

ANNEX J

PUBLIC TRANSPORT OPTIONS

Annex J Public Transport Provision (assumptions and costings)

This Appendix sets out the assumptions used for costing the above Options and the worksheets used.

J1 Public Transport Provision

The costs involved for each of the conventional public transport options is set out in Table J1. This includes:

- any road improvements necessary to ensure safe access of these vehicles. It is currently believed that there should be little or no difficulty for a bus to operate a regular service over most of Bressay's road network. However, turning points would need to be constructed at several points, such as Ham, Beosetter and Krikabister;
- the cost of six bus shelters at £5,000 each; and
- annual revenue expenditure by the local authority for the delivery of different levels of frequency, with the operator retaining revenue.

These are all calculated at 0809 prices.

Table J1 Capital and Revenue Costs of Public Transport Provision

	Road Improvements (capital)	Provision of Bus Shelters (capital)	Option A (revenue)	Option B (revenue)	Option C (revenue)	Option D (capital and revenue)
Options 1 & 2	£50,000 for turning points. £200,000 for Phase 2 of Heogan Road.	£30,000	£70,000/year	£95,000/year	£200,000/year	£367,500 capital and £384,893/year
Option 3	N/A	£30,000	£35,000/year	£47,500/year	£100,000/year	N/A

J2 Alternative Public Transport Improvements

This option assumes:

- New for 2008, with replacement in 2028 and 2048;
- Size: assume 12 passenger capacity. Costs based on Cygnus 38 hull (similar to current Foula ferry m.v."New advance") with capital cost of £367,500 in 08/09 (taken from a marine surveyor's valuation in September 2006 with RPI increase);
- Operating costs based on budgets for similar vessels in the Shetland Islands Council fleet but with crew of 2 on duty;
- The service assumes that it would be operated 7 days a week for 12 hours a day. The exact timings would be determined nearer to date of commencement but could include split shifts such as 0600 to 1200 and 1400 to 2000 each day. The service could either be timetabled or "on demand";
- The vessel would probably incur Lerwick Port Authority port dues which are based on the actual size of the vessel and the number of passengers carried. This cannot be calculated at present but a proxy of terminal maintenance of similar Shetland Islands Council piers is used instead of port dues for the purpose of this appraisal;
- There is no information available on likely carryings or fare levels.

