

APPENDIX D - Findings, by Stakeholder Group

Scottish Executive and Transport Scotland

Ongoing communication recommended

Elected Representatives

Name	Response
Jamie McGrigor, MSP	Very supportive of the concept of a fixed link: has seen the benefit from the development in other areas of Highlands and Islands.
Alistair Carmichael, MP	Wishes to hear representations received.
David Stewart, MSP Peter Peacock, MSP Rhoda Grant, MSP	Wish to learn outcome, in capacity as Member of the Transport, Infrastructure and Climate Change Committee. Willing to assist.

Community Councils From written responses and ASCC Meeting (See Appendix E.2)

Name	Response
Bressay	Suffers at the moment as being close to services in Lerwick, but the need to pay the current ferry fare to do so.
Delting	No strong opinion, but need to identify cheaper, more cost effective option to current link.
Dunrossness	Need to find sustainable and efficient transport link for long term that will benefit whole of Shetland.
Lerwick	<p>From Lerwick Community Council Meeting (see Appendix E.3)</p> <p>Ongoing and increasing cost of ferries (20% of Council Tax): not sustainable for Shetland, or for the communities who rely on this work. There is a need to create sustainable communities, including employment opportunities: ferry jobs are not the way to sustain and island. Need to look at what is best for Shetland.</p> <p>Bressay relies on Lerwick for its services and leisure facilities. It costs over £10 for a young family to get to the Clickmin, so there need to be improvements fast.</p> <p>Fixed link would enable East side of Bressay Sound to be used for harbour developments and for north end of Bressay, providing employment opportunities for Bressay community, e.g. decommissioning base.</p> <p>Fixed links should be developed throughout the isles.</p> <p>Current constraints on housing in Lerwick, a fixed link would provide opportunities for housing. Would like to see an option developed that provides two solutions, such as a fixed link that allows berthing for cruise ships.</p> <p>Consideration of a causeway should be made.</p> <p>Would change way of life on Bressay/impact of losing ferry jobs.</p> <p>What would be the impact on the rural areas of Shetland?</p>
Northmaven	Generally do not favour a fixed link as it would destroy the island identity. If there is to be fixed link, it should be across Bluemull, socio-economically assisting the North Isles attract new residents and retain population. Concern that it would accelerate drift to central areas
Sandness and Walls	Concern as to impact of this fixed link on outlying areas such as Sandness and Walls.
Sandsting and Aithsting	Concern of the financial impact on rural areas of Shetland of so much of Shetland's finances being used up on one area/project when other areas need improvements.
Skerries	Concern over what may happen to Bressay Link Span, currently used twice a week for cars and passengers. Linkspan should be left for use of ferries, particularly the <i>Filla</i> .
Unst	Matter needs to be resolved, otherwise there will be no progress for other islands, such as Unst, where the community backs a fixed link.

	Look to Faroe as an example, where everyone in the community is valued and look upon Faroe as one island. If Bluemull had a fixed link, this would assist Fetlar in requiring their own ferry service
Whalsay	Important to resolve Whalsay transport link.
Yell	Perception Bressay Link providing a log-jam to fixed links elsewhere. Yell currently receives good ferry service, but rising concern about fares.

Wider Community

Date	Response
14 th Sept	Based on experiences of visiting Faroe, the sooner tunnels are built to Shetland's main islands, the better. Current inter-island ferry service is unsustainable and no longer the best or most appropriate way of connecting Shetland's islands. Bridges not appropriate option with Shetland's climate and wind, concerns about recently proposed high bridge option, particularly regards safety in the dark/snow/ice. If tolls need to be introduced, they should be kept low, and lower than current ferry fares.
18 th Sept	A new ferry will be cheaper than a bridge or tunnel. A fixed link would turn Bressay into a suburb of Lerwick/more houses built and increase traffic congestion on both sides. The ferry is an important community hub and opportunity for social interaction
30 th Sept	Concern that Bressay would become a suburb of Lerwick and the amount of money people will make, with loss in security, young drivers burning rubber, the shop, school and other amenities may go. Unsure whether the community of Bressay realise what the impact would be, in terms of housing and the distance to travel. Bressay provides Lerwick with a very good harbour. The cost of a fixed link will be a lot more than first said and a bridge would be closed in high winds, and Bressay cut off. Where would a tunnel go? And where would the earth go? If the ferry costs are so high, why did Papa Stour get a ferry for so little people and 2 miles of road.
8 th Oct	Suggestion of lift bridge, similar to one recently installed in Rouen, France, with 80m opening and 55m clearance and a single carriage way. It would need to be high enough for fishing boats to pass under without it requiring lifting, only needs to be raised to the height required by a vessel. There would be time-delay to traffic, but this would be minimal. It could be operated by CCTV from a distance. The lift span could be fabricated elsewhere and be brought to Shetland, reducing costs. Unable to take utilities, unless small pedestrian sized tunnel laid between the two towers. It would be visually attractive and put Lerwick 'on the map' in the engineering world. Other lift bridge, such as bascule or a swing bridge wouldn't be practical in terms of width clearance and wind loads.
17 th Oct	Sets out pros and cons of bridge, tunnel, but favours causeway as has all the advantages of a fixed link, but cheaper to construct, needs less maintenance; will be an attraction locally and to visitors (opportunities for plants/landscaping and seating); include walk and cycleway; minimal effect to nearby areas; new marinas for employment and recreation; opportunity for water sports; enable other areas of the harbour to focus on heavy industry, for example. The Sooth Mooth would remain open, is it necessary to have two entrances?

<p>17th Oct</p>	<p>Major influence of fixed link on Lerwick industry and housing and big impact on people of Bressay, its industry, housing and identity. There is need to move on, and consider what is best for Shetland and its prosperity, this is opportunity for progress (dry dock, decommissioning). - ferry is sufficient and leaves the isle to its own identity, but places restrictions and fares are costly. A new ferry and terminals would be expensive and would probably require higher operational costs. - provides employment but a fixed link would provide opportunities for employment elsewhere. - a depopulated island would require a lesser ferry service which would in turn be less expensive, but that isn't the answer! - what would impact be on outlying areas/other islands, would the increase in work opportunities benefit everyone? - distance required to travel - suggest a fixed link to Yell, benefiting all three islands, a fixed link between Yell and Unst would only benefit Yell - important no obstacles to hinder development of Lerwick Port - bridges have height restrictions, channel restrictions, wind restrictions and maintenance could be costly - if the fixed link is long and too far away from the mail pier and Bressay slip and bus service provision too expensive; Brenda might run again.</p>
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Services, Agencies and Representative Groups

Name	Response
Amenity Trust	<p>Frequent ferry service, but downtime if ferry missed/waiting for ferry. No constraints imposed/no opportunities missed. Support fixed links, where realistic, providing opportunities for greater circulation of people. In relation to Bressay, a tunnel would be more appropriate, as no constraints on shipping and less environmental/visual impact.</p>
Careers Scotland	<p>Transport barriers in terms of cost and convenience can inhibit capacity of people to find and sustain employment, training and education opportunities, therefore a fixed link would be more convenient if there is no charge/minimal charge. Undeveloped land would open up possibilities for future development and related employment.</p>
HIE Shetland	<p>Can see the pros and cons of continuing or moving to a fixed link. In terms of providing a fixed link:</p> <ul style="list-style-type: none"> - potential for development, for industry and housing, benefiting Shetland as a whole. At the moment any readily available land around Lerwick is costly, and requires considerable development (steep land) and/or is in private ownership. There is potential for leasing land, but business would prefer to own the land. There is the perception of bottlenecks in terms of business development. It will provide a more competitive environment for business development. However, there is a risk that currently utilised property in Lerwick could be left vacant. - risk of housing developing without other infrastructure, and Bressay becoming a satellite of Lerwick. Any land-use planning would have to be very well planned. This would mean additional costs for providing services and infrastructure, such as roads, sewerage and infrastructure. What would be the impact on the school and existing shop, for example? - threat of job losses for the ferrymen: currently a good salary. However, there is more likelihood of them being able to find alternative employment than if ferry jobs were to be lost in the more remote areas of Shetland. The impact of this would depend on the age structure of the existing crew and the extent to which they live on Bressay because they work on the ferry. - if a fixed link were to be built, it must have no detrimental impact on the decommissioning industry: has the potential to be a multi-million pound industry for Shetland. At the current time Shetland has dealt with the largest structure in the UK, however, the industry is very competitive, and Shetland must ensure it remains an attractive location for the industry. The LPA/SIC relations over the bridge did unsettle the industry, and companies are unlikely to sign contracts if they feel there are uncertainties. - there must also be no impact on Shetland's fishing and shipping fleets. - there will be an impact on the community, which is currently still very rural. - more opportunities for tourism on the Isle and for more visitors to visit current attractions, such as Noss. - for business on Bressay and the mainland travelling to Bressay, a fixed link would provide them with greater convenience and less business downtime.
Lerwick Port Authority	<p>LPA doesn't use ferry service directly. The service and current link span don't impose any constraints or restrictions on the operation of LPA. There are possible plans to develop the area around the ferry on the Lerwick side, but these wouldn't have any impact on the current service. On the operational side LPA has no opinion as to whether a fixed link would be an advantage or disadvantage. A possible fixed link would need to have no negative impact on the port of Lerwick or put in place anything that restricted operations or an ability to improve or maintain safe navigation. Vessels are getting bigger and wider and LPA's statutory requirements means it must continue to manage, maintain and regulate the harbour area (1877 legislation). The original 1877 Act also states that the undertaking of the authority shall consist of the improving, deepening and cleansing of the harbour. Offshore decommissioning is a potential multi-million pound industry for Shetland, and Shetland's location in the middle of the oil industry places it in a very competitive location. The size of the structures coming in means the harbour needs to be of a certain depth and width a bridge would have to be high and wide enough to enable decommissioning opportunities. A tunnel would be the best solution as it wouldn't have restrictions: there is a limit to the depth of which dredging can be done, as the</p>

	deeper the dredging the greater area that would have to be dredged, making the costs uneconomic. The current plan is to dredge mainly to 9 metres but to the maximum 10 metres depth in the location of the proposed fixed link in order to future-proof that area. Any tunnel would need to be designed below the -10 metres dredged area.
Lerwick Town Centre Association	<p>Current ferry is direct to Lerwick town centre, providing a level of activity, which adds to overall activity of the Town Centre. Ferry sailing times should be maintained and improved, if necessary, to users, particularly for workers and those using shops and services.</p> <p>If a fixed link, vital that new route positively encourage people to visit town centre: access routes to town centre improved greatly; car parking readily accessible and available; full signage to town centre placed along route; public transport system in place from Bressay to Town Centre (particularly those without a vehicle).</p> <p>Fixed link would remove unnecessary vehicular traffic from town centre, particularly heavy goods vehicles using ferry service.</p> <p>Association have long wished to see development of cruise liner pier in heart of old town: the current ferry service may impact on such a development in the future?</p>
Maritime and Coastguard Agency	<p>Relatively infrequent use of the ferry service and very occasional call outs.</p> <p>Current service doesn't impose any constraints.</p> <p>Fixed link would make little practical difference.</p> <p>If a fixed link, preference would be a tunnel: in terms of sea safety a bridge can be bumped into, drop things off, jump off (depending on design) and strong likelihood of it being shut for periods due to wind.</p>

<p>NHS Shetland</p>	<p>Primary concern of Health Board is the potential impact of any Bressay link on the health of the Shetland population: access to health services and indirect impact on the health of population, as a result, for example of economic impact and population drift. The Board has considered both health specific concerns and the broader implications in this response.</p> <ul style="list-style-type: none"> - need to consider within context of whole population of Shetland, and opportunity costs: there may be other ways of spending money that would have greater benefit, including in terms of health and wellbeing, for more communities in Shetland; need careful consideration over what period of time the different options were considered, so on equal basis; - Importance of maintaining existing health care for community: access to services and emergency transport: no problems seen with current system, probably faster with a fixed link, but would depend on where the link is sited and how much a short delay affects the clinical outcome for patients. If the fixed link was closed for any reason, what would the arrangements be for transporting the ambulance if required. Possible benefit of fixed link in that individuals would then have the option of being taken by car, by road, to hospital at night rather than waiting for an ambulance. - Concern fixed link would allow more house building and development close to Lerwick, further centralising population and services, contrary to current initiatives to try and maintain sustainable communities in the remote and rural areas, and outer islands: <ul style="list-style-type: none"> - increase in population in Bressay would increase demand in the primary care services in Lerwick. However, it would be very difficult to shift resources from other areas of Shetland into Lerwick to respond to this - Consideration of wider health implications should be made: e.g. physical activity, primarily walking, that NHS Shetland encourage. With the existing link people are able to walk from the Lerwick terminals to shops and other facilities, with a fixed link this might be less likely. A fixed link might improve access to facilities in Lerwick, such as the leisure centre that could benefit health. - Other factors that may be affected in different ways, depending on which link is chosen, which can have an impact on health. These would include access to employment, education and learning; also leisure facilities and other amenities. The overall effect on both the Bressay community and other parts of Shetland are important considerations, including general wellbeing and social cohesion; and the possible impact of greater centralisation. - Recommend that health impact assessments undertaken for all chosen options as part of appraisal process. These would look at any available scientific evidence around the health impacts of the different options (both positive and negative), and could include both direct and indirect effects on health. HIAs would also take into account examples from other places, such as Norway and Faroe, where fixed links have had an impact on the community and combine this with local knowledge to try and understand what the potential health impacts would be in Shetland. The Public Health and Health Promotion Departments would be involved in this through the joint Health Action Team. <p>Bressay nurse: ferry service doesn't hinder the service, although it can be time consuming. The service is used for emergencies, crews are excellent, a response rate of as little as 15 minutes. The ferry has to go across to the Mainland to collect the ambulance, so the ambulance can arrive within 30 minutes to one and a half hours depending on availability. In 2006 there were 8 callouts out of hours, not including weekends. In some emergencies the family are able to take the patient across to A and E.</p> <p>The biggest transport issue is enabling elderly people to attend appointments on the Mainland and day-care, as well receive meals on wheels during school holidays and three days/week. There is a shopper service twice a week (Saturday and Monday) and a Red Cross Voluntary driver, who provides a service five days a week. This is a voluntary service as and when he is available. When he stops, at the end of this year, it will have a huge impact on people's access to health services. The nurse isn't insured to transport patients. The elderly people wouldn't mind paying for a taxi from the Lerwick terminal, but the problem is getting them to the ferry on the Bressay side. There is a 7-10 seated taxi service providing transport for primary and secondary school pupils.</p> <p>If there's a fixed link it is assumed there will be an improved bus service around and to the Isle, which will improve access. In addition, day care would be able to easily reach folk to take them to facilities on the Mainland.</p>
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	<p>With the rapidly ageing population provision of care for the elderly is stretched, and predicted to increase further. With a fixed link, Bressay would no longer be a non-doctor island. There would be improved access to day care, meals on wheels, and access to other health services, as well as improved response times during emergencies. However, the quality of care may change, depending on how the NHS would choose to change the service. It would mean improved access to get auxiliaries. A fixed link would lead to an increase in the population, which would have pros and cons.</p> <p>A tunnel would be preferable, as high winds on a bridge could affect high sided vehicles, such as an ambulance.</p>
Northern Lighthouse Board	NLB able to assist with safe marking of whatever outcome.
Seafood Shetland	<p>Good ferry service, but not always convenient and is expensive.</p> <p>If there is to be fixed link, there must be no hindrance to navigation.</p> <p>Previous process was not helpful in terms of harbour developments.</p>
Scottish Ambulance Service	<p>Uses ferry service about 20-30 times a year: meets needs well, crews are very flexible and helpful in order to enable the Ambulance crews to undertake their work. When the ferry isn't in service a crew is always on standby in case of an emergency.</p> <p>If there was a 24 hour operation, it would speed up the current response rate. At the moment, depending on crew and where they live on the Isle, it takes 15 minutes or so to get the ferry manned and across to collect the ambulance.</p> <p>A fixed link would provide a faster response rate: the ambulance could be at any house on Bressay faster than using the current service, particularly at times the ferry crew has to be called out. However, there have been no exceptional examples of where the current service hasn't been sufficient.</p> <p>If there was to be a fixed link, it would have to enable at 9 x 20 vehicle to be able to get access in an emergency, and not affected by the weather.</p>
Scottish Hydro Electric	<p>Due to standards expected of the company to restore customers after a fault, a fixed link would be easier, particularly at night, or difficult conditions;</p> <p>If a fixed link were to proceed, they would consider using it to provide electricity supply as it would be more secure than the current 2 submarine cables. However they don't have any plans to replace the cables at present and it would depend on cost.</p>
Scottish Environmental Protection Agency	Prefer a fixed link, but no opinion as to what that form should take.
Scottish Fisheries Protection Agency	<p>SFPA has a requirement to monitor and inspect landings of industrial species at SFP, whenever a vessel arrives in port.</p> <p>When the ferry isn't operating the vessels are required to come alongside on the Lerwick side of Bressay Sound for inspection. When the ferry is operating the vessel has permission to go alongside the discharge pier at SFP and await SFPA arrival for inspection.</p> <p>This is satisfactory, except in adverse weather or unsuitable tidal conditions when Masters would prefer to go straight to Bressay side. If there were a fixed link it would negate the requirement for them to come alongside for inspection in Lerwick as SFPA would have permanent access to SFP.</p>
Scottish Natural Heritage	Involvement at option appraisal stage.
Scottish Water	<p>No concerns about current service, it is frequent and able to work around timetable. Able to call out in an emergency.</p> <p>No opinion on what form the transport link should take.</p> <p>If there is to be a fixed link, this is an opportunity to incorporate permanent link in the construction and speed up long-term plans.</p>
Shetland Building & Allied Trades Association	Existing service means cost of providing building and related trades on Bressay is higher than on mainland Shetland: waiting time for ferries; less flexibility in the building process due to constraints on travel; cost of getting plant and materials to Bressay; capacity constraint on ferry can sometimes lead to delays in getting plant and materials on the ferry of choice; the time taken to carry out work is longer.

	<p>If there was fixed link then Bressay costs would be the same as for Tingwall/ Scalloway/ Quarff (time saved in building, lower transport cost) and better able to respond to the need for additional labour/ materials at short notice (e.g. of someone has forgotten something in the workshop).</p>
Shetland Heat Energy and Power Ltd.	<p>There is currently insufficient demand to justify the cost of putting a branch of the district-heating scheme to Bressay. If a fixed link is built access and space should be left for a possible connection.</p> <p>If the plan is to build a bridge, heating pipes could be installed to keep it frost free, avoiding use of salt. An electrical system may be cheaper.</p>
Shetland Fish Producers Organisation	<p>Previous concerns about lack of sufficient information being made available to enable SFPO to make proper judgements on the following potential impacts on the operational activities of members:</p> <ul style="list-style-type: none"> - Encroachment of bridge structure onto the existing navigational channel in the North entrance to Lerwick harbour. - Possible consequences for plans to widen and deepen the same navigational channel. - Potential impact on safe navigation during construction phase. - Potential closure of navigational channel during construction phase. - Potential impact on wider LPA plans to dredge North harbour area. - Potential to create a stronger and more dangerous tidal race in the constricted area where the bridge would be situated. <p>These concerns still remain valid as the position that the SFPO would adopt in relation to a fixed link.</p> <p>Any option for the transport link to Bressay will almost certainly create some sort of interface with members activities. As long as proposed link does not have an impact on members safe navigation through Lerwick harbour, impede access to their important points of business throughout the entire harbour area and does not stifle the opportunity to further develop potential of Lerwick harbour in relation to the fishing industry, then SFPO not particularly concerned with the issues raised at the moment.</p>
Shetland Islands Council, Heads of Service (workshop 9 th October)	<p>Concern that people have an opportunity to ask for more and improved services, this doesn't equate to Council's financial strategy for savings on revenue and capital</p> <p>Ferries are currently a huge burden on the SIC's revenue costs, but there is a perception that the ferry service is being picked on at this time, it will be very important to demonstrate affordability of any decision taken</p> <p>A fixed link would make it easier for people to access services and to deliver services, with potential for savings.</p> <ul style="list-style-type: none"> - At the moment it takes two hours to deliver home care that can be delivered in an hour in Lerwick and this care is delivered at times to fit with the ferry service, rather than needs of client. Residents of Bressay are not getting the service that they need or the equality of care of others. They are currently unable to provide day care. - Downtime of road crews waiting for a ferry off the Island, and road gritting. <p>It is important that all potential savings to services are quantified and used to inform the option appraisal.</p> <p>If a large amount of capital expenditure is going to be spent on the transport link then it is important that all the potential benefits to this link are pursued in terms of savings, and housing, industry and harbour developments.</p> <p>A danger is that these potential benefits will be seen to be possible, but may not be implemented.</p> <p>Bressay school could become Lerwick's third primary school, requiring transport links from Lerwick to Bressay. A study into provision of primary education in the Lerwick cluster, which includes Bressay, is just beginning. It will be important that there aren't four primary schools.</p> <p>There is the potential for other services to be based in Bressay, such as social work headquarters and care services. Such opportunities can't be pursued at the current time because of timetable constraints.</p> <p>The importance of land use planning in this: it is important that Bressay is included in the Gulberwick/Lerwick Masterplan study, if it goes ahead. In many ways planning decisions will affect future schools estate plans.</p> <p>In the previous consultation the community were happy for developments at the north end of the Isle, but wanted strong control on</p>

	<p>housing in the south end. If the full potential of land development in Bressay can't be realised then it may not be so advantageous to make the capital outlay required. There is a need for the Council to make some significant decisions before the development process can be established, in terms of whether they wish to increase the sustainability and employment opportunities of rural areas. At the current time, if Bressay is opened up to development then that may lead to increased centralisation. There is a danger that if tight restrictions were put on land use planning, this wouldn't be held to, so development will happen anyway. It is likely that any improvements to the link will lead to an increase in population, but care services on the Isle are already stretched, so a link could exacerbate this. By concentrating the population more in central areas there are potential savings in service delivery, but conversely this is taking the workforce required to sustain services away from rural areas. A fixed link may increase anti-social behaviour and/or people's perception of an increase: at the moment the ferry provides a barrier to the degree of ASB seen in Lerwick. There are social benefits to the ferry. Rapid increases in population will have a large impact on the small community and for many the change will be seen as a deterioration in their quality of life. Burra was used as an example of somewhere that was dying as a community before the bridge. However, the community moved from flit boats to the bridge, not from a good ferry service and it was recognised that Bressay is unique in being so close to Lerwick. Bressay is thought to be one of the main points of entry to Shetland of drugs, so if there was a fixed link the police may be better able to respond to this. Health is not a specific national objective, however it could be a local objective and the Health Action Team have offered to undertake a Health Impact Assessment. In relation to the Council's commitment to carbon reductions, ferries are the largest source of emissions. A fixed link would assist in reducing targets, although this will be offset to a degree by vehicle emissions and emissions during construction, but the public transport system would need to be improved. The STAG appraisal will include this and all other SIC policies. At the current time Bressay is disadvantaged because most things people wish to access aren't available on the island, because there is an assumption that they are close to Lerwick. There is a need to ensure the STAG process is compatible with the Council's capital programmes prioritisation process requires further consultation with the Head of Housing and Capital Programme Services. It is important that services think about how fixed links would have an impact, in terms of:</p> <ul style="list-style-type: none"> ○ Operational service delivery ○ Long-term issues, particularly regarding infrastructure/estate
<p>Shetland Islands Council, Bressay Ferry Crew (meeting, 7th October)</p>	<p>- Concern expressed about the questionnaire and study: questions too open; saying the <i>Leirna</i> is due for replacement/refurbishment in 2012 is misleading when the vessel has a greater life expectancy than 2012 and is in very good all round condition; doesn't ask people what their preferred option is; people think a decision has already been made and that it is paying lip service; not seen to be objective; feeling that Community Council not representative. If there was a referendum, it would put an end to all the scepticism. - Difficult to respond when people do not have sufficient information: e.g. what plans does the Council have for Bressay: if the SIC has plans to spend around £20m of Shetland's money on a transport link to Bressay (and lose the interest on that money for the future), when about half the Isle don't want it, then there must be plans that aren't being made public. For example the Convener states publicly that a fixed link to Bressay would "open up" Bressay for housing. Is this the Council position?; RETs; ferry fares - an option could be to use interest from the money instead to improve/ increase the level of service they can provide and decrease fares.</p>

	<p>The current fares are so high people are inclined to believe a fixed link would be preferable: up to 90% of folk on Bressay would wish the ferry to remain if fares were reduced. If people believe Bressay is in decline, why are ferry fares not free, as they are to Unst. A question was what is the cost of taking the fares, and whether it is economic to do so. The ferry can be so busy (e.g. 661 folk on 6th October, double that of the Northlink) that a crew member is required to do this specifically;</p> <ul style="list-style-type: none"> - It doesn't seem to make sense that the ferry fare to Bressay is the same as the crossing to Whalsay; - If there was a decrease in fares then more people would use the ferry, so there would be little impact on the income. At the moment, people who work on the Mainland go home after work and some can't afford to return to the Mainland for evening activities and services. Whenever there is an increase in fares, the crews notice a difference in the number of cars travelling. There was a big hike a few years ago, which led to the car deck going from being full to half-full. But, over time, people realise that they need their car and previous levels return; - There is a need to provide discounted tickets, either weekly or monthly: these used to be half price, now the saving is only £1.60; - Freight costs are also high: one example was of it costing £116 to take across a large crane. <ul style="list-style-type: none"> - The Isle isn't experiencing a decline in the population: there isn't an empty house on the Isle and the school roll has always fluctuated. - At the moment a lot of people are able to access Bressay/Lerwick on foot, and a bus service similar to what Sumburgh has wouldn't compensate for this. For example, visitors are able to access Noss easily on foot from the centre of town. The ferry trip is part of the fascination. If there was a fixed link, it would be very expensive for them to use a taxi to get there. - The current ferry service is adequate: in the last 3 or 4 years, there are very few times when an extra run is required. - Social impact: hub of the community, where everyone meets and socialises. If there was to be a fixed link this would lead to other facilities on the Isle being lost: the shop, PO, nurse, fire brigade and school, for example, and destroy the Isle. - The ferry allows people access from the centre of Bressay to the centre of Lerwick. How could a fixed link replicate this? <p>Crews have come up with a different system that would enable the service to run earlier in the morning (to meet the first flight) and later in the evening, in the week and weekend. It would also mean that pool men would be able to be collected from the Mainland early in the morning, rather than being put up at the Maryfield and the costs associated with that.</p>
Shetland Islands Tour Guides Association	No opinion, as long as no affect to cruise liner traffic.
Shetland Taxi Owners' Association	<p>Ferry service retains island culture, but is expensive and inflexible for those requiring taxi transport to their home in Bressay. Journey's have to be planned to timetable and waiting time to return. The 15 minutes currently available between ferries isn't sufficient time to get to further destinations on the Isle, but it wouldn't be feasible to run less services.</p> <p>A fixed link would provide more flexibility for those wishing to attend appointments/social occasions with people able to hire taxis from Bressay to Mainland Shetland or vice versa, providing benefit to themselves and the taxi trade.</p>

Visit Shetland	<p>Visitors like the novelty of accessing an island within an island group, and Bressay has the advantage of being relatively accessible. The cost of the ferry isn't a hindrance to visitors, and there is a feeling of it being 'too good', and heavily subsidised. Encourage more joining up between ferries and buses.</p> <p>Additional sailings would improve the convenience and therefore potentially the number of visitors.</p> <p>The ferry isn't believed to be a constraint to tourism, as it is regular enough. Accommodation on the Isle appears to be doing OK and the ferry doesn't seriously impact on them, and the spa provides a unique experience. There is potential for growth in the tourist industry within Bressay with improved access.</p> <p>Visitors find it a hindrance if ferry times don't fit with their plans. If they miss a ferry they may well decide not to go at all. However, Visit Shetland has a neutral stance in terms of the current link.</p> <p>In terms of fixed links, Visit Shetland believes that this would help the tourist industry across Shetland, by providing rural communities with a more sustainable future. A lot can be learnt from the experience of Faroe and Norway. Bressay is the obvious first step.</p> <p>With transport links such as the Stansted-Sumburgh link, people may be visiting for a shorter time and will wish to get to locations more easily – fixed links in Shetland would assist them reach island communities.</p> <p>Tunnels provide more reliable link, as bridges can close frequently in high winds: the Forth Road Bridge closes frequently and can be a frightening experience for some people to cross.</p> <p>A fixed link would increase the number of visitors to Bressay, including Shetlanders. Eshaness café is a good recent example attracting a large number of locals. Skye experienced an increase in tourist traffic as a result of the bridge, yet the perception of an Isle remains. And there is scope to market Bressay further than it is currently being tapped</p> <p>There wouldn't be a negative impact in terms of tourism. In general, the more accessible a place the easier it is for tourism.</p>
Voluntary and Independent Sector	<p>The ferry service is very accessible, reliable and regular, although there are issues if people are unable to get to the ferry service on the Bressay side. You just need to plan ahead and be organised. On occasion people visiting clients may have to wait a while on the Bressay side, but on the whole the service doesn't prevent service delivery or meeting the needs of clients.</p> <p>There are existing accessibility issues: there is a shopper service and post-bus, but there is little publicity about this service, so not all residents may be aware of it. Accessibility is very important, particularly for young people, because if they can't access what they want, they will be more inclined to leave, and young folk are important for a community's future. Whether accessibility would be improved with a fixed link depends on where the link is to and from and the public transport system put in place.</p> <p>There are accessibility issues at the moment, in terms of folks access to evening activities and out-of-school opportunities. It is a long day for parents, and costly, to return to the Isle after work and back to the Mainland after tea. This must be particularly difficult for parents on low incomes. This accessibility issue has more to do with affordability.</p> <p>There are some issues in terms of childcare for people working on the mainland, if they don't have extended family on the Isle.</p> <p>There are also some community safety issues at the moment, in terms of drink driving of those coming off the ferry or leaving the Maryfield.</p> <p>In relation to the impact of a fixed link: there are issues in terms of community cohesion and sustainable services and facilities. The ferry provides a focus point for the community and is a good way for new folk to meet people. The shop, PO and school may all close if there was to be a fixed link. At the moment the shop and pub provide a community hub.</p> <p>There is also the impact on the community of the loss of 18 jobs directly on the Isle and the multiplier effect of those jobs on the local economy and amenities.</p>