

ANNEX D

BRESSAY LINK

STAG STRATEGIC ISSUES AND OBJECTIVES  
WORKSHOP REPORT



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**Bressay Link**  
**STAG Strategic Issues and Objectives**  
**Workshop Report**  
**November 2007**

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**Report**

ZetTrans

**Bressay Link: STAG Strategic Issues and Objectives Workshop**

**November 2007**

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## Report

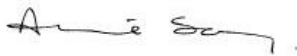
ZetTrans

### Bressay Link: STAG Strategic Issues and Objectives Workshop

For and on behalf of  
Natural Capital Ltd.

Approved by: Dr Annie Say

Signed:



Position: Director

Date: 14.12.07 (re-issue with amendments)

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## **1 PURPOSE OF THE WORKSHOP**

### **1.1 PREAMBLE**

The purpose of the workshop was to provide an opportunity to better understand the strategic issues surrounding the Bressay Link and to develop draft objectives for the Scottish Transport Appraisal Guidance (STAG)<sup>1</sup> appraisal. The proposals have had a long history and it is now the intention of the Council and ZetTrans to explore the potential options for the transport link in an objective process following the STAG methodology.

The process will have consultation and participation embedded at its core and it is the intention to engage with as wide a range of stakeholders as possible during the process. Some of the participants at the workshop had already contributed to an understanding of the issues including strategic issues but it was considered important to explore these further in a joint forum with others.

### **1.2 THE WORKSHOP**

The workshop was held in Sound Public Hall. Some 30 participants were invited to the workshop by telephone with a follow up letter. Some 25<sup>2</sup> people attended. A list of attendees with contact details is included in Appendix A.

The workshop ran from 9.30am to about 3.00pm. It was facilitated by two Natural Capital staff Dr Annie Say and Megan Richardson. Annie is a trained facilitator who frequently facilitates workshops and other participative processes for projects including transport related proposals. Natural Capital has worked in Shetland on a range of projects and the team has a good understanding of local and strategic issues.

### **1.3 LAYOUT OF THE WORKSHOP REPORT**

The remainder of the report is structured as follows:

- Section 2 sets out the format which was used for the workshop;
- Section 3 presents the feedback from the issues exercises collated in plenary sessions;
- Section 4 makes recommendations for the way forward.
- Appendix A is a list of the people who attended the workshop
- Appendix B includes the individual group feedback from the exercises
- Appendix C presents the Government's five transport objectives

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<sup>1</sup> STAG: Scottish Transport Appraisal Guidance, Scottish Executive, 2003.

<sup>2</sup> Numbers varied during the day

## 2 WORKSHOP

### 2.1 INTRODUCTION

The workshop format and agenda is summarised in this section. Group exercises are described and references given to outputs.

### 2.2 WORKSHOP AGENDA

The workshop agenda as designed is presented below.

<b>Agenda Item</b>	<b>Lead</b>	<b>Time</b>
• COFFEE		From 9.00am
• Welcome; Introductions and Overview of 'Where we are now' in relation to the study	AW	9.30-9.40am (10mins)
• Introduction to Workshop and Overview of STAG process	AS	9.40-9.50am (10mins)
• Résumé of Local Issues	MC	9.50-10.00am (10mins)
• Strategic Themes (What are the Strategic Themes relevant to the Link?) (Brainstorm in plenary)	AS	10.00-10.20am (20mins)
• What are the issues relating to these Strategic Themes relevant to the Link and Shetland? (brainstorming exercise in groups with feedback in plenary)	AS	10.20-12.15pm (115mins)
• BREAK		10.30-10.40am
• Introduction to Objectives and Afternoon Session	AS	12.15-12.30pm (15mins)
• LUNCH		12.30-1.00pm
• Relevant Government, Transport, Policy and Planning Objectives (Open Discussion in plenary using pre-prepared materials)	AS	1.00-1.30pm (30mins)
• Addressing Defined Issues (Local and Strategic) (Overview and Defining the Hierarchy/Framework) (Open Discussion in plenary)	AS	1.30-2.00pm (30mins)
• Drafting Planning Objectives (brainstorming exercise in groups with feedback in plenary)	AS	2.00-3.15pm (75mins)
• Summary and Way Ahead	AS/MC	3.15-3.30pm (15mins)

### 2.3 WORKSHOP EXERCISES

#### 2.3.1 Introduction

The workshop was designed to be interactive and to provide all participants with opportunities to share ideas, in groups and also in plenary sessions. The outputs from all workshop exercises were collated on flipcharts during the workshop (participants' contributions in their own words and those from plenary sessions) and are presented in this report (see Section 3 and Appendix B).

### 2.3.2 Workshop Introduction

Allan Wishart<sup>3</sup> welcomed everyone to the workshop and introduced the workshop consultants. The facilitator gave a brief overview of the Bressay Link proposals to date and outlined the purpose of the workshop and introduced the agenda. It was explained that the format was one to encourage all to participate and that all points raised would not be attributed to individual participants or groups.

The STAG process was also described as a staged process (identification of issues; setting local objectives; a two part sieving and appraisal process and identification of the preferred option which best meets issues and objectives). The recurring themes in STAG are that it is an objective led process and that the process should be open minded, pragmatic, auditable and inclusive.

Effective transport planning should be about delivering the desired changes in a study area and there are many aspects of life which interact with transport needs in the area affected including economy, amenity, environment and safety and the STAG process seeks to identify all issues relevant to consideration of appropriate transport links.

The overall aim of this STAG process (as agreed with the Bressay Link Group) is:

*'To identify means of providing sustainable efficient transport links between Bressay and mainland Shetland for the long-term and identify the most appropriate measures to carry forward to implementation for the benefit of Shetland as a whole'*

Throughout the workshop it was important to return to this overall aim to ensure that the outputs underpinned the needs of this particular study.

### 2.3.3 Résumé of Local Issues

ZetTrans has been progressing the initial work for the STAG process with an extensive consultation process on the Bressay Link trying to better understand current issues with the ferry service and opportunities for the future. Michael Craigie<sup>4</sup> gave a brief overview of local issues emerging from the consultation exercise to date. Key issues which have been raised included:

- Accessibility
  - Employment
  - Ferry/Bus Integration
- Current Fare Levels
  - High!- Business Costs
- Business Constraints
  - Time Loss
  - Constraint on Development
- Service Delivery
  - Ageing Population
  - Adequacy of Care
  - Out of Hours Care
- Long Term Impacts
  - Lack of Economic Development
  - High Costs of Access
  - Sustainability of Ferry

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<sup>3</sup> Councillor and Chair of ZetTrans

<sup>4</sup> SIC Head of Transport and Lead Officer of ZetTrans

### 2.3.4 Strategic Themes

In the first group exercise the group was asked to brainstorm the strategic themes relevant to the Bressay Link. What are the strategic topics that must be taken into account when considering future transport provision? Strategic themes were recorded on flipchart sheets and displayed visibly for the following exercise. The outputs are summarised in Section 3.2.

### 2.3.5 Strategic Issues

Participants were asked to divide into small groups (average 4 people) and explore the issues relating to the strategic themes (as noted in previous exercise) relevant to the link and Shetland. Participants were asked to explore these issues in as much depth as possible (i.e. once an issue was raised to then explore what that really meant in the widest sense for Shetland). All issues had to be relevant to the link - this study cannot solve all issues!

Each group recorded issues on flipchart sheets and the outputs were collated in plenary in a round robin technique whereby a spokesperson from each group called out an issue and others were asked to contribute their findings relevant to that issue.

This exercise provided an opportunity for participants to explore issues in depth and created a platform for open discussion of these issues in a facilitated forum so that all views could be heard.

The outputs from this exploration of strategic issues are summarised in Section 3.3 and the group outputs in Appendix B1.2.

### 2.3.6 Prioritising Issues

The strategic themes and issues obtained from the first two workshop exercises were displayed on flipchart paper on the walls. Participants were each given five coloured dots and asked to stick these beside the issues or strategic theme they considered to be most important. All dots could be used (if chosen) on one or more issues.

This exercise provided an indication of what participants at the workshop considered to be important issues relevant to the link. Outputs from this rapid exercise are provided in Section 3.4.

### 2.3.7 Introduction to Objectives

In this exercise the group was asked to consider what an objective is. Feedback was recorded on a flipchart (see Section 3.5 for outputs). Relevant definitions in dictionaries were quoted:

Objective:      Something you plan to do or achieve  
                    A goal that is striven for

Aim:             To plan, hope, intend to achieve something  
                    Direct towards a specific goal

Also a useful quote from Mark Twain:

*If you don't know where you are going you are sure to end up somewhere else.*

### 2.3.8 Draft STAG Planning Objectives

In the first part of the STAG appraisal options will be screened against 'planning objectives'. Those options which do not meet specific local objectives will be sieved out at an early stage. Setting objectives is thus a critical task in the STAG process. STAG advises these objectives should be evolved from:

- the Government's five transport objectives (see Appendix C);
- other relevant committed policies and objectives (e.g. local plan objectives; the regional transport strategy objectives; national and local health objectives etc); and
- issues relating to current provision.

Following a brief discussion about objectives (see Section 2.3.7 and above) participants were again asked to work in groups and to develop draft planning ('local') objectives for the Bressay Link STAG appraisal based loosely around the Government objectives of Economy, Accessibility, Environment, Safety and Integration and taking account of other relevant objectives and the issues which had been identified in the workshop and by others at the initial consultation sessions. It was asked that the objectives were just that (i.e. objective) and without prejudice to a pre-conceived solution. Wherever possible the objectives were to be SMART (specific, measurable, attainable, relevant and timed).

Groups were asked to present their objectives to the wider group in a feedback session to enable further discussion of these draft objectives. The draft objectives are included in Section 3.6.

### 2.3.9 Concluding Remarks

Participants were provided with a brief summary of the day and of the proposed way ahead. The draft planning objectives will be refined; options will be brainstormed which could meet the problems and issues which have been raised and the options will be considered in the framework of the final planning objectives.

All participants were encouraged to email any further thoughts about issues and objectives to Emma Perring at ZetTrans. Copies of the key findings of the initial issues report can also be emailed if requested. All participants at the workshop were told that they would be emailed a copy of the workshop report and were asked to comment if anything had been misinterpreted in it.

All participants were thanked for attending and contributing to the strategic workshop and for their useful contributions.

### 3 OUTPUTS FROM THE WORKSHOP

#### 3.1 INTRODUCTION

This section of the report presents the outputs from the plenary sessions. Individual group outputs (not attributed) from each exercise are included in Appendix B. Outputs are as recorded at the workshop.

#### 3.2 STRATEGIC THEMES

- Housing
- Industry
- Sustainable Communities
- Services
  - Health
  - Education
  - Community Care
- Tourism
- Population Shift
- Space for Building
- Diminishing Resources
- Way of Life
- Link Costs
- Public Interest
- Employment
- Environmental Concerns
- Community Safety and Crime
- Ease of Movement
- Land Use
- Land Ownership
- Social Inclusion
- Equal Access to Opportunities

#### 3.3 CURRENT ISSUES

- Development (opening up Bressay)
  - Inadequate space for housing – where is demand for housing from?
  - Harbour development-is more land required?
  - Being constrained by current link
  - Ferry constraint to moving to Bressay to live – access issues and associated costs
  - Lack of decision not nature of link means owners of land are not selling land and this is a barrier of development
  - Land ownership issues in Lerwick and affordability of land
  - Sustainable communities
    - Rural communities
    - Take pressure off Lerwick and sustain outer communities
  - Private interests vs. public good
  - Housing – link to access and jobs
  - Need planning incentives to decentralise and associated employment opportunities
  - Harbour development- Bressay – potential – Lerwick being developed by port authority first – potential to develop Bressay as a harbour in future by LPA or others
  - Development of fixed dry dock is being considered (may come in future)



- SEPA flood maps indicates some issues with Bressay with climate change – reclaimed land – mitigation would be required to prevent future flooding
- Impacts if climate change on Lerwick/Bressay Harbour
- Capacity of Services to cope with further development? What are the capabilities?
- Planners and developer communications necessary to ensure service provision is adequate
- Need for a strategic view of the future of Shetland-not piecemeal but an overview of where development/ employment etc is going
- Services
  - Public/private issues
  - Roads services - people not always available locally to provide services e.g. road gritter and then issues when need to supply the service rapidly
  - Community Care - people not available locally for 24 hrs care – has to fit in with ferry timetable – problems with recruiting – ageing population
  - Foot passenger can travel at OAP rates
  - Cost of travel – prohibitive for many people
  - Time lost/inefficiencies/resources for providing services (e.g. gritter needed only for a short time and has to wait for the ferry)
  - Drop of 20% in school numbers over 10 yrs (education in Bressay)
  - Future of Bressay Schools – could increase in size (‘third school for Lerwick’) or close and combine with Lerwick
  - Growth more viable if have fixed link – due to growth in population in Bressay and access from Lerwick residents
  - Is Bressay going to be developed?? Bottom up development
  - Timetable/ferry service/joined up thinking required
  - Timetable – frequency, 15mins/30mins service, 7am start 11pm end, 1am at the weekend
  - Problem with catching first flight out of Sumburgh as ferry isn’t integrated and need to travel the day before
  - Health services – emergency appointments not accessible
  - Lost employment opportunities due to access restrictions
  - E.g. shift work – current ferry provision does not allow Bressay residents to access some jobs if stay on the island and similarly detracts people moving there
  - 24 hour service? This would help
  - Access for suppliers – time/cost constraint-having to wait around
  - Access to leisure facilities e.g. swimming pool limited by current access and therefore more restricted than access on other islands such as Yell and Whalsay
  - Range of services provided – all cost extra due to ferry
  - Emergency – ferry is used, provides very effective service and often it is the ferry that has to wait for the ambulance
- Tourism
  - Island experience lost with a fixed link
  - Could attract more tourists with fixed link
  - Ferry link – attractive to tourists or not?
  - Ferry timetable can be restrictive
  - Accommodation take up is low (though enquiries high)
  - Ferry cost restrictive
  - Bressay has rich heritage/archaeological interests which could support tourism – can be experienced with current provision but would possibly attract a wider audience with a link

- Cost of Ferry
  - Affordability – for council and individuals
  - Face inequalities compared with other islands
  - No student discount adds cost pressures
  - Old Aged Pensioners can travel free on ferry on foot, but pay if take a vehicle
  - Twice weekly shoppers bus provided but no Dial a Ride
  - Lack of taxi service to and on Bressay
  - Taxi for school run
  - Post bus will take passengers
  - Businesses – cost of transport of products, plant, vehicles etc on ferry adds to costs
  - Biggest employer on Bressay is the ferry
  - Government funding uncertainty for future-will it be more or less subsidised
  - Cost of short distance is same as other longer ferry crossings yet don't have all the same facilities
  - Social care emergency call out = 24 00 but incurs ferry call out costs (£400) or means care has to be provided
  - Island life – quiet/peaceful with Lerwick amenities close by
  - Uncertainty is damaging, need resolution – want to know preferred way forward
  - Environmental impacts of the future provision should be considered- carbon footprints etc
  - Fixed link – more cars/car usage
  - Ferry adds pollution
  - Bus service on fixed link could reduce emissions
  - Car dependency in Shetland
  - Ferry acts as a buffer to crime
  - Anxious parents – parental control-works both ways-off the island but last ferry means not too late home
  - How link will feature in Lerwick Port development in the future is important
  - Lerwick Port Authority – nothing that impedes navigation or future developments is essential
  - Port large employer in Shetland and has no public funding
- Diminishing resources
  - Best use of resources

### 3.4 MOST IMPORTANT ISSUES

- Sustainable communities (14\*<sup>5</sup>)
- Diminishing resources (12\*)
- Strategic view of the future of Shetland (10\*)
- Cost of ferry/affordability (9\*)
- Social inclusion (8\*)
- Lerwick Port Authority – nothing impeded by development (6\*)
- Services (5\*)
- Equal access to opportunities (5\*)
- Bressay development (3\*)
- Tourism (2\*)
- Housing (2\*)
- Environmental concerns (2\*)

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<sup>5</sup> \* - number of dots placed against this issue

- Harbour development – Bressay potential (2\*)
- Industry (1\*)
- Way of life (1\*)
- Bressay Link costs (1\*)
- Employment (1\*)
- Ease of movement (1\*)
- Land use (1\*)
- Uncertainty of Link is damaging – need resolution (1\*)
- How link will feature in Lerwick Port development (1\*)

### 3.5 WHAT IS AN OBJECTIVE?

- Goal into the future
- SMART
- Desired outcome
- Attainable

### 3.6 DRAFTING PLANNING OBJECTIVES

#### 3.6.1 Group 1

- To enhance the infrastructure to enable the growth of the Bressay community
- To facilitate the provision of affordable housing options in Bressay
- To provide and maintain an accessible, efficient, cost effective transport network
- To allow Lerwick Harbour's potential expansion
- To enhance employment opportunities and the potential for new employment
- To maintain and improve services to Bressay at parity within the Shetland community

#### 3.6.2 Group 2

- *Environment*: to develop a link to Bressay that recognises and protects Shetland's unique environment
- *Safety*: to develop the most appropriate link to Bressay that in no way impedes safe and unrestricted navigation in/through Lerwick Harbour
- *Accessibility*: to put in place infrastructure and services to support the chosen link to Bressay
- *Accessibility*: to support a link to Bressay to deliver accessibility that meets the needs of Shetland as a whole, and the Bressay community
- *Economy*: to promote a link which in no way impedes the continual development of Lerwick harbour
- *Economy*: to find the most cost effective and sustainable means of providing a link to Bressay
- *Integration*: to improve integration of public transport provision

#### 3.6.3 Group 3

- Link should not impede navigation
- Long term resolution to remove uncertainty
- Link must be affordable and sustainable for users and funders
- Provides equal opportunities for Bressay residents and businesses compared to similar Shetland locations into Bressay and out
- Link should be accessible 24/7
- Minimise life cycles environmental impact
- Integrated transport for journeys to/from key employment and onward transport hub

- Make Bressay an attractive place to stay or relocate to – residential and business
- Enhance what is already there
- Development on Isle must be sympathetic to community

#### 3.6.4 Group 4

- *Economic growth*: to achieve a stable and sustainable economy before looking to growth
- *Social Inclusion*: the link has to be affordable and accessible to all
- *Environment*: to safeguard the natural environment and heritage
- *Safety*: to improve access by emergency services
- *Integrated Transport*: to integrate with all public transport systems, e.g. air travel, bus services, cycle routes

#### 3.6.5 Discussion

Other points recorded in the discussion about the draft objectives were:

- To facilitate the provision of affordable housing options in Bressay
  - more people, more cost effective, land price could increase but still could be cheaper
  - need more housing if want more people in Shetland – council policy
  - need jobs
  - future provision should not restrain the opportunities for housing
- get rid of uncertainty
- masterplan for the future

Generally there was consensus about the principles covered by the draft objectives and no contrary opinions raised.

### 3.7 FURTHER THOUGHTS

Issues raised during the sessions which were considered worthy of further thought in the future were recorded:

- What housing is required and where? This is critical when thinking about whether further land is required on Bressay or not. At present the Council policy is for decentralisation but do people want to move away from Lerwick? The Local Housing Systems analysis will report in March 2008 which may provide useful information to inform the debate.
- Further debate on principle of needs for housing-is Lerwick land locked as suggested by Planning and others or do opportunities still exist?
- Discussion and engagement about sustainability of Shetland-in terms of the strategic view-employment in the future; how decentralisation could work; how depopulation of outer communities can be discouraged; understanding housing needs etc.
- More information is required on who travels where to and why? Further information would help inform debate about links between islands.

## 4 RECOMMENDATIONS ON THE WAY FORWARD

It is recommended that:

- the draft planning objectives are refined (combined as appropriate and checked to ensure all key issues are covered) by the ZetTrans team;
- the findings of the workshop are discussed with the Bressay Link Group and in particular the likely issues raised;
- the draft planning objectives are reviewed by the Link Group and finalised;
- a small group covering wide interests is identified to partake in a workshop which will brainstorm wide ranging options to meet the issues raised;
- that these options are appraised initially by the group against the agreed STAG planning objectives and any options which do not meet the objectives sieved out;
- STAG Part 1 tables are completed with consultant help if/as required;
- those options which meet the planning objectives are taken forward to detailed Part 2 STAG appraisal;
- any additional skills which are required can be identified after the initial Part 1 appraisal when it is known what options remain;
- the detailed appraisals will be carried out by ZetTrans and SIC staff with consultant help as required and with stakeholder involvement;
- that at all times stakeholders are encouraged to participate and to suggest ideas and review findings;
- that the work is progressed rapidly to meet the March 2008 deadline with the Part 1 appraisals progressed before the end of the year; and
- that the team works to recommend a final preferred option from the STAG process as quickly as possible to end the current uncertainties about the future link.



## Appendix A

### Workshop Attendees





**Appendix A: Workshop Attendees**

<b>NAME</b>	<b>Organisation</b>	<b>Address</b>	<b>Email</b>
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## Appendix B

### Workshop Outputs



## Appendix B:

### Workshop Output

#### B1.1 Introduction

This appendix present the output from each group for the exercises undertaken in the workshop. Plenary feedback is included in Section 3 of the main report.

#### B1.2 Strategic Issues

##### Group 1

- Timetable – Ferry frequency, deliveries, standing time, (not 24hrs)
- Cost – fares – individual, inequality students – pensioners
- Affordability – Investment and revenue
- Weather dependant
- Lerwick Port Authority – Constraints on maximum use, cost of transport, offal etc
- First flight, health centre appointment, shift work employees and patients
- Disruption to efficient working
  - Access to suppliers, shops
  - Social
  - Leisure facilities
  - Restricts tourism
- MOT and driver licensing
- Division in community/damaging dispute (role of media), not confined to Bressay
- Quick resolution required/reputation SIC and LPA, stalemate
- Housing demand in Bressay
- Land use planning
- Marshalling area at LTC
- Unknown future regulatory regime for ferry operations
- Health and community care provision within island
  - Ambulance call out
- Ferry acts as a “buffer” to crime, “self policing”
- No basic taxi service in Isle
- Uncertain Government policy for funding provision of transport links
  - Ferry
  - Fixed

##### Group 2

- Services – taxi on health care (cost link)
- Community care – ageing population
- Increase care needs
- Difficulty recruiting home carers in community
- Education – diminishing school roll
- Threat school closure
- Impact on new family settlement
- Exacerbate depopulation/population imbalance
- Access to opportunities/leisure
- Way of life/quality of life
- Could be preserved by link
- Land use/ownership
  - Perceptions
  - Lack of confidence in planning system
  - Crofting
- Lack of development

- Service infrastructure inadequate
- Tourism untapped
  - Day trip destination
  - Subsidy imposed by ferry
  - Construction/bus dev contained
  - Ferry times/stops night
  - Integrated public transport
  - Does Shetland need to open up development?
  - Potential within Bressay – is it good for greater economy of Shetland?
- Lack of development
  - Harbour development
  - Housing development
  - Adequate planning control
  - Debate unlock potential needs be at forefront – strategic view of future
- Sustainable community
  - 2 generations missing
  - Ageing population
  - Diminishing school roll
  - Dependency on Lerwick community
  - Limited island industry/employment
  - Financial impact on community

### Group 3

- Housing
  - Lerwick landlocked
  - Houses can be built in Bressay (ferry 25% more expensive for house buildings)
  - Houses can be built in Bressay and outward residential areas
  - Aspiration to live in a detached house
- Industry
  - Few places left for industry in Lerwick
  - Staff recruitment in outlying areas – problem?
  - Sustainable communities – sustainable Bressay
  - Community development industry there – net Lerwick
  - Bus more efficient
  - Flood rise of tide – under threat!!
  - Retreat/defend/climate change
  - “Managed Retreat”
  - More flood tolerant buildings
  - Relocations – Bressay
  - Sustainable communities
  - You should never ever be able to build a house in Shetland unless you are in walking distance of a school, shop, transport link
- Services
  - Gritter not always accessible to Bressay
  - Care provision to Bressay – constrains sites for care provision
  - Fixed link to make Bressay intra dependent community
  - Primary only school – could be of benefit to Lerwick positive marketing
  - Community safety and fear of crime
  - NHS
  - Fire service
  - Police etc
  - All preference for fixed links
  - CCTV footage for crime
  - Environmental constraints

- Noss – ferrets – “can” swim to Noss from Bressay
- If make journey across bridge
- Protected bird species
- Employment linked to industry/services

#### **Group 4**

- Housing (local to Bressay, Shetland Wide)
  - Predominate demand is for accessible areas
  - Bressay not accessible (perception)
  - Land availability – potentially good?
  - Particularly for private
  - However public national desire for mixed communities (tenure)
  - Land ownership – quality of land
  - Infrastructure constraints costs urban design issues
  - Location of present communities
  - Social inclusion and integration
- Services
  - Transport determines what/how of delivery
  - Need to get to need as determinant
  - Diminishing resources
  - Pooling resources/cost effective solutions
- Tourism
  - Improved opportunities
  - Noss
  - Archaeology (Pre history, military, lighthouse, Christianity, Vikings)
  - Hotels/Spa
  - Self catering
  - Healthier centre
- Environment
  - Sufficient safe guards at present
  - But long term impact if great increase in population/industry or de-population?
- Employment/industry
  - Improved links – More opportunity on island
  - Investment
  - Tesco/Lidl?
  - Will impact upon the way of life
  - Greater public good?
  - More opportunity off island
- Way of life
  - Dormitory effect with improved links?
  - Isolation – is it bad/good, independent of link?
  - Future proofed?
  - Reduced services over time, impact upon sustainability (St Kilda)
  - Improved links more crime
  - Sniffer dogs at end of bridge/tunnel/ferry
  - Unexpected outcomes

#### **Group 5**

- Sustainability
  - Cost of Bressay service is relatively cheap
  - Release of land for housing/availability of land – landowners wish for fixed link better price
- Ease of Access
  - Current ferry service is flexible – allows for emergency services etc requiring immediate access to Bressay

- Current arrangements facilitate ease of access to the harbour; a fixed link would create constraints which may lead to loss of economic opportunities for Shetland
- Trend for harbour use is for fewer but bigger vessels
- Decommissioning opportunities for Shetland are growing
- Roads infrastructure in Bressay not fit for increased traffic
- Population Shift
  - Increased population in Bressay may impact on de-population of other rural areas in Shetland and Lerwick
  - Tourism – Island may lose appeal if connected by a fixed link
  - Road equivalent tariffs – trialled in Western Isles may have greater impact than fixed link on inclusion and accessibility by cost, could be taken away by future administration – sustainable?
  - Culture of Bressay – “quietness of island but have the bright lights 1 minutes away – best of both worlds
  - Ferry link provides frequent access – if fixed link comes will bus service run that frequently to Lerwick
  - Capacity of existing services (waste water, water) will restrict development capacity of Bressay
  - Ferry is ‘community police men’ – fixed link may increase fear of crime and reduce sense of community safety



## Appendix C

### Government Objectives



## The Government's five high level objectives in Scotland's Transport Future, 2004

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connections between different forms of transport.





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