

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 CO4: Replace the MV <i>New Advance</i> with a passenger vessel and a freight vessel shared with Fair Isle.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>The MV <i>New Advance</i> would be replaced by a dedicated Foula passenger vessel (MV <i>New Advance</i> equivalent) and a freight vessel shared with Fair Isle.</p> <p>The freight vessel would be based on the current MV <i>Snolda</i> which has a track record of accessing Foula. The new vessel would be 25m long and would carry 12 passengers and 6 PCUs. The vessel would operate at 9 knots.</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</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £3.95m
			<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

	harbour works at Foula or Fair Isle. However, dredging would be 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:		
TPO1: The capacity of the services should	Performance against Transport Planning Objective: Moderate Positive		

<p>not act as a constraint to regular and essential personal, vehicular and freight travel between the island(s) and Shetland Mainland</p>	<p>A passenger only vessel based on Foula would continue to offer the current levels of passenger capacity and could also likely take small pieces of freight (i.e. parcels and packages).</p> <p>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.</p>
<p>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</p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This objective is not relevant for Foula.</p>
<p>TPO2b: Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably permit at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.</p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on the time on mainland.</p>
<p>TPO3: The scheduled time between connections should be minimised to increase flexibility for passengers and freight by maximising the number of island connections across the operating day.</p>	<p>Performance against Transport Planning Objective: Minor Positive</p> <p>This option would effectively represent a two vessel solution for Foula. It is assumed that the passenger only vessel would operate at least the current timetable.</p> <p>Calls by the freight vessel would be additional to the current timetable and would thus represent an increase in frequency.</p>
<p>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact in terms of timetable variation.</p>
<p>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</p>	<p>Performance against Transport Planning Objective: Neutral</p> <p>This option would have no impact on strategic connectivity.</p>

Rationale for Selection or Rejection of Proposal:	This option will be retained for further consideration. The rationale for rejecting Option C3 (shared freight vessel only) is also appropriate to this option. However, a dedicated passenger vessel would provide a bespoke option for Foula, mitigating somewhat against the freighter being based off-island. A shared freighter would provide capacity to cater for heavier items / vehicles etc and would improve reliability. Further analysis of sailing patterns would be required to quantify the extent of the reliance on 'weather windows'.	
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. The passenger vessel would be based on Foula.	
Operational:	A crew would be required for the new vessel. 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 the freighter service if timetabled although the passenger ferry could be flexible.	
Financial:	Capital cost - £3.95 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 new passenger only vessel and shared freight vessel would have a moderate negative environmental impact, principally associated with the required dredging work at Foula.</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	<p>This option would have no impact in terms of safety. It should however be noted that there would be a marginal increase in total sailing hours with this option, which would have a negative safety impact. However, the scale of this impact is likely to be extremely small.</p>
Economy:	✓	<p>This option would deliver a moderate positive impact in terms of the economy criterion. Firstly, there would be at least a single additional connection over the course of the week.</p> <p>The improved perception of the vessels and the crossing to Foula could also encourage increased sea-based travel, but any such impact would be very minor.</p> <p>The increased capacity of the freight aspect of the service would also alleviate a current constraint on Foula.</p>
Integration:	✓	<p>This option would support a range of policies focussed on island sustainability and development.</p>
Accessibility and Social Inclusion:	✓	<p>This option would offer a moderate positive in terms of accessibility as it is assumed that access would be improved (as far as is reasonably possible with a passenger vessel operating within the existing infrastructure).</p> <p>The increased carrying capacity of the freighter compared to the current vessel would also enhance freight based accessibility to the island. However, as the vessel would not be based in the island, there would be a loss of flexibility to take advantage of weather windows.</p>