

## Part 1 Appraisal Summary Tables

Proposal Details			
Name and address of authority or organisation promoting the proposal:  (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Mr Michael Craigie, 01595 744 160, <a href="mailto:michael.craigie@shetland.gov.uk">michael.craigie@shetland.gov.uk</a>  Shetland Islands Council, Development Service, Transport Planning Service, 6 North Ness, Lerwick, Shetland, ZE1 0LZ	
Proposal Name:	Option RO1 – Increase the service frequency of the current Foula ferry.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	This option would involve increasing the service frequency to 3-4 weekly rotations year round.	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £0.00.
			<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
Funding Sought From: (if applicable)	Transport Scotland	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> Costs in this study are all reported in 2016 prices only. The costs would reflect those set out above
Background Information			
Geographic Context:	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.  Transport connections are provided by the workboat MV <i>New Advance</i> and an air service from Tingwall.		
Social Context:	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.  The shortage of housing stock in Foula is a key constraint on population sustainability and growth.		

	<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>
<b>Planning Objectives</b>	
Objective:	Performance against planning objective:
<i>TPO1: The capacity of the services should not act as a constraint to regular and essential personal, vehicular and freight travel between the island(s) and Shetland Mainland</i>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>This option would provide a significant step-up in the current service to Foula, so would in turn generally significantly increase the available capacity in any given week. It therefore provides a moderate positive in terms of this objective.</p>
<i>TPO2a: Where an island has a 'commutable' combined ferry or drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably facilitate commuting</i>	<p><b>Performance against Transport Planning Objective: Neutral</b></p> <p>This option is not relevant for Foula.</p>
<i>TPO2b: Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre (e.g. 80 minutes), the connections provided should reliably permit at least a half day (e.g. 4 hours) in Lerwick 7 days a week, all year round.</i>	<p><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>This option would make a moderate positive contribution to this objective. The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service).</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><b>Performance against Transport Planning Objective: Moderate Positive</b></p> <p>This option would provide a significant increase in frequency on the Foula service by one sailing per week in summer and winter.</p>	
<p>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</p>	<p><b>Performance against Transport Planning Objective: Minor Positive</b></p> <p>The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service).</p>	
<p>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</p>	<p><b>Performance against Transport Planning Objective: Minor Positive</b></p> <p>The additional connections proposed would operate on days where there is not currently a ferry connection (and could potentially be timetabled to fill gaps in the air service). This would enhance the number of days when an onward connection to the Scottish mainland by air or ferry could be made.</p>	
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option is retained for further consideration. Whilst this option has human resource implications for Foula residents, increased ferry-based connectivity should not be ruled out. It should be noted though that a basic requirement of the RSM is the provision of a 7-day service which Foula does not currently have.</p>	
<p><b>Implementability Appraisal</b></p>		
<p>Technical:</p>	<p>There are no technical feasibility issues associated with this option.</p>	
<p>Operational:</p>	<p>There would be a need for additional crew hours and fuel.</p>	
<p>Financial:</p>	<p>This would be a relatively low cost option given the small vessel, low crew compliment and small increase in the number of sailings.</p>	
<p>Public:</p>	<p>The community does not consider an increase in the use of the current ferry service as appropriate as it would have an impact on the other jobs undertaken by island residents.</p>	
<p><b>STAG Criteria</b></p>		
<p><b>Criterion</b></p>	<p><b>Assessment Summary</b></p>	<p><b>Supporting Information</b></p>

Environment:	x	There is likely to be a very minor negative impact associated with the increased emissions from operating extra sailings.
Safety:	x	There would be a small negative safety impact associated with the additional sailings generated under this option. Any impact would however be minimal.
Economy:	✓	There would be minor TEE benefits associated with this option associated with the increased frequency and capacity of the service.  There would also be wider positive impacts for island residents and businesses, whilst tourist access would be enhanced.
Integration:	✓	This option would support a range of policies focussed on island sustainability and development. It would also move Foula closer to the RSM defined service levels.  This option would also make a minor contribution to strategic transport integration (see TPO5)
Accessibility and Social Inclusion:	✓✓	This option would enhance the accessibility and social inclusion of Foula. Residents could travel more frequently to Shetland mainland, whilst tourists would also benefit from these connections, supporting different durations of stay.