

Part 1 Appraisal Summary Tables

| Proposal Details | | | |
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| 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 RO2 – Increase the frequency of the air service to two rotations per day, seven days a week in summer and winter. | Name of Planner: | Stephen Canning, Peter Brett Associates |
| Proposal Description: | This option would involve increasing the number of rotations to Foula to two per day in the summer and winter. | Estimated Total Public Sector Funding Requirement: | <i>Capital costs/grant</i> £0.00. |
| | This option would provide seven or eight extra connections per week in summer and winter. | | <i>Current revenue support</i> Air service revenue support is not disaggregated by route |
| | The airfield is likely to have to be licensed to accommodate this step change in service levels. In addition, Tingwall airfield is currently closed on a Sunday from May to September and on both Saturday and Sunday from October to April but would have to be opened and staffed appropriately to accommodate this option. Additional weekend fire cover would also be required on Foula. | | <i>Annual revenue support</i> Air service revenue support is not disaggregated by route |
| Funding Sought From: | Transport Scotland | Amount of Application: | <i>Present Value of Cost to Govt.</i> |

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| (if applicable) | | | 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 essential personal, vehicular and freight travel between the island(s) and Shetland Mainland</i> | <p>Performance against Transport Planning Objective: Major Positive</p> <p>The air service is the lifeline mode of transport for Foula, with the majority of personal and business travel made by air. The service is relatively well used throughout the year, although patronage is less than that to Fair Isle. At present, capacity is a key issue on Foula services and the addition of seven or eight extra connections per week in summer and winter would provide a significant enhancement in this respect.</p> | | |

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| <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> | Performance against Transport Planning Objective: Neutral This option is not relevant for Foula. |
| <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> | Performance against Transport Planning Objective: Major Positive This option would make a major positive contribution to this objective. The additional air connections proposed would provide the required half day in Lerwick seven days week. |
| <i>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.</i> | Performance against Transport Planning Objective: Moderate Positive This option would provide a significant increase in frequency on the Foula service – seven or eight extra connections per all year round. |
| <i>TPO4: The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.</i> | Performance against Transport Planning Objective: Major Positive This option would provide a consistent week and year round timetable apart from timing changes for daylight hours. |
| <i>TPO5: Where practicable, islanders should be provided with links to strategic onward transport connections without the need for an overnight stay on Shetland mainland.</i> | Performance against Transport Planning Objective: Moderate Positive This option would generate a moderate positive in terms of its contribution to strategic transport integration. It would allow seven day connections with onward services throughout the year, although reliability issues would continue to mean that some people would travel the day before a connecting flight or ferry. |
| Rationale for Selection or Rejection of Proposal: | This option is retained for further consideration. A 7-day per week service may have disproportionate costs associated with the weekend opening of Tingwall. However the principle of increasing the number of weekday flights to Foula should be explored further, particularly in conjunction with any move to a shared ferry service. 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, and this may necessitate weekend operation at Tingwall. |
| Implementability Appraisal | |

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| Technical: | This option would likely require Foula airfield to be licensed. | |
| Operational: | <p>There are likely to be a range of operational issues with this option in terms of flying hours, aircraft utilisation, reliability and recovery time. In addition, Tingwall airfield would need to be opened and crewed at the weekend, whilst additional weekend fire cover would be required on Foula.</p> <p>Alternatively the weekend service could potentially operate from Sumburgh.</p> | |
| Financial: | <p>This option could be relatively expensive, as it would require the additional fuel and potentially additional pilot hours. It would also require the opening and crewing of Tingwall airfield at the weekend, whilst weekend fire cover would also be required on Foula.</p> <p>Detailed costs are not available at this stage due to a lack of operator data.</p> | |
| Public: | Some concerns were expressed regarding the resource implications for those who currently operate the airstrip of a full 7-day service but there is support for more flights in principle. | |
| STAG Criteria | | |
| Criterion | Assessment Summary | Supporting Information |
| Environment: | x | There is likely to be a very minor negative impact associated with the increased emissions from operating additional flights. |
| Safety: | x | There would be a small negative safety impact associated with the additional flights generated under this option. Any impact would however be minimal. |
| Economy: | ✓✓ | A significant enhancement to the air service would be transformative to the Foula economy, so long as the service was reliable and provided sufficient recovery capability during periods of poor weather. The principal benefit of an enhanced air service is that it would assist in tackling the capacity constraints associated with the current services, supporting resident and tourism travel. There would be a series of TEE benefits associated with enhanced frequency, whilst EALI benefits would emerge in terms of residents, tourists and locally traded services. |
| Integration: | ✓✓ | <p>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.</p> <p>This option would also make a minor contribution to strategic transport integration (see TPO5)</p> |
| Accessibility and Social Inclusion: | ✓✓ | The enhanced air service would make a significant contribution to improving both community and comparative accessibility. Foula residents would be better able to access key personal services, business opportunities and onward travel connections, whilst travel to the island would become less problematic. |