

# Bressay Tunnel: Council Recommendations



## Recommendations:

- The Committee recommends to Council that the recommendations of the Bressay Link STAG appraisal be adopted as Council policy and the tunnel option is developed in further detail as the means of providing a transport link between Bressay and mainland Shetland.
- The Committee recommends to the Council that the key question of who pays for a fixed link to Bressay (the Council, or the Scottish Government, or other funders, or a combination of these) needs to be explored and resolved before a decision is made to commit substantial sums to any particular option.
- The Committee sanctions the necessary expenditure within the currently approved budget on the development of the next stage of the project and that officers report progress, expenditure and emerging issues to each cycle of the Infrastructure Committee so the Committee can monitor expenditure and emerging information and therefore take any necessary decisions in relation funding or policy as matters progress.



# Bressay Tunnel: Short Term Measures

STAG 2 Recommendation: **“Short-term measures, such as enhanced public transport provision and a fares review should be taken forward in the short-term to address community needs.”**

## STAG 2 Proposals



### Public Transport Measures

- Timetabled for main route with phone ahead for service from minor routes options
- 7-seater car, suitable for 6 passengers

Three sub-options considered in terms of frequency:

#### Option A:

- Weekdays (+Sat): 6 return to Lerwick, 4 on Sat (incl. school runs)
- First bus arrives Lerwick 8am, evening bus departs Lerwick
- No Sunday service

#### Option B (based on current Scalloway timetable):

- Weekdays (+Sat): 11 runs to Lerwick, 9 runs to Bressay
- First bus arrives Lerwick 8am, final bus depart Lerwick 11pm
- With or without a Sunday service

#### Option C (similar to frequency of current ferry service):

- First service departs Bressay at 7am, and Lerwick at 7.15am (consideration would be made of a service arriving at fish factory in time for first shift)
- Mon to Thurs 21 crossings each way, mainly hourly service with higher frequency at peak times (incl. lunch time)

**What is your opinion on the route and level of service required? Costs for this service will be included in the Council’s current budget setting for 2009-10, so, subject to final Council decision, could be in operation by April 2009.**

### Fares

- The issue of fares cannot be determined in isolation from overall transport in Shetland.
- The principles contained in the Fares and Utilisation study will be addressed through a specific initiative to develop a fares system that addresses the varied sets of needs that Shetland’s island communities have.
- The main constraint will be the continued upward pressure on the costs of delivering services.

### Reconfigured Ferry

- Increases in fuel costs and the potential impact of the global financial crisis mean that the Council is facing constraints on budgets.
- Extension of the operational timetable of the existing Bressay Ferry - consideration of ‘dial-a-ride’ service to enable people to access first flights and/or return home later than the present timetable.

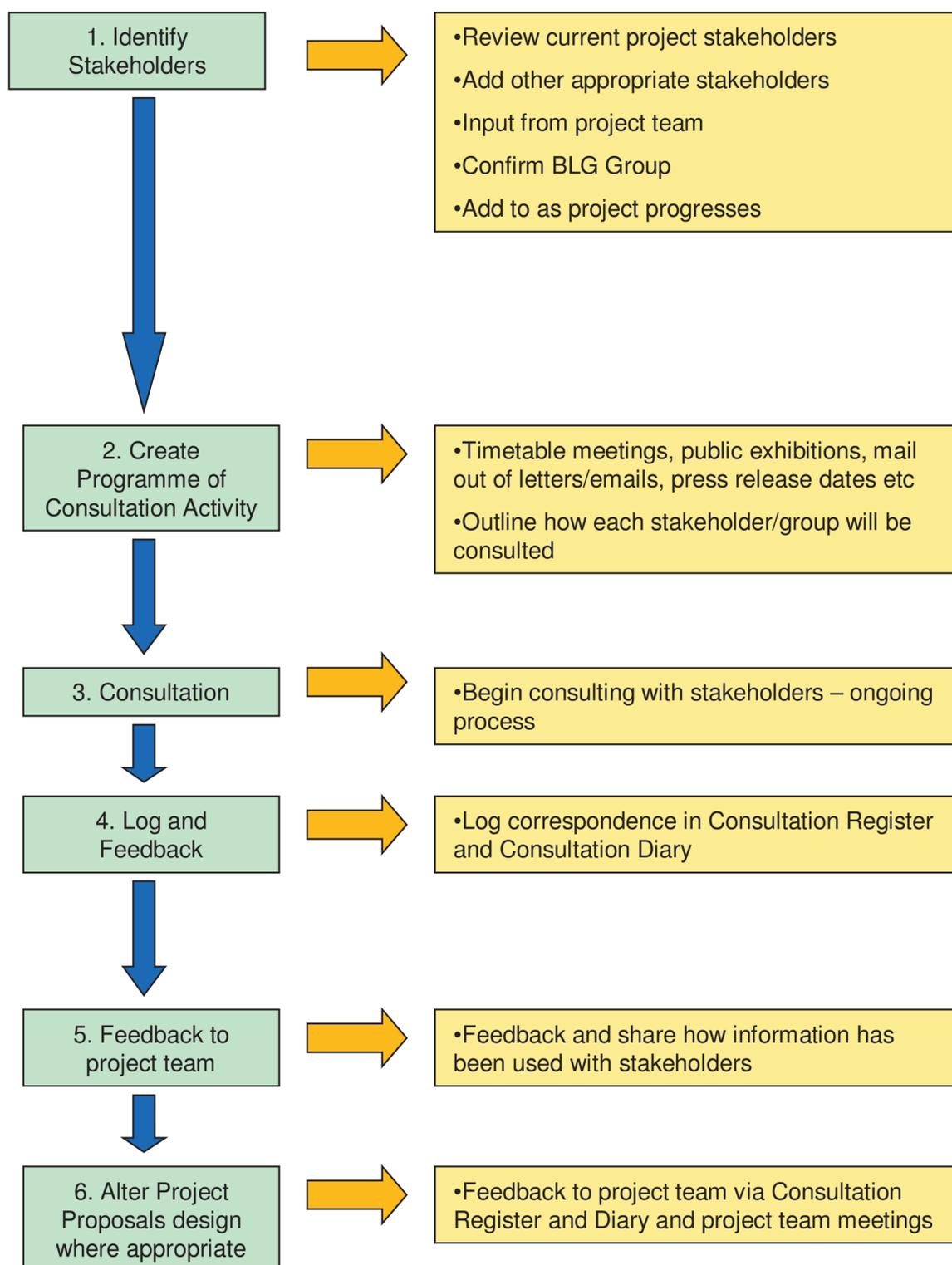
**We are interested to know what you think about this and what you would be prepared to pay.**





# Bressay Tunnel: Consultation

## Flowchart: Public, Stakeholder Engagement Plan



### Key stakeholders include:

- Bressay Link Group
- The Community (Bressay, Lerwick and wider community)
- Disability Shetland
- Lerwick Port Authority
- Royal Society for the Protection of Birds (RSPB)
- Shetland Island Council
- Scottish Environment Protection Agency
- Shetland Amenity Trust
- Scottish Natural Heritage

# Bressay Tunnel: Environmental Impact Assessment (EIA)



## Scoping Key Issues (Initial Appraisal)

- Community (noise, vibration, visual, etc)
- Current land uses
- Flood protection
- Spoil
- Protected species
- Archaeology

## Detailed Appraisal (post March 2009)

- Potential Impacts
- Mitigation
- Residual Effects

**Consultation throughout EIA**



# Bressay Tunnel: Funding

- Identifying a realistic cost.
- Controlling risk.
- Liasing with Scottish Government and Transport Scotland.
- Providing robust information to Shetland Islands Council Financial Services.
- Identifying other potential sources of funding.
- A number of models of how funding can be achieved will be developed by Head of Transport and Finance at the Council.

# Bressay Tunnel: Recommended Future Work to March 2009

## Technical Studies

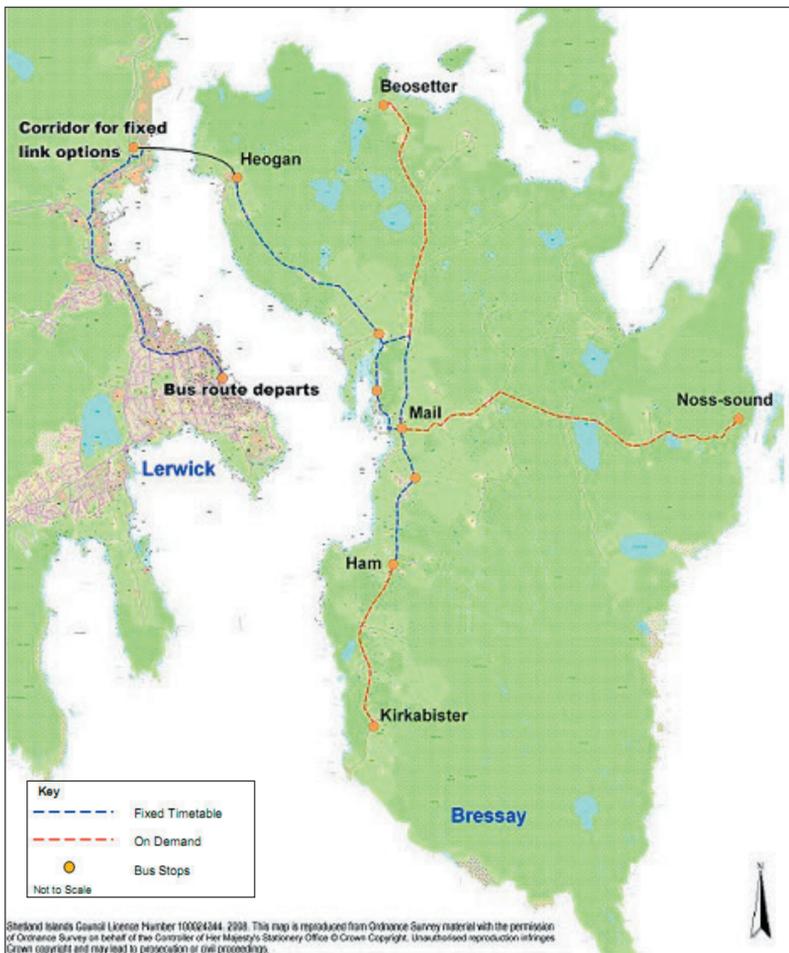
- consent options;
- procurement options;
- funding options;
- engineering studies; and
- environmental impact assessment (including scoping).

## Plans

- a public stakeholder engagement plan;
- a public relations plan;
- a risk management plan; and
- a project governance plan.

# Bressay Tunnel: Additional Measures

STAG 2 Recommendation: **“Public transport enhancement measures should be detailed and put in place to support the fixed link. Walking and cycling measures are promoted as part of the package.”**



## Public Transport Measures

- Timetabled for main route with phone for service from minor routes options
- A midibus, suitable for 30 passengers

There were three sub-options considered in terms of frequency:

### Option A

- Weekdays(+Sat): 6 return runs to Lerwick, 4 on Saturday (including school runs)
- First bus arrives Lerwick 8am, evening bus departs Lerwick
- No Sunday service

### Option B (based on current Scalloway timetable):

- Weekdays(+Sat): 11 runs to Lerwick, 9 runs to Bressay
- First bus arrives Lerwick 8am, final bus departs Lerwick 11pm
- With or without a Sunday service.

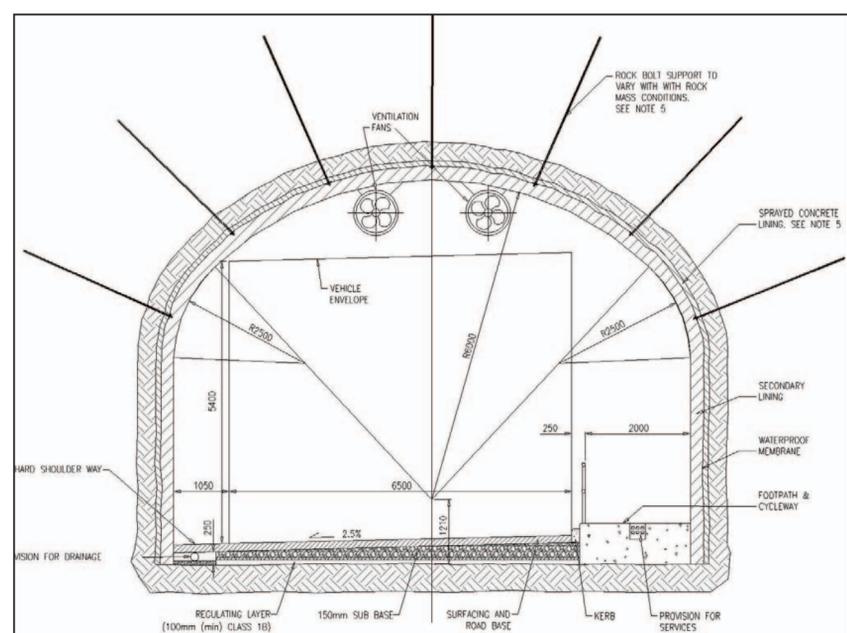
### Option C, similar to frequency of current ferry service:

- First service departs Bressay at 7am and departs Lerwick 715am (consideration would be made of a service arriving at fish factory in time for first shift)
- Mon to Thurs 21 crossings each way, mainly hourly service with higher frequency at peak times (incl. lunch time)

During the procurement and construction phase of the tunnel, the community would be involved in developing the public transport network needed. Do you have any comments now?

## Walking and Cycling

- The tunnel will be a simple “D” shape, designed to provide sufficient space for a footpath/cycleway of 2.0m (minimum) width, with the potential to arch the sidewalls to provide further space for the user.
- The footpath/cycle way will be separated from traffic through a raised kerbed area and a safety barrier, with design aspirations of providing a well lit and safe environment for the user.
- The final design will be developed in conjunction with Sustrans.



# Bressay Tunnel: Tunnel Safety

## Design

- The tunnel will be designed in accordance with British Guidelines/Requirements incorporating an active support system comprising fibre reinforced spray concrete and rock bolts, with provision for a secondary lining and waterproof membrane below the sub-sea.



## Safety Review Group

- A Safety Review Group will be formed comprising representatives of the:
  - Council;
  - Design Team;
  - Police;
  - Emergency Services;
  - Maintenance Operator;
  - and
  - others as required.
- Their aim is to identify potential hazards involving vehicle breakdown, traffic congestion and full scale emergencies.
- They will agree working procedures for day to day operations, planned maintenance requirements and ensure that contingency plans are in place in event of emergency.

## Safety Measures

- Priority is to meet highest safety standards.
- Provision will include amongst other things:
  - emergency phones;
  - CCTV;
  - fire hydrants/ extinguishers;
  - emergency walkways;
  - ventilation for smoke control; and
  - signage for lane closure and emergency exits.

