

## 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 CO2: Replace the MV <i>Snolda</i> with one larger vessel.	Name of Planner:	Stephen Canning, Peter Brett Associates
Proposal Description:	<p>The smallest of the 'generic' vessel types being considered is the TYPE 1 35m double ended ferry. This would however represent a major scaling up from the current MV <i>Snolda</i>, which would seem excessive in the context of an island with a very low population.</p> <p>The vessel considered here is therefore similar in design to the current MV <i>Filla</i>. The new vessel would therefore be 35m long and would carry 30 passengers and nine PCUs. The vessel would operate at 9.5 knots and be an EU B Class vessel operating without restriction.</p> <p>The provision of a dedicated parking and waiting area would be required at West Burrafirth as there is very limited provision at present.</p>	Estimated Total Public Sector Funding Requirement:	<i>Capital costs/grant</i> £4.45m.
			<i>Current revenue support</i> £428k per annum
			<i>Annual revenue support</i> £673k per annum
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:	The island of Papa Stour lies to the north of Shetland West Mainland. The Papa Stour ferry departs from West Burrafirth on Shetland West Mainland and the crossing to the island takes around 40 minutes. The island can also be accessed by an air service from Tingwall airstrip.
Social Context:	Papa Stour has the smallest population of the islands served by the Council inter-island transport network. The island has a population of 15 spread across nine households. There is a problem for landowners, who own property on the island but rarely live there as a result of poor connectivity and job opportunities. There is no fire cover within the island as well as no ambulance cover. There is one child in the primary school. There is no shop on the island, although there is a Post Office at the pier.
Economic Context:	The Papa Stour economy is almost wholly dependent on small scale crofting and a handful of public sector jobs. The cost of living is higher on Papa Stour than most other areas of Shetland due to the added expense of delivering materials, fuel, food and supplies. This often has a detrimental impact on the island and adds to the challenges for the local population. Access to services and social events is also highly restricted.
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>	<b>Performance against Transport Planning Objective: Minor Positive</b> This option would offer a significant uplift in passenger capacity, increasing the passenger certificate from 12 to 30 passengers. The number of PCUs which could be carried would also be increased by 50%. Our analysis suggests that capacity is rarely a major issue in Papa Stour, although the 12 passenger certificate can be an issue during the summer tourist season. This issue is amplified by the low service frequency. Therefore, any option which increases capacity will have a positive impact against this objective.
<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>	<b>Performance against Transport Planning Objective: Neutral</b> This objective is not considered relevant for Papa Stour.
<i>TPO2b: Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main</i>	<b>Performance against Transport Planning Objective: Neutral</b> This option would not increase connectivity to the mainland or time in Lerwick. However, the provision of a new

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.	vessel would remove the risk of a catastrophic failure of the current vessel as she gets older.	
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.	<b>Performance against Transport Planning Objective: Neutral</b> 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.	<b>Performance against Transport Planning Objective: Neutral</b> 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.	<b>Performance against Transport Planning Objective: Neutral</b> 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. There is no requirement for a vessel with a higher carrying capacity for Papa Stour so this option should not be pursued further.	
<b>Implementability Appraisal</b>		
Technical:	There are no technical feasibility issues associated with this option.	
Operational:	Higher crew training costs associated with moving to a higher certification vessel.	
Financial:	The capital cost would be £4.45 million, with annual revenue support estimated at £673k per annum, an increase of approximately £245k per annum on the current day figure.	
Public:	Initial public consultation suggested that this option would be acceptable to the Papa Stour community.	
<b>STAG Criteria</b>		
<b>Criterion</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	Neutral	The replacement of the ageing MV <i>Snolda</i> with a more modern vessel gives rise to a potential reduction in emissions. However, the new vessel would be larger so it is likely that any benefit would be offset. There would be no other environmental issues associated with this option.

		<p><b>Environmental Constraints</b></p> <p>The environmental constraints at the ports on the Papa Stour are provided below for information:</p> <p>Papa Stour Constraints</p> <ul style="list-style-type: none"> <li>• Residential properties in proximity to terminal</li> <li>• Core path CPPWS10 passes close to ferry terminal</li> <li>• Harbour within Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) and within 200m of a Special Protection Area (SPA)</li> <li>• Scheduled monument and listed buildings in proximity (200m)</li> <li>• Coastal flooding risk</li> <li>• Good air quality</li> </ul> <p>West Burrafirth</p> <p>One residential property within 250m of pier  Scheduled Monument within 200m north east of harbour  Coastal flooding risk  Good air quality</p>
Safety:	✓	The current vessel, the MV <i>Snolda</i> , is single screwed. This presents a safety risk if the single propeller were to fail. Any new vessel would be built as a twin-screwed vessel, reducing / minimising this risk.
Economy:	✓	There would be minor benefits associated with the enhanced capacity and a new vessel, for example being able to reliably secure a space on the vessel, increasing tourism to the island etc.
Integration:	Neutral	This option would have no net impact on integration.
Accessibility and Social Inclusion:	✓	The provision of a larger capacity ferry would ensure that Papa Stour residents (as well as visitors to the island) could be all but ensured a space on the ferry, improving community accessibility.