter, which would be operating a similar number of operating hours as the existing two vessels combined.</p> <p>Environmental Constraints The environmental constraints for the Foula route are provided below for information</p> <p>Foula Constraints</p> <ul style="list-style-type: none"> • Residential properties in proximity to ferry terminal and airstrip • Core path CPPWS03 in proximity to pier and to the runway location • Foula GCR follows island coast in proximity to runway location (but at Ham Harbour) • Foula is entirely designated as Special Protection Area (SPA) and SSSI • Foula is entirely within an NSA • One listed building within 50m of pier • Coastal flooding risk • Good air quality <p>Walls Constraints</p>

		<ul style="list-style-type: none"> • Residential properties within 50m of the pier • Walls Harbour within Vaila Sound Shellfish Water Protected Area and Grunting Voe Shellfish Water Protected Area approximately 4km south of Walls • Scheduled monument and listed buildings in proximity to the harbour • Coastal flooding risk • Good air quality
Safety:	Neutral	This option would have no impact in terms of safety.
Economy:	✓	<p>This option would deliver a minor positive impact in terms of the economy criterion. The increased capacity of the vessel would alleviate a current constraint on Foula.</p> <p>However, this benefit would, to some extent, be offset by the loss of important island-based ferry jobs. There would also be a loss in service flexibility if the vessel was not based on the island.</p>
Integration:	✓	Whilst, this option would support a range of policies focussed on island sustainability and development, these benefits would to some extent be offset by the loss of island jobs and reduced service flexibility.
Accessibility and Social Inclusion:	✗	This option would give rise to a minor negative in terms of accessibility. Whilst physical accessibility to the new freight vessel is likely to represent an enhancement on the MV <i>New Advance</i> , the loss of flexibility to take advantage of weather windows (due to the vessel not being based on the island) would negatively impact on the community.