

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 RO3: Replace current operation with a mainland based Foula ferry service shared with Papa Stour.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>This option would provide a combined Papa Stour / Foula service using the current and future Papa Stour vessel, potentially running on alternate days. This option may be tidally constrained at Foula.</p> <p>The vessel would continue to provide a Lo-Lo service to Foula and this more substantial vessel could offer improved capacity, reliability and improved passenger comfort. The MV <i>New Advance</i> would no longer be required.</p> <p>The vessel would continue to overnight at West Burrafirth and the crew would therefore be mainland based as they are at present.</p> <p>It is assumed that this service would provide for 2-3 crossings per week.</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> Costs would be covered in the Papa Stour capital options.
			<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	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 lairde, 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: Moderate Positive</p> <p>The provision of a mainland-based freighter would make a moderate positive contribution to this objective. The current MV <i>New Advance</i> can carry one small car. The proposed shared vessel with Papa Stour would therefore offer a significant uplift in capacity.</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	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: Major Negative Assuming the current maximum of one return trip per day on this route, this option would have a major negative impact on time on mainland. As the vessel would commence operation at West Burrafirth, there would be no opportunity for a day return to the mainland by ferry.
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 be retained for further consideration. This option would allow a larger vessel with better seakeeping to operate to Foula from a mainland overnight berth. The impact on island based crew needs further investigation and this options needs to be tested for public acceptability. There may be a loss of flexibility in operating during weather windows.
Implementability Appraisal	
Technical:	Regular dredging would be required at Foula.
Operational:	<ul style="list-style-type: none"> • Additional crew / crewing hours on the Papa Stour vessel. • Potential tidal restrictions with access to Foula.

		<ul style="list-style-type: none"> • The flexibility to make use of weather windows will also be compromised from Foula's perspective. • The current crew of the MV <i>New Advance</i> would no longer be required.
Financial:		The current Foula contract would be withdrawn with resulting cost savings and 'fixed' route costs would be shared with Papa Stour. There would be additional crew and fuel costs for the Papa Stour vessel associated with Foula calls.
Public:		This option would not be acceptable to the Foula public given the implications for flexibility of service and island based employment.
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	x	<p>The replacement of the MV <i>New Advance</i> with a mainland-based freight vessel would have a minor negative environmental impact, principally associated with the required dredging at Foula.</p> <p>Environmental Constraints The environmental constraints for Foula 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
Safety:	Neutral	This option would have no impact on safety.
Economy:	x	<p>This option would deliver a minor positive impact in terms the increased capacity of the vessel, which 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:	x	This option would record a minor negative in terms of policy integration due to the loss of island-based jobs.
Accessibility and Social Inclusion:	xx	This option would give rise to a major 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)

		<p>would negatively impact on the community.</p> <p>There would however be a benefit in terms of enhanced accessibility to Foula, albeit for a very small number of hours if making a day return trip.</p>
--	--	--