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Outcomes of 2nd Consultation Exercise
Shetland Transport Strategy

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1. Introduction



1 Introduction

1.1 Introduction

This Consultation Report is used to present the findings from the second round of consultation on the Shetland Draft Transport Strategy carried out between 28 November 2006 and 26 January 2007 and to outline potential changes to the Final Transport Strategy following the emerging consultation findings.

The focus of this report is on the responses made in relation to the Draft Transport Strategy document itself. Whilst comments received in relation to the supporting Strategic Environmental Strategy are being dealt with through the production of an SEA Post-Adoption Statement (which will be published following approval by Scottish Ministers), we have included an analysis of the comments received by the Consultation Authorities on the SEA, and detail of the consequential changes made to the Transport Strategy.

1.2 Background

Following a process including initial consultation, background analysis of problems and opportunities, objective setting, and STAG option appraisal, the Draft Shetland Transport Strategy was prepared and published for public consultation on the 28 November 2006. In line with Scottish Executive Guidance¹, statutory consultation on the Draft Transport Strategy took place over an eight week period, closing on the 26 January 2007. The results from this consultation will be used to finalise the Shetland Transport Strategy for submission to Scottish Ministers by 31st March 2007.

1.3 Structure of Report

Following this introductory chapter, there are four further chapters as follows:

1.3.1 *Chapter 2 – The Consultation Process*

Chapter 2 begins by describing the consultation process that has been adopted for the purposes of consulting on the Draft Shetland Transport Strategy. The range of techniques used and list of public meetings held to discuss the Draft Strategy are outlined in this chapter.

1.3.2 *Chapter 3 – Consultation Findings*

Chapter 3 summarises the main results from consultation on the Draft Transport Strategy. A more detailed list of findings and specific comments on the Strategy are presented as an appendix to this report.

1.3.3 *Chapter 4 – SEA Consultation Findings*

Chapter 4 details the recommendations for the Transport Strategy arising from the SEA consultation. It notes the comments received from the SNH, SEPA and Historic Scotland, and the subsequent responses.

1.3.4 *Chapter 5 – Next Steps*

Chapter 4 concludes by outlining how the comments received on the Draft Transport Strategy will be taken on board in finalising the Shetland Transport Strategy.

1.3.5 *Appendices*

A series of appendices support this report.

- Appendix A provides a copy of the consultation questionnaire;
- Appendix B provides a list of responses to the consultation on the transport strategy;
- Appendix C provides a detailed tabled noting each individual point raised, and the response; and
- Appendix D provides a copy of the notes taken at each of the consultation meetings held.

¹ The Scottish Executive (2006), *Scotland's Transport Future: Guidance on Regional Transport Strategies*. Scottish Executive, Edinburgh.

2. The Consultation Process



2 The Consultation Process

2.1 Introduction

This section discusses the consultation process adopted for the purpose of consulting on the Draft Transport Strategy.

2.2 Consultation Techniques

2.2.1 *Document Distribution and Awareness Raising*

Firstly, the Draft Transport Strategy was made available for public viewing at various locations throughout Shetland, including Council offices, libraries and Community offices. Copies were also made available at Mainland Grocers (Dunrossness), Walls General Store, Whalsay Leisure Centre, and Aith Leisure Centre. The full suite of documents was also made available on the Shetland Transport Strategy webpage. In addition, copies of the Draft Strategy were posted to a range of other key stakeholders, including community Councils. Letters and emails were sent to other individuals and businesses consulted during the initial consultation process.

In order to raise awareness of the Draft Transport Strategy during the consultation period, articles were released in the local press and posters displayed to inform interested stakeholders of its publication and to provide information on where copies of the Strategy could be viewed. Adverts were also posted within the local press, and adverts posted on the radio, to raise awareness of public meetings on the Draft Strategy.

2.2.2 *Questionnaire*

A consultation questionnaire was produced and copies were distributed alongside the transport strategy document. They were also available at the public meetings, and also on the Transport Strategy webpage. An example consultation questionnaire is presented as Appendix A.

2.2.3 *Meetings*

A list of the meetings that were attended by Transport Strategy Officers to discuss the Draft Transport Strategy is presented in Table 2.1 below.

Table 2.1: Shetland Draft Transport Strategy Consultation Meetings 2006-2007

Date	Meeting/Stakeholder Group	Venue
04/12/2006	Shetland Community Planning Board	Town Hall, Lerwick
06/12/2006	Whalsay Consultation	Symbister PS, Whalsay
08/12/2006	Skerries Consultation	New Hall, Skerries
15/01/2007	Yell Consultation	Mid Yell Public Hall
16/01/2007	Shetland Health Board	Brevick House, Lerwick
16/01/2007	Mainland Consultation	Lerwick Hotel
17/01/2007	Fair Isle Consultation	School Hall, Fair Isle
18/01/2007	Fetlar Consultation	Community Hall, Fetlar
22/01/2007	Unst Consultation	Baltasound Hall, Baltasound, Unst

A number of attempts were made to meet with the **Foula Community** during the consultation period. Unfortunately, each meeting planned had to be cancelled due to weather constraints preventing travel to the island. Written responses were requested, and subsequently received from the members of the community.

2.3 Consultation Results

In total, 65 responses were received on the Draft Transport Strategy. The format of responses varied with emails, letters and telephone calls all received. Minutes of meetings were also taken. Whilst the majority of respondents chose to respond to specific points, highlighting those particular transport issues that they would like to see addressed in the Final Transport Strategy, it is encouraging that some respondents chose to respond to the full list of questions set out in

the consultation questionnaire. Such responses have ensured the collection of detailed information.

A full list of respondents who have submitted consultation responses on the Draft Transport Strategy is presented in Appendix B.

2.4

Summary

This section has outlined the process of consultation on the Draft Shetland Transport Strategy. The consultation approach has focussed mainly on inviting written response to the Draft Transport Strategy, but also included a number of presentations to public meetings, and stakeholder meetings. The consultation exercise was accompanied by an advertising and awareness raising campaign.

In the following chapter, discussion focuses on the consultation results.

3 Consultation Findings

3.1 Introduction

This chapter summarises the main results from consultation. Results are broken down according to the main elements of the Strategy i.e. vision and objectives, external links, inter-island links, and internal transport. A more detailed list of comments received on the Draft Transport Strategy is presented in Appendix C along with explanation as to how each comment will be treated in finalising the Transport Strategy.

3.2 Public Meetings

Before outlining the main findings from the written consultation responses, it is to be noted that minutes from each of the public meetings held during the consultation process are included in Appendix D. A summary of the main points raised at each of the public meetings is also offered below.

3.2.1 *Shetland Community Planning Board*

This was principally a presentation of the main issues within the Transport Strategy, with attendees being encouraged to respond to the strategy through the consultation process.

3.2.2 *Whalsay Consultation*

The main concern raised by the island was that ferry fares did not increase. Concerns were also raised about the perceived lack of progress with respect to the Whalsay Links STAG 2 study.

3.2.3 *Skerries Consultation*

Discussion at this meeting centred on resolving the South Mouth dredging issue. Concern was also expressed over the proposal to review the delivery of the current service, particularly the possible removal of the Skerries to Lerwick sailing.

3.2.4 *Yell Consultation*

The Yell meeting stressed that Yell residents did not want the current review of SIC spending to affect changes to the ferry timetable and would also be concerned if fare increases were to be introduced. In addition, there was a clearly expressed view that fixed links should be presented in a more positive manner.

3.2.5 *Shetland Health Board*

The key requirement raised during discussion with the Shetland Health Board was that there should be a greater emphasis on active travel proposals, as well as ensuring that access to health facilities are properly considered within the Final Transport Strategy.

3.2.6 *Public Consultation, Lerwick*

The public meeting held in Lerwick raised a varied range of points. In general, broad support was expressed for policies related to Shetland's external transport links. An issue was raised that the strategy should address changes to the grants available for bulk shipping to and from Shetland. Future consultation on bus services should target bus users. The strategy should not "sell Shetland short" in requests for Scottish Executive funding.

3.2.7 *Fair Isle Consultation*

Proposals for modest enhancements to the ferry service and additional air services to the island were the main issues raised at the Fair Isle meeting. Similar to some of the other small isles, Fair Isle was particularly keen to see the 2nd aircraft used.

3.2.8 *Fetlar Consultation*

The focus of discussion at the Fetlar meeting was principally the breakwater issue. A dedicated ferry based on the island and better levels of service were requested from the consultees, whilst the need for a pier on the island to cater for bulk goods and cruise passengers was also raised.

3.2.9 *Unst Consultation*

The Unst consultation revealed a high level of dissatisfaction on the island for the fact that Unst shares its ferry service with Fetlar. Specific capacity constraints were also highlighted during

the meeting. The general consensus was also that the Draft Strategy did not show enough progress in relation to fixed links, and they would like to see a stronger case put forward for fixed links within the Strategy.

3.3 Written Responses

The main comments from those individuals, groups and organisations that submitted a written response to the Draft Transport Strategy are outlined below.

3.3.1 *General Comments*

To begin, a number of general comments were received on the general layout and presentation of the document. It is to be noted however that the Final Strategy, when published, will be worked up into a full colour document with appropriate photos, maps and diagrams. The Draft Strategy was kept deliberately simple given its purpose as a consultation document.

There were also a number of comments received specifically related to the need to develop the policies into more specific interventions within the Final Strategy and Implementation Plan (Appendix E). To this aim, a number of more specific interventions have been developed and will be included in the Final Strategy. Interventions include feasibility studies, setting up more formal partnerships, as well as specific projects. For example, some consultees highlighted that whilst there is support for 'smarter choices' such as travel behaviour change, walking and cycling within the objectives and policies of the Strategy, specific interventions to deliver on these are lacking. Therefore, through consideration of consultee suggestions, background reviews and review of the recently published National Transport Strategy and its supporting Action Plan documents, a number of specific interventions are being built into the Final Strategy (e.g. the development of a car-sharing database).

The absence of prioritisation of the Implementation Plan was also highlighted by consultees. A process of prioritisation is currently being undertaken to develop the final Implementation Plan, which includes the additional interventions subsequently developed through the consultation process.

Finally, consultation suggested that there was a need for greater emphasis on partnership working within the Transport Strategy, with regards to who the Transport Partnership will work with in delivering elements of the Final Strategy (e.g. NHS Shetland, Loganair, Highlands and Islands Airport Ltd, Lerwick Port Authority, fellow Regional Transport Partnerships etc). To this aim, it is proposed to develop a section on Partnership Working within the introductory section of the Transport Strategy. The Implementation Plan can also be developed to highlight whose responsibility it will be to deliver the specific interventions proposed in the Strategy. Within an introductory section, the need to be clear in outlining the roles and responsibilities of Shetland Transport Partnership as opposed to Shetland Islands Council was also highlighted and will be taken on board.

3.3.2 *Vision*

In general, there was broad consensus that the key issues that the Shetland Transport Partnership should address are reflected in the Strategy Vision.

3.3.3 *Objectives*

The objectives proposed within the Draft Strategy also received broad support from various consultees. Being based on the National Transport Objectives, it was felt that the STP objectives will contribute to the delivery of the national transport vision. However, it was suggested that the objectives were not SMART in nature (i.e. specific, measurable, attainable, relevant, and time-related), and that the total number of objectives (33) was too many. However, it must also be acknowledged that Shetland has its unique set of local, specific problems, which account for the number of objectives developed. There was strong support for these objectives, which have been used as objective measures during the STAG appraisals, and therefore they are felt to be appropriate for the Shetland Transport Strategy.

A number of other quite specific comments received on the wording of some of the objectives were also noted and will be considered in finalising the Strategy.

A more general comment raised by more than one consultee was that there is no explicit link made within the Draft Strategy between the actions identified and the Strategy objectives. This

is an issue that is being dealt with in finalising the Strategy, where the Implementation Plan will reference each of the specific interventions back to the objectives.

3.3.4 *External Links*

The following sections outline the main consultation responses in relation to Shetland's external air and ferry links.

3.3.4.1

Air

Consultation responses suggested that good progress has been made in relation to external air service provision in Shetland, with the air discount scheme and increased flights recognised. The proposal to establish formal protocols for the use of Scatsta Airport was particularly welcomed by some consultees in recognition that this could improve the reliability of the external air service.

However, some question marks were posed over the policy to support Public Service Obligations (PSOs), as PSOs can preclude competition in the current deregulated environment. Shetland on the other hand has seen air passenger growth, partly as a result of the Air Discount Scheme, and thus competition and improved levels of service could result if passenger increases continue to grow under the existing regime. The fact was highlighted that PSOs require operators merely to comply with a predetermined service specification, rather than providing operators with an incentive to consider innovation or route development.

It was also pointed out that according to current air rules, air routes between Scottish airports are currently not eligible for the Air Route Development Fund, as to be eligible for this, these routes must exclude Scottish mainland destinations. Despite these points, it is proposed to continue with the existing approach, as it is in line with wider policy approach, and responds to the requirements of Shetland.

Finally, environmental groups in particular also highlighted the apparent discrepancy between STP's policy of lobbying for improvements to the air service and the extension of the ADS for visitors to Shetland, and facing up to the challenges of global climate change and ensuring that Shetland makes an equitable contribution to reducing carbon dioxide emissions.

3.3.4.2

Ferry (UK Mainland)

With regards to the Northern Isles ferry service to Aberdeen, a common view that emerged was the desire to see Aberdeen remain as the Scottish Mainland destination. It should be noted that the consultation response from Aberdeen Harbour Board also highlighted their commitment to ensuring that facilities are provided at the port in order to maintain Aberdeen as the UK Mainland port for Shetland's passenger and freight services, noting that they are currently engaged in a physical study of the navigation channel in order to assess the feasibility of both deepening and widening the entrance to the port. This would allow vessels that are larger than the existing NorthLink ferries to use the port and would also address the current issue regarding available depth during poor weather conditions.

In terms of passenger links at Aberdeen Harbour, the need to improve the integration of transport facilities near the port was identified. Opportunities to work in partnership with Nestrans, potentially through the provision of a minibus service was suggested as a solution to address this issue.

On the whole, however, there was support for the Northern Isles ferry service with many recognising the improvements of NorthLink over the previous operators. A suggestion that was raised on more than one occasion to address capacity problems during the peak summer season was to consider daylight sailings (i.e. investigate the potential for double-running).

3.3.4.3

Ferry (Scandinavia)

The general consensus of consultation responses in relation to Scandinavian ferry services was that no further subsidy should be put into the Smyril Line service. It was suggested that if a Shetland to Scandinavian ferry service is viable, operators will make efforts to access funding sources. Responses from the seafood sector stated that freight costs are high and the infrequency of sailing is of little or no benefit to the sector and any serious potential for complementary Scandinavian ferry links should be discussed with all business sectors of Shetland's economy and with the Shetland public at large.

3.3.5 *Inter Island Links*

The following sections outline the main consultation responses in relation to Shetland's inter-island transport network.

3.3.5.1 Fixed Links

In short, based on the results of consultation, there was strong support for strengthening the case / commitment for fixed links within the Transport Strategy. This will be borne in mind in finalising the Transport Strategy, although it is to be noted that a key intervention within the Strategy is to undertake a fixed links study to examine the robustness of business case for fixed links from Shetland Mainland to Yell and Yell to Unst.

However, albeit in the minority, there were a couple of responses suggesting that in considering the development of fixed links, a much broader and deeper look at the issue is required to take into account the wider cultural, environmental, social, economic and scenic impacts of fixed links.

3.3.5.2 Yell Inter-Island Ferry

Besides the desire from many consultees to see a fixed link developed between Shetland Mainland and Yell, the main comment raised in relation to the Yell ferry service was that there should be no further reductions to the Yell Sound Service. It was stated that although capacity problems on Yell Sound have been overcome, some loss of frequency is already a concern. If any cuts are to be made, it was stressed that these should be concentrated on the night service. The concern was also raised over the proposal to consider alternatives to the practice of 24 hour manning and operation of the Yell Sound Service on the grounds of health and emergency access.

3.3.5.3 Bluemull Inter-Island Ferry

Firstly, with regards to Unst, the desire for a fixed link to Yell was frequently raised during consultation. The desire to see the Unst ferry based on Unst was also raised. Concerns were expressed about MV Bigga being taken away from the Bluemull Sound to act as relief on other routes. It was also stated that the Bluemull timetable is confusing due to the fact the service is shared with Fetlar. Capacity problems were also stated, even in winter, on early morning sailings.

With regards to Fetlar, the need to resolve the breakwater issue was emphasised. This development of the breakwater was seen as vital in order to deliver a number of other improvements to the island. It was also stated that a dedicated ferry/crew and breakwater/pier facility in Fetlar would clearly have a significant impact on Fetlar's future and would also allow Unst to have a ferry to meet their own needs, rather than current timetabling constraints and resources shared by both islands. Consultation revealed that if a tunnel is developed to Unst, Fetlar residents would be opposed to the development of a terminal at Mid Yell and would prefer a location either elsewhere on Yell or Unst.

In developing the Final Transport Strategy, the community's aspirations to base a ferry on the island will be noted. In terms of specific interventions, the Strategy will propose to quickly progress a fixed links study examining the business case for a Bluemull fixed link, and will then initiate a STAG appraisal to include Unst, Fetlar and Yell, examining ferry terminal replacement, fixed links, berthing, and innovations (e.g. facilities for cruise liners), and additional crewing arrangements.

3.3.5.4 Whalsay Inter-Island Ferry

Consultation from Whalsay stakeholders highlighted the concerns over the progression of the Whalsay Links Study, which appeared to have come to a standstill. It was stated that urgent work on the Whalsay linkspans is required, otherwise the service is in danger of failing altogether. The opinion was also expressed that many people in Whalsay would prefer to see investment in fixed links to the Mainland, rather than continued expenditure on ferries. The finalisation of the Whalsay terminal and vessels appraisal (i.e. the undertaking of a STAG 2 Assessment) was put on hold due to the development of the Transport Strategy and the need to take a view of transport proposals for Shetland as a whole. However, this is still a current project that will be progressed through the Transport Partnership following the development of the Final Strategy.

A further concern raised related to the price of inter-island ferry fares and the threat of increases, which it was stated is creating a situation that makes it difficult for some people to

afford to commute regularly to their work and could make Whalsay a less attractive option as a place to live.

3.3.5.5

Bressay Inter-Island Ferry

With regards to the Bressay Bridge proposals contained within the Draft Transport Strategy, a number of comments were made which suggested that STP's stance on this issue needed to be reviewed in light of recent developments. In the Final Strategy, STP's stance on the Bressay Bridge will be to reflect the current reality i.e. a Bressay Link is now being considered. It is proposed to develop a Member Officer Working Group to take forward a STAG assessment of the Bressay Link project. The proposed STAG assessment will be included as a specific action within the Transport Strategy.

3.3.5.6

Foula Inter-Island Ferry

The main point made in relation to the proposals for the Foula ferry service was that the ferry must remain based on the island and that all mention of possibly basing the ferry at West Burrafirth and operating a shared ferry service with Papa Stour should be removed. Following the results of consultation and further review, the Transport Strategy will be amended to reflect that the proposals for the Foula ferry service consist of maintaining the ferry based on the island. Considerable effort has gone into retaining the ferry on the island through the retendering process. The Strategy will also recognise that the tendering process will be subject to review. If, following review, the current arrangements are found to be unsustainable, alternative options may again have to be revisited in the future – although the Strategy should only mention that as with all inter-island ferry links, changes to the service will be subject to review.

It was also stated that when the Foula ferry needs to be replaced, it should be replaced with a ferry which can be stationed in Foula, has at least the cargo, livestock and passenger capacity of the New Advance, be designed so it rolls less, so as to give greater comfort and safety to passengers and livestock and it should be faster to reduce journey times. It should also be able to carry vehicles on deck.

3.3.5.7

Fair Isle Inter-Island Ferry

In relation to the Fair Isle ferry service, support was received for the proposals to provide an additional return sailing during the autumn shoulder period.

The concern was raised however that when the Transport Partnership take over the service it will be put out to tender which could result in the service being based away from Fair Isle. If any tender was to be introduced, the Transport Partnership would set stringent levels of service including that the ferry has to be based on Fair Isle.

The issue of the current bus service not always meeting the Fair Isle ferry at Grutness was also mentioned.

3.3.5.8

Skerries Inter-Island Ferry

With regards to the Skerries ferry service, the single most important issue raised was resolution of the issue of allowing the ferry restricted access via the South Mouth. It was stated that there had been lot of promises but no progress on the dredging of the South Mouth. It was also noted that there is a wish for a Wednesday ferry sailing if the Tuesday sailing is cancelled. In short, it was stressed that the viability of the Skerries community depends on a reliable ferry service. As stated in the Draft Strategy, this issue will be appraised properly as an outcome from the Final Strategy.

The second highest priority for the Skerries community after South Mouth is continuing Lerwick sailings. This was seen as important to those that do not drive. There was concern about the extra cost of getting freight to Vidlin if the Lerwick link was removed.

3.3.5.9

Papa Stour Inter-Island Ferry

One response was made in relation to the Papa Stour ferry service. This response requested that a larger ferry was not deployed on the island during the summer period. Also, some of the perceived negative impacts of introducing the Ro-Ro ferry service to the island were highlighted. It was suggested that if possible, it would be desirable to have another day when a return trip could be made to Lerwick – either through the provision of an additional trip, or by rescheduling the current Wednesday sailing, and providing a dial-a-bus service to link West Burrafirth and Lerwick.

- 3.3.5.10 **Inter-Islands Air Service**
Responses received with regards to the inter-islands air service revealed strong support for retaining Tingwall as the Shetland Mainland destination for inter-island flights. There were also a number of comments relating to ensuring more “Island – Mainland – Island” return trip opportunities during the winter for Foula and Skerries, whilst additional flights would also be desirable to Fair Isle. On Unst and Fetlar, support was also offered for reopening Unst Airport, and the use of Fetlar air strip. A separate consultation exercise regarding opportunities the deployment of the 2nd Islander aircraft is currently being undertaken and will be used to inform future service delivery patterns. There was support for the withdrawal of the scheduled Papa Stour air-service, although it was stressed that the air strip should be retained for charters and emergency use.
- 3.3.6 **Internal Links**
The following sections outline the main consultation responses in relation to internal transport provision in Shetland.
- 3.3.6.1 **Health and Active Travel**
A consistent message raised, particularly from those involved in the health sector, was the need to increase the emphasis on Health and Active Travel opportunities within the Transport Strategy. In particular, it was felt that while recognition to the health improving potential of the Strategy is given within the vision, this is not particularly well carried through into the principles or the interventions. This will be reviewed in finalising the Transport Strategy, with the relative emphasis of walking and cycling re-addressed. Closer links and opportunities for partnership working with NHS Shetland, the hospital and local health centres will also be identified within the Final Strategy.
- 3.3.6.2 **Travel Behaviour Change**
Specific comments were received regarding a perceived lack of commitment to travel behaviour change and reducing carbon emissions related to transport. Again, while the Strategy includes relevant policies on walking, cycling and travel behaviour change, this commitment should be reflected in the specific interventions and Implementation Plan of the Transport Strategy. In addition to the increased emphasis on “active travel”, more specific interventions will be built into the Final Strategy to outline the Partnership’s commitment to “thinking global, acting local”. These include the development of an SIC/STP Travel Plan, initiatives to support workplaces in the development of their own Travel Plans, the development of a car-sharing database and investigating opportunities to develop remote working hubs. The Strategy will also give greater recognition of much of the existing good work that is done in Shetland to reduce climate change emissions, not only related to transport, but across other services.
- 3.3.6.3 **Public Transport**
Consultation highlighted the need to strengthen the ‘bus’ elements of the Transport Strategy and to develop a clear vision for buses in Shetland. In developing the Final Transport Strategy, consideration will be given to expanding on the existing proposals for public transport development in Shetland and implementing some additional actions that aim to improve bus service provision, such as the operation of Demand Responsive Transport. The development of a public transport policy statement, establishing area bus forums, as well as information, publicity, marketing and ticketing improvements will also be built into the Final Transport Strategy.

It should also be noted that a number of consultees highlighted specific areas where there was a need for a better bus service. Typically, these issues are at an operational level and have been relayed to the relevant officer for further consideration.
- 3.3.6.4 **Motorcycling**
Consultation also revealed the need to include greater reference to the role of motorcycles, scooters and mopeds (powered two wheelers (PTWs)) within the Transport Strategy, recognising their role in providing affordable alternatives to the car where public transport is not readily available and where walking or cycling is impractical. It was suggested that the opportunity to develop tourism initiatives associated with motorcycling should also be developed within the Strategy. Rather than amend existing strategies within the Final Strategy, consideration will be given to developing a new policy section within Internal Links on PTWs. Key policies will include the development of appropriate facilities (e.g. parking), promotion, and PTW safety initiatives.

3.3.6.5

Road Safety

The consultation process suggested that the Transport Partnership's commitment to road safety initiatives could be stronger. To this aim, opportunities to improve the linkages between the Transport Strategy and other initiatives being developed by the Community Safety Partnership will be included within the Final Strategy. One such initiative includes investigating the introduction of a 'Safe Drive, Stay Alive' campaign.

It should also be noted that a number of local road improvement / traffic calming schemes were raised during the consultation process. As a strategic document, rather than include these issues within the Strategy itself, these have been passed onto the relevant officers for further consideration.

3.3.6.6

Freight Issues

Consultation revealed the view that freight issues are underplayed within the Transport Strategy. While the majority of freight issues have been addressed within the Strategy, they are not collected together, which will be addressed in the Final document. A new issue raised through the consultation is that of bulk transport to and from Shetland, and the recent withdrawal of Scottish Executive subsidy support. This approach is at odds with new subsidies available for Ro-Ro freight, and container freight.

3.3.6.7

Land-Use Planning

Strengthening the links between land-use planning and transport provision in Shetland was also raised during consultation. Within the Final Strategy, greater reference will be given to the role that development control and sustainable land-use planning can have in supporting the development of a more sustainable transport system for Shetland. The development of a stronger section on development planning and control, emphasising that transport can no longer be an afterthought in the development control process should also help to raise awareness of this in the future.

3.4**Summary**

In summary, a range of comments have been received from a wide range of stakeholders during consultation on the Draft Strategy.

In addition to the main points highlighted above, Appendix C presents a more comprehensive list of individual points or actions raised through the public consultation process on the Draft Transport Strategy. Outline information on how officers intend to treat each point in finalising the Transport Strategy is also provided in Appendix C. This is explained further in the final chapter.

4 SEA Consultation Findings

4.1 Introduction

Each of the statutory consultation authorities responded to the draft Transport Strategy, and the accompanying Environmental Report through the Scottish Executive's SEA Gateway. Following final approval of the strategy by Scottish Ministers, a Post Adoption Statement will be published noting how consultation findings have been incorporated into the final, adopted, Transport Strategy. However, on the basis of outcomes from the consultation responses on the SEA, a series of recommendations have been made for the Transport Strategy, and these are presented below.

4.2 Comments from SNH

4.2.1 *Amend Policy EPM1 (Natura 2000 Sites) to the following:*

“Potential adverse impacts on the integrity of Natura 2000 sites (or proposed Natura 2000 sites) will in the first instance be prevented by locating transport activities likely to cause negative impacts away from such sites. Where activities could directly, indirectly or in combination with other proposals affect the conservation interests of a Natura site, an Appropriate Assessment will be carried out, the findings of which will be used to inform planning decisions”

The original policy was:

“Potential Impacts on the integrity of Natura 2000 sites (or proposed Natura 2000 sites) will in the first instance be prevented by locating transport activities likely to cause disturbance away from such sites. Where activities could directly, indirectly or in combination with other proposals affect the interests of a Natura site, the proposals will be screened for the potential for significant effects to the interests of the site in consultation with SNH. If the screening indicates potential for significant effects studies will be completed to inform an Appropriate Assessment.”

This recommendation is based on the following comments from SNH:

We welcome the intention of Policy EPM1 to protect Natura sites, however, in referring only to “disturbance” it is too narrow in its scope. The policy should instead aim to avoid any adverse impact on the special features of Natura sites, recognising that these can result from off-site activities and developments as well as those occurring on the site. It should also acknowledge that where activities could affect those interests, an Appropriate Assessment must be carried out to determine whether the proposal can proceed.

4.2.2 *Amend Policy EPM2 (Protected Species) to the following:*

“STP and SIC will seek to avoid disturbance of protected species, destruction of their habitat and damage or destruction of their breeding sites or resting places by locating transport activities likely to have such impacts away from sites associated with those species. Where disturbance of a European Protected Species or damage to its breeding site or resting place cannot be avoided a licence will be sought from the relevant authority to ensure compliance with protected species legislation”

The original policy was:

“Potential impacts on protected species will be avoided in the first instance by locating transport activities likely to cause disturbance away from sites associated with protected species. In other cases STP and SIC will seek to avoid impacts by complying with protected species legislation and by licensing proposed disturbance through the relevant licensing authority – Scottish Executive Environment and Rural Affairs Department (SEERAD5 or SNH).”

The above recommendation is based on the following comments from SNH:

"Section 6.2.1.2 puts forward licensing of proposed disturbance of EPS is as a mitigation measure. Licensing is not a means of avoiding or reducing impacts but a legal requirement where impacts cannot be avoided. A licence is also required if a development is likely to damage or destroy a nesting site or resting place of EPS. In view of this, the proposed use of the number of successful licence applications as an indicator in section 1 of Annex B needs to be clarified. The granting of a licence represents an incidence of environmental damage and so is a negative indicator.

Similarly, Policy EPM 2 of the Strategy states that STP and SIC will "seek to avoid impacts... by licensing proposed disturbance through the relevant licensing authority." This policy is also inadequate in that it considers only disturbance of protected species and not potential impacts due to habitat loss or damage to breeding sites or resting places. It should therefore be reworded to the effect that "STP and SIC will seek to avoid disturbance of protected species, destruction of their habitat and damage or destruction of their breeding sites or resting places by locating transport activities likely to have such impacts away from sites associated with those species. Where disturbance of a European Protected Species or damage to its breeding site or resting place cannot be avoided a licence will be sought from the relevant authority to ensure compliance with protected species legislation."

4.3 Comments from SEPA

4.3.1 Amend Policy EPM3 (Scheme Design) to the following:

"New transport infrastructure will minimise impacts on key environmental, ecological, heritage, landscape and topographical features. The scale and design of all schemes will be fitting to the local landscape character and aligned or located in a manner which uses the existing landform to good effect and which minimises the scale of required earthworks. In addition:

- **Design profiles will reflect existing natural slopes and be designed to avoid risks of landslips**
- **The scale of road improvement schemes will be in keeping with the local environs**
- **Effective environmental mitigation, as set out in Appendix #, will be part of all transport infrastructure designs"**

The original policy was:

"New transport infrastructure will minimise impacts on key ecological, heritage, landscape and topographical features. The scale and design of all schemes will be fitting to the local landscape character and aligned or located in a manner which uses the existing landform to good effect and which minimises the scale of required earthworks. In addition:

- Design profiles will reflect existing natural slopes and be designed to avoid risks of landslips
- The scale of road improvement schemes will be in keeping with the local environs
- Effective environmental mitigation will be part of all transport infrastructure designs"

This recommendation is based on the following comments from SEPA:

In relation to EPM3 'Scheme design' minimising the impact on the wider 'environment' in addition to 'key ecological, heritage, landscape and topographical features' would have acted as mitigation relating to potential impacts on water quality.

We would request that EMP3 be amended. Firstly, we would wish it to consider the wider environment. This could be achieved by amending the text to "will minimise impacts on key *environmental*, ecological". It may also be helpful to clarify exactly what is meant by "effective mitigation will be part of all transport infrastructure designs" and how this will be ensured (section 8.4).

4.3.2 *Amend EPM4 (Waste) to the following:*

“SIC will ensure that waste materials associated with transport infrastructure are reduced, reused, recycled or recovered”

The original policy was:

“Wherever practicable, SIC will ensure that waste materials associated with transport infrastructure are reduced, reused, recycled or recovered”

4.3.3 *Amend EPM5 (Water) to the following:*

“Sustainable Urban Drainage Systems (SUDS) will be used in development of transport infrastructure”

The original policy was:

“Where appropriate, Sustainable Urban Drainage Systems (SUDS) will be used in development of transport infrastructure”

Recommendations 4 and 5 are based on the following comments from SEPA:

“In relation to EPM4 and EPM5 the use of the phrases ‘wherever practicable’ and ‘where appropriate’ weaken the mitigation significantly. SEPA will make further comment on this when responding on the Strategy itself.” And;

“We welcome the inclusion of a waste policy, however, EPM 4 is significantly weakened by the inclusion of “Wherever practicable”. To support delivery of the aims of the National Waste Strategy this phrase should be removed (section 8.5).” and “The Water Environment (Controlled Activities) (Scotland) Regulations 2005 requires areas constructed after 1 April 2006 to be drained by Sustainable Urban Drainage Systems (SUDS). EPM5 and section 8.12 should therefore be amended by removing “where appropriate” (section 8.6 and section 8.12).”

4.3.4 *Amend mitigation 8.12d (ref # from draft TS) to the following:*

“Transport schemes and improvement works will implement appropriate means to minimise pollution from surface run-off during construction works e.g. SUDS attenuation lagoons, rather than oil separators and silt traps”

The original mitigation text was:

“Transport schemes and improvement works will implement appropriate means to minimise pollution from surface run-off e.g. attenuation lagoons, oil separators and silt traps.”

As the Strategy already covers surface runoff from transport developments under Policy EPM5 and discussed elsewhere in the document we recommend that section 8.12d be amended to specifically cover potential pollution arising from construction works. This can be achieved by amending the text to “implement appropriate means to minimise pollution from surface run-off during construction works”. It would also be useful to make reference to the relevant CIRIA good practice guidance, “Control of water pollution from linear construction projects: Technical guidance (C648)” (section 8.12d).” And;

“Surface water run-off should routinely be dealt with via SuDS (as stated in the first bullet point) rather than via non sustainable methods such as oil separators and silt traps.”

4.3.5 *Amend mitigation 8.12e to the following:*

“In accordance with the Risk Framework in Scottish Planning Policy 7 (SPP:7), all new schemes and transport infrastructure improvements will be screened against the

Indicative River and Coastal Flood Map (Scotland) and other available sources of flood risk information. Any new scheme in a medium to high risk area will be subject to a site specific Flood Risk Assessment and will only be developed if essential for operational reasons.”

The original mitigation text was:

“In accordance with Scottish Planning Policy 7 (SPP:7), flood risk assessments will be carried out for all new schemes and transport infrastructure improvements.”

This recommendation is based on the following comment:

Although the commitment to carry out Flood Risk Assessments for all new schemes and transport infrastructure improvements is commendable you may wish to consider revising the text so that it more accurately reflects the requirements of the Risk Framework within SPP7. All new schemes and transport infrastructure improvements should be screened against the Indicative River and Coastal Flood Map (Scotland) and other available sources of flood risk information. The Risk Framework in SPP7 should then be utilised as a basis for decision making. Those developments initially identified to be within or close to the Medium to High Risk area should have a site specific Flood Risk Assessment carried out. In line with SPP7 new development should only be allocated in the Medium to High risk area if it is essential for operational reasons. Should the need to commission a Flood Risk Assessment be identified it should be undertaken as early as possible to prevent abortive expenditure (section 8.12e).

4.4 Comments from Historic Scotland

The following amendments/additions were suggested by Historic Scotland

4.4.1 Amend mitigation 8.11b to the following:

“Any scheme with the potential to affect Gardens and Designed Landscapes, Listed Buildings, Scheduled Ancient Monuments or their settings will consider take into account guidance included in Memorandum of Guidance on Listed Buildings and Conservation Areas 1998 and will be subject to formal screening to determine whether an EIA is required.”

The only amendment in the above statement is the inclusion of Scheduled Ancient Monuments.

4.4.2 Add new mitigation measure to 8.11:

“As part of the planning process, the Council will consider whether or not the scheme requires consultation under the General Development Procedure Order (GDPO)”

4.4.3 Add new mitigation measure to 8.11:

“Historic Scotland will be consulted at an early stage on any scheme likely to affect a protected wreck”

5. Next Steps



5 Next Steps

5.1 Introduction

In closing, this chapter is used to explain how the comments received during consultation will be used to finalise the Shetland Transport Strategy.

5.2 Outcomes from the Consultation Process

In Appendix C, the findings from the consultation process have been considered and recommendations made relating to the changes that are required are offered. Table 5.1 (below) outlines some general action statements that have been developed and attached to the various comments and suggestions raised during consultation to show how each of the consultation comments will be treated in finalising the Transport Strategy.

Table 5.1: Consultation Response Categories

Action	Explanation	Examples
Amend Strategy	Comment/suggestions which will be incorporated into the update of the Final Strategy.	Those projects and initiatives that may not have been considered in the Draft Strategy, but which support the vision and objectives of the Strategy, will be considered for inclusion in the Final Strategy.
Included in Strategy	Comments/suggestions which are already included in the Transport Strategy.	Repetition of schemes or comments that are already included in the Transport Strategy.
Contrary to Strategy	Comment/suggestions which will not be taken forward in finalising the Transport Strategy because they do not fit with the vision and objectives of the Transport Strategy.	A programme of large scale road building. Significant additional commitments related to revenue funding.
Non Strategic Issue	Comments/suggestions which will not be incorporated within the Final Strategy because they are considered to be non-strategic issues.	Local footpath schemes, specific requests for traffic calming schemes etc. Such comments have been passed onto local officers for further consideration.
Outwith Strategy Scope	Comments/suggestions which will not be incorporated within the Final Strategy because they are considered to be outwith the scope.	This could include schemes which STP will have little influence or control over, such as schemes taken forward by neighbouring RTPs. STPs role in relation to such issues will normally be restricted to lobbying powers, and it will be outlined where such measures will be lobbied for/against.
Consultation Issue rather than Strategic Issue	Comments which relate to the consultation process on the Transport Strategy.	Requests that consultees to the Draft Strategy are given another chance to respond to the Strategy prior to its final publication.
Noted	Comments that are noted, but which have not led to any further changes to the Final Strategy.	Personal opinions.

(Table 5.1 Continued)

Action	Explanation	Examples
Issue going Forward	Work that has not previously been undertaken due to the stage at which the Strategy was at, but which will now be acted upon in finalising the Strategy.	Further development of the Implementation Plan.
Factually inaccurate	Comments that have not been taken on board in the Final Strategy because they are based on factually inaccurate information.	Incorrect information about the operation of ferry services.

In addition to highlighting the action to be taken with regards to each of the points raised during consultation, justification is also provided in Appendix C for the respective decision.

5.3

Finalisation of the Strategy

Along with the consultation outcomes, the Strategy will be finalised with respect to:

- Undertaking legislatively necessary Equality Impact Assessment;
- Completing scheme prioritisation process, and the implementation plan;
- Final drafting and proofing of the Transport Strategy;
- Completing Monitoring framework, with indicators;
- Approval by Shetland Transport Partnership;
- Submission to Scottish Executive's Transport Minister; and
- Finalisation of presentation of document, and publication following final approval from the Transport Minister.

It is necessary that the Final Strategy is submitted to the Scottish Executive's Transport Minister prior to the end of March 2007.

Appendix A: Questionnaire

Shetland Transport Partnership Transport Strategy – Consultation Draft Questions to Consider

We have prepared the following questionnaire in order to assist in your consideration of the draft Transport Strategy. You need not answer all questions if you do not wish to, and additional comments may also be submitted.

The reason for carrying out this consultation exercise is to ensure that the Shetland Transport Strategy reflects the views of Shetland and its stakeholders.

The results of this consultation process will be published in a separate consultation document, and reported to the Shetland Transport Partnership and Shetland Islands Council, and will include details of who has responded, unless respondents specifically ask not to be named. Similarly, in reporting the details of consultation outcomes comments may be attributed to specific organisations / individuals, unless respondents specifically ask for comments to be non-attributable.

The Final Transport Strategy will not refer to individual or groups of respondents although their comments may be utilised.

Shetland Transport Partnership is subject to the provisions of the Freedom of Information (Scotland) 2002 Act and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation process.

Please provide the following details:

Name _____

Organisation: _____

Address: _____

Contact No/Email: _____

The following questions relate to the Draft Transport Strategy.

SECTION 2 – KEY ISSUES

Question 1

Section 2 lists the **key issues** affecting the strategy. Are there any other issues that should be included?

Question 2

This section also considers the financial constraints faced by the Council. Do you accept the analysis presented?

SECTION 3 – VISION AND PRINCIPLES

Question 3

Do you support the vision and principles that have been presented in paragraphs 3.2 and 3.3?

SECTION 3 – OBJECTIVES

Question 4

Do you support the objectives that are presented in paragraphs 3.4 – 3.7 for:

1. Economy
2. Social Exclusion and Accessibility
3. Environment
4. Safety
5. Integration

SECTION 4 – APPRAISAL

Question 5

Do you agree with the main findings of the appraisal of strategic options presented in section? (paragraphs 4.1 – 4.12)

SECTION 5 – EXTERNAL LINKS

Question 6

Do you support, or have comments on the following sets of actions?

1. Air Passenger Services (paragraphs 5.7 – 5.20)
2. Air Freight Services (paragraph 5.22)
3. External Ferry Services (paragraph 5.27 – 5.36)
4. European / Scandinavian Ferry Services (5.37 – 5.38)
5. Ports and Harbours (5.40 – 5.41)

SECTION 6 – INTER-ISLAND LINKS

Question 7

Do you have comments on the analysis and action associated with Fixed Links in paragraphs 6.3 – 6.12?

Question 8

Do you support, or have comments on the following sets of actions for inter-island ferry services?

1. Bluemull - Including Unst and Fetlar (paragraphs 6.19 – 6.20)
2. Bressay (paragraph 6.21)
3. Whalsay (paragraphs 6.22 – 6.24)
4. Yell (paragraph 6.25 – 6.26)
5. Fair Isle (paragraphs 6.27 – 6.28)
6. Foula (paragraph 6.29)
7. Papa Stour (paragraph 6.30 – 6.31)
8. Skerries (paragraph 6.32)
9. Operational Issues (paragraphs 6.33 – 6.44)

Question 9

Do you support, or have comments on the sets of actions presented for Inter-Island Air Services? (paragraphs 6.45 -6.57)

SECTION 8 – INTERNAL LINKS**Question 10**

Do you support, or have comments on the sets of action presented for Walking, Cycling, and Travel Behaviour Change? (paragraphs 7.1 – 7.10)

Question 11

Do you support, or have comments on the sets of actions presented for the Local Road Network, including:

1. Road Schemes (paragraphs 7.14 – 7.18)
2. Road Maintenance and Management (paragraphs 7.19 – 7.22)
3. Road Safety (paragraphs 7.23 – 7.26)
4. Risk Assessment and Contingency Planning (paragraphs 7.27 – 7.28)
5. Winter Maintenance (paragraphs 7.29 – 7.30)
6. Parking (paragraphs 7.31 – 7.34)
7. Monitoring (paragraphs 7.35 – 7.36)

Question 12

Do you support, or have comments on the sets of actions presented for Public Transport Services, including:

1. Public Transport Services (paragraphs 7.44 – 7.55)
2. Fares and Ticketing (paragraphs 7.56 – 7.58)
3. Information, Infrastructure and Facilities (paragraphs 7.59 – 7.64)
4. Other Transport Services - Education, Social Care, Community Transport Initiatives etc (paragraph 7.65)

SECTION 9 – ENVIRONMENTAL PROTECTION AND MITIGATION**Question 13**

Do you support, or have comments on the sets of actions presented for Environmental Protection and Mitigation. (Section 8)

APPENDIX E – DRAFT OUTLINE IMPLEMENTATION PLAN**Question 14**

Do you have comments, or additional suggestions, for the actions and projects highlighted in this draft implementation plan.

STRATEGIC ENVIRONMENTAL APPRAISAL

The Strategy Environmental Appraisal accompanies the transport strategy, and is also available for comment and consultation. Copies of this document are available from

<http://www.shetland.gov.uk/transport/STP>

Appendix B: List of Consultees

The full list of consultees who responded to the Draft Transport Strategy are shown in the table below. These are in addition to the comments received directly during the series of stakeholder and public meetings.

Table B.1: List of Respondents

	Respondent	Organisation
1	Dominique Rommel	NHS Shetland Board Member / STP Board Member
2	Steve Wykes	Motorcycle Action Group
3	Clare Abernethy	
4	Peter Smith	Scottish Ambulance Service
5	Dave du Feu	Spokes (Edinburgh and Lothian Cycle Campaign)
6	John Lauder	Sustrans (UK Sustainable Travel Organisation)
7	Barbara Henry (2 responses)	Sandness & Walls Community Council
8	Charlene McWilliam	Northmavine Community Council
9	John MacDonald	Community Transport Association
10	John Yellowlees	First Group (Rail)
11	Scott Grier	Loganair
12	Frances Bain	Sustrans (UK Sustainable Travel Organisation)
13	Isobel Holbourn (3 responses)	
14	Dr Sarah Taylor	Shetland NHS Board
15	Nic Boxhall	
16	James Rendall	Fetlar Community Council
17	Phil Flanders	Road Haulage Association
18	Peter Cockhead	Nestrans
19	Sandra Falconer	Mobility and Access Committee for Scotland
20	Frances Valente	Whalsay Community Council
21	Colin Parker	Aberdeen Harbour Board
22	Johnathan Swale	Scottish Natural Heritage
23	Ann Black	Shetland Enterprise
24	Cllr Frank Robertson	Sandness, Wall & Clousta, Foula & Papa Stour
25	Mark Lawson	Mid Yell Junior High School
26	R Coope	Community Council Representative, Papa Stour
27	Caroline Sales	ILP Worker
28	Karen Angus	Disability Shetland Access Panel
29	Colin Webster	
30	Hollie Shaw	Fair Isle Bird Observatory
31	Unattributed	Unattributed
32	Yell Meeting	
33	Dr Briscoe & Dr Aquina	Yell Health Centre
34	Ruth Henderson	Seafood Shetland & Shetland Aquaculture
35	Nathaniel Anderson	Highland and Islands Airport Ltd.
36	Allan McLean	Virgin Trains
37	Malcolm Smith	RSPB
38	Fiona Mitchell	Fair Isle Community Councillor
39	Penny Gear	
40	Jim Gear	Foula Community Councillor
41	Colin Howden	Transform Scotland
42	Shirley Leslie	Dunrossness Community Council
43	John Ewing	Head of Transport Group, Scottish Executive

Table B.1: List of Respondents (continued).

	Respondent	Organisation
44	Susan Haslam x 2	Scottish Environment Protection Agency
45	Marjory Rodger	Confederation of Passenger Transport UK
46	Margaret Smith	Tingwall, Whiteness & Weisdale Community Council
47	Michael Davies	Streamline Shipping Group
48	Brian Hunter	
49	Dan Thompson	
50	Laurena Fraser	Sandsting & Aithsting Community Council
51	Peter Ellis	RSPB Scotland
52	Unattributed	Unattributed
53	Alex Macaulay	SEStran
54	Alistair Speedie	South West of Scotland Transport Partnership
55	Sandra Laurenson	Lerwick Port Authority
56	Christine Else	Foula Primary School
57	Charles L. Gallagher	
58	Jane Puckey	
59	Gavin Scott	Freight Transport Association
60	Kevin Gear	
61	Fair Isle Meeting	
62	Fetlar Meeting	
63	Skerries Meeting	
64	Unst Meeting	
65	Whalsay Meeting	
66	Lerwick Public Consultation	
67	Howard Brindley	HITRANS
68	NHS Board Meeting	
69	Andy Steven	VisitShetland
70	Bill Davidson	NorthLink Ferries
71	Andrew Shearer	
72	Vera Clark	Delting Community Council
73	Margaret Morrison	JD and MS Morrison

The above includes the responses from the following meetings:

- Fair Isle Meeting (ref 61)
- Fetlar Meeting (ref 62)
- Skerries Meeting (ref 63)
- Unst Meeting (ref 64)
- Whalsay Meeting (ref 65)
- Yell Meeting (re 32)
- Lerwick Public Consultation Meeting (ref 66)
- NHS Board Meeting (re 68)

In addition, responses were received specifically on the SEA Environmental Report from SNH, SEPA and Historic Scotland.

Appendix C: Consultation Findings and Proposed Responses

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
1.	1.	Creation of a network of footpaths and cycle paths – if possible well separate from the roads – between settlements as well as between settlements and schools, to allow mothers to walk their children to school, children to ride their bike to school and people to walk safely.	Included in Strategy	Measures to promote walking and cycling in a safe manner are promoted in the Strategy. Improvements will be delivered through development of the foot and cycle path networks, where the need has been identified, such as through community consultation and the School Travel Planning process. Reference will be given within the Strategy to the “New Walking Guide to Shetland”. Relevant Objective(s): SIA 4; ENV 3. Relevant Policies: WAL 1, 2, 4; CYC 1.
2.	1.	Ensure that all surgeries and the hospital are easily and frequently accessible by bus so that everybody can access their doctor/dispensary – many people who need to access their health services most regularly, do not have a car or are not allowed to drive.	Included in Strategy	STP supports existing mainline public transport services, and feeder services, that aim to ensure access to health services. Opportunities to improve public transport accessibility through innovative forms of public transport service delivery are also outlined in the Strategy and could improve access to health. Relevant Objective(s): SIA 3. Relative Policies: PTS 1, 5.
3.	2.	The Strategy addresses the key issues affecting transport in Shetland. However, the premise (2.10 d) that outwith Lerwick access to a car is essential to prevent social exclusion, fails to take account of the contribution that motorcycles, scooters and mopeds (powered two wheelers (PTWs)) can make in providing affordable alternative to the car where public transport is not readily available and where walking or cycling is impractical.	Amend Strategy	Reference to the role that PTWs can play in providing an alternative to the car and addressing social exclusion will be given in the Final Strategy (e.g. amend 2.10 d to give reference to ‘vehicles’ rather than ‘car’). Separate section on PTWs included in Strategy.
4.	2.	The section dealing with Social Inclusion and Accessibility could usefully have been expanded to detail some of the transport options available to reduce social exclusion. Such as for example, Wheels 2 Work schemes,	Non-Strategic Issue	Review of the Wheels 2 Work scheme suggests that this is a valuable initiative that could support improved accessibility for vulnerable groups.

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		which provide low cost access to mopeds and scooters for youngsters over the age of 16 and the unemployed to access education and employment opportunities, without the overheads associated with other means of Demand Responsive Transport. Such schemes have proved highly beneficial in Cumnock and other rural areas throughout the UK where they have been introduced.		A section on Community Travel Plans will be built into the Final Transport Strategy. This section will discuss a number of wider measures that could be used in order hit emissions targets, address social exclusion, and support the development of rural communities. The Wheels to Work scheme will be referenced as a potential scheme that could help to address these issues.
5.	2.	Examination of mechanisms available to allow funding for fixed links, which are only viable with regards to cost benefit over an extended period of time, should be addressed. One possible avenue for improving the benefit or payback time for a fixed link could be, for example, the incorporation into the infrastructure of wind or wave power generation schemes.	Amend Strategy	Given the Strategy's strong support for renewable energy opportunities related to transport, and the desire for Shetland to be a leader in the development of renewable energy, exploring the potential integration opportunities of fixed links and renewable power schemes will be recognised in the Strategy.
6.	2.	The strategy fails to take any account of the contribution that PTW use can make to changing travel behaviour, reducing emissions, land use and congestion. The Scottish Executive directions on producing Regional Transport Strategies gives clear Guidance that all users and modes should be considered. For example, amend Policy CYC 1 to include promotion of PTW facilities within workplace travel plans.	Amend Strategy	In line with consultee suggestions, greater consideration and reference to motorcycling (more generally PTWs) and its benefits will be given throughout the strategy. Rather than amend existing strategies to include reference to PTWs, a new policy section within Internal Links (Chap 7) will be given to PTWs. Key policies will include the development of appropriate facilities (e.g. parking) and promotion. A key consideration will be to outline the importance of PTW safety initiatives.
7.	2.	Further reference to the role of PTWs in contributing to Travel Behaviour Change should be given within the strategy e.g. amend Policy TBC 2.	See 6.	See 6.
8.	2.	Road Maintenance and Safety are of particular concern for PTW users. Recognition of these concerns in the RTS by providing an undertaking to adopt the Institute of Highway Incorporated Engineers (IHIE) Guidelines for Motorcycling represents a major step towards integrating motorcycles into transport policy. These guidelines, aimed at reducing rider	See 6.	See 6.

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		vulnerability and improving safety through engineering and integration, constitute best practice. As a consequence, we would urge that an additional paragraph is included in the section of Road Maintenance and Management to the effect that: "LRM 5: SIC will inspect, assess and maintain its local road network and ensure that designs for highway improvement or changes take account of the IHIE Guidelines for Motorcycling".		
9.	2.	Motorcycle touring is becoming an increasingly popular activity among the more wealthy sections of society and perhaps because of the constraints that this mode of travel imposes. Surveys indicate that visitors using this mode of travel also tend to spend more per capita for any given duration of visit. Many touring motorcyclists also have a fascination with visiting more remote and rural areas to enjoy the scenery, history and sense of achievement in reaching comparatively inaccessible areas. Events like the 'Simmer dim' organised by Shetland MCC are invitation only to restrict numbers to a manageable size, while motorcyclists from all over Europe trek to Nord Cap in Norway.	See 6.	See 6. Support for the role of motorcycling in contributing to tourism development in Shetland will be given within the Final Strategy. The possibility of developing a Motorcycle Guide, in partnership with motorcycle action groups, will also be considered.
10.	2.	Measures identified in the strategy such as investigation of island hop-scotch tickets as well as promotion in conjunction with VisitScotland of 'Biker Friendly' B&Bs (safe parking and adequate drying facilities for wet clothing) could do much to encourage increased motorcycle tourism in Shetland providing it was adequately publicised.	Included in Strategy	The importance of efficient journey planning information for tourists is recognised within the Strategy. Opportunities to develop promotional materials for motorcycle tourists with the MCC, (e.g. similar to the proposal to develop a cycle tourist guide) could be explored. Relevant Objective(s): INT 6.
11.	3.	The use of Aberdeen Harbour is preferred, as this is far better for long-haul rail travellers who can pick the seat of their choice rather than having to fight for one further along the line. Also Aberdeen is a lovely station and you can access the Highlands etc. (by bus or train) far quicker from there.	Included in Strategy See 15 also.	Support is given for existing arrangements and ongoing development with regard to the Northern Isles Ferry Service. Relevant Objective(s): INT 3. Relevant Policies: UKF 1, 3, 5.
12.	3.	Major constraints to the delivery of the strategy are shift workers in isolated areas, although everyone accepts that (dual) car ownership is the price you have to pay for the crofting life.	Included in Strategy	Strategy recognises the reliance on private car ownership in rural areas, but outlines a range of strategies to attempt to change travel behaviours.
13.	3.	Shift workers cut across any benefits of park and ride. There is a need to	Included in	Strategy supports flexible working practices.

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		recognise that there are few people nowadays who work a 9-5 job.	Strategy	Relevant Policies: TBC 2.
14.	3.	When they demolished the old swimming pool, a multi-storey car park should have been built on the site.	Outwith Scope of the Strategy	Outwith Scope of the Strategy.
15.	4.	Concern about "Route configuration" if this means changing the mainland harbour as somewhere other than Aberdeen.	See 11.	See 11. However, whilst support for improvements at Aberdeen Harbour and existing ferry tendering arrangements are given within the strategy, opportunities to review route configurations will be taken following the results of an origin/destination study on the external links.
16.	4.	The development of fixed links to Yell, Unst and Whalsay help to improve emergency health service access, e.g. ambulance service, to the islands.	Included in Strategy	The benefits of fixed links for improving access to health is recognised within STAG Appraisal.
17.	5.	We propose a new RTS policy on cycling as follows: "Every intervention funded by the RTP – whether public transport, road, traffic, soft, or other interventions – will be audited to ensure that it incorporates relevant cycle and walk facilities and opportunities, and that it does not worsen conditions for cyclists or pedestrians".	Noted	This is noted, although this specific wording has not been included in the Strategy. Specific initiatives, designed to promote cycling and increase the attractiveness of cycling are included in the Strategy.
18.	6.	We feel that the 2006 National Transport Strategy has a major bearing on your draft strategy; particularly on page 16 Objectives where the aims of the NTS should also influence your strategy as well as the 2004 objective of the Transport Future document.	Included in Strategy	Strategy Vision and Objectives informed through National vision and objectives. Draft Strategy was published prior to the publication of the NTS. Strategy will be reviewed to ensure fit with NTS and a case study will be developed to provide further information on the NTS. Relevant Objective(s): ECON, SIA, ENV, SAFE, INT.
19.	6.	Support should be given by STP to technology such as video-conferencing to try and move away from unnecessary air travel.	Included in Strategy	The role of information and communications technology in helping to reduce the need to travel is noted throughout the Strategy. The development of a case study on the IT Hot Stop initiative will be considered. Relevant Policies: TBC 2.
20.	6.	More could be done to promote walking and cycling. A strategy from STP to develop sustainable transport, particularly school travel would be	Included in Strategy	School Travel Plans aim to encourage increased levels of walking and cycling and are encouraged

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		encouraged.		and promoted through the strategy. Promotion of workplace travel plans will also help to develop sustainable travel behaviours. The importance of Travel Plans could be highlighted through the use of Case Studies. Relevant objective(s): TBC 1, 2, 3.
21.	6.	Wherever possible, the cost of road schemes should be set against the benefit to walking and cycling.	Non-Strategic Issue	Given the nature of the roads schemes being promoted i.e. connecting rural areas, a comparison of such schemes against the benefits to walking and cycling is difficult.
22.	7.	The map of Shetland has boxes for the outlying isles. How can this relate to the scale and distances involved in transport?	Non-Strategic Issue	Maps will be updated within the Final Strategy. However, it is unlikely that a map can be used that does not have the outlying islands in boxes. The consequence is that the size of the land areas is so small as to be unreadable
23.	7.	Any changes made to the strategy should be highlighted in the next document and circulated.	Consultation issue rather than Strategic	This Consultation Report will highlight the changes to be made to the Strategy and will be made available on the Transport Strategy webpage.
24.	7.	With regards to section 6.29, the ferry service would not be fit for purpose should Foula and Papa Stour ferry services be combined. We are appalled and disgusted that this suggestion is included in this document. It would have a devastating socio-economic impact on Foula. This sentence should be reworded to state: "This will inform a medium term review of continued tendering with the vessel based in Foula".	Amend Strategy	It is the purpose of the Transport Strategy, in line with the Scottish Executive Guidance, to consider a range of options that could deliver the objectives of the Transport Strategy. Reasons for the inclusion of this option within the strategy are outlined within the Appraisal Report. However, following the results of consultation and further review, the Transport Strategy will be amended as follows: "The Foula community believe that a secure Foula based ferry is essential to the future sustainability of the island. STP recognises the wishes of the islanders to retain the ferry based on and crewed

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				from Foula and the benefits that this brings to the socio-economic well-being of the community. It is as a result of this wish, and the current SIC policy, that SIC has recently contracted the Foula to mainland Shetland ferry service to an independent operator. This contract is designed to last until June 2010. During the period of the contract, SIC / STP will monitor the operation and performance of the service."
25.	7.	With regards to section 6.30, the 1 st sentence should be deleted. Change "additional" to "In the short term, there needs to be some re-scheduling".	Amend Strategy	The consultation raised another option for the Papa Stour ferry service that will be included in the Strategy and considered further by officers.
26.	7.	Reliability is a priority. The harbour at Papa Stour cannot cope with the Snolda in rough conditions; she is bigger and has a greater draft. It would not be possible to combine Foula and Papa Stour without the Papa service suffering greatly.	See 24 and 25.	No difficulties have been reported with regard to the performance of the terminal at Papa Stour. See 24 and 25.
27.	7.	With regards to 6.52, if the money for unused flights (due to weather conditions) was used, there would be sufficient funds available for an additional return service in winter when conditions allowed.	Amend Strategy	Subject to the outcomes from the current consultation exercise being conducted on the deployment of the 2 nd Islander aircraft, it is proposed to provide Foula with an additional return air service in the winter.
28.	7.	Delete paragraph 6.53.	Amend Strategy	The first sentence of IIA 5 will be deleted i.e. "Papa Stour has recently benefited from the development of a Ro-Ro ferry service" as it is recognised that this has resulted in some negative impacts according to some consultees. This is a reflection of the diversity of Shetland and highlights that "improving" levels or standards of service does not necessarily deliver benefits in the environmental reality of Shetland. However, the remainder of this paragraph 6.53 will remain.
29.	7.	On p53 A6 - This point ignored as regards Foula.	Outwith Scope of Strategy	Specific details on the issues raised during Foula consultation, as well as specific details on

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				consultation from all other meetings are contained in the supporting Consultation Reports from the initial consultation phase. See 24.
30.	7.	Within A7e, the word “some” should be deleted.	Amend Strategy	A7e will be amended to remove “some” given that the proposal to improve roads to the West Side was an issue of general consensus amongst consultees.
31.	7.	With regards to p58 C7c, it is agreed that ferry jobs can be a significant factor in sustaining remote island communities, although this should be greater reflected in other parts of the document.	Included in Strategy	Supporting documents such as the previous Consultation, Scoping and Appraisal Reports highlight the importance of ferry jobs to island communities. It is to be reminded that the Strategy is a process involving all of the previous reports, rather than just the Final Strategy document itself. Including this comment here is in recognition of the Economic impact of ferry jobs. This would not be appropriate in other parts of the Strategy which focus on Transport issues.
32.	7.	With regards to 7.44: delete “Mainland” and delete “existing”.	Contrary to Strategy	The removal of these terms would make very little difference to the reality of the policy and action. The public transport referred to within this policy (PTS 1) is buses. For island communities, the main form of public transport services used are the inter-island flights to Tingwall and then, for many, the Tingwall dial-a-ride. Support for existing arrangements at Tingwall Airport are already offered within the Strategy. Relevant Policies: IIA 1.
33.	7.	With regards to 7.49: delete after “patterns”.	Contrary to Strategy	The need for evening and late night public transport services was frequently raised during consultation and it is thus felt that this should be

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				noted within the policy. Relevant Policies: PTS 6.
34.	7.	With regards to p63: delete part 3.	See 24.	See 24. Note 3 deleted.
35.	7.	With regard to the Foula ferry, a community run using 'Snolda' was requested on 25 th October to remove a backlog of cargo from Foula, as the previous community run could not take it all. There were also large items to transport to Foula. This run has still not taken place. Whenever it is suitable weather, the vessel is scheduled to run to Papa Stour. This further reinforces the fact that it would not be possible to combine Foula and Papa Stour.	See 24.	See 24. Note that this run is understood to be for non-urgent cargo (removal of scrap cars)
36.	7.	With regard to consultation, the following should be inserted. "The STF will write to everyone who responds to the proposed changes, additions or omission, explaining why a proposed change has, or hasn't been adopted. This reply from the STF to be sent before any final draft is presented for approval and giving respondent time to make further representation. All responses to the consultation and the STF's replies would be published on the internet before a final draft is presented for approval.	Non-Strategic Issue See 23.	Letters of thanks will be sent to all consultees who have submitted a response to the Draft Transport Strategy, which will contain the link to the Consultation Report. See 23. All comments are reviewed individually and included in consultation report with details of appropriate response or action.
37.	8.	The public transport service in the Northmavine area is inadequate ('desperate') compared to other communities.	Included in Strategy	The Strategy supports the development of the public transport network throughout Shetland, and recognises that more innovative forms of service delivery may be trialled in areas where there is a need to provide an improved level of service whilst trying to minimise costs and difficulties associated with rural public transport provision (i.e. long travel distances and low population density). Relevant Policy: PTS 5.
38.	9	Social Inclusion and equal opportunities rank alongside economic growth and reduction in carbon emissions as the most important strand in the National Transport Strategy for Scotland. We would encourage a strategy	Included in Strategy	Vision is for an "inclusive society". Range of Social Inclusion and Accessibility Objectives also outlined within the Strategy. Draft Strategy was

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		which has a strong focus on the individual and his/her needs and would like to see some more emphasis within the key issues on STP's commitment to those who marginalised for whatever reason.		published prior to the publication of the NTS. Strategy will be reviewed to ensure fit with NTS. Various initiatives within the Strategy recognise the need to face up to problems of social exclusion, associated with rural isolation and lack of access to private cars and frequent public transport. Further examination of DRT potential within Shetland is one such example. Relevant Objectives: SIA
39.	9.	The Scottish Executive's aim for all RTPs was for transport strategies which would be suitable for their regions for the next 15 years. This strategy limits its aspirations as a result of the problems of other departments within Shetland Islands Council (SIC), in particular the Council's spending pressure on Social Care. We believe that the strategy should not be hidebound by short term constraints within other departments of SIC and should focus on transport alone.	Contrary to Strategy	Strategy needs to adopt a realistic approach, and has therefore been developed in light of wider conditions and constraints (e.g. pressure to achieve 5% savings). Nevertheless, a broad strategic appraisal was undertaken from the outset, enabling "thinking outside the box" and the generation of a number of aspirational options.
40.	9.	We support all the principles and our only comment regarding vision is that it should aim for a transport system for <u>all</u> people. The words 'inclusive society' are included in the vision statement but we would prefer to see a set of words which is more explicit about a transport system for all people.	See 39.	See 39. The vision, along with inclusion of the Social Inclusion and Accessibility Objectives, and the policies developed to encourage a more inclusive society emphasise the Strategy's commitment to this.
41.	9.	The findings would appear to be reasonable, though some might find it difficult to understand figures 4.1 and 4.2. We feel that this section could be presented better.	Amend Strategy	Consider ways to make this diagram clearer, either through presentation of diagram, or by providing additional explanation.
42.	9.	We would urge that ferry services are available for all, are affordable and accessible for people with mobility problems.	Included in Strategy	Strategy outlines policies in order to try and deliver an accessible and affordable ferry service. This includes policies to increase public transport accessibility to/from ferry terminals and compliance with disability and discrimination legislation. Relevant Objectives: INT 1 Relevant Policies: FOP 2, 3, 8

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43.	9.	We support SIC and STP in their campaign to extend the national concessionary fares schemes to inter-island services.	Included in Strategy	Relevant Policies: FOP 3
44	9.	We would urge SIC and STP to support the extension of national concessionary fares schemes to community transport schemes.	Amend Strategy	Amend Strategy PTF 2 to include policy of support for the extension of the national concessionary fare schemes to community transport schemes. The NTS recognises the desirability of this, stating that this will be reviewed in the future, as there are currently no resources to cover the extension of concessionary fares to Community Transport at present. Relevant Policies: PTF 2
45.	9.	We support all the services outlined and in particular STP's plans to investigate further the development of community transport initiatives and other forms of rural demand responsive provision.	Included in Strategy	Consideration will also be given to the use of case studies to provide further information on the advantages of the DRT. Relevant Policies: PTS 5
46.	9.	We would prefer to see some expansion in the details given in the section on <i>Education, Social Care, Community Transport Initiatives</i> . It is lightweight in comparison to the other aspects of Public Transport Services. Although the number of people who might use these services in Shetland may be small, we believe that the imperatives behind transport provision should be based on a 'need not numbers' philosophy. Some provision should be given in the strategy for initiatives which come from the various communities of Shetland which would address any gaps in STP's services.	Amend Strategy	Greater information on the important role played by such transport initiatives will be given within the Final Strategy. Opportunities to integrate community transport into the wider provision of demand responsive transport schemes are already included in Strategy. Relevant Policies: PTS 5
47.	10.	Nestrans have mentioned the joint aspiration to deliver improved transport integration opportunities at Aberdeen Harbour and we shall look forward to being kept in touch regarding any proposals for a shuttle bus between the Harbour and Aberdeen Station.	Included in Strategy	Whilst the policy of improved integration is included in the Draft Strategy, it is also proposed that some more specific information on the type of improvements that will be lobbied for/encouraged, such as a shuttle bus, will be included in the Final Strategy. Relevant Policies: UKF 5
48.	11.	We are of the view that close collaboration between the air operators and the Shetland stakeholders leads to better understanding of the main	Included in Strategy	Relevant Policies: APS 1

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		transport issues and will lead to air service improvements.		
49.	11.	We endorse the STP's support for the Air Route Development Fund and its continuation.	Included in Strategy	Relevant Policies: APS 2
50.	11.	STP, in specifically seeking Air Route Development Fund in relation to routes to and from Shetland, will be aware that, according to the current rules, air routes between Scottish airports currently are not eligible. The STP places particular emphasis on the introduction of new and improved services between Shetland and UK mainland, but, currently to be eligible for ARDF these routes must exclude Scottish mainland destinations.	Amend Strategy	Although STP acknowledges the conditions that currently prevail with regard to ARDF, STP will investigate whether ARDF or any evolution of that is appropriate for services to and from Shetland
51.	11.	We support STP lobbying for the continuation and development of the ADS which was introduced initially for the period until 31 March 2008. Following its introduction in May 2006, an inevitable quiet transition, from October 2006 there has been a high uptake of discounted fares and a gradual stimulation of air service traffic leading to incremental passenger traffic on the designated air routes, including those Shetland routes. STP's wish that ADS be available to visitors to Shetland will be frustrated by the European rules regarding Aid of a Social Character.	Included in Strategy	Relevant Policies: APS 3 and 4.
52.	11.	We are pleased to note that STP will participate in the evaluation of the Scottish Executive's planned future evaluation of the Air Discount Scheme, but regret that this is merely to support a case for Public Service Obligation. The evidence to date of passenger interest and usage is likely to confirm the merits and effectiveness of ADS as a means of reducing the cost of air travel throughout the Scottish Highlands and Islands. The extent of the success of ADS is likely to harm the case for PSO's for the Shetland – UK links, rather than support it as STP hopes.	Amend Strategy	As a specific action within the Transport Strategy, further investigations into PSOs will be undertaken to establish if this is the right option for Shetland to pursue.
53.	11.	It is believed that STP, when re-evaluating Public Service Obligations, should have regard to the following: a) Public Service Obligations preclude competition in the current deregulated environment. When passenger traffic on a particular route reaches a certain level, more airlines will be interested in competing on the Shetland routes. Meanwhile the passenger traffic on all the Shetland routes is growing as a result of Loganair's initiatives in increasing service frequency and reducing air fares. This process has been accelerated by	See 52.	See 52.

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		the usage of the Air Discount Scheme.		
54.	11.	It is believed that STP, when re-evaluating Public Service Obligations, should have regard to the following: b) Public Service Obligations require the operator merely to comply with a predetermined service specification. The operator has no incentive to consider innovation or route development. Without PSOs and allowing market forces to prevail, Loganair has more than doubled the number of scheduled services to Scottish mainland points – without subsidy. For example, The Aberdeen route is the major mainland link and Loganair has increased service frequency from 19 round trip services per week when the route was taken over in 2004, to 35 round trip services scheduled for the peak weeks of summer 2007. Loganair also has introduced a double daily non-stop service on the Edinburgh route; a daily non-stop service on the Glasgow route; and introduced for the first time, a day return facility on the Kirkwall and Inverness routes. Meanwhile a range of tariff initiatives has effectively extended the range of cheaper, discounted fares and reduced the overall fare level. Under a PSO regime, the airline operator has no incentive to introduce such improvements and innovations.	See 52.	See 52.
55.	11.	It is believed that STP, when re-evaluating Public Service Obligations, should have regard to the following: c) STP's "historical" preoccupation with Public Service Obligations is seriously at odds with European Commission current wisdom. EC's proposed changes to "The Third Package" include new legislation relating to Public Service Obligations. Additional safeguards will be put in place to ensure that a route requires a Public Service Obligation. Existing routes adequately served by two or more daily frequencies at the operator's own commercial risk are hardly likely to be deemed to require a PSO to be imposed. These new safeguards which will be incorporated in the proposed new legislation are designed to help to ensure that states cannot unnecessarily impose PSOs on particular routes in order to restrict competition. Moreover the EC will be able to suspend PSOs believed to be unnecessary and, after conducting a detailed analysis, will be able to cancel them.	See 52.	See 52.

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56.	11.	We endorse STP's support for Highlands & Islands Airport Limited's continued development and improvement of Sumburgh Airport. Even with the runway extension and runway surface grooving which was undertaken in 2006, Sumburgh Airport remains a difficult operational airport; is still limited to specialised jet aircraft and turbo-prop aircraft, and is extremely vulnerable to adverse weather conditions.	Included in Strategy	Relevant Policies: APS 5.
57.	11.	We are pleased to note that STP will seek to facilitate formal protocols for the use of Scatsta Airport as a diversionary airport for scheduled services during periods of adverse weather conditions. Loganair's experience over many years confirms that Scatsta Airport frequently is operational when local weather conditions prevent the use of Sumburgh Airport. It should be noted also that there are periods when weather prevents the safe use of either Sumburgh or Scatsta Airport by airlines. Scatsta Airport ground facilities can be a limiting factor. With priority currently being given to Scatsta's own oil related air transport movements, there can be occasions of congestion. STP should continue to support and encourage dialogue between the owners/managers of the two airports in order to facilitate air transport passenger transfers between Sumburgh and Scatsta, and to endeavour to minimise passenger disruption and inconvenience.	Included in Strategy	Relevant Policies: APS 6.
58.	12.	The impact that transport can have on health is not included in the key issues section. With 59% of men and 72% of women in Scotland not reaching the recommended levels of physical activity, transport choice can be an effective way to increase physical activity and therefore improve health, contributing to the vision of 'a safe, healthy, vibrant and inclusive community'.	Amend Strategy	We will strengthen the links between Active Travel and Health throughout the document through the use of case studies etc.
59.	12.	The inclusion of a commitment to create a 'healthy community' is welcomed, but there needs to be more of an emphasis on the importance of the strategy promoting sustainable travel wherever possible, not just ensuring that the actions of STP are sustainable.	Included in Strategy	Whilst the strategy recognises that conditions in Shetland are not ideal to promoting sustainable transport (e.g. no congestion, weather), there are various policies throughout the Strategy that encourage the adoption of sustainable travel. Also it is not with regards to SIC/STP that action will be taken to encourage sustainable travel (e.g. through the development of a Travel Plan) but

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				also other workplaces. An emphasis on raising awareness of sustainable travel modes of youths is also included in the Strategy, in recognition that these groups will be key to delivering a sustainable transport system in the future. Relevant Policies: TBC 1, TBC 2, TBC 3.
60.	12.	Health and the benefits of active travel can have a significant influence on inequalities and quality of life, walking and cycling should be included as a social not just an environmental issue.	Amend Strategy	Amend Strategy to give greater emphasis on the benefits that active travel can have for social interaction and inclusion.
61.	12.	Active Travel is proven to benefit both physical and mental health as well as improving social capital and community links. All actions that aim to increase the amount of walking and cycling are welcomed. Emphasis should be on providing safe routes to school where possible and supporting the work of the school travel coordinator. Effective travel plans should also be produced and monitored by SIC and STP and support given to other organisations to produce their own. Walking and cycling should be promoted as a viable alternative to the car for short journeys and the benefits to health made clear.	Included in Strategy	See 59. School and Workplace Travel Plans are promoted within the Transport Strategy. STP will provide travel plan guidance to large employers and organisations that generate large numbers of journeys and encourage them to design and adopt effective Travel Plans. It is also recognised that public transport can play an important role for social interaction, which is linked to mental health, especially for elderly groups. Relevant Objectives: ENV 3. Relevant Policies: WAL 1, 2, 3, 4; CYC 1; TBC 1, 2, 3.
62.	13.	The medium/long term proposal that Foula and Papa should share a ferry based in West Burrafirth must be permanently removed from the policy document. Council policy remains that the Foula ferry should be based in and run from Foula. Proof of the non-viability of this sharing proposal is obvious from the fact that this winter, Foula customers have been waiting for ONE RUN by the Papa ferry Snolda since 29 October 2006, a total of 13 weeks. During that time suitable weather, tides, crew availability and the Papa Stour ferry schedule have not coincided on a Tuesday or a Thursday to allow the vessel in to Foula. With a shared ferry service this would prove disastrous for Foula.	See 24 & 35.	See 24 & 35.
63.	13.	Foula Airstrip Trust has received local requests that there should be a Tuesday afternoon flight added to the Directflight Tuesday morning	See 27.	See 27.

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		scheduled flight. The only winter double flight on Fridays is regularly hugely over-subscribed and frequently uncertainty over suitable return flight weather causes intending officials to cancel due to closeness to the weekend. With official visits of many different kids being concentrated into a few hours on one day, islanders can find it impossible to benefit from both health and official business visits.		
64.	13.	The summer schedule Wednesday double flights to Foula are regularly fully booked up by teachers/school-children travelling to mainland swimming lessons etc., blocking other usage.	Included in Strategy	Strategy recognises that there are some capacity constraints on the Foula air service. We will ensure that this comment is included in the current consultation on the utilisation of the 2 nd aircraft.
65.	13.	Foula Airstrip Trust also requests examination of the problem caused by long delays during short winter days waiting for the Tingwall runway to be gritted – this can cause inter-island flight disruption and cancellation during brief weather windows.	Non Strategic Issue	This is a local operational issue that will be passed onto local officers.
66.	13.	The value of the dedicated mini-bus service Tingwall/Lerwick is much appreciated by the Foula community and it is requested that something similar be provided at Sumburgh airport. Passengers without cars on delayed or disrupted flights into Sumburgh can be faced with very expensive taxi hires to Lerwick or wherever. Perhaps a bookings only service like the Tingwall mini-bus could be piloted?	Included in Strategy	The development of a dedicated bus link between Lerwick and Sumburgh Airport will increase accessibility to the Airport for passengers and be more responsive to disruptions. It is not considered financially feasible to provide a dial-a-ride service similar to that provided from Tingwall between Sumburgh Airport and Tingwall. Relevant Policies: PTS 7 .
67.	14.	A key issue is the policy obligation for health improvement and the potential health impacts of the strategy, either having a negative impact on the health of the people of Shetland, or (hopefully) actively helping to improve the health of the Shetland population.	Included in Strategy	The links between transport and health are recognised in the Strategy. Closer links and opportunities for partnership working with the NHS Shetland, the hospital and local health centres will be identified within the Final Strategy. This will include discussions over the development of a Travel Plan for NHS Shetland.
68.	14.	A key issue is the policy of active support for rural growth, to counter the drift to centralisation towards Lerwick (referred to in 2.10 under 'changing patterns of mobility'), as evidenced by recent discussions at Shetland's	Included in Strategy	Strategy promotes initiatives such as flexible working, including home-working, which could help to keep workers in their local area. A specific

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		Community Planning Board.		action to be included in the Final Strategy will be to investigate potential sites for the development of remote offices/IT Hot Stops. This will most likely be undertaken through the development of SIC's Travel Plan in the first instance.
69.	14.	We would want to see recognition of the health improving potential of the strategy – this is mentioned within the vision, but not carried through into the principles. Adding in, for instance, a commitment to the use of Health Impact Assessments or similar tools in the implementation of the strategy would be welcomed.	Amend Strategy	We recognise that scheme appraisal should take account of potential positive and negative impacts on health in Shetland. Health Impact Assessments are one tool that could be used where there are significant potential health impacts arising from a proposal.
70.	14.	We strongly support SIA3 and 4, as designed to actively address some of the current inequalities in access to services that contribute to the current inequalities and social exclusion and work against health improvement in Shetland.	Included in Strategy	Relevant Policies: SIA 3, 4.
71.	14.	We would seek more active commitment to achieving change, for instance noting the difference in working between some objectives with hard targets and the less strong wording within both the environmental and safety objectives such as 'encourage improvement' in relation to the elimination of drink driving, inappropriate vehicle speeds etc. (recognising that these measures can only be achieved by partnership working across the agencies and with the community itself).	Amend Strategy	Undertake a review of objectives and strengthen where appropriate. However, as the consultee correctly suggests, some measures can only be delivered by other parties and hence the objective is restricted to "providing support for", "promoting" or "encouraging". The development of performance indicators and targets within the Final Strategy will help to allocate responsibility to the delivery of objectives, which in turn should help to increase accountability and the delivery of improvements. More specific actions are being built into the document beneath the policy statements.
72.	14.	In looking for integration for access to services, we would be seeking internal integration as well as the external links via Sumburgh etc. In INT 1 and 2, for instance links to rural services such as remote health centres and schools out of school hours as community facilities (mentioned under Social Inclusion and Accessibility SIA 3, but not under the objectives on	Included in Strategy	Rather than amend objectives, consideration will be given to the inclusion of a sentence which highlights the overlapping nature of the objectives. As alluded to in the consultee response, some of the objective on Social Inclusion and Integration

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		Integration).		are in fact closely linked. However, repetition of objectives in each section would be considered 'overkill'.
73.	14.	We would want to see recognition of the links with neighbouring Transport Strategies specifically HITRANS, since for many services, and specifically for health services, these are very relevant to access for Shetland residents to mainland specialist services.	Amend Strategy	Although there are various policies which highlight the importance of working with partners, there is scope to include a more general policy statement of working in close liaison with neighbouring RTP's, particularly HITRANS and Nestrans on issues of common interest and where experience can be shared.
74.	14.	We have sought reassurance that the Papa air strip will be maintained for medical evacuations and charters.	Included in Strategy	The Papa Stour air strip will be maintained for medical evacuations and charters. Relevant Policies: IIA 5.
75.	14.	We would question the rationale for the decision on cycle paths and lanes, and specifically seek to include action on cycle paths and lanes between settlements and linked to some of the other local schemes such as Active Schools. It is good to see the issues of Walking, Cycling and Travel Behaviour Change included in the strategy, but this does not seem to follow through strongly within the implementation plan. Many examples for active implementation could be given, such as encouraging cycling to bus stops, facilities for cycle park at bus stops, for cycle carrying on buses, for safe walking without necessarily having full street lighting etc.	Amend Strategy	Full list of schemes that will be taken forward by the Transport Partnership will be included in the Final Implementation Plan. The Draft Transport Strategy only sets out an Outline Implementation Plan.
76.	14.	We are particularly disappointed at the soft approach to Travel Behaviour Change and would want to see a much firmer approach with more specific targets within the implementation plan. Although travel behaviour change initiatives may be considered less important locally due to the low environmental impacts of transport in Shetland, such initiatives can have positive health improvement implications and is an area where the Transport Strategy could show strong corporate leadership. Shetland and colleagues within the Joint Health Improvement Team would be happy to give support in developing more concrete proposals in this field if necessary.	Amend Strategy	Although the importance of travel behaviour change is recognised within the Transport Strategy, opportunities to increase emphasis through stressing the important 'corporate leadership' role of STP will be included within the Strategy. The accountability of delivering travel behaviour change will also be strengthened once targets have been built into the Final Strategy. Opportunities to work in partnership on this front, such as with the Joint Health Improvement Partnership will be explored. Specific initiatives

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				are being built into the Final Strategy that will help to strengthen the TBC section i.e. feasibility studies, IT Hot Stops, car-sharing database etc.
77.	14.	We would want to see specific mention of winter maintenance. The current support to emergency services out of hours is very welcome and vital to the maintenance of emergency health services.	Amend Strategy	Provide additional discussion to recognise the important role that winter maintenance plays in providing access to health services.
78.	14.	Regarding RSF3, is it possible to commit to 'STP and SIC will initiate' rather than 'will seek to initiate' road safety education campaigns etc. – again a firmer commitment to action as is made for some other objectives?	Amend Strategy	The development of proposals is dependent on funding availability. This will be considered within the development of the Final Implementation Plan. As an action stemming from this policy however, STP are investigating initiating the Safe Drive, Stay Alive Campaign in Shetland. A case study on this will be considered for inclusion in the Strategy.
79.	14.	Again we would like to see reference to internal links to support access to service, including flexibility and integration with community transport (para 7.39 page 41 of the draft strategy).	Included in Strategy	Scope to develop more flexible and integrated public transport services (including community transport schemes) is already recognised within the Strategy (e.g. see C.4a), although this could be brought more up front in the document. Relevant Policies: PTS 5
80.	14.	We would like to see Health Impact Assessments and Equality Impact Assessments undertaken as part of the planned audit of community transport in Shetland.	Amend Strategy	An Equality Impact Assessment will be undertaken and included within the Final Transport Strategy. As part of the planned audit of transport provision in Shetland, an Equality Impact Assessment will also be undertaken.
81.	14.	We would welcome involvement and links to health within the Partnership to strengthen and build on the current contribution from Dominique Rommel, the NHS Board Representative. We would welcome links at policy and operation levels, for instance via the Joint Health Improvement Team (currently led by Maggie Dunne, Environmental Health Manager, SIC).	Amend Strategy	Undertake early discussion with the JHIB on appropriate and effective means to engage in partnership working. See also 67.
82.	15.	In contrast to Shetland as a whole, which has seen a massive improvement in the range of facilities, services and economic	Included in Strategy	The proposals for Fetlar will remain within the Final Transport Strategy. The Strategy will

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		developments available to its public over the last few decades, Fetlar has had only limited opportunities to benefit from, mainly due to the restrictions imposed by the ferry timetable.		recognise the community's belief that a ferry based on the island will be beneficial. STP will carry out the necessary work to establish if and how this can practically be done. In parallel with this the proposal is to quickly progress the proposed study into the overall viability of tunnels as fixed links in Shetland. The Partnership will also carry out an appraisal using STAG, with the situation prevailing at the time as a baseline, to evaluate options for Unst, Fetlar and Yell, examining ferry terminal replacement, fixed links, berthing, and innovations (e.g. facilities for cruise liners), and additional crewing arrangements.
83.	15.	To allow Fetlar residents the same access to economic opportunities, the excellent health and leisure facilities and social functions, it is imperative that the transport strategy makes it a priority to base the Fetlar ferry in the island that it was introduced to serve. This one step would see the largest single improvement ever made in Fetlar and should be at the top of the list of measures to be undertaken by the Shetland Transport Partnership.	See 82.	See 82.
84.	15.	The basing of a ferry on Fetlar would also deliver major timetable benefits for Unst. They would no longer be competing for ferry spaces at peak times as there would be a dedicated Unst ferry with its timetable set to suit the Unst travelling public possibly based in Belmont.	See 82.	See 82.
85.	15.	The ongoing development of the tourist industry cannot be taken to its potential in Fetlar without the improvement to the timetable that would result from a move to base the ferry in Fetlar.	See 82.	See 82.
86.	15.	The local primary school has recently been linked to the Baltasound school in Unst. This seems to have been a success for both the pupils and staff of both schools, but again to get the best out of the arrangement, there needs to be some adaptation of the timetable. Fetlar children at the Anderson High School travelling home on a Friday afternoon, face a wait at Gutcher of a couple of hours, while the children travelling to Unst are already home before the Fetlar kids get on the ferry. This sort of	See 82.	See 82.

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		discrimination would be immediately overcome by basing the ferry in Fetlar and arranging its timetable to suit the needs of the Fetlar folk.		
87.	15.	The constraints of budgets are something that everybody understands however, Fetlar is one of the few places in Shetland that has not enjoyed in some measure the benefits of Shetland's oil wealth. In order it does not continue to be excluded from the services, facilities and economic opportunities currently available to other communities it is imperative that the Fetlar ferry be based in Fetlar.	See 82.	See 82.
88.	16.	Reiterate the need for a dedicated Fetlar based ferry/crew and breakwater/pier facility at Hamars Ness. The Community Council ask that these needs are included and clearly defined within the Strategy document.	See 82.	See 82.
89.	16.	We fully appreciate and are aware of the current financial constraints and cutbacks faced by the SIC, but, hope that the needs identified by the community, for a dedicated ferry based from the island, is recognised not only in relation to Fetlar's transport needs, but, to the ongoing viability and sustainability of the island as a whole. Hopefully, current issues can also be overcome by investigating employment opportunities / decentralisation and the lack of available housing and additional ways to counter depopulation.	See 82.	See 82.
90.	16.	There are very few employment opportunities on Fetlar and residents and prospective incomers cannot commute effectively outwith Fetlar. A dedicated ferry, with its own timetable would best serve the needs of the community and have a considerable impact on countering continued depopulation.	See 82.	See 82.
91.	16.	A Fetlar based ferry would provide ferry jobs on the island which would be a significant factor in sustainability.	See 82.	See 82.
92.	16.	The needs of tourists and visitors to Fetlar would be better served by basing the ferry on the island. This would have a significant impact on tourist numbers. Tourist development is currently very restricted owing to current timetabling options. There is huge potential for tourism development in Fetlar, which could also be tied in with proposed developments in Unst at Saxa Vord, e.g. North Isles trails.	See 82.	See 82.

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93.	16.	Various economic development opportunities are currently restricted owing to the lack of infrastructure/dedicated ferry required to enable it. Several development opportunities have been missed in the past, owing to the lack of appropriate berthing especially in relation to fishing and aquaculture development.	See 82.	See 82.
94.	16.	Fetlar's future looks very bleak and widening/opening up opportunities would significantly enhance the island's sustainability and viability for residents and prospective incomers. It has not been possible to attract incomers to the island in recent times and the need for the required infrastructure also plays an important role in the overall package required to counter depopulation.	See 82.	See 82.
95.	16.	The lack of appropriate shelter in Fetlar has disrupted the service during winter months and has resulted in reliability issues that have affected journey making decisions during/in the event of bad weather.	See 82.	See 82.
96.	16.	A dedicated ferry/timetable would significantly improve access to additional out of school activities in either Unst or Yell, which are currently not possible. The whole package regarding education and access to opportunities for both primary and secondary children plays an important part in attracting folk with young families to the isle and continued improved links with Unst and/or Yell can only enhance this.	See 82.	See 82.
97.	16.	Services, amenities and facilities are very limited on the island and a shared timetable with Unst further disadvantages Fetlar in several ways and denies/restricts access to a variety of services which are available in neighbouring isles and mainland Shetland. A dedicated Fetlar ferry would overcome these problems by accommodating the needs and desires of only one community, as well as simplifying the current timetable.	See 82.	See 82.
98.	16.	For Fetlar residents, access to employment, combined remote working/"office time" and other employment opportunities are restricted in neighbouring isles and unworkable to mainland Shetland currently.	See 82.	See 82. This issue is understood, although more generally the Transport Strategy promotes increased flexi-working.
99.	16.	There is considerable under capacity on Bluemull Sound, especially at peak times for travelling.	See 82.	See 82
100.	16.	Increased/excessive freight costs are incurred as a result of lengthy	See 82.	See 82.

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		waiting times experienced by contractors, etc, between ferry sailings to Fetlar. This further reduces the viability of local businesses.		
101.	16.	Direct runs to Fetlar from Lerwick could be considered for delivery of bulk cargo, alongside potential tourism development at certain times of the year if Fetlar was given its own ferry service.	See 82.	See 82.
102.	16.	Those without a car and the elderly in Fetlar do not have the same opportunities as elsewhere in Shetland. Current internal transport provision does not integrate fully with the SIC's bus/ferry service, which allows other residents in the North Isles access to travel to Lerwick and return on the same vehicle. This also restricts access to health and other social opportunities.	Non-Strategic Issue	This is an operational issue related to the specific Northern Isles bus service, and will be passed onto the relevant officers for further consideration.
103.	16.	Access to the doctor, dentist, education, child care opportunities, shopping, fuel and leisure/social/youth facilities is very restricted in Fetlar, with lengthy waiting times between sailings experienced even for those with a car.	See 82.	See 82.
104.	16.	Some connections between the Fetlar ferry service and Yell Sound leave insufficient driving time through Yell, with several drivers going through Yell at excessive speeds in order to avoid a lengthy delay before the next available sailing.	Non-Strategic Issue	Timetable working groups have considered this issue in the past and current arrangements are felt to be best possible with current resources.
105.	16.	Yell and Unst school children attending secondary school in Lerwick are home within a reasonable time – Fetlar children experience a lengthy wait of some 2 1/2hrs in the Waiting Room in Gutcher.	See 82.	See 82
106.	16.	A dedicated ferry/crew and breakwater/pier facility in Fetlar would clearly have a significant impact on Fetlar's future and would also allow Unst to have a ferry to meet their own needs, rather than current timetabling constraints and resources shared by both islands. The Community Council are fully supportive of a fixed link on Bluemull Sound and ask that this issue is also investigated fully by the Transport Strategy.	See 82.	See 82. The aspiration to base ferries on the islands that they serve where feasible and appropriate will also be noted in the Final Strategy. With regards to the Bluemull fixed link, the strategy outlines support for fixed links and highlights the action to commission feasibility work to confirm the business cases for fixed links, such as between Yell and Unst. Relevant Policies: FL 1, 3.
107.	16.	We hope that the Scottish Executive's commitment in supporting the	See 82.	See 82.

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		regeneration of rural communities and the SIC's desire that ferries are based on the island which they serve will help enhance the needs identified by the Fetlar community.		
108.	16.	We appreciate that a "wish list" of services, amenities and facilities are not possible in Fetlar; however, we feel that a satisfactory timetable based around the needs of residents, tourists and visitors, would go a very long way in providing access and widen opportunities that other areas enjoy. The majority of other islands in Shetland are served by their own ferry and we ask that Fetlar is given the same opportunity to counter depopulation and overcome issues in relation to economic development/barriers, accessibility/social inclusion, service delivery and health/social issues.	See 82.	See 82.
109.	17.	There is no mention of "freight" in any part of section 2, Key Issues. Freight movements are of vital importance to the economy and wellbeing of Shetland	Amend Strategy	The important role played by freight and HGV hauliers in Shetland is not particularly well highlighted within the Draft Transport Strategy. This will be given greater detail in the Final Strategy, with consideration given to the development of a section on bulk freight transport. It is to be noted however that the origin/destination survey will also focus on freight movements as well as passenger movements, and this study will therefore support future development proposals for freight.
110.	18.	Air and sea links between Shetland and Aberdeen are a vitally important part of transport connections in the region, supporting long standing economic and social bonds between Shetland and the North East. We fully support the maintenance and enhancement of these links.	Included in Strategy	Relevant Policies: UKF1, 5; APS 7.
111.	18.	We support the proposal for improved public transport services and facilities at Aberdeen Airport as Shetland's main gateway airport. This is reflected in proposals in the Nestrans draft RTS.	Included in Strategy	Relevant Policies: APS 7.
112.	18.	We support the proposal for improvements to the Northern Isles Ferry Service and improved integration opportunities and facilities at Aberdeen Harbour. This is also reflected in proposals in the Nestrans draft RTS.	Included in Strategy	Relevant Policies: UKF 5.

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113.	18.	We would be concerned should the proposal relating to considering options for the future development of the Northern Isles Ferry Service relate to a re-routing through Rosyth, and would suggest the need for close liaison between the two RTPs (Shetland and Nestrans) to ensure there is a common understanding and common purpose in developing and promoting improvements to the Northern Isles Ferry Service.	Included in Strategy	Relevant Policies: UKF 4.
114.	18.	We would suggest that the Health Service connections between Shetland and Aberdeen be noted and that the importance of liaison between the RTPs in future work on the integrated planning of health provision and transport facilities be referenced in the respective RTSs.	Amend Strategy	Amend Strategy to reference the importance of liaison between STP and Nestrans in ensuring the integrated planning of health provision and transport facilities between Shetland and Aberdeen.
115.	19.	We note that in several places the draft Strategy mentions services “will be delivered in accordance with Disability Discrimination Act policy”. We welcome this and also the statement at 7.1 that complementary themes will include supporting community/demand responsive transport provision. We note that paragraph 7.39 states that community transport services are provided but there is no indication of whether the current services meet the needs of the population.	Included in Strategy	An audit/stock take of transport provision is proposed within the Transport Strategy, which will help to identify any gaps in service provision. Relevant Policies: PTS 5.
116.	19.	Principle 2 within the objectives on page 15 is also welcomed but we would like to see more commitment for a strategy for DRT and other transport solutions that improve mobility of disabled people.	Included in Strategy	The Strategy outlines that STP will continue to investigate and trial innovative forms of public transport service delivery including the further development of community transport initiatives, and other forms of rural demand responsive provision. Relevant Policies: PTS 5.
117.	19.	The intention to monitor the success of STP in delivering the strategy and the use of performance indicators is also very important. This should include specific performance indicators that monitor how any of the proposals will bring greater mobility to disabled people.	Amend Strategy	Targets and Performance Indicators will be developed in the Final RTS.
118.	19.	Ideally we would like to encourage a close working partnership with all of the RTPs whereby we could work with each RTP through the life of their Regional Transport Strategy and assist in reviewing and improving the strategy as it progressed.	Amend Strategy	A section on partnership working will be developed into the Final Transport Strategy as a case study.

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119.	19.	In particular we would like to work with RTPs to help develop a comprehensive understanding of the transport needs of people with disabilities. This is particularly relevant in view of the SE announcement on 10 January that the Rural Community Transport Initiative will end on 31 March 2008 and be replaced by an enhanced Demand Responsive Transport (DRT) budget, which will be managed by RTPs, from 1 April 2008.	Amend Strategy	Include specific reference to working with appropriate representative bodies in developing transport services for people with disabilities.
120.	20.	The members expressed disappointment that the public meeting had been poorly attended, despite being advertised on the radio and locally on notice boards. However, members believe that this reflects the current feeling of exhaustion with the consultation on transport issues, particularly with regard to ferry services. You will be aware that prior to the Shetland Transport Strategy being commissioned, Whalsay residents had been engaged in consultation over the future of the ferry services. The programme for improvements arising from this earlier consultation has since been held up by the Transport Strategy. We understand the reasons why this situation has occurred but it does not help with the feeling of frustration that there has been a great deal of discussion but not enough action to date.	Non-Strategic Issue	Issue of over-consultation understood.
121.	20.	Many stretches of the road network in Whalsay are in a poor state of repair. <i>(A list of urgently required road improvements was attached for information.)</i> This includes resurfacing, better drainage, improvements to visibility, improvements to passing places, road markings and better verges to aid pedestrian safety. We would like assurances that the Council will commit resources to making the necessary improvements to the roads on Whalsay.	Non-Strategic Issue	The Transport Strategy adopts a strategic view of transport developments in Shetland, rather than outlines local specific projects. However, the list of local roads schemes proposed has been passed onto local officers.
122.	20.	There is concern that the price of inter-island ferry fares and the threat of increases, is creating a situation that makes it difficult for some people to afford to commute regularly to their work. The Community Council is concerned that this could make Whalsay a less attractive option as a place to live and we would like to ensure that decisions on future fares take into consideration how sensitive population maintenance is to such issues.	Included in Strategy	Consideration of the wider socio-economic impacts of proposals within the Transport Strategy have been considered though the STAG appraisal.

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123.	20.	Members are very concerned that the Whalsay replacement ferries and harbour works seems to have come to a complete standstill. As you know, in November 2004, Whalsay Ferry Service Group was formed and held several meeting to try to establish the best suited vessels and harbour facilities to meet the requirement of the Whalsay Community. Please advise what the current situation is regarding the upgrading of our service. Many people would prefer to see investment in fixed links to the Mainland, rather than continued expenditure on ferries.	Included in Strategy	The finalisation of the Whalsay terminal and vessels appraisal (i.e. the undertaking of a STAG 2 Assessment) was put on hold due to the development of the Transport Strategy and the need to take a view of transport proposals for Shetland as a whole. However, this is still a current project of the Council/STP that will be progressed. The prioritisation of projects is currently being undertaken and will be included in the Final Strategy.
124.	20.	Urgent work on the Whalsay linkspans is required, otherwise the service is in danger of failing altogether. The Community Council would like to see this work continued as a priority.	See 123.	See 123. Urgent terminals repairs are in hand.
125.	21.	With regards to 5.29, we are committed to ensuring that facilities are provided at the port in order to maintain Aberdeen as the UK mainland port for the passenger and freight services to Shetland. This includes the provision of a modern passenger terminal and support areas together with the livestock facilities about to be constructed. We are currently engaged in a physical study of the navigation channel in order to assess the feasibility of both deepening and widening the entrance to the port. This would allow vessels that are larger than the existing Northlink ferries to use the port and would also address the very infrequent current issue regarding available depth during poor weather conditions.	Included in Strategy	Information will be taken into account in considering options for the future development of the Northern Isles Ferry Service. The strategy already supports partnership working with Nestrans and the port providers. Relevant Policies: UKF 5.
126.	21.	With regards to 5.30, we would welcome the opportunity to be involved in any survey regarding the existing or future links and would also like access to any survey data produced. This would allow the Board to consider how to address any short fall in facilities identified by users of the port.	Non-Strategic Issue	AHB will be consulted on surveys proposed in relation to developing alternative options for the external ferry service. Relevant Policies: UKF 4.
127.	21.	With regards to 5.32, we welcome the involvement of Nestrans in addressing any short fall in the integration of transport facilities near the port. The planned loss of the Guild Street rail freight yard adjacent to the Northern Isles ferry terminal has been strenuously resisted by the Board for many years but without success. The current design of the Union	Included in Strategy	Strategy outlines that STP will work with Nestrans to improve transport integration opportunities at Aberdeen Harbour. See 47. Relevant Policies: UKF 5

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		Square retail development on the Guild Street site offers no transport integration improvements whatsoever and any influence Nestrans can bring to change this will be most welcome.		
128.	21.	With regards to 5.33, we look forward to future liaison with the Shetland Transport Partnership and to ensuring that facilities provided at Aberdeen are appropriate for the passenger, freight and livestock traffic handled.	Included in Strategy	Reference to partnership working with Nestrans and port providers included in the Strategy. Relevant Policies: UKF 5
129.	21.	With regards to 5.34, the policy of AHB is to provide the required infrastructure to meet both safety and security regulations.	Outwith Scope of Strategy	This is welcomed, although this is an issue outwith the control of STP.
130.	21.	With regards to 5.35, the facilities currently provided for the Northern Isles ferry service meet all the requirements of the Disability Discrimination Act.	Outwith Scope of Strategy	This is welcomed, although this is an issue outwith the control of STP.
131.	21.	With reference to 5.37, we welcome future discussions regarding additional traffic linking Aberdeen with other ports via Shetland. The existing Smyril Line vessel is currently too wide to enter Aberdeen but this issue may be resolved.	Included in Strategy	Relevant Policies: ESF 1, 2.
132.	22.	Climate change is the greatest single threat to Scotland's biodiversity. Government's target of reducing carbon emissions by 60% by 2050 is therefore of the highest importance and the transport sector should seek to make a full contribution to this reduction.	Included in Strategy	This is recognised within the Transport Strategy, which also outlines that it is important for Shetland to make an equitable contribution to this target. See 2.13.
133.	22.	Transport projects should be undertaken in a way which minimises local adverse impacts on the natural heritage and in particular should not damage resources of national or international value.	Included in Strategy	This is recognised through the environmental objectives of the Transport Strategy as well as the environmental policies and mitigation measures which have been developed through the Strategic Environmental Appraisal. Relevant Policies: EPM 3
134.	22.	Transport is important in enabling access to and enjoyment of the natural heritage.	Included in Strategy	This is recognised within the Transport Strategy.
135.	22.	We are broadly supportive of the aims of the strategy. The vision fits firmly within the tenets of sustainable development and is reinforced by a clear definition of sustainability as the first of the seven principles on which the Strategy is based.	Included in Strategy	See Vision.
136.	22.	The SEA raises doubts as to whether the policies currently presented are sufficient to achieve the Strategy's stated environmental objectives of reducing greenhouse gas emissions and protecting Shetland's	Amend Strategy	It is felt that the list of mitigation measures, as well as the proposals to encourage a change in travel behaviour and alternative fuel use, will help to

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		environment. In particular, the appraisal of strategic options judges the environmental impacts to be negative for all the options and the SEA assessment of the likely evolution of the environment without the Strategy (Table 3.5), predicts that without the strategy, carbon dioxide outputs would be slightly less, i.e. the strategy will lead to a slight increase in greenhouse gas emissions, principally due to policy ECON 2 which would tend to increase use of external ferry and air links. In the light of this, we believe that it is essential that environmental mitigation is included in projects wherever possible and that, if the Strategy is to achieve its environmental objectives, stronger policies and mitigation measures will be needed to either curb the expansion of air travel or reduce greenhouse gas emissions in other transport sectors in compensation.		deliver the environmental objectives of the Transport Strategy. However, additional specific actions are being built into the Final Strategy to highlight STP's commitment to reduce the environmental impacts of transport where appropriate.
137.	22.	It is not clear whether the statement in paragraph 2.14 of the Strategy refers to the scale of Shetland's CO ₂ output in global terms or to transport's contribution to Shetland's CO ₂ output. Shetland's contribution to carbon dioxide output may be relatively insignificant in global terms and transport only a small proportion of this but it must be acknowledged that per capita CO ₂ output in Shetland is likely to be high and the contribution due to transport higher than elsewhere in GB due to local circumstances and long supply lines.	Amend Strategy	Paragraph 2.14 has been made in reference to Shetland's CO ₂ output in global terms. This section will be strengthened to recognise that per capita, Shetland's CO ₂ output is likely to be higher, especially the contribution associated with transport due to local circumstances and long supply lines. Emphasis on the importance of "thinking global, acting local" will also be included in the Final Strategy.
138.	22.	Paragraph 8.10 of the document refers to impacts on Gardens and Designed Landscapes. To avoid possible confusion, we recommend that it is made clear that the reference concerns the Inventory of Gardens and Designed Landscapes. The same paragraph also refers to Special Protection Areas – presumably this is an error and should be Local Protection Areas i.e. sites identified in the SIC Local Plan.	Amend Strategy	Following consideration by SEA Officers, this will be amended.
139.	22.	Economic growth is one requirement of sustainable development, but should not be gained at the expense of social or environmental costs. The Strategy's Economy Objectives are potentially compatible with sustainable development but the success of the strategy will be determined to some extent by the degree to which social and environmental benefits are achieved alongside economic growth.	Included in Strategy	There are various initiatives discussed within the Strategy such as tourism development and the development of renewable energy which can deliver social, environmental and economic benefits.

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140.	22.	We welcome the commitment to protecting Shetland's environment, minimising greenhouse gas emissions and promoting walking and cycling set out in the Environmental Protection Objectives. As well as being a carbon-neutral alternative to vehicle use for short journeys, walking and cycling can provide health benefits and a means of enjoying the natural environment for outdoor recreation.	Included in Strategy	Relevant Policies: WAL 1, 2, 3, 4; CYC 1, 2.
141.	22.	There is a possible mismatch between Objectives ENV 1 and ENV 2, which seek to reduce greenhouse gas emissions, and other objectives, particularly ECON 2, which would tend to increase outputs.	Included in Strategy	Achieving a balance will be key to the successful delivery of the Strategy objectives. It is recognised that external links will have a negative impact on the environment, however, the reality is that a peripheral region like Shetland requires efficient external links. The Strategy outlines the policy of support for increasing fuel efficiency of the external air and ferry services. Relevant Policies: APS 11; UKF 9.
142.	22.	Objective ENV 4 seeks to protect Shetland's marine and coastal environments as a whole. Other objectives refer to specific facets of the terrestrial environment however, there is no similar overall objective for the terrestrial environment. We therefore recommend that ENV 4 is extended to cover both marine and terrestrial environments.	Amend Strategy	Following consideration by SEA Officers, this will be amended.
143.	22.	Objective ENV9 relates to protecting transport and infrastructure against a changing environment, rather than protection of the environment and so would be better placed in the Economy Section.	Contrary to Strategy	In the context within which this objective is set, transport and infrastructure refer to elements of the physical environment and thus it is the wider environmental that STP aims to protect from the impacts of climate change.
144.	22.	The draft Safety Objectives are primarily concerned with reducing motoring accidents. As the Strategy is seeking to promote walking and cycling, the scope of these objectives could be widened accordingly and supported by walking and cycling safety policies in the appropriate section, for example, promoting greater awareness amongst drivers of the needs of walkers and cyclists and seeking to ensure that cyclists as well as motorists follow the Highway Code.	Included in Strategy	Safety Objective SAFE 2 is broader in scope and covers the range of traffic calming and management initiatives as well as awareness raising initiatives that could improve safety of pedestrians and cyclists.
145.	22.	The proposed replacement of the existing Gutcher ferry terminal (para	Noted	Noted

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		6.1.9), together with possible development of a berthing facility for a second vessel, may affect the Gutcher SSSI. Gutcher SSSI is notified for its geological interest and is in two sections, lying to the north and the south of the ferry terminal. At its nearest point, the southern section of the SSSI is approximately 30 metres from the existing breakwater. If the redevelopment of the terminal is on a similar scale to the works carried out on the Yell Sound ferry terminals, there is the possibility of rock exposures being lost either directly as a result of construction of through changes in wave patterns, erosion and sediment movement in the vicinity.		
146.	22.	We welcome Policy LRM 4 to reduce light pollution and energy consumption by the use of modern street lighting apparatus. Table 3.4 in the SEA identifies street lights being sited where they are not necessary or appropriate as a problem that is not addressed by this policy. We therefore recommend that the policy is supplemented by a commitment to assess the need for and effectiveness of existing lighting provision and to remove or modify any lights that are unnecessary or inappropriate.	Amend Strategy	Include a policy to assess existing lighting arrangements with a view to removing or modifying unnecessary or inappropriate lighting.
147.	22.	We consider policies EPM 1 and EPM 2 to be inadequate for the reasons set out in the attached response to the SEA consultation.	SEA	This issue is being addressed though the SEA.
148.	22.	Policy EPM 2 seeks to minimise the impact of new transport development on protected species but does not address deaths on existing roads which may already be having a significant impact on Shetland's otter population. We therefore recommend that the Strategy includes measures to reduce road-kills on existing roads, for example, by publicising and signposting recognised problem areas and considering provision of sage otter crossings.	Amend Strategy	Following consideration by SEA Officers, this will be amended.
149.	22.	Policy EPM 3 seeks to minimise the landscape and visual impacts of new transport infrastructure. National standards for road design incorporate provision of many straight sections to ensure that drivers have opportunities to overtake on busy roads however, this may give a poor 'fit' in the landscape. A non-standard design with fewer and shorter straight sections can provide adequate overtaking opportunity where traffic is light and fit more easily into the landscape with less visual impact. The SEA (table 3.4) acknowledges that the scope for modifying standard solutions	Amend Strategy.	Strategy will be amended to provide additional statement at Policy EPM 3 in line with consultee recommendations. A specific action stemming from this policy and more general policies on road maintenance and development will be that STP, working in partnership with the Council, will develop a best

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		to suit local circumstances has not been maximised in the past and states that Policies LRS 4 and LRS 5 commit SIC/STP to developing road scheme designs and carrying out maintenance which is appropriate to Shetland. However, this is not explicitly stated in the Strategy and it is far from clear that this is the intention of these policies. We therefore recommend that Policy EPM 3 include a clear statement that a derogation from national standards will be sought wherever a non-standard design can reduce landscape and visual impact without compromising safety.		practice design guide for rural roads e.g. roads need to be fitted into the landscape, and development should be complementary to the environment.
150.	23.	In general we believe that Shetland has a good internal transport network which plays a significant role in ensuring the ongoing viability of our community. We recognise the vital importance of links to the rest of Scotland and beyond and how the two systems have to work in harmony. We also acknowledge the difficulties in providing transport systems that cater for all needs and support the principle of a demand responsive flexible transport model.	See 116.	See 116.
151.	23.	The Strategy should include more ambitious economic objectives, supported by a more detailed assessment of transport impacts in the Shetland economy, including a clear analysis of the economic impacts of different options.	Included in Strategy	The strategies proposed have been developed through analysis of potential costs. Outline suggestions on the economic impacts of specific schemes proposed within Transport Strategy are included in the STAG Appraisal Report. Any major projects to be developed would be subject to an individual STAG assessment, which would include a more detailed economic appraisal.
152.	23.	Properly planned and delivered transport improvements, be it road, ferry, fixed link or air services, can be significant drivers for economic growth. Particularly in island communities such as Shetland, the transport infrastructure is one of the most important aspects of ensuring strong, vibrant and economically active communities. <i>A Smart, Successful Highlands and Islands</i> , the enterprise strategy for the region, aspires over the next twenty years to grow the population of the Highlands and Islands to half a million, to create a further 20,000 FTE jobs and to raise income levels by 10-15% in real terms. We fully expect Shetland to play its part in this growth.	Included in Strategy	The Transport Strategy vision (and objectives) recognise the role that transport developments in Shetland can play in supporting economic development.

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153.	23.	The transport strategy should have a longer term vision for Shetland's transport networks, including an investment plan for the next fifteen years. The investment plan should include both short term priorities for action in the next five years and a number of longer term 'desirable' projects that would support the strategy's objectives. There are specific economic and social challenges in our outer islands that will not be easy to resolve. HIE Shetland believes that the strategy should aspire to provide fixed links for the Northern Isles of Yell and Unst, with upgraded ferry and air services for the other islands by the end of the fifteen year period in 2022.	Included in Strategy	A full list of prioritised schemes that will be taken forward by the Transport Partnership in the short, medium and long term will be included in the Final Implementation Plan.
154.	23.	On the STP vision, it states that the transport system will be affordable, but does not state to whom, user or provider?	Included in Strategy	The Vision intimates that the transport system should be affordable both to the user and provider. Providing an attractive, well-used, and thus efficient transport service will help allow for the service to be made affordable both to users and providers alike. The individual scheme appraisals that are included in the STAG Appraisal Report also outline what impacts each scheme respectively will have on affordability.
155.	23.	On point 2.3, this should be amended to read Continental Europe and Scandinavia. More supporting analysis is required to identify the most viable / economically beneficial links, including London, Amsterdam, Oslo etc.	Amend Strategy	Point 2.3 will be amended to read 'Continental Europe'. Decisions as to which (European) destinations are flown to from Shetland will, ultimately, be commercial decisions by air operators, and thus fall outwith scope of the strategy, besides lobbying functions of STP. The proposal for an origin/destination external links study however could provide the supporting analysis to make the case for additional services.
156.	23.	With regards to 2.14, it may be more useful to compare Shetland's per capita carbon dioxide contribution rather than the total. This is likely to be considerably higher than the UK average and a more fitting target may be to strive to reduce the per capita carbon dioxide emissions. We also believe that explicit consideration should be given to renewable energy generation in transport projects where this is practical and affordable. The	Amend Strategy	See 1.37. The potential of renewable energy generation in transport projects in Shetland will also be given more explicit reference within the strategy. Potential options here include exploring the potential integration opportunities of fixed links

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		paragraph should also start 'In a National context'.		and renewable power schemes.
157.	23.	With reference to 2.24, with the plan looking at the SIC capital programme up to 2009/2010 this does not take into account a longer term vision for transport in Shetland. We welcome the scenario planning on fixed links mentioned later in the consultation but believe there should be greater consideration of long term aspirations / objectives throughout the document. This links to 2.27, where we firmly believe that the strategy should also include some desirables, as this would give the strategy aspirations.	Included in Strategy	Whilst recognising the need to be aspirational and put forward a strong case for future investment in Shetland's transport services, the Strategy also has to be realistic and take into account finances. Many STP aspirations will also stem from the various feasibility studies and further investigations noted as actions within the Strategy. At this stage, therefore, the strategy cannot be too aspirational. However, it is to be noted here that the Strategy is to be updated yearly (i.e. the implementation plan) which should allow for aspirations to be built into the Strategy in future years.
158.	23.	Careful and explicit consideration should be given to future revenue expenditure. This is most likely to rise in the future with higher fuel costs, safety requirements etc., particularly for the Inter-Island Ferry Service.	Included in Strategy	A range of factors that will impact future revenue expenditure have been considered in developing the Transport Strategy. The Strategy proposed has been developed as the most realistic in light of some of the future funding pressures and legislative constraints etc facing Shetland.
159.	23.	With regards to 3.3, it is believed that the strategy should meet the needs of the current generation but also take into account future generations.	Included in Strategy	This is inferred within Principle 1 and the reference to 'sustainability', which includes consideration of both the needs of current and future generations.
160.	23.	With regards to 3.7, it is felt that the positive impact transport can have on the islands' economy is not adequately expressed. The Shetland context appears to focus on efficiency and if this is the sole contribution to the economy this strategy can make us believe this is a missed opportunity. Within the Economy objectives, there is no indication of how transport could help to grow our economy. We would be happy to work with the STP to strengthen this area of the strategy.	Amend Strategy	Additional reference is required here to outline that the Transport Strategy does not just focus on delivering efficient transport systems, but also transport systems that will help to grow Shetland's economy.
161.	23.	On ENV1 under the Environmental Protection objectives, it is believed that consideration should be given to renewable energy generation	Amend Strategy	Consideration is currently being given to the development of renewable energy projects (i.e.

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		(including micro-renewables) in all transport developments, especially where infrastructure is being created or replaced.		Hydrogen buses). Within the Final Strategy, the various positive initiatives that the Council are currently undertaking will be brought out more clearly.
162.	23.	Within 5.1, clearer statements are required regarding who is responsible for providing the different transport infrastructure and services and who needs to be influenced if provision is to be improved.	Amend Strategy	Greater detail will be built into the Final Transport Strategy. A section within the introduction on the role of STP will be included, whilst the Implementation Plans will set out whose responsibility it is to deliver specific projects and initiatives.
163.	23.	At 5.5, this should be corrected to read that the air ambulance service is operated by Gama Aviation using King Air aircraft.	Amend Strategy	This statement will be corrected within the Final Strategy.
164.	23.	5.38 should be modified to cover both Continental European and Scandinavian ferry links.	Amend Strategy	Consultee comments will be taken on board within the Final Strategy, although it should be outlined that a continental ferry link is very aspirational.
165.	23.	Within 5.7, the potential route developments that Shetland aspires to (i.e. improved services to Glasgow / Edinburgh) should be more explicitly referenced. In addition we believe it should be modified to read STP will work in partnership with existing and potential air operators.	Included in Strategy	The policy statement is deliberately non-explicit. The Transport Strategy is a long term document and it is likely that different improvements will be desirable on different routes in the long term.
166.	23.	Section 5.8 should be re-worded to be 'STP will work in partnership with the Scottish Executive and HIAL for the continuation of the Air Route Development Fund'. This should also identify key regions and cities for links. We believe these should be the key European city regions, particularly London and Amsterdam, where services are most likely to be viable and yield greatest economic benefits, although new services to Scandinavian destinations would also be beneficial. Some analysis should be undertaken of these air passenger markets to identify the scale of opportunity offered by each.	Amend Strategy	Policy statement will be amended to reflect the partnership element of continuing the ARDF. Again, this policy statement is deliberately non-explicit. The Transport Strategy is a long term document and it is likely that different routes will arise and become desirable in the long term. As outlined in the Strategy, surveys and analysis of inbound and outbound passenger and freight movements will also be undertaken to support potential developments. Relevant Policies: UKF 4
167.	23.	With regards to 7.59, opportunities should be investigated to take this further, for example, delivery of SMS real-time information to mobile phones, as currently being considered elsewhere in Scotland.	Amend Strategy	The feasibility of introducing SMS real-time information to mobile phones in Shetland will be explored further.

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168.	23.	We support the development of this strategy, which we believe should become the key document setting out a long term vision, objectives and investment plan for transport in Shetland. To this end, we would be happy to support the Shetland Transport Partnership in strengthening the economic aspects of the strategy.	Included in Strategy	The important role of Shetland Enterprise as a partner that can support the Transport Strategy in its implementation will be outlined within the section on partnership working.
169.	23.	On a general point through the sections on public transport, the phrase 'we will support' is used. This does not define specific actions or means of support be it financial, feasibility studies or lobbying. This would make it a stronger document if it was more specific in this regard.	Amend Strategy	Where the policy can be made stronger this will be looked at. More specific actions (e.g. the development of a public transport policy statement) are currently being looked at and will be built into the Final Strategy. A case study on STPs specific bus vision and bus action plan will be included in the Final Strategy for example.
170.	24.	It is council policy that the Foula ferry be based and operated from the island. It appears that this fact may have escaped the notice of those preparing the draft report.	See 24.	See 24.
171.	24.	Considerable effort and expense has recently been expended in a tendering process to ensure a lifeline ferry service operates from Foula. An objective of the tendering process was to provide the opportunity for the vessel to be crewed by persons residing on the isle of Foula.	See 24.	See 24.
172.	24.	In an island with few employment prospects, resources have to be shared accordingly and the ferry services offers job opportunities for resident islanders. This equates with the SIC Corporate Plan supporting and sustaining remote rural communities.	See 24.	See 24. The important role played by ferry jobs to Shetland's isles was recognised in the appraisal of options.
173.	24.	To be meaningful, the Shetland Transport Strategy should support the economic sustainability of Shetland as a whole, including the well being of the remote rural areas and island communities.	Included in Strategy	Strategy supports economic development and sustainability of Shetland as a whole, including rural areas.
174.	24.	It is essential for the economic well being, future image as a place to settle and, most importantly, community confidence that the Transport Strategy is seen to support a ferry service based and operated from Foula.	See 24.	See 24.
175.	24.	All references to the future provision of a ferry service being run from the mainland, be it Walls, West Burrafirth or Scalloway, should be deleted	See 24.	See 24.

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		from the Transport Strategy Document. Instead, emphasis in para 6.29 should be placed on the requirement for any future replacement vessel to be of a type and construction suitable to be based and operated from Foula.		
176.	25.	Good progress has been made in relation to external air service provision in Shetland, with the air discount scheme and increased flights. However, concerns over the reliability of the airport remain.	Included in Strategy	These points are recognised within the Transport Strategy. The Strategy also outlines the proposal to facilitate formal protocols for the use of Scatsta Airport as a diversionary airport when scheduled services to Sumburgh are disrupted by weather problems. Relevant Policies: APS 1, 2, 6.
177.	25.	The proposal for air freight services seems sensible.	Included in Strategy	Relevant Policies: AFS 1.
178.	25.	With regards to the external ferry link, a shortage of cabins can be a real problem but the services levels are excellent and need to be maintained. I am not convinced they need to run every night during off peak season.	Included in Strategy	This point has been recognised in previous consultation and during the appraisal. Relevant Policies: UKF 2.
179.	25.	European / Scandinavian ferry services need to be supported for various reasons.	Included in Strategy	Relevant Policies: ESF 1, 2.
180.	25.	More support should be given for rural ports and harbours.	Amend Strategy	This will be built into the Final Strategy.
181.	25.	Any proposal to move ferry terminals would have a huge impact on surrounding businesses. Community consultation on fixed links would be essential. Loss of key 'ferry' jobs would also be a large factor for consideration.	Included in Strategy	These points have been considered in developing the strategy, and appraising the various 'ferry' options. The importance of consultation is also stressed throughout the Strategy.
182.	25.	With regards to the Bluemull Sound ferry service, the level of fares, if any at all, would have to be considered carefully.	Non-Strategic Issue	Ferry fares are reviewed on an ongoing basis, and the importance of ensuring affordable ferry services is recognised within the Strategy. However, the Transport Strategy is a strategic document and does not therefore set out specific information or proposals on fare levels. The Strategy does, however, recognise that it is proposed to reintroduce fares on the Bluemull Sound.
183.	25.	With regards to the Bressay Bridge, should there be a fall-back position in	Non-Strategic	If a bridge were to be built then it would be

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		case there is a problem with a bridge, repairs etc?	Issue	designed to ensure that maintenance and repairs could be carried out without the need to fully close the bridge.
184.	25.	With regards to the Fair Isle ferry, after consultation, changes to allow an additional autumn crossing seem reasonable.	Included in Strategy	Relevant section (see 6.28).
185.	25.	With regards to roads on Yell – the B9081 corner at old school needs to be made safer, whilst the Cullivoe to Gutcher road needs to be widened to allow HGVs and buses to travel safely.	Non-Strategic Issue	The B9081 is a local operational issue and has been passed onto local officers. Improvements to the Cullivoe to Gutcher road will also be considered by officers. Such a scheme would seem to fall in line with the type of road schemes included in LRS 3. Relevant Policies: LRS 3.
186.	25.	All children should have access to nursery provision between ages 3 and 4. This should be offered in the same way as school with transport provision for those who require it.	Outwith Scope of Strategy.	This is a national issue. Providing access to nursery is non-statutory. The Shetland Childcare Trust can provide assistance.
187.	25.	I am glad to see that environmental protection and mitigation has been detailed and well thought out.	Included in Strategy	Relevant Section: 8: Environmental Policies and Mitigation.
188.	26.	We would not wish to see the Thora deployed on the Papa Stour ferry route for the following reason: We understand the Thora has a capacity for about 100 passengers. Papa Stour has a population of less than twenty. A few years ago a visiting cruise ship disgorged about 100 sightseers onto Papa Stour and we would not wish to see a repetition of this experience. Residents were left feeling as animals in a Zoo must. We are not here for exhibition purposes. Successful representations were made to stop these incursions.	Non-Strategic Issue	The consultation raised another option for the Papa Stour ferry service which will be considered further by officers – this is altering the timetable of the Wednesday return sailing to allow for additional time to be spent on the Shetland Mainland. The unique set of issues faced by island residents are recognised in the Strategy. This is an operational issue and a questionnaire will be issued to islanders to determine the views of the community.
189.	26.	We would not wish to see the Thora deployed on the Papa Stour ferry route for the following reason: We understand the Thora has a capacity for about 10 vehicles. Papa Stour has one mile of track. Before work on the Ro-Ro service was begun a visit was made by a member of the roads department of the SIC who decreed the track here was not up to the	See 188.	See 188. It should also be recognised that the proposal to upgrade the Papa Stour Road (LRS 2) is included within the Strategy, although the programming of this will be subject to the prioritisation process

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		standard required for an Outer Isle. Since then no work has been done to improve the track. The situation was made worse by the introduction of the Ro-Ro system and the subsequent increase in the number and size of vehicles now able to using the sub-standard track. We would not wish for further increases in this.		which is currently being undertaken.
190.	26.	We would not wish to see the Thora deployed on the Papa Stour ferry route for the following reason: Unlike the Snolda, the Thora has no crane. Animal feeds, fuel, building materials and so on must all come to Papa Stour in bulk. Not to have the facility for these to be landed directly onto vehicles would mean significant extra handling of bulky items.	See 188.	See 188.
191.	26.	We would not wish to see the Thora deployed on the Papa Stour ferry route for the following reason: Replacing the Koadia by the Snolda resulted in a reduction in reliability as the Snolda cannot make the crossing conditions where the Koadia could. Replacing the Snolda by the Thora would be a further step backwards in reliability. 'Reliability' is a word appearing a number of times in the Consultation Draft and rightly so for the ferry is the lifeline like. We would not wish to see this compromised further.	See 188.	See 188. There is no evidence of any reduction in reliability as a consequence of changing the vessel. Anecdotally there is a view that the current patterns of weather conditions may be having an effect on this and other routes. This would have been the case regardless of the vessel on the route.
192.	26.	At present the only weekday when a resident can have any meaningful time in Lerwick is a Friday. Due to this restriction, long delays are caused in obtaining, for example, optician or dentist appointments. If it were possible to have another day when a return trip could be made to Lerwick, this restriction would be eased. The current timetable has two sailings on Wednesdays in addition to Fridays. However, there is no connection whatever with public transport either to or from Lerwick and it is only just possible for someone with their own reasonable fast and reliable transport to make it to Lerwick and back and have a half hour is town. The return sailing from West Burrafirth is scheduled for 1300hrs. If this were re-scheduled for later, in order to link up with the 1540hrs bus from Lerwick to Bixter, this would provide the additional opportunity required without necessitating the expense of an additional sailing.	Non-Strategic Issue	See 188.
193.	26.	There is a further reason why this re-timing of the Wednesday return	See 188.	See 188.

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		sailing is seen as necessary. The introduction of this service along with the Ro-Ro ferry has made it possible for workmen to travel from Lerwick to Papa Stour, have several hours work on the isle and return to Lerwick within a normal working day. This has resulted in the main directly or indirectly in the loss of seventeen part-time and all casual jobs on the isle. There is now only one resident in any form of part-time paid employment.		
194.	26.	Altering the times of the return Wednesday sailing is thus seen as the short and long-term solution and obviates the necessity to replace the Snolda.	See 188.	See 188.
195.	26.	A dial-a-bus service to link with the Papa Stour ferry service would be required for Wednesdays and Fridays.	Non-Strategic Issue	This is a local operational issue that has been passed onto the relevant officers for further consideration. The Strategy supports the development of demand responsive transport and agrees that a dial-a-ride service would be the most efficient to link with the Papa Stour ferry.
196.	26.	The inter-isles air service is seen as being too expensive for private use and folk have become accustomed to the convenience of travelling by car. The air serviced is considerably less reliable than the ferry and puts an additional strain on the limited number of 'community-run' ferry sailings when flights are cancelled. With re-scheduling rather than additional sailings, any additional costs would be minimal however, we would be willing to see the withdrawal of the Papa Stour air service in order to have a ferry service more geared to the needs of the community.	Included in Strategy	Relevant Policy: IIA 5.
197.	26.	With regards to para 6.53, since the introduction of the second Wednesday sailing, the Snolda and the Ro-Ro ferry service, the following have come about on Papa Stour: <ul style="list-style-type: none"> • Population has fallen by more than 40; • Job opportunities down by more than 90%; • The school has closed; • The post office has closed; • Doctors' surgeries down from five a year to one; • Fire unit has been disbanded; • One road traffic accident, none previously recorded, and; 	Amend Strategy	One of the benefits of having an STP is that Shetland is a diverse area with its own set of unique problems. Within the Final Strategy, the diversity of Shetland should be recognised. The comments made highlight the importance of undertaking a robust, objective appraisal, as well as the importance of post-scheme evaluation and monitoring. This will be recognised within the Final Strategy.

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		<ul style="list-style-type: none"> Absentee crofters up by 67% and now account for half the crofts. 		
198.	26.	It is hard to see how the statement 'Papa Stour has recently benefited from the development of a Ro-Ro ferry service' can be supported. It would be true to say either 'Papa Stour has suffered from the development of a Ro-Ro service' or, if one wished to use the word 'benefited', the Papa Stour's ever growing number of absentee crofters have benefited, at the expense of the residents, from the development of a Ro-Ro ferry service'.	See 197.	See 197.
199.	27.	I live in Staney Hill and do shift work at Rudda Park. There is not a service to take me directly there or cover evening shifts. In addition to this, I work with people with learning difficulties in a project which promotes independence but the limited service means they have to rely on runs from staff or use of the blue bus which is defeating the aims of the service and limiting their independence. Many have starts at work before 8am and at the Co-op or COPE.	Non-Strategic Issue	This is a local operational issue and has been passed onto public transport officers. The Transport Strategy is a strategic document and cannot therefore outline plans for specific services. However, the Strategy does outline the proposal to further develop demand responsive transport provision, which could be beneficial in this case.
200.	27.	With regards to PTS 1, public transport service do not meet the needs of people going to or from work in Sound to North or North to South Lerwick. Working at Rudda with people with learning difficulties trying to be independent, neither staff nor tenants can follow a direct route to COPE or Staney Hill area without using taxis or blue buses (staff cannot use the latter).	Non-Strategic Issue	See 199.
201.	28.	The fact we choose to live here accepting that weather affects transport – part of the charm! This is <u>not</u> an inner city so we cannot expect / demand similar services!	Included in Strategy	The environmental reality of Shetland and its unique geography and population patterns have been recognised in developing the Transport Strategy.
202.	28.	With regards to financial constraints faced by the Council, consideration should be given to cutting spending on leisure recreational / pleasure facilities – to focus on people in need rather than the fit and healthy.	Outwith Scope of Strategy	A prioritisation process is undertaken at the Capital Projects levels involving the whole mix of projects put forward for funding by various sections of SIC e.g. housing, economic development, transport, education. It will be through this prioritisation process that decisions for funding will ultimately be based.
203.	28.	I support the vision and principles. Consideration should be given to	Included in	Consultation is recognised as an ongoing process

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		balloting / questionnaires to key service users as to what their needs are? E.g. ferry times.	Strategy	within the Transport Strategy.
204.	28.	Helping cut costs of travel for tourists and expats would help to boost our economy?	Included in Strategy	Case study on the links between transport and tourism will be built into the Final Strategy. Relevant Policies: APS 3 .
205.	28.	Having more medical consultants visit and hold clinics – instead of islanders having to attend clinics south would support the objective on social inclusion and accessibility.	Outwith Scope of Strategy	This is an issue that falls under the responsibility of NHS Shetland. This move would support the aims of the Strategy by reducing the need to travel for Shetland's residents. Undertake discussions with NHS Shetland to investigate the possibility of this further.
206.	28.	Create more cycle paths and promote them!	Included in Strategy	Relevant Policies: CYC 1, 2 .
207.	28.	To improve safety, install 'breathalysers' in all licensed premises – drivers could 'self-test' to be sure? Coffee machines in all pubs too!		We would support the Community Safety Partnerships attempts to address the problem of drink driving. This is an interesting proposal that will be considered further by this group. Relevant Policies: RSF 3 .
208.	28.	To improve transport integration, an online journey planning facility should be considered.	Amend Strategy	Provide links on STP website etc to national journey planners such as www.travelinescotland.com . Reference will also be given to the development of a ZetTrans website and making greater use of the internet to deliver transport information provision.
209.	28.	Fixed Links – do isles residents want them? They chose to live on islands... Need to hold referenda...	Amend Strategy	Greater reference that many islanders choose to live on the islands, and that many do so for the fact that they are islands, should be built into the Final Strategy. The Strategy outlines the need for further investigation into fixed links. If the results of further investigation suggested that fixed links are more feasible in the long-run than ferry options, it is likely that a referenda / detailed research and consultation would be required to

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				develop a clearer understanding of public opinion.
210.	28.	This document is very sure that Bressay will get a bridge! Would a tunnel not be more accessible when weather is inclement and allow tall ships through the North Mooth?	Amend Strategy	In the Final Strategy, STP's stance on the Bressay Bridge will be to reflect the current reality i.e. a Bressay Link is now being considered. It is proposed to work with the SIC/LPA Group to take forward a STAG assessment of the Bressay Link project. The proposed STAG assessment will be included as a specific action within the Transport Strategy.
211.	28.	Keep Sumburgh's Ambulift for disabled passengers! – excellent service.	Included in Strategy	Relevant Policies: APS 10.
212.	28.	PSOs are definitely needed. These will help to increase tourism.	Included in Strategy	Relevant Policies: APS 3, 4.
213.	28.	It is not more environmentally friendly to send freight by sea, rather than to promote air freight.	Amend Strategy	A section on the importance of sea freight for Shetland will be built into the Final Strategy.
214.	28.	With regards to external links, keep the link with Aberdeen – don't move to Invergordon!	Included in Strategy See 11 and 15	Strategy supports the continuation of current external ferry arrangements, but recognises the need for a more detailed study into origin/destination movements of people and freight. See 11 and 15 Relevant Policies: UKF 1, 3, 4.
215.	28.	No more Shetland investment in Smyril!	Contrary to Strategy	The Draft Strategy outlines that STP will continue to support the continued operation of the existing Smyril Line Ferry link to Faroe and Scandinavia, but does not suggest that more money will or should be put into the service. Relevant Policies: ESF 1.
216.	28.	A single port authority for Shetland makes sense.	Included in Strategy	Relevant Policies: PH 2.
217.	28.	So, STP is part of SIC and therefore duty bound to follow SIC policies? Or	Amend Strategy	Additional information on the relationship of STP

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		can STP disagree?		and SIC, and the responsibilities/functions of STP and SIC will be built into the Final Strategy.
218.	28.	With regards to the ferry options, isle residents could be individually interviewed / balloted / on their needs / requirements and wishes.	Included in Strategy	Future development of ferry options for the islands will be subject to consultation. Relevant Policies: FOP 6.
219.	28.	Why not charge disabled and elderly something for travel? Instead of a blanket 'free' – plenty could afford a reduced fare!	Outwith Scope of Strategy	National Concessionary Scheme imposes free travel legislation for elderly and disabled. Relevant Policies: PTF 2.
220.	28.	I totally agree with the sets of actions presented for Inter-Island Air Services.	Included in Strategy	Relevant Policies: See IIA 1-9.
221.	28.	Dropped kerbs – need to be coloured / marked to prevent vehicles parking in front and blocking access for our wheelchairs etc.	Amend Strategy	Additional strategy will be added to highlight the importance of ensuring that footpath provision is provided in accordance with DDA.
222.	28.	Definitely expand video-conferencing – cut down on 'jollies' and help reduce emissions.	Included in Strategy	Video-conferencing promoted within Transport Strategy. Consideration will be given to the development of a case study on the IT Hot Stop concept. Relevant Policies: TBC 2.
223.	28.	More communication between SIC, District Heating, Water Board, BT, Hydro etc. – prevent roads being dug-up over and over again.	Non-Strategic Issue	This is an operational issue that has been relayed to officers.
224.	28.	Reducing light pollution – on private property too – when it blinds you when driving e.g. Moor Park.	Included in Strategy	Reducing light pollution is recognised within the Strategy. The importance of this in retaining the rural character of Shetland could be greater emphasised however. Relevant Policies: LRM 2.
225.	28.	An idea – introduce a scheme like in Eire – restrict young, new drivers, engine capacity / max speeds?	Outwith Scope of Strategy	It is likely that the introduction of any schemes similar to this would require to be led from the national level.
226.	28.	With regards to traffic calming? Please <u>NOT</u> like Herrislea.	Non-Strategic Issue	Traffic calming is promoted within strategy. The type of scheme implemented will be dependent on the nature of the area, the problem to be addressed and will be subject to consultation. Relevant policies: RSF 1.
227.	28.	Risk assessment and contingency planning is important at Channerwick –	Non-Strategic	Contingency planning and risk assessment is

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		The main airlink route.	Issue	supported within Strategy. Specific concerns over Channerwick have been passed onto officers. Relevant Policies: RRA 1, 2.
228.	28.	Clearing paths and gritting of sheltered housing. <u>Not</u> Warden's responsibility – a priority for safety – especially wheelchair users – if their house caught fire and blocked in?	Included in Strategy	Relevant Policies: RWM 1, 2.
229.	28.	A park and ride – definitely. Provide SIC offices minibus shuttle service – goes to street / Co-op / Somerfields – cut down congestion and 'rush-hour' too.	Included in Strategy	Park and Ride supported within Transport Strategy. The development of an SIC office minibus could be considered within the development of the Travel Plan promoted within the Transport Strategy. Relevant Policies: PAR 4; TBC 2.
230.	28.	Financial assistance for bus owners providing shoppers / pensioners runs – to become wheelchair accessible please.	Included in Strategy	Relevant Policies: PTS 11.
231.	28.	With regards to public transport fares and ticketing, charge disabled / pensioners something to use services. Means tested? By eligibility for rent rebates? We all get DLA Mobility money!	See 219.	See 219.
232.	28.	Timetables and public transport information should be provided in large print.	Amend Strategy	Although there is a reference to ensuring that public transport services are provided in accordance with DDA (PTS 11), a more explicit reference to providing accessible information will be added.
233.	28.	What are the criteria for requesting 'blue bus' transport? Medical Appointments? Social and recreational? Who exactly is eligible?	Non-Strategic Issue	Issue passed onto local officers for direct response.
234.	28.	With regards to the section on the environment, this is good. It is however recommended to make more local use of Enviroglass, if not too expensive.	Noted	However, it is not felt appropriate for STP to promote specific businesses.
235.	28.	Make cycle guide for visitors more 'current' (than being put down as a medium term plan).	Amend Strategy	More detailed information on future proposals will be developed in the delivery plan, which will follow on from a process of prioritisation.
236.	29.	No address is shown to which comments on the Transport Strategy should be sent. This is a major omission and must be corrected immediately. Contact details should be shown on page 1 of all future	Non-Strategic Issue	The website contains information on where comments should be sent to. A letter accompanied the questionnaire giving the

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		documents.		address. Later versions did have address on them. However, this point will be borne in mind in developing future consultation documents.
237.	29.	The proposals for external air services should be concentrated on one airport. The luxury of having external flights using both Sumburgh and Scatsta is unsustainable for a population of 22,000.	Contrary to Strategy	The proposal (APS 6) for Scatsta is to ensure greater reliability during periods when adverse weather conditions prevent flights from landing at Sumburgh.
238.	29.	No more money should be given to foreign ferry operators. If a Shetland – Scandinavian ferry service is viable, operators will make efforts to access funding sources.	See 215.	See 215.
239.	29.	The tugs sitting idle at Sullom Voe 90% of the time seems like a huge waste of money. Are four tugs really necessary?	Non-Strategic Issue	Comment noted.
240.	29.	With regards to the Foula ferry service, the Walls terminal could be closed and services operated from West Burrafirth utilising the same crew for both services.	Contrary to Strategy	This option was considered, although has been removed from the Transport Strategy following consultation. See 24.
241.	29.	The huge investment in Ro-Ro- terminals for a population of under 30 is madness.	Outwith Scope of Strategy	The comments made highlight the importance of undertaking a robust, objective appraisal, as well as the importance of post-scheme evaluation and monitoring. This will be recongised within the Final Strategy.
242.	29.	Papa Stour's air service should be withdrawn as the ferry service has been greatly improved.	Included in Strategy	Relevant Policies: IIA 5.
243.	29.	The Unst airstrip needs to be re-opened as with two ferry crossings involved, Unst is effectively more remote than Foula on Fair Isle. Development of Saxa Vord as a destination resort is doomed without a good local air service to the entry point at Sumburgh.	Included in Strategy	Relevant Policies: IIA 2.
244.	29.	Walking paths should not be constructed at public expense. Shetland does not need more artificial gravel and tarmac paths. Real walkers can cope with off road conditions and go walking to find solitude, not an extension of the present road system. Walking paths allow access to motorcycles and result in destruction of the natural environment.	Contrary to Strategy	This is an issue that has been considered in developing the Transport Strategy. Footpaths will only be provided for access to key services and where there is a genuine need. It is agreed that in rural area, it is important to retain the local rural character and as suggested, people visiting Shetland for walking purposes will prefer to walk

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				on off-road conditions. Relevant Policies: WAL 1, 2.
245.	29.	Secure cycle stands are unnecessary. A kickstand and padlock do the job.	Contrary to Strategy	Again, in developing the Strategy, it was recognised that provision for cyclists should not be over-excessive and should be relative compared to the local environment. However, in order to encourage increased levels of cycling, it is believed that secure storage is necessary at key locations. Relevant Policies: CYC 1.
246.	29.	Smaller buses should be used on less travelled routes. Sunday service and buses after 5pm on weekdays are essential to allow participation in social events by non-drivers living outside Lerwick. There is no opportunity to shop after work when the last bus is at 5.10pm.	Included in Strategy	Strategy outlines measures to improve efficiency of public transport operations, such as through more demand responsive provision. The important role that public transport plays for social inclusion in Shetland is also recognised within the Strategy. Relevant Objectives: SIA 1-5. Relevant Policies: PTS 1, 5.
247.	29.	The Viking Bus Station should remain open later than 5pm. Standing out in the rain waiting for later buses is no fun.	Non-Strategic Issue	This is a local operational issue that will be passed onto the relevant officers for consideration. However, it is recognised that improving the attractiveness of the public transport product as a whole is important to encourage increased patronage levels.
248.	29.	Late night services to Mossbank are often frequented by drunken abusive youths. Drivers must deny access to these people for the safety and comfort of other passengers. Police should be called to deal with this unruly element.	Included in Strategy	Issues related to specific services are of a local operational issue and therefore are also non-strategic and hence not included in the Strategy. However, the Strategy does acknowledge that improving safety will require greater enforcement (i.e. police involvement) as well as education and engineering works. However, specific reference to improving safety on board public transport, as well as at waiting facilities will be included in PTI 6.

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				Relevant Policies: PTS 12; PTI 6.
249.	29.	The Shetland Transport Strategy contains too much waffle and more people would read it if it was abridged and written in plain English. How many readers bother looking at graphs? Less paper – less pollution!	Issue going forward.	In developing the strategy, a deliberate ploy was to keep the Strategy as short as possible in order to be more attractive for consultation. Compared to other Draft RTSs, STP's Strategy is amongst the shortest. In finalising strategy, balance will be sought in providing information necessary to justify strategy, but a relatively concise document that will be readable to the public at large. Consideration will also be given to a consultation summary, which could just outline the list of policies?
250.	30.	With regards to the Fair Isle ferry, extra trips would be useful at peak times.	Included in Strategy.	Relevant Policies: See 6.28.
251.	30.	Fare to Fair isle via Good Shepherd – too cheap. Could have one fare for islanders and another (say £10) for tourists.	Included in Strategy	Specific details on setting of fare levels for specific islands are not contained in this strategic document. However, the Strategy does outline options to generate additional revenue including specific ticketing initiatives for tourists. Relevant Policies: FOP 2c
252.	30.	With regards to the environmental section, it appears all the measures are statutory anyway – so not doing anything extra.	Contrary to Strategy	SEA is a statutory requirement. However, some of the other environmental policies developed by STP relate to non-statutory requirements, as do many of the mitigation measures.
253.	31.	I am particularly supportive of policies 5.9, 5.10, 5.17.	Included in Strategy	Relevant Policies: APS 3, 4, 8.
254.	31.	I am supportive of paragraphs 5.27, 5.28, 5.33.	Included in Strategy	Relevant Policies: UKF 1, 2, 6.
255.	31.	With regards to a European/Scandinavian ferry service, I feel that cost implications should be carefully considered during an investigation.	Included in Strategy	Vision of Transport Strategy is for an affordable transport system. Consideration of cost implications will be a central factor in determining whether to take this forward.
256.	31.	If a fixed link strategy is the desirable option, it is crucial to the future	Included in	As proposed within the Strategy, future more

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		economic well-being of Shetland that budgeting exercises are rigorous and robust.	Strategy	detailed investigations are required into fixed links. Relevant Policies: FL 3 .
257.	31.	Integrated public transport is imperative to the social and economic future of Shetland.	Included in Strategy	Relevant Policies: PTS 2 .
258.	31.	Concessionary travel schemes are beneficial to the community.	Included in Strategy	Recognised within strategy through support for concessionary travel schemes. Relevant Policies: FOP 3; PTF 2, 3
259.	32 Yell Meeting	There is a lack of direction on the way forward for fixed links which is largely due to the absence of complete feasibility studies. This could result in an unfortunate situation where, due to the condition of the terminals on Bluemull Sound, they will require renewal before a decision is made on a fixed link. It was felt that that was the worst kind of 'horse before the cart' situation.	Contrary to Strategy	It is clearly outlined that the Strategy assumes continued ferry links for Unst, Yell and Whalsay. However, details on the future steps in the progression of fixed links are also outlined.
260.	32 Yell Meeting	Paragraphs 6.5 and 6.6 in the report highlight the importance of the points made above which would allow the 'case for investment' to be judged. The report argues that 'current information does not suggest that business cases for the proposed fixed links to Unst, Yell and Whalsay are currently viable' WHICH IS EXACTLY WHY MORE INFORMATION IS URGENTLY REQUIRED.	Included in Strategy	As suggested, the requirement for more information on fixed links is outlined within the Transport Strategy. Consideration on including a case study on fixed links and the diverse arguments for and against their development will also be given in finalising the Strategy. Relevant Policies: FL 3 .
261.	32 Yell Meeting	When Shetland Islands Council invested in the new terminals and ferries on Yell Sound, it was made clear that in the event of agreement to progress with a fixed link the new ferries could be transferred to Whalsay or otherwise disposed of. That consideration is not mentioned in the report.	Included in Strategy	Strategy suggests that vessels similar to <i>MV Daggri</i> and <i>MV Dagalien</i> should be introduced to Whalsay, dependent on finalisation of the Whalsay appraisal works. See section 6.22.
262.	32 Yell Meeting	The 'affordability' aspect referred to in paragraph 6.35 with regards to ferry service provision should give special consideration to commuters. Any cuts must therefore be concentrated on night service with no cuts applied to day-time service delivery, i.e. 6am to midnight and with no further loss of runs on Yell Sound.	Non-Strategic Issue	Specific actions to the timetable are not discussed within the Transport Strategy. Any potential cuts would have to take careful consideration of the accessibility of ferry users to employment, education and leisure services.
263.	32 3ell	Ticketing arrangements could be made which are to the advantage of commuters.	Included in Strategy	Fare structures throughout the routes and modes in Shetland will continue to be developed and

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	Meeting			through this appropriate ticketing arrangements will also be explored. Relevant Strategies: FOP 2.
264.	32 Yell Meeting	An aspect of the prioritisation process mentioned in paragraph 9.6 is 'number of people that will benefit'. Bearing in mind the fragility that relates to peripherality we should be careful how this is described.	Amend Strategy	The original prioritisation criteria came from the Capital Plan prioritisation process. Further details on the prioritisation process adopted for the purposes of the Transport Strategy will be included in the Final Document. The prioritisation process considers the rationale for intervention of a scheme, any critical path issues, and the scheme's performance against a number of transport and external objectives.
265.	32 Yell Meeting	In dealing with 'Transport Strategy', it might seem inappropriate to mention Housing, but the maintenance of population is key to maintaining delivery of services therefore, housing warrants a mention – even from the point of view of ferry staff residing on the island. Housing of course creates the potential of maintenance through retention of population together with the prospect of development.	Amend Strategy	Within the section on key issues, drivers and constraints, or problems and opportunities, acknowledgement will be given to the important role of housing.
266.	32 Yell Meeting	Promotional work must be done to encourage 'Shetland tourists', as large numbers of Shetlanders haven't stepped on the fine new ferries; and we must have a system where ALL fares are collected.	Amend Strategy	Promote internal tourism. This will not only have local economic benefits, but is also more sustainable by reducing holiday travel distances. Consideration will be given to the development of a case study on tourism and transport.
267.	32 Yell Meeting	The Bigga and Geira are the vessels on Bluemull Sound.	Factually Inaccurate	MV Bigga is the relief vessel deployed to Bluemull Sound when not required elsewhere.
268.	32 Yell Meeting	In Appendix E, why is Whalsay prioritised above Bluemull Sound?	Amend Strategy	A prioritisation process is currently being undertaken which will govern the relative priority given to each project outlined by the Transport Strategy. Further details of this process will be included in the Final Strategy.
269.	32	Reference para 6.36, we would welcome the national concessionary fares	Included in	Relevant Policies: FOP 3.

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	Yell Meeting	schemes being applied to inter-island ferries.	Strategy	
270.	33.	With regard to the Yell Sound Service, page 34, para 6.37, states that 'A range of options are being considered at an operational level to achieve savings including; b) considering alternatives to the practice of 24 hour manning and operation of the Yell Sound Service'. We can fully understand the desire to keep costs to a minimum however, we would point out in the vast majority of medical emergency evacuations from Yell, the ferry is used since Yell has no airstrip. We currently feel that we receive an excellent service from the ferry on Yell Sound. Since the ferries are manned through the night, an emergency evacuation can usually take place as soon as the ambulance can get to Ulsta. Indeed, we still received an excellent service when there was not 24 hour manning provided that we could contact the skipper in good time. When routine ferries had stopped running, we would usually find that a crew had been scrambled and that the ferry was ready to leave the berth by the time the ambulance arrived at the terminal. We do however, have concerns as to how this system would work with the new larger ferries. We have been led to understand from conversation with ferry crew that it could take a fair length of time to 'start up' the new ferries and obviously we have concerns that this could potentially delay urgent evacuations off Yell in the middle of the night. We feel that it is very important that the above issues are taken into account if there are any changes to the crewing arrangements on Yell Sound in the middle of the night.	Included in Strategy	When considering point 6.37b cognisance will be given to this comment.
271.	34.	With regards to <i>ESF1</i> , we consider that supporting the continued operation of the existing Smyril Line ferry link to Faroe and Scandinavia must be seriously reviewed. Freight costs are high and the infrequency of sailing is of little or no benefit to the seafood sector.	See 215.	See 215.
272.	34.	With regards to <i>ESF2</i> , any serious potential for complementary Scandinavian ferry links should be discussed with all business sectors of Shetland's economy and with the Shetland public at large.	Amend Strategy	The STP will establish an appropriate consultation mechanism to engage with relevant stakeholders to assist with formulation of proposals.
273.	34.	<i>With regards to FL2</i> , the commitment to a fixed link to Bressay taking the form of a bridge must be re-examined. Regrettably the delay to dredging	See 183.	See 183.

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		works in Lerwick Harbour has thwarted serious economic development initiatives at Shetland Catch, Lerwick Fish Traders and at Shetland Fish Products in Bressay.		
274.	34.	We welcome the broad vision and objectives outlined in Shetland's draft Transport Strategy.	Included in Strategy	See Vision and Objectives.
275.	35.	We are supportive of the section of the strategy which covers aviation and believe that it represents a pragmatic approach to strengthening existing links and seeking to develop new scheduled air links to Shetland from both the UK mainland and Scandinavia.	Included in Strategy	Relevant Policies: APS 1-11.
276.	35.	With specific reference to 5.13, we would welcome improvements to public transport links to Sumburgh Airport and believe that this would benefit both local residents and inbound tourists.	Included in Strategy	Relevant Policies: PTS 7.
277.	35.	With regard to section 5.16, we would recommend that aviation specific origin and destination survey work is undertaken for the following reasons. Shetland is served by a number of air routes and analysis of their use would enable the identification of route specific capacity and frequency issues which could be addressed with operators on a case by case basis. Such statistical analysis would also support the development of business cases to airlines to develop existing and new routes.	Included in Strategy	Relevant Policy: UKF 4
278.	35.	A factual point relating to section 5.5 is that Shetland's air ambulance services are operated on behalf of the Scottish Ambulance Service by Gama Aviation Ltd., with King aircraft being used to provide the service.	See 163.	See 163.
279.	36.	It is worth remembering that people travelling from and to Shetland by air or sea may require rail for part of a journey within Great Britain. For example, both Virgin and GNER run Anglo-Scottish long-distance trains to and from Aberdeen, where overnight Shetland ferries are available, and this option should be borne in mind in addition to the comprehensive services of First ScotRail, including Caledonian Sleepers for Inverness and Aberdeen from/to London.	See 11.	See 11.
280.	36.	<i>Section 5 External Links:</i> we support the views set out in 5.27-5.36	Included in Strategy	Relevant Policies: UKF 1-9.
281.	36.	Promotion of eco-friendly tourism can include touring by rail and sea to bring Shetland within the scope of surface travel embracing tourist sites in	Included in Strategy	Development of transport initiatives to encourage tourism, and particularly eco-tourism, is a key

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		Scotland. This is also worth bearing in mind due to current concerns about climate change. The opportunity to include Shetland in a touring holiday has potential, as I am sure you are aware to judge from the External Links section and the important points made in appendix A to the consultation draft. Other journey purposes besides tourism are also relevant.		element of the Transport Strategy e.g. the promotion of an island hop-scotch ticket. The Strategy will be more explicit about the need for partnership working with Visit Shetland and other tourism bodies to develop further initiatives that can promote ecotourism and sustainable transport. This will be considered for inclusion within a specific case study on tourism.
282.	36.	Sea travel is rightly seen as environmentally friendly and that is an argument that increasing numbers of people concerned about climate-changing emissions will recognise when encouraged to travel to/from Shetland.	See 281.	See 281.
283.	36.	If the argument is put to them as part of Shetland's appeal, environmentally-aware tourists will recognise they can seek the pure air of Shetland without adding to pollution on the way if they go by rail and then sea instead of air. If they thought air was the only practical travel option, they might be put off travelling on environmental grounds.	See 281.	See 281.
284.	36.	Section 8 on Environmental Policies and Mitigation is an excellent assessment and is definitely worthy of strong support. Question 13 answer is Support Strongly.	Included in Strategy	See section 8: Environmental Policies and Mitigation.
285.	37.	<i>Island-centred service:</i> The inter-island ferry service is central to all aspects of life in the North Isles. The vision of the STP aims to develop an effective, efficient, safe and reliable transport system and, in a Fetlar context, this can not be achieved without basing a ferry on Fetlar. The provision of an island-based service would make a great contribution to satisfying the Economic, Social Inclusion and Integration Objectives described. This has already been identified in the Initial Consultation.	See 82.	See 82.
286.	37.	<i>Berthing Protection:</i> The berthing facilities currently available at Hamarsness is inappropriate and is resulting in a situation where inter-island travel is unreliable, ineffective and has serious social, economic and safety implications. Any hopes of obtaining an island-based service rely on the resolution of this very serious limitation. The action described in 6.19(f), in which suggests 'continued monitoring of weather-related	See 82.	See 82.

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		reliability issues' appears to downplay what is recognised by all Fetlar residents as the most important single issue effecting the viability of Fetlar. I am heartened by the statement that the STP is 'committed to an urgent resolution of this outstanding issue', but the absence of a deadline for obtaining sufficient data in order to make a decision, is unacceptable. It is widely recognised that the community needs this matter rectified immediately. What we do not need is further inactivity disguised as an 'action'.		
287.	38.	We are happy that that Fair Isle is currently unaltered, but are worried that when the partnership take over the service it will put out to tender. They say that the service requirement will be very specific and will have to be met however, that doesn't leave us confident that it will operate from Fair Isle.	Non-Strategic Issue	As established during appraisal, future proposals for the Fair Isle ferry service are based on retaining the ferry service based on the island. See 6.27.
288.	38.	When a new ferry is commissioned we need to be sure that the infrastructure is in place e.g. Grutness Fair Isle slip etc. This will add to the costs and has probably not been allowed for in any capital expenditure.	Outwith Scope of Strategy	This issue will be considered when the process of replacing MV Good Shepherd is undertaken.
289.	38.	We are worried that any new regulations (manning, qualifications, access etc.) may hinder the affective working of the Fair Isle service.	Included in Strategy	As considered during appraisal, it is acknowledged that the flexibility provided by the current ferry service is of central importance to the community. This has been, and will continue to be, recognised in planning for its future provision.
290.	38.	It was also stressed that a good freight was vital and that freight costs must be kept low and that passenger fares should increase by way of making a contribution. This was suggested some time ago.	Non-Strategic Issue	Specific details on setting of fare levels for specific islands are not contained in this strategic document. (See also 251).
291.	38.	Comment was made on the Sumburgh – Lerwick bus service and that they could consider operating a taxibus type service as they do for Tingwall based on the numbers that use the bus coming off flights that are delayed and when the service bus has left. We also felt that the bus service doesn't always meet out needs. If the boat is delayed a bit or is on another day (especially winter schedule) then the bus won't go into Grutness.	See 66.	See 66. The issue of the current service not always meeting the Fair Isle ferry at Grutness is a local operational issue that has been passed onto local officers.
292.	38.	AHS children miss so much school due to travel and this should be	Non-Strategic	Opportunity to address through Air Services

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		addressed. Opening and closing times at Tingwall could be adjusted on every 3 rd (and sometimes 4 th) weekend that the children are home. This is not possible due to daylight hours in the winter, but it is only for three months when the winter timetable is operated. Any extra costs would even themselves out over the year – shorter working hours in the winter, longer in the summer.	Issue	Working Group consultation.
293.	38.	We also want the extra plane to improve the service especially if one breaks down or is away for servicing. We also want the plane service to be innovative e.g. if the gap in the weather is short, do the Foula and Fair Isle flights simultaneously and save on the backlog or lost passenger revenue. Do two flights taking off 5-10 minutes apart to take AHS children out, saving fire crew time in islands and on taxi runs. We don't want to see the 2 nd plane just sitting as a spare.	Amend Strategy	The provision of specific additional flights could be said to be an operational issue that will be reviewed on an ongoing basis. The Draft Strategy outlines the aspirations of the Fair Isle community for additional flights. A review of how to make best use of the 2 nd Islander Aircraft is currently being undertaken through consultation with the small isles.
294.	38.	It is stressed that Fair Isle and Foula don't have several opportunities a day to travel on or off so what we do get needs to be reliable and supported.	Included in Strategy	The importance of providing a reliable ferry and air service for the islands is recognised within the Transport Strategy.
295.	38.	We noticed that there was no mention in the external links about air links to Norway or the new Sumburgh-London link. These should be supported.	Included in Strategy	Without being too specific and naming specific links or air route operators, the Strategy supports the noted air links. Relevant Policies: APS 2.
296.	38.	The whole Smyril Line investment must not be at the cost of our vital services e.g. delaying a new boat etc. for Fair Isle or better facilities for the Fetlar ferry and pier.	Non-Strategic Issue	Each investment will be judged on its merits. However, as noted whilst STP support the operation of the Smyril Line service and a Scandinavian link, there is no commitment to investing money into these.
297.	39.	Another key issue that should be included is that the transport system must also support the quality of life, economy and well being of Shetland's most remote and isolated areas	Included in Strategy	The development of DRT and other transport services are designed to help improve accessibility levels for those in remote rural areas. Relevant Objectives: SIA 4, 5. Relevant Policies: PTS 5.
298.	13.	It would be most useful if Directflight would employ a series of voicebanks like those available for ferries information to give fairly basic flight	Non-Strategic Issue	This is an issue that will be passed onto local officers for discussion with Directflight.

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		informational like “all flights on schedule at this time”; “Fair Isle departure delayed for 1 hour”; “Foula flight cancelled for the day”. The Directflight office phone is frequently engaged for long periods causing real problems and frustration for intending passengers.		
299.	39.	Regarding the Foula Ferry Service, it should be monitored throughout to ensure that the conditions of the contract are being adhered to, good safety standards are being maintained and that it is being operated in the best interests of the Foula Community which it is intended to serve. Before the current contract ends, the Foula ferry service should be re-rendered with the condition that the ferry must be kept in Foula and run from Foula to Walls and/or Scalloway and back the same day. All references to combining the Foula and Papa Stour services and to basing the Foula ferry on the Shetland Mainland, must be deleted from this document as to do so would cause irreparable damage to Foula and its economy. The authors of this report have shown a callous disregard for the people of Foula and for Foula's future by including this comment. We have suffered greatly in the past when the service was combined with Papa Stour because the service was very poor and irregular. There has been a community run booked for Foula on 29 October with the Papa Stour ferry, but now, three months later it has still not come. This is the level of service we would have had this winter had the two services been combined. Even the suggestion that they could be combined in the future, damages the islands economy, discourages new settlers and inhibits inward investment.	See 24.	See 24. The need for ongoing monitoring of the service and review is supported by STP.
300.	39.	No further consideration should be given to merging the Foula and Papa Stour services and when the Foula ferry needs to be replaced, it should be replaced with a ferry which can be stationed in Foula, has at least the cargo, livestock and passenger capacity of the New Advance, be designed so it rolls less, so as to give greater comfort and safety to passengers and livestock and it should be faster to reduce journey times. It must also be able to carry vehicles on deck.	See 24.	See 24.
301.	39.	The reference to replacement of MV Snolda and the New Advance being considered together should be deleted.	Amend Strategy	See 34.

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302.	39.	With regards to the Inter-Island Air Services, Foula should have two return flights per week in the winter time and if the Friday afternoon flight is cancelled, the flight should take place on Saturday instead, weather permitting.	See 27.	See 27. The operation of Saturday flights is an operational decision.
303.	39.	Air fares should be more affordable for island residents.	Included in Strategy	Strategy supports the ongoing provision of islander air fares. Relevant Policies: IIA 7.
304.	40.	We support the Vision and Principles for Shetland Transport Partnership. As regards Foula, this consultation document fails to support this vision and principles.	See 24.	See 24.
305.	40.	To combine the Foula ferry service with the Papa Stour service would have a devastating effect on the Foula economy and would make the service erratic and unreliable. Past experience of having the service run this way, has proven without any doubt, that this is the case. If any further evidence were needed, Foula has been waiting since 29 October 2006 for a community run with Snolda and is still waiting now on 26 January 2007.	See 24.	See 24.
306.	40.	To suggest combining the Foula and Papa Stour services and operating them from the mainland shows a total disregard for the quality of service to be provided to Foula. To have included this suggestion in this document has already damaged confidence which then damages economic and community development and investment. It also goes against the Objectives of the Scottish Executive's national transport objectives. (page 16 3.4 a, b and e).	See 24.	See 24.
307.	40.	<i>Page 33 6.29 should read:</i> In the short tem, STP proposes ongoing operational and performance monitoring of the independent service operator. This will inform a medium term review of route delivery options including continued tendering.	Amend Strategy	Phrasing similar to this will be included in the Final Strategy. See 24.
308.	40.	Delete the reference to combining the Papa Stour/ Foula service and to basing the Foula service on the mainland.	See 24.	See 24.
309.	40	<i>Page 34 6.37 FOP 4:</i> Delete d) or the part of it which refers to merging the Papa Stour and Foula services.	See 24.	See 24.
310.	40	<i>Page 36 11A 4:</i> There have been more than enough cancelled flights already during this winter's timetable to cover a second return flight every	See 27.	See 27. The operation of Saturday flights is an operational decision.

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		week throughout the winter timetable. (22 cancelled flights that have not been made up or used). When the Friday afternoon flight is cancelled, it should be re-scheduled for Saturday.		
311.	40	<i>Page 53 Appendix A A6:</i> Desire to maintain and develop responsive, reliable and 'island-centred' services – most acutely expressed on the smaller islands. As regards Foula, this key finding seems to have been totally ignored when this STP document was prepared.	See 24.	See 24.
312.	40	<i>Page 63 3.</i> When the New Advance is replaced, it needs to be replaced with a vessel suitable for the Foula service, based in Foula and operated from Foula.	See 34	This is a local operational issue that will be borne in mind when MV New Advance is replaced. See 34
313.	41	Whilst we welcome certain aspects of the strategy, it does not set out a programme of measures which would assist in delivering reductions in climate change emissions, either to meet Scottish Executive National Transport Strategy and change Strategy objectives, or even to meet the Shetland Transport Partnership's (STP) own environmental objectives. Shetland's climate emissions may be small on a global scale, but it is unacceptable for STP to indicate that it will not contribute to the required cuts in emissions.	Amend Strategy	Whilst the strategy does not, as inferred, indicate that STP will not contribute to the required cuts in emissions, section 2.14 could be made more explicit by acknowledging the importance of "thinking global, acting local" to contribute equitably to reducing emissions. Throughout the document, reference is also given to various measures to reduce emissions including travel behaviour change programmes including the promotion of school and workplace travel plans, the development of facilities to encourage walking, cycling and public transport use, and lobbying for fuel efficiency of transport services, including external and internal services. More specific initiatives are currently being developed and will be included in the Final Strategy and the Implementation Plans. A section on 'reducing emissions' will also be included in the Final Strategy. The Strategy will also give greater recognition of much of the existing good work that is done in Shetland to reduce climate change emissions, not only related to transport, but

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				across other services. Relevant Policies: APS 11; UKF 9; FOP 7; PTS 10; EPM 6; TBC 1, 2; WAL 1, 2, 4; CYC 1, 2.
314.	41	The strategy is incoherent in as much as it sets out an objective of reducing emissions, whilst also setting out a programme of expanding subsidies for air travel – well recognised as the mode of transport which is most damaging to the environment.	Contrary to Strategy	Whilst acknowledging that air travel has a negative impact on the environment, a realistic perspective has to be taken to realise that air links are essential for social inclusion, accessibility and economic development of isolated island regions such as Shetland. The negative impacts of air travel will be noted in the Final Strategy.
315.	41	We find the Strategic Options Overview (§4) to be unclear. We certainly find it strange that STP's 'Aspirational' strategic option fails to perform well against its own vision and objectives. The usefulness of this appraisal is questionable given that options are scored against unquantifiable and often vague objectives. Given this framework, it is unclear as to how a strategy option can be improved to better fit STP's objectives.	Contrary to Strategy	Again, a realistic approach has been taken here. The aspirational scenario is based on aspirational expectations of the public at large, which involves the widespread development of dual roads throughout Shetland, the development of fixed links, and other road-based measures. It is entirely proper that an aspirational scenario be appraised.
316.	41	In particular, we are disturbed that <i>all</i> strategic options modelled result in significant adverse impacts on the environment.	Contrary to Strategy	A range of sustainable measures are proposed within the Transport Strategy. However, as alluded to in 314 and 315 above, a realistic approach has to be taken. The most significant proposals in the Strategy are fixed links, which compared to other proposals in the strategy, both in terms of scale, impact and finance, are major.
317.	41	This would suggest that all strategic options considered run in conflict with Principle 1: Sustainability (§3.3), damage chances of meeting some or all of the Environmental Policy Objectives (§3.11), and lead to the damaging of the "unspoilt and unique environment" that is recognised in the strategy as Shetland's "greatest asset" (§2.4). As such, it would suggest that all of the strategic options considered are self-defeating.	See 316.	See 316.
318.	41	We welcome the strong commitments to environmental protection as set out in §3.11, and the inclusion of 'Sustainability' as Principle 1. However,	See 316.	See 316.

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		we are unsure how this objective will be met when all strategic options considered have been acknowledged to damage Shetland's environment (see above).		
319.	41	In particular, we welcome the commitment to reduce greenhouse gas emissions (§2.13, §2.14, ENV 1). It is imperative that all transport strategies take steps to reduce their reliance on fossil fuels.	Included in Strategy	Relevant Objectives: ENV 1, 2.
320.	41	We are however disturbed by the dangerous complacency that the strategy demonstrates when it says that: "the amount of carbon produced (by Shetland) is relatively insignificant, and the impact of changes in Shetland transport system would be relatively minimal" [§2.14]	See 313	See 313
321.	41	We recommend the deletion of §2.14 from the Strategy. This complacency is also apparent in §2.10(f): while it is possible that increases in car use <i>may</i> have limited local impacts (e.g. on levels of toxic air pollution), increases in car use <i>will certainly</i> lead to increases in climate change emissions. Greenhouse gas emissions do not vary by location. Carbon emitted in Shetland is as polluting as carbon emitted in central Edinburgh. If everyone was to take this attitude then there would be no chance of tackling climate change emissions globally.	See 313	See 313
322.	41	Whilst stating a commitment to reducing greenhouse gas emissions (ENV 1), the strategy gives little practical detail on how it will deliver emission reduction. In particular, there is nothing obviously identifiable within the Outline Implementation Plan (Appendix E) specifically aimed at delivering upon the Environmental Protection Objectives.	Amend Strategy	The Implementation Plans will be worked up in more detail and will include more specific detail on travel behaviour change initiatives (e.g. introduce a carbon management programme, a car-sharing database, and other initiatives following on from the SIC Travel Plan).
323.	41	The finalised strategy should indicate what reductions in climate change emissions will be achieved as a result of implementing the strategy. In the absence of this, we consider the Strategy to be in complete contradiction to the Scottish Executive's National Transport Strategy and Climate Change Strategy, and against STP's own Environmental Protection Objectives.	Amend Strategy	As a specific action within the Transport Strategy, STP will look to work with SIC to introduce a carbon management programme to measure emissions, as promoted by the Carbon Trust. Whilst a range of specific initiatives designed to reduce emissions will be worked into the Final Strategy, it will only be through collecting baseline information on carbon emissions (i.e. through carbon management programmes) that reductions

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				can be measured in the future.
324.	41	Finally, we note that §8, 'Environmental Policies and Mitigation', makes no mention of climate change. This is a glaring omission.	Noted	The importance of addressing global climate change is noted throughout the document, and STP includes a specific objective related to this issue. Relevant objectives: ENV 9.
325.	41	We welcome the clear recognition of fuel prices as a 'Key Issue' in the strategy, and that fossil fuel prices are likely to continue to rise (§2.11). We consider this to be part of a global trend, perhaps explained by energy security issues, but certainly also affected by the increasing scarcity of fossil fuel reserves. The UK oil sector is now past 'Peak Oil' and will only continue its decline – only the timescales are up for debate. As such, we welcome the recognition of, and commitment to, renewable energy technologies.	Included in Strategy	See section 2.12. A new policy outlining STPs support for renewable energy projects will be included in the Final Strategy. Any policy should play on Shetland's desire to undertake pilot projects and to lead by example in the field of renewable energy.
326.	41	We welcome the recognition, in §7, of the importance of walking, cycling and interventions aimed at behavioural change.	Included in Strategy	Relevant Policies: WAL; CYC; TBC.
327.	41	We specifically welcome the commitment to 'Smarter Choices' behavioural change interventions identified at §7.9 (TBC 1 & TBC 2). We look forward to seeing the implementation of Travel Plans for STP, Shetland Islands Council (SIC) and other employers.	Included in Strategy	Relevant Policies: TBC 1, 2.
328.	41	This section however suffers from a general lack of detail, features no costings, and is almost completely omitted from the Outline Implementation Plan (Appendix E), where the only obviously identifiable intervention appears to be a 'visitors' cycle guide'.	See 322	See 322.
329.	41	The strategy also omits any reference to the Scottish Executive's Road Traffic Stabilisation Target as set out in the National Transport Strategy. The finalised strategy should set out how STP will seek to contribute to this target. We would suggest that 3 'Smarter Choices' interventions would be the best way in which STP can help deliver on this national target.	Amend Strategy	Whilst the NTS retains the Road Traffic Stabilisation Target to stabilise road traffic volumes at 2001 levels by 2021, it does acknowledge that this is an "aspirational" target and there are flaws to its adoption. For example, the NTS states that during consultation on the draft NTS, "a recurring theme is that the target may not be appropriate in rural areas". The Final Transport Strategy will make reference to this

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				aspirational target within a case study on road traffic reduction. Further detail on the Road Traffic Reduction Act 1997 and Shetland's progress will be included as a separate appendix. Various measures outlining how STP propose to encourage a modal shift to more sustainable transport modes, away from the car where feasible, will be included in the Final Strategy. In line with consultee suggestions, smart choices will be main way that STP will look to encourage modal shift.
330.	41	We welcome the strong commitments made in §7.44 (PTS 1), §7.45 (PTS 2), and elsewhere, to continue the provision of existing public transport services; we also welcome the commitment to maximum fare levels in §7.56 (PTF 1) and further service improvements, such as expansion of real-time information and other service quality issues (§7.59 – §7.64).	Included in Strategy	Relevant Policies: PTS 1, 2; PTF 1; PTI 1-6.
331.	41	We further support the commitment in §7.48 (PTS 5) to identify where demand responsive transport services could improve on existing scheduled public transport services.	Included in Strategy	Relevant Policies: PTS 5.
332.	41	We note the “difficult[ies] in provid[ing] financially sustainable services due to the overall low numbers of service users” (§7.42). However, we would suggest that this should be used as an argument to justify additional revenue support. In as much as external links to/from Shetland (air, ferry) also carry a “low number of service users”, this has not deterred the strategy from arguing for more financial support for these services. As such, the strategy is inconsistent.	Amend Strategy	Since the publication of the Draft Transport Strategy, it is noted that the Scottish Executive has announced plans to introduce an enhanced demand responsive transport fund from 2008, which STP will look to benefit from.
333.	41	We note that the strategy asserts that “significant savings in revenue expenditure could principally only be achieved by a programme of replacement of ferries with fixed links” (§4.7). There is however no explanation within the strategy of the level of revenue expenditure that could potentially be saved. As such, it is entirely unclear from the strategy whether the replacement of ferries with fixed links would represent good value.	Amend Strategy	Greater detail will be built into the Final Strategy. This information is, however, contained in the Appraisal Report.

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334.	41	We note that §6.5 states that if current tunnelling costs are used, “continued ferry operation is the least cost option over 60 years” (§6.5). The next section, §6.6, goes on to talk about presenting the “favourable outcomes” from research into potential fixed links. This is rather indiscreet. We would hope that STP would present all the outcomes from such research – and not just the results that would tend to support a prejudged favoured outcome!	Amend Strategy	Wording will be amended to clearly outline that all the outcomes will be presented.
335.	41	The strategy makes no reference to the additional revenue costs that would be incurred through the establishment (and eventual replacement) of fixed links.	See 333.	See 333.
336.	41	There is also no discussion of whether a more appropriate response might be to make appeals to external funders (Scottish Executive, Transport Scotland) for increases in revenue support for the maintenance of ferry services. We note that the strategy is happy to make appeal to external funders for additional funding for revenue support for external air services.	Amend Strategy	The ferry services are already supported by Scottish Executive funding. Where the case is identified for service improvements and a robust case can be put forward to the Scottish Executive for funding, this will be considered. The Final Implementation Plan will highlight each of the projects to which external funding support could be sought.
337.	41	In any case, and within the context of a planned 40% reduction in SIC’s capital plan over the next four years (§2.24), there must be considerable doubts over the affordability of a significant capital programme for the provision of fixed links within Shetland – unless the assumption is that funding will come from central government.	Included in Strategy	The high costs of fixed links are recognised within the Strategy, as too are the ongoing costs of continued operation of ferry services. The Strategy proposes more detailed feasibility studies into fixed links. Relevant Policies: FL 3.
338.	41	We note that the strategy asserts, “Effective lobbying by STP and its partners can help to influence national policy directly affecting Shetland” (§2.18). If it is the case that fixed links would be preferable to ferries, then that case is not made effectively in this document.	Contrary to Strategy	As stated within the Strategy, given what is known at present, the Transport Strategy assumes the continuation of ferry services as opposed to the development of fixed links. However, more detailed feasibility studies into fixed links are proposed (FL 3).
339.	41	The proposal to lobby for the ‘Air Discount Scheme’ to be extended to visitors (§5.9) runs in conflict with the strategy’s Environmental Policy Objectives.	Contrary to Strategy	Whilst this paradox is acknowledged, again a realistic approach has to be taken and it must be understood that air links are essential for

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				accessing tourism, including eco-tourism, opportunities in remote areas such as Shetland. Where appropriate, ecotourism opportunities will be promoted through sustainable travel modes.
340.	41	The proposal for STP to lobby for retention and expansion of the Executive's Air Route Development Fund (5.8) is simply bizarre, given that the main impact of the RDF has been the expansion of subsidy for low-cost operators. Does STP really think that Ryanair and EasyJet are going to schedule flights to Sumburgh Airport?	See 50	See 50
341.	41	The strategy fails to set out how much extra funding should be spent on subsidising air travel, or the expected impact of this additional travel on Shetland's climate change emissions. It now accepted that air travel produces greater climate change emissions than other forms of transport and that in order to address climate change globally we should be seeking to reduce and not increase journeys by air.	See 313.	See 313.
342.	41	We have no confidence that the policy set out at §5.20 (APS11) will have any significant impact in minimising climate change emissions. The draft strategy presents no information that would back up this proposal.	Noted	Noted
343.	41	We note that there is no equivalent commitment to lobby for extra subsidy for visitors using ferry services. Hence we can only conclude that the strategy is completely biased towards air travel – the very mode of transport recognised as having the largest environmental impacts. As such, we regard this section as entirely misguided, and this presumably explains why the strategy runs in conflict with its own Environmental Policy Objectives.	Contrary to Strategy	The Northlink service is already heavily subsidised by the Scottish Executive. See 314.
344.	41.	The decision criteria set out at §9.6 completely omit reference to sustainability / environmental criteria. This is entirely unacceptable, and in direct contradiction to the National Transport Strategy – which places reduction of emissions as one of its three key themes.	Noted	Reducing emissions is already a key element of the Strategy's objectives and the prioritisation process takes account of all the objectives. Our prioritisation process is in line with the Scottish Executive's process.
345.	42.	Three key messages arise from the review of key issues. a) It is essential that the actions arising from the strategy focus on the essential rather than desirable.	Amend Strategy	Review of the Strategy will be undertaken during its finalisation to ensure that sufficient emphasis is given to the central importance of transport to the

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		<p>b) It is also necessary that schemes and policies are developed which are fit for purpose for Shetland.</p> <p>c) Finally, it will be important to prioritise schemes on basis of need, benefit and effectiveness</p> <p>Whilst appreciating that the STP needs to be realistic it should not under sell the key importance that transport has on everyday aspects of ensuring that Shetland has a sustainable community. It should also ensure that the message is not just confined to what is essential but expand aspirations beyond that narrow and restrictive goal. Other Transport Authorities will have wish lists and we risk selling Shetland short if the STP does not include some desirable requests. The call for PSO's for example is worth while as it has delivered the ADS.</p>		<p>sustainability and development of Shetland (i.e. economic development, social inclusion, accessibility, environmental protection, integration, safety).</p> <p>The Strategy is committed to ensuring that Shetland's best interests are pursued.</p> <p>Relevant Policies: APS 3, 4.</p>
346.	42.	Q2: The forecast is perhaps pessimistic in view that there are major questions outstanding on major capitol projects such as the AHS and Bressay Bridge. It is also difficult to make assumptions as there have been no cost analyses on the STP.	Non-Strategic Issue	Whilst the question marks over the development of other projects are noted, SIC is still under pressure to achieve efficiency savings. More detailed information on costs is provided in the Appraisal Report and its supporting Annex Report.
347.	42.	We agree with the vision and set of principles, but would suggest a change to Principle 3 to read: Accountability - Shetland Transport Partnership will be answerable to the communities and people of Shetland and keep them informed of, and seek their views on, what is being done "in a transparent and inclusive way".	Amend Strategy	These additions will be added to this statement.
348.	42.	<p>With regards to Objective SAFE 3, this should read: Encourage the elimination of drink and drug use driving.</p> <p>With regard to SAFE 5, this should read Implement measures to reduce fatalities, addressing particular concerns relating to single vehicle accidents, (particularly addressing the problem accidents involving young adults)</p>	Amend Strategy	<p>Amend Objective SAFE 3 to include reference to the dangers of driving under the influence of drugs. However, retain objective SAFE 5 as outlined in the Consultation Strategy. Specific initiatives aimed at improving road safety education for youth groups are included in the Strategy.</p> <p>Relevant Policies: TBC 1, RSF 3.</p>
349.	42.	Whilst fully supporting views expressed in the consultation process regarding the wish to have dedicated bus services between Sumburgh	Included in Strategy	It is acknowledged that the operation of a dedicated link to Sumburgh should not be at the

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		Airport and Lerwick to coincide with flight timetables the DCC could not support any reduction to the number or frequency of services in current scheduled timetables.		expense of reduced levels of operation to communities in the South Mainland. Relevant Policies: PTS 7 .
350.	42.	It is clear that a major element of the SIC capital and revenue expenditure will be the transport sector over the coming years. There is very little mention within the STP on how significant efficiency savings (salaries) can be made on revenue costs to the service or how imaginative charging policies could be implemented to increase income.	Included in Strategy	The level of investment in transport will ultimately be decided by SIC and others whose funds are sought to help deliver projects, such as the Scottish Executive. The Strategy outlines that a 'spend to save' strategic option primarily based around fixed links has the benefits of efficient savings in terms of revenue costs. Other policies such as encouraging the wider use of ferries (e.g. using the Yell ferries for conference ferries) have also been considered, along with a number of ticketing options to encourage the use of Shetland's public transport system and increase incomes. These will be further developed and built into the Final Strategy. DRT is another measure that could potentially help to deliver efficiency savings. Relevant Policies: FL 1; FOP 2c; PTS 5 .
351.	42.	STP should continue to support that Aberdeen should be the premier destination for flights to and from Shetland.	Included in Strategy	The Transport Strategy recognises the links between Shetland and Aberdeen are important lifeline links. STP policy is to continue to build upon current levels of air service provision and where appropriate lobby for improvements. Relevant Policies: APS 1, 7 .
352.	42.	STP should attempt to influence the removal of surcharges for express and postal deliveries to Shetland.	Outwith Scope of Strategy	Comment noted.
353.	42.	The size of Dunrossness and the number of secondary roads presents a challenge to the SIC to ensure efficient and effective treatment, however many villages are experiencing delays in delivery of this service and this is having impacts on commuters but in particular school bus provision.	Non-Strategic Issue	This is a local operational issue that will be passed onto relevant officers. STP policy is to continue to develop and implement its' winter maintenance programme and procedures. Relevant Policies: RWM 1 .

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354.	43.	<p>We would like to acknowledge the effort that has gone into developing your strategy, in what is recognised as a testing timescale. Whilst we are pleased to note that SHETLAND has broadly followed the RTS Guidance, there remain some issues where we would seek amendments. In doing so, we would also ask you to take account of some emerging national issues, namely to:</p> <ul style="list-style-type: none"> • categorise proposed interventions mindful of national and regional boundaries; • temper national project aspirations with a need for realism on the likely availability of funds and project resources; • recognise that regional proposals should also be prioritised mindful of resources, especially in light of what may well prove to be a challenging spending review. 	Amend Strategy	<ul style="list-style-type: none"> • With regards to the categorisation of proposed interventions mindful of national and regional boundaries, this will be included within a separate column in the final delivery plans. • With reference to the need to be realistic in light of funding availability, realism and affordability have been key considerations in the development of the Transport Strategy. • As above.
355.	43.	We would also ask you to make linkages between objectives and proposed interventions more obvious.	Amend Strategy	Within the Final Delivery Plans, a column will be included to reference each of the proposals against the objectives that they are aimed at delivering.
356.	43.	We would also ask that you appraise options (STAG or equivalent) before commitments on particular interventions are made.		STAG has been applied during the development of this Strategy.
357.	43.	Overall, the STP RTS sits well with meeting the objectives set out in the National Transport Strategy (NTS) and applicable sub-strategies, the Bus and Freight Action Plans, and indeed the Executive's wider aims, particularly growing the economy.	Amend Strategy	Whilst it is pleasing to note that the strong links between the NTS and STP Transport Strategy have been noted, a review will be undertaken of the Final NTS to examine areas that could be strengthened. A case study on the NTS will also be included in the Final Strategy.
358.	43.	The STP objectives are based on the five national objectives included in Scotland's Transport Future and retained in the NTS. While there is some discussion of reliability, emissions, accessibility and affordability, we would expect to see a more explicit reference to the NTS strategic outcomes.	Amend Strategy	The Draft Transport Strategy was published prior to the publication of the Final NTS. Therefore, where appropriate, reference will be given to elements in the Final NTS, such as the three strategic outcomes. A case study on the NTS will also be included in the Final Strategy.

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359.	43.	We would expect any adverse environmental impacts identified in the SEA Environmental Report to have been taken account of in the final draft of the RTS.	Amend Strategy	Comments on the SEA will be taken into account in finalising the Transport Strategy.
360.	43.	We would also ask to see clear evidence of RTP collaboration/consultation regarding cross-border issues and interventions e.g. with NESTRANS and HITRANS to ensure best overall fit.	Amend Strategy	Whilst consultation has been undertaken with neighbouring RTPs and there are future proposals for partnership working on specific issues, a section on Partnership Working, and the responsibilities of whom the delivery of a strategy lies with will be built into the Final Delivery / Implementation Plans.
361.	43.	In line with the Bus Action Plan, it is essential that there is a strong bus component in all of the RTSs. We therefore welcome the confirmation that Shetland has an integrated bus/ferry service and that overall Shetland benefits from a high level of public transport service. We remain content with the specific sections dealing with external and inter-island ferry and air services – see Annex A for more detail.	Amend Strategy	<p>It is believed that in the environmental reality of Shetland, the Shetland Transport Strategy proposes some tangible measures for public transport (buses) in Shetland that will help to increase the accessibility of Shetlander. However, consideration will be given to expanding on existing arrangements and developing a vision along with implementing some additional actions that aim to improve bus service provision in Shetland.</p> <p>A proposed vision could be "to build on previous achievements and to further develop opportunities which can deliver an effective, efficient, safe and reliable integrated public passenger transport system enabling wherever possible enhanced bus services to more rural areas through innovative and community led projects".</p> <p>This has been drafted mindful that it is difficult to provide sustainable, frequent levels of public</p>

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				transport in a financially unrewarding rural environment such as Shetland which is characterised by long travel distances to few people in remote locations. However, the operation of a DRT scheme, and potentially a brokerage scheme building on from this, could be the most efficient way of delivering public transport in Shetland. These types of scheme can also support social inclusion and rural isolation for those without access to a car in rural areas, whom it is believed would benefit most from an improved public transport service. Measures to support public transport improvements could include the use of accessibility planning tools to develop future levels of service, the development of a public transport policy statement, establishment of area bus forums, as well as information, publicity, marketing and ticketing improvements.
362.	43.	Transport Scotland is currently refreshing STAG which has identified the importance of SMART initial objectives. Clarification of how the high level objectives flow to SMART objectives and then to proposed programmes to deliver these objectives would improve the strategy. We recommend the interventions in sections 5 to 8 and Annex E are expanded to reflect the relevant objectives from section 3.	Issue going forward	This issue will be addressed through the finalisation of the Appraisal Report / Implementation Plan.
363.	43.	In order for an RTS to meet delivery requirements, delivery agents should be identified for each planned intervention; additional transport functions that the RTP will itself need to deliver the strategy should be identified; statutory obligations should be incorporated and a high priority placed on the fulfilment of them. In this regard, we welcome Shetland's intent to produce a costed delivery plan.	Issue going forward	In developing the final implementation/delivery plans, the guidance provided will be adhered to e.g. include additional column within the Delivery Plans which will outline whose responsibility it is to deliver the intervention.
364.	43.	We would ask, however, that the way in which projects are listed should not prejudge appraisal conclusions on the most appropriate intervention.	Issue going forward	The STAG approach has been followed in developing and appraising options for inclusion in

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				the Transport Strategy.
365.	43.	We propose a national categorisation of interventions which we consider are best delivered at the national, regional and local level (e.g. <i>National Category (A)</i> ; <i>Regional and National Category (B)</i> ; <i>Regional positive Category (C)</i> ; <i>Regional negative Category (D)</i>) (Refer to full response).	Issue going forward	The principle is understood and it is suggested the detail should be worked up through dialogue with the Scottish Executive, the other Regional Partnerships and Local Authorities.
366.	43.	The RTS is intended to be a high level document and we suggest specific interventions should be included as an appendix to the RTS. In line with original guidance, investment and business plans including specific interventions would follow thereafter focusing on delivery.	Issue going forward	This is a presentation issue that will be considered further in finalising the Transport Strategy.
367.	43.	We would ask that the final RTS demonstrate that all statutory consultees have been properly consulted, and businesses in the region and other interested parties have been adequately consulted.	Amend Strategy	Greater reference on how the Strategy has been developed, partnership working and whom STP will look to deliver the specific interventions in partnership with, will be included in finalising the document.
368.	43.	There should also be evidence that the results of the consultation have been taken into account.	Amend Strategy	Following the lead of the NTS, it is believed that a suitable approach would be to include caption boxes throughout the document to highlight how the results from consultation have been taken into account in finalising the Strategy.
369.	43.	We welcome the fact that monitoring, reporting and review mechanisms are being developed along with a range of key performance indicators and SMART targets for inclusion in the final strategy.	Amend Strategy	The Final Strategy will include the targets and KPIs that STP will seek to deliver.
370.	43.	Overall, STP is to be congratulated for making significant progress with the development of its strategy.	Included in Strategy	The Final Strategy will also recognise that the Strategy is a process rather than a document, and will refer to the range of background reports (e.g. Consultation, Scoping and Appraisal Reports) that have shaped the development of the Final Strategy document.
371.	43.	In line with the Bus Action Plan, it is essential that there is a strong bus component in all of the RTSs. We therefore welcome the confirmation that Shetland has an integrated bus/ferry service and that overall Shetland benefits from a high level of public transport service. The objectives to maintain and develop public transport services set out in	See 361.	See 361.

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		chapter 7 are similarly welcome. We do, however, have some concerns at the relative absence of bus related projects in the list of projects arising from the RTS as this suggests that, in terms of implementation, the balance of the draft RTS does not adequately address the development and improvement of bus services.		
372.	43.	With regards to Planning, there are no specific references to either the approved Structure Plan (Jan 01) or approved Local Plan (June 04). These set out transport provision in terms of future bridge links, airports and airfields, car parking standards and guidelines, access and an action plan for roads infrastructure. As far as we can establish the essence of the Development Plan provisions is covered in the RTS but there is no direct cross-over, apparent relationship or indeed mention of the relevance of Development Plans in respect of the RTS. Bressay Bridge and scope for fixed links are covered as is environmental protection issues such as respecting the biodiversity duty. Scottish Planning Policy 7 is mentioned in respect of carrying out flood risk assessments but there is no other mention of Scottish Planning Policy (such as SPP17 Planning for Transport etc). Planning does get a mention in Appendix C where it is stated that Development Plans are supportive of national transport objectives while going on to say that Development Control practice in Shetland is not fully enabling development opportunities to be realised without elaborating on this criticism. Overall there is little clear evidence that existing Development Plans have been taken into account.	Amend Strategy	Specific reference to the important role of development planning in line with Scottish Executive Guidance, which emphasises that transport can no longer be an afterthought in the development planning process, will be added into the Final Strategy. Reference to the Local Plan and national documents such as the National Planning Framework, SPP17: Planning for Transport, and Transport Assessment and Implementation: A Guide will also be given within the final Strategy. It is proposed to develop a specific appendix on Shetland's approach to Land Use Planning. Clarification on the local parking standards adopted in Shetland will also be noted in the Final Strategy.
373.	43.	While the RTS addresses issues of connectivity and sustainability, few explicit links are made to issues of land use or spatial planning and there is no reference to the National Planning Framework. Section 3.14 deals with Integration but purely within transport operations, not integration with other aspects such as land use, health services, etc.	See 372.	See 372.
374.	43.	The section on parking at section 7.21 is probably appropriate to Shetland, though it may have been useful for a reference to SPP17 and the issue of maximum parking standards if only to demonstrate that they are not appropriate in Shetland.	Amend Strategy	Reference to SPP17 and the local parking standards for Shetland, as set out in the Local Plan, will be included in the Final Strategy.
375.	43.	We would ask you to ensure that actions are sustainable.	Included in	Reference to sustainability is included throughout

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			Strategy	the Strategy, including within the section on principles. Further interventions to increase awareness of sustainable transport use will be built into the Final Strategy.
376.	43.	We would recommend that Shetland works towards more sustainable travel patterns which would reduce the amount of energy used, reduce the negative impacts of various modes and infrastructure.	See 59.	See 59.
377.	43.	The environmental protection section (page 18) should make reference to the traffic stabilisation target (aspire to stabilise traffic at 2001 levels by 2021) and its relevance to Shetland. The target is contained in the NTS - sub objectives include tackling carbon emission, air quality, congestion, and active travel.	See 329.	See 329.
378.	43.	There does not appear to be a health objective in terms of increasing active travel.	Included in Strategy	Whilst it is recognised that there is no specific health objective related to increasing active travel, ENV 3 promotes walking and cycling, and there are specific measures proposed within the Strategy designed to raise awareness of and encourage the adoption of active travel and travel behaviour change. See 58.
379.	43.	Parking (section 7.31) – we would hope to see some reference to considering the use of parking to influence the use of low emission vehicles.	Amend Strategy	Through the development of a Travel Plan for SIC and guidance on travel plans for employers, consideration will be given to the introduction of preferential parking spaces for low emission vehicle owners, and car-sharers.
380.	43.	With reference to monitoring and evaluation, some analysis of current position and trends has been carried out, although there is very little quantified evidence included in the main document. Instead the analysis on the baseline position and future trends is covered in the separate Scoping Report prepared by Faber Maunsell. The level of the analysis in the Scoping Report is fine but it would be beneficial to see more detail included in the main report. For example, there is a strong focus upon lifeline links, but a broader picture would have helped set these in context e.g. tourist flows against local flows, car ownership data etc.	Amend Strategy	Consideration will be given to how to best summarise the vast amount of work and background research contained in the background reports into the Final Strategy. Emphasis will however be given to the Strategy being a process (and here all the supporting documents such as the Consultation, Scoping, and Appraisal Reports, will be referred to) more than simply a document.

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381.	43.	There is a sub-set of objectives under each national objective amounting to 33 in total and this seems to us to be too many. The key issue is that they are not yet SMART in nature. The process for establishing these objectives is described in the Scoping Report and it clearly states that they were developed with cognisance to the STAG and RTS guidance, although the extent of that is less than clear. The text makes reference to the targets associated with the objectives being SMART, rather than the objectives being SMART themselves.	Contrary to Strategy	The process used to develop the objectives is robust having benefited from significant consultation, and analysis of problems, opportunities, constraints and uncertainties. The objectives are heavily based on the national objectives. Whilst recognising that Shetland is an RTP and its RTS is a strategic document, it must also be acknowledged that Shetland has its unique set of local, specific problems, which account for the number of objectives developed. There was strong support for these objectives, which have been used as objective measures during the STAG appraisals, and therefore they are felt to be appropriate for the Shetland Transport Strategy.
382.	43.	The strategy identifies five key strategic options, which are reduced to three preferred options for the implementation. We welcome the fact that they include a 'minimum spend plan', 'currently recommended plan', and the 'application of a fixed link strategy'.	Included in Strategy	See section 9.8.
383.	43.	As mentioned above, there is no clear pathway to the achievement of stated objectives. No back-reference to the objectives is made except in the monitoring and review section where progress against the objectives will be charted. We would expect this link to have been made.	Amend Strategy	This will be built into the Final Strategy through the Implementation Plans, which will follow on from the prioritisation process.
384.	43.	As you know, Transport Scotland are responsible for both policy and delivery relating to the Scottish rail and trunk road networks, and concessionary fares and integrated ticketing work. As such, we have much less interaction with your own region than with the other Partnerships. We welcome the work we are already undertaking together on piloting the use of smartcard ticketing technology for implementing concessionary fares and look forward to continuing to work with you in this area.	Included in Strategy	Reference to the roles and responsibilities of STP will be given within the introduction of the Final Strategy for clarity purposes. Reference to the Smartcard scheme is given within the Strategy (see section 7.43).
385.	43.	In more detail, we welcome integration objective 5, but wonder if this should also look beyond Shetland. Policy FOP2 may want to be	Amend Strategy	OBJECTIVE INT 5 – Reference will be given within the Strategy document to the aspiration for

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		expanded to say more about the role of integrated ticketing. Policy FOP3 will be considered as part of the existing commitment to a 3 year review of the concessionary travel schemes. We note policy PTF2, where Transport Scotland takes the lead in providing concessionary fares. Policy PTF3 for young people has now been launched, and we welcome the continued support of STP for our delivery of this scheme.		multimodal tickets to be operational nationwide. Ideally, the introduction of a national smartcard system would be the ultimate goal. POLICY FOP 2 – Additional statements on integrated ticketing will be included here. POLICY FOP 3 – This is welcomed and will be noted within the Strategy. POLICY PTF 3 – This will be updated to reflect the introduction of the scheme in January 2007.
386.	44.	In the introduction you may wish to consider including a description of the relationship of the Transport Strategy and other relevant implementation plans such as the Development Plan, which identifies those areas where there is proposed growth and therefore presumably an increased transportation requirement. In addition many of the projects outlined will require to go through the planning process. You could usefully refer to Scottish Planning Policy (SPP) 17 Planning for Transport which provides guidance on how planning and transport are interlinked (Section 1).	See 373.	See 373.
387.	44.	We note and welcome the acknowledgement that Shetland has an “unspoilt and unique environment” as part of the “scene setting” key issues of the introduction (Section 2.4).	Included in Strategy	See section 2.4.
388.	44.	The comments in section 2.6 effectively dismiss local air quality as a consideration of the Strategy. We accept that air quality on Shetland is good, however, air quality impacts of any future schemes should be considered to ensure no worsening of air quality. In view of the Strategies aim for “enhanced environmental quality” (more below) proposals which assist in improving quality within any local “hot spots” could also be considered (section 2.6).	Amend Strategy	This section will be amended.
389.	44.	In Shetland, with the exception of the Sullom Voe oil terminal, transport is likely to be the main source of carbon dioxide. Section 2.14 could be more accurately amended to state that “In a national context the amount of carbon dioxide produced by transport, and..”. The Strategy should also acknowledge perhaps that per head of population travel by air or boat will generally be higher than other areas of Scotland and that this will	Amend Strategy	This section will be amended in line with consultee comments. See also response to 137 and 313.

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		generate additional emissions of greenhouse gases. Overall, however, this may be offset by the shorter than average commute distance to work or for access to amenities (section 2.14).		
390.	44.	We support the vision of the STP which includes “enhanced environmental quality”. We also support the elements of sustainability incorporated into the subsequent principles. Taking into consideration the overall vision we would advise that a specific environmental principle also be included in the suite to help ensure that the overall aim is delivered. This would not only tie in with the Local Strategies vision but also align itself with the overarching environmental protection objective of the National Transport Strategy (section 3.2 and 3.3).	Included in Strategy	The Principles are more related to how the Transport Partnership will work, rather than what the Partnership will do. A focus on enhancing environmental quality is included through the vision and objectives.
391.	44.	We welcome the Partnerships clear commitment to reduce carbon dioxide and other greenhouse gas emission and consumption of non-renewable resources arising from transport, travel and infrastructure in control of the Partnership, the Council and its partners (Section 3.11).	Included in Strategy	See section 3.11. A range of interventions are currently being built into the document to help deliver this.
392.	44.	The environmental objectives, and other objectives could usefully be made more specific and SMARTer by briefly outlining how the Strategy/Partnership will encourage and facilitate the proposed objectives and how success will be measured (section 3.11). This comment similarly applies to a number of the subsequent actions.	Amend Strategy	As suggested in 391, a range of interventions are being built into the strategy to deliver environmental benefits such as initiatives related to travel behaviour change (i.e. setting up a car-sharing database, developing a SIC Travel Plan and encouraging other organisations to do the same, delivering public transport improvements to make this mode more attractive etc). Monitoring regimes and targets are also being developed and will be built into the Final Strategy.
393.	44.	We would request that ENV4 be amended. Firstly to ensure that the freshwater environment is also considered we request that the objective be amended from “the coastal and marine environment” to “the water environment”. Then to ensure that the “enhanced environmental quality” aspect of the Strategies overall aim is implemented it would also be useful to make it clear that impacts of existing transport services and associated infrastructure will be reduced and that impacts of new transport services and associated infrastructure will be minimised (Section 3.11).	Amend Strategy	Following consideration by SEA Officers, this will be amended.

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394.	44.	In relation to design of transport infrastructure, it is not clear what is meant by “appropriate to Shetland” and clarification of this could usefully be given (section 3.11).	Amend Strategy	Issue being considered by SEA Officers. Specific interventions within the Strategy are also noted, however, such as the proposal to develop a best practice design guide for rural roads in recognition that roads need to be fitted into the landscape, and development should be complementary to the environment.
395.	44.	Taking into consideration the acknowledgement of Shetland's unspoilt environment and the overall vision of enhanced environmental quality it is disappointing to note that all the strategic options considered had a negative impact on the environment. Somewhat surprisingly the ‘Aspirational’ option, with no financial constraints and therefore the possibility of the theoretical best possible mitigation had the most significant negative performance against the ‘environment’ objective (Section 4.3).	See 315.	See 315.
396.	44.	It is noted that the preferred option will be a mixture of three of the options identified for appraisal. As all three of these options are suggested to have an overall negative impact on the environment it seems unlikely that the Strategies vision of “enhanced environmental quality” will be realised. We would recommend that the objectives and supporting schemes and policies be reassessed to see whether further areas for environmental enhancement can be identified and appropriate modifications made (section 4.10).	See 315.	See 315. The environmental element / impact of the strategy is also being build upon at present through the development of more specific interventions that could support travel behaviour change and provide environmental benefits.
397.	44.	We understand that the vision and objectives of the Strategy outlined in section 3 and 4 will be implemented by way of the range of potential schemes, policies and options contained in sections 5 to 8. As this is a strategic document it is presumed that each of these “implementation elements” has been assessed to determine the level of support it provides for the overall vision and objectives. If you have not done so we would recommended that this compatibility testing be carried out to ensure that a suitable range of implementation elements is included to support the overall vision and each objective (section 4.11).	Included in Strategy	A comparison of how the interventions match against the overall vision and objectives will be included in the Final Strategy Implementation Plans.
398.	44.	We welcome the clear identification of assessment of potential	Noted	Noted

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		environmental impacts including effects on the water environment in any engineering feasibility studies into potential fixed link infrastructure. It may be useful to consider whether it will be possible to mitigate the impacts as part of the same assessment (section 6.11). Similar commitments should be made for other projects such as the replacement of existing ferry terminals.		
399.	44.	As workplace travel plans for STP and SIC are completely within their own control we would suggest that TBC 2 be strengthened to state that STP and SIC will “develop” rather than “actively promote” their development (section 7.9). You may find other ideas for organisational change from the “Greening your workplace” section of SEPA’s website at: http://www.sepa.org.uk/green/guidance.htm .	Amend Strategy	In line with consultee comments, TBC 2 will be strengthened to the effect that STP and SIC will “develop” rather than “actively promote” a workplace travel plan.
400.	44.	In relation to the development of a risk assessment process for flooding of the local road network we draw your attention to the relatively new Indicative River and Coastal Flood Map (Scotland) which can provide indicative information on areas at risk of flooding. Basic information is available from our website at www.sepa.org.uk/flooding/mapping/index.htm (section 7.27).	Non-Strategic Issue	Non-Strategic Issue
401.	44.	We would request that EMP3 be amended. Firstly, we would wish it to consider the wider environment. This could be achieved by amending the text to “will minimise impacts on key <i>environmental</i> , ecological,”. It may also be helpful to clarify exactly what is meant by “effective mitigation will be part of all transport infrastructure designs” and how this will be ensured (section 8.4).	Amend Strategy	Following consideration by SEA Officers, EPM 3 will be amended.
402.	44.	We welcome the inclusion of a waste policy, however, EPM 4 is significantly weakened by the inclusion of “Wherever practicable”. To support delivery of the aims of the National Waste Strategy this phrase should be removed (section 8.5).	Amend Strategy	Following consideration by SEA Officers, EPM 4 will be amended.
403.	44.	The Water Environment (Controlled Activities) (Scotland) Regulations 2005 requires areas constructed after 1 April 2006 to be drained by Sustainable Urban Drainage Systems (SUDS). EPM5 and section 8.12 should therefore be amended by removing “where appropriate” (section 8.6 and section 8.12).	Amend Strategy	Following consideration by SEA Officers, EPM 5 will be amended.

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404.	44.	Please note that SEPA stands for the Scottish Environment (and not Environmental) Protection Agency (section 8.12b).	Non-Strategic Issue	Point acknowledged and will be corrected.
405.	44.	As the Strategy already covers surface runoff from transport developments under Policy EPM5 and discussed elsewhere in the document we recommend that section 8.12d be amended to specifically cover potential pollution arising from construction works. This can be achieved by amending the text to “implement appropriate means to minimise pollution from surface run-off <i>during construction works</i> ”. It would also be useful to make reference to the relevant CIRIA good practice guidance, “Control of water pollution from linear construction projects: Technical guidance (C648)” (section 8.12d).	Amend Strategy	Following consideration by SEA Officers, 8.12d will be amended.
406.	44.	Although the commitment to carry out Flood Risk Assessments for all new schemes and transport infrastructure improvements is commendable you may wish to consider revising the text so that it more accurately reflects the requirements of the Risk Framework within SPP7. All new schemes and transport infrastructure improvements should be screened against the Indicative River and Coastal Flood Map (Scotland) and other available sources of flood risk information. The Risk Framework in SPP7 should then be utilised as a basis for decision making. Those developments initially identified to be within or close to the Medium to High Risk area should have a site specific Flood Risk Assessment carried out. In line with SPP7 new development should only be allocated in the Medium to High risk area if it is essential for operational reasons. Should the need to commission a Flood Risk Assessment be identified it should be undertaken as early as possible to prevent abortive expenditure (section 8.12e).	Amend Strategy	Following consideration by SEA Officers, 8.13e will be amended.
407.	44.	We note the draft implementation plan is presented in Appendix E. It would seem that this identifies timescales for delivery of projects but does not consider how or when the policy or objective based focus of the Strategy will be delivered. For example, how will the STPs support of attempts to secure improvements in fuel efficiency (UKF 9) be measured and what time scale is there for completion of this aim? We recommend that the implementation plan be drawn up taking into consideration all of	Amend Strategy	The Implementation Plan for inclusion within the Final Strategy will be developed into much greater detail and will have benefited from a process of prioritisation. It will also include the more specific interventions that STP will seek to deliver, which will be linked back to the objectives.

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		the individual schemes / policy / options identified in the Strategy (section 9).		
408.	44.	We welcome the proposal to monitor the Strategy against a range of key performance indicators which are yet to be developed. On request we would be happy to provide guidance on the environmental indicators proposed (section 10).	Included in Strategy	As suggested, targets and KPIs are currently being developed and will be included in the finalised Strategy.
409.	45.	We support the key messages outline in the Executive Summary in that it is important that the strategy focuses on essential and effective measures that best meet the needs of the people who use transport in Shetland.	Included in Strategy	See Executive Summary and Introduction.
410.	45.	We agree with the Key Issues identified and are particularly aware of the impact of rising fuel costs – in 1976, the retail price of diesel was 15.53 pence per litre and in 2006 it was 93.85 pence per litre.	Included in Strategy	The Strategy recognises the impact of rising fuel costs on communities, particularly remote rural communities that are heavily dependent on their car. See section 2.11.
411.	45.	2.1/2.14: Responding to Climate Change – We argue that emissions should be measured per passenger and not per vehicle.	See 389.	See 389.
412.	45.	2.19: We worked in partnership with Central and Local Government to deliver the pilot on-bus use of the electronic ticketing equipment. This has been an excellent example of public-private partnership. The pilot is so far proving trouble free and we are working closely with Transport Scotland on the implementation of this project throughout Scotland over the coming months.	Included in Strategy	Reference to Shetland piloting the use of Smartcard technology is included in the Strategy. Consideration will be given to expanding on this through the use of a case study.
413.	45.	3.3: <i>Principles</i> – We welcome the emphasis on partnerships, as together public and private sector can work together to deliver real improvements to the transport networks.	Included in Strategy	The partnership element of the Transport Strategy will be made stronger within the Strategy by developing an individual section/case study on partnership working, highlighting some of the partners that STP will work with to deliver the Strategy.
414.	45.	3.7 <i>Economy Objective 7</i> : We fully agree with the objective to work to achieve beneficial service development and market growth on Shetland's public transport networks.	Included in Strategy	Relevant Objective: ECON 7.
415.	45.	3.15 <i>Integration Objective 5</i> : We support this objective of integrated and multi-modal ticketing and are committed to working with Transport Scotland on the introduction of a National Integrated Ticketing Scheme.	Included in Strategy	Relevant Objective: INT 5.

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416.	45.	<i>3.15 Objective 6:</i> We support this objective and would encourage Shetland Transport Partnership to work with Traveline Scotland and make use of the new Traveline Scotland Batch Journey Planner. Using the Traveline Scotland database, and funded by Transport Scotland, it is just becoming available to local authorities, operators and other public bodies free of charge. The system takes data from a CSV file template giving the postcodes of multiple origin points and desire arrival/departure times from a single destination point and will produce individual travel plans from this data which can then be emailed or posted individually or in bulk. Plans can be produced for every employee at a whole site, office, factor, college or hospital. It can also be used to model transport accessibility issues to inform land use planning.	Included in Strategy	Use of this tool will be considered in developing interventions stemming from the Transport Strategy, such as Travel Plans. Due reference will subsequently be given to this tool within the RTS. Links to journey planners such as www.travelinescotland.com will also be posted onto the STP website and promoted. Relevant Objective: INT 6.
417.	45.	<i>7.10:</i> We support public sector leading by example on implementing work place travel plans.	Included in Strategy	Workplace Travel Plans are promoted within the Transport Strategy. Relevant Policies: TBC 2.
418.	45.	<i>7.8 Travel Behaviour Change:</i> We would like to see a staggering of school start/finish times to make more efficient use of vehicles. At the same time, we would like to see longer tenders and a move towards the provision of quality buses – the desired effect being that we retain the fare paying passengers of the future. We recognise that congestion is limited on Shetland, but the pockets that do exist are linked to the ‘school run’.	Amend Strategy	The staggering of school start/finish times can support the delivery and co-ordination of public transport services. This issue will be discussed further with education officers. With regards to the operation of longer tenders for buses, and improved quality of buses, these issues will be further considered in the development of a public transport policy statement which is an intervention stemming from this Strategy.
419.	45.	<i>7.34:</i> We fully support the development of park and ride sites on Shetland.	Included in Strategy	Relevant Policy: PAR 4.
420.	45.	<i>7.40:</i> We are keen to see more examples of integrated transport modes and support this target. The key is that in order for maximum impact, government and operators need to work together to ensure that public transport is seamless and easy to use.	Included in Strategy	There are various initiatives proposed within the Strategy that are geared towards improving public transport integration, such as a dedicated fast link bus between Lerwick and Sumburgh Airport. Relevant Policies: PTS 7, 8.
421.	45.	<i>7.48:</i> We welcome the proposed audit of community transport services and should be extended to include other public sector transport such as	Included in Strategy	The audit would not only cover community transport but other transport services in the area

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		non-emergency health transport, taxi, Demand Responsive Transport (DRT) and that of the private sector in order to establish whether or not there is unnecessary duplication and wastage in the system. Possible savings could then be used to serve other communities that are lacking public transport provision.		that could be pulled together to increase the accessibility of rural residents. Depending on the outcomes from the review, improvements across the network will be sought either by redistribution of services, greater promotion of what is available or, more aspirational, the development of a transport brokerage system.
422.	45.	We welcome STP's recognition of the flexibility and cost effectiveness of bus travel and that it offers the solution to many transport problems.	See 421.	See 421. In rural areas where travel distances are long and generally serve few people, a flexible transport service is essential.
423.	45.	<i>C8 Planning Issues:</i> We believe that it is essential that transport providers are involved at an early stage in land use planning decisions or relocations, such as NHS.	Included in Strategy	NHS Shetland is one of main partners that STP will be looking to work with towards the delivery of specific elements of the Strategy. Greater reference to the important role that transport has to play in sustainable (accessible) land-use planning will be included in the Final Strategy.
424.	46.	A fixed link between Unst and Yell should have priority over a fixed link to Bressay.	Included in Strategy	Projects within the Strategy are currently undergoing a process of prioritisation which will determine how and when issues are progressed.
425.	46.	<i>Structural and routine maintenance:</i> How is efficiency of work monitored and is there the need for more co-ordination of works and vehicle usage?	Non-Strategic Issue	Operational issue for Roads Service
426.	46.	<i>Winter Maintenance:</i> Note that key workers e.g., social carers, nurses, doctors need to reach work even in holidays and with more elderly cared for or supported at home, this is of prime importance.	See 77.	See 77.
427.	46.	Bus services on Wednesdays should be same as other weekdays.	Non-Strategic Issue	This is a local operational issue.
428.	46.	Late buses leave town too early.	Non-Strategic Issue	This is a local operational issue. However, the Strategy does recognise the need for more evening and late night services. Relevant Policies: PTS 6.
429.	46.	<i>Q12:</i> When the new Anderson High School is built, the multicourt will no longer be available to use for testing for HGV and PSV driving tests. If an alternative is not identified, local people would have to travel south to sit a	Non-Strategic Issue	This is an issue that is currently being discussed with investigation being undertaken into alternative sites that could be used for driving

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		test and this will probably lead to a shortage of drivers locally. Suggest consultation with Driving Standards Agency to hopefully avoid this happening.		tests.
430.	47.	No 5.21: Should read 'whilst local freight companies are the most economic freight solution for heavy goods'.	Amend Strategy	The wording of para 5.21 will be reconsidered.
431.	47.	Q6 3: No – I believe the passenger ferry is the area to implement 5.27 and 5.28. However, there are freight companies in Shetland with the infrastructure in place for 5.28.	Amend Strategy	It is appreciated that there is a tension with regards to Policy UKF 2 (part c) in that local freight companies can provide freight services by sea to the UK Mainland. The role played by commercial freight operators will be noted in the Final Strategy.
432.	47.	Q6 5: A single port authority will lead to higher operating costs for individual users and commercial users.	Included in Strategy	The proposal regarding a single port authority (PH 2) only relates to undertaking further investigations into the desirability of this option. Relevant Policy: PH 2 .
433.	47.	Q7: There should be fixed links to Yell, Unst, Fetlar, Whalsay and Bressay. This in the long term will enable economic growth, increased population on islands and reduce haulage costs.	Included in Strategy	The strategy supports in principle the development of fixed links, and as proposed within the Strategy, future more detailed investigations into fixed links are proposed. Relevant Policies: FL 1, 3 .
434.	47.	Long term, fixed links should be implemented to replace inter-island ferry services. Short term, a comparison of inter-island ferry costs against fixed link costs is needed.	See 433.	See 433.
435.	47.	Fixed links are way forward.	See 433.	See 433.
436.	47.	Fares should not be re-introduced on Bluemull.	See 182.	See 182.
437.	47.	Q11 1: Tingwall Valley to Scalloway upgrade is required to attract business to Scalloway Harbour.	Contrary to Strategy	The development of further major road links will not be considered as part of the Final Strategy.
438.	47.	Q14: I support the mainstay of this plan, but firmly back fixed links to islands mentioned in Section 6 Question 7.	See 433.	See 433.
439.	48.	Q7: Agree other than 6.12. Mid Yell is poor berthing area. With S.E. swell, even salmon tenders break ropes at Linkshouse. A new terminal would need similar breakwater to Hamars Ness.	Amend Strategy	Following consultation and further discussion, it has been agreed to remove specific reference to Mid Yell as a potential future ferry terminal.
440.	48.	The proposals for the Bluemull ferry are completely inappropriate. Vessels	Amend Strategy	The Strategy recognises the community views

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		should be based at Belmont and Hamars Ness.	See 82	regarding fixed links in Unst and for the basing of a ferry on Fetlar. In seeking to resolve these issues, the Strategy proposes to quickly progress the proposed fixed links study and initiate a STAG appraisal to include Unst, Fetlar and Yell, examining ferry terminal replacement, fixed links, berthing, and innovations (e.g. appropriate provision for small craft, facilities for cruise liners), and additional crewing arrangements.
441.	48.	Reintroducing fares on Bluemull Sound is acceptable <u>IF</u> there is any economic regeneration by 2008.	See 182.	See 182.
442.	48.	I do not understand why Unst Airstrip cannot even be used for charters as is Whalsay.	Included in Strategy	Transport Strategy supports the initiative to provide direct chartered air services to Unst to support the re-development of RAF Saxa Vord. Relevant Policies: IIA 2.
443.	48.	In principle, ferries should be based on the island which they serve.	Amend Strategy	The strategy recognises the value of keeping ferries within the islands that they serve. However, the wording and phraseology will be amended to reflect the Partnership's position that, where practical and appropriate, ferries will be based on the islands that they serve.
444.	48.	There is an urgent need for immediate jobs in Unst. A Belmont based ferry would provide 18 jobs at one stroke. Belmont is a suitable place to berth a ferry. That fact has not changed since the 70's which the SIC had two ferrymen's houses built and trained an Unst crew because Belmont provides a safe berth. This move would NOT be in competition with Yell as there are 38 jobs on the Yell Sound ferries and several of those crewmen are from outwith Yell. Basing the ferry in Belmont would save money as the first run each morning and the last run each evening could be eliminated. There is seldom any traffic on those runs.	See 440.	See 440.
445.	49.	Q1: Housing is not included as a key issue and probably rightly so but, if we are to retain population in more remote areas/islands, it is something to be considered.	See 265.	See 265.

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446.	49.	Q3: Principles are admirable, but may be difficult to achieve.	Included in Strategy	See Principles. The principles also reflect a way of working.
447.	49.	Q4 1: I support the economic objectives, but they seem a kind of wish list in some cases.	Included in Strategy	Relevant Objectives: ECON 1-7.
448.	49.	Q4 2: I support the Social Inclusion and Accessibility objectives, but again they seem some kind of wish list.	Included in Strategy	Relevant Objectives: SIA 1-5.
449.	49.	Q4 3: I support the environmental objectives. Less SIC vehicles would be a start.	Included in Strategy	Relevant Objectives: ENV 1-9.
450.	49.	Q4 5: I support the objectives on Integration, but plenty of work to be done (all ferry fares to be collected).	Included in Strategy	Relevant Objectives: INT 1-6.
451.	49.	Q5: Spend to save should be the best option if funding could be found for this, but agree all needs to be looked at.	Included in Strategy	Range of options considered in line with Scottish Executive Guidance.
452.	49.	Q6 1: Support and wish to see Scatsta retained.	Included in Strategy	Relevant Policies: APS 6.
453.	49.	Q6 4: Support, but no more financial support to Smyril.	See 215.	See 215.
454.	49.	Q6 5: Ok, but unsure on single port authority.	See 432.	See 432.
455.	49.	Q7: Much more detailed work required on fixed links (not assumptions). Don't accept it is feasible for a fixed link to Bressay and not Bluemull Sound or Yell Sound without more in depth work being undertaken. Felt whole draft rather negative on fixed links to North Isles.	See 433.	See 433.
456.	49.	Q8 1: It is felt unfair to bring back fares on the Bluemull Sound route. It should not be more costly to travel from these two isles to mainland.	See 182.	See 182.
457.	49.	Q8 3: Not appropriate to comment but a fixed link on Yell Sound could allow present vessels to go to Whalsay if within their working lifetime.	Noted	Noted
458.	49.	Q8 4: Ok, excellent ferries however, not as good as a fixed link.	See 433.	See 433.
459.	49.	Q8 9: Welcome 6.36 press for concessions on inter-island ferries. Cannot accept any further reduction on Yell Sound Service, have lost 3 runs per day on introduction of new ferries. Capacity problem overcome but some loss of frequency already a concern.	Non-Strategic Issue	This issue is understood and has been passed onto the relevant officers. Current proposals are for the continuation of the Yell Sound ferry under current arrangements, although specific details related to the timetable etc are subject to review and consultation at regular intervals. It should also be noted that future proposals for the Yell Sound ferry service will be informed by the proposals to

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				progress the fixed links study and then initiate a STAG appraisal to include Unst, Fetlar and Yell, examining ferry terminal replacement, fixed links, berthing, and innovations (e.g. facilities for cruise liners), and additional crewing arrangements (e.g. see 440).
460.	49.	I support the outline implementation plan, but not necessarily in the order proposed in Appendix E. Gilbertson Road Lerwick short against some others medium.	Amend Strategy	Appendix E is not a list of priorities. The process of prioritisation is currently being undertaken and will be included in the Final Strategy.
461.	49.	Q12 1: I support the measures proposed for public transport, but some of this may be wishes rather than reality considering financial constraints. Welcome community council consultation.	Included in Strategy	The delivery of some elements of the Strategy will be subject to STP being able to put forward a strong case for external funding. Community Council consultation is noted within the Strategy. Relevant Policies: PTS 6 .
462.	49.	Q12 3: I support the proposals for fares and ticketing, there seems always to be a demand for more bus shelters.	Included in Strategy	Relevant Policies: PTF 1, 2, 3; PTI 4 .
463.	49.	Q12 4: I support the proposals related to education, social care and community transport initiatives etc but areas of efficiency needs to be looked at. Delivery very expensive in some cases.	Included in Strategy	This is an issue recognised within the Strategy. The high costs of providing education, social care and community transport is recognised. One of the reasons for the proposed audit of public transport services in Shetland is to highlight opportunities where efficiency savings can be made through shared use of services / or as a longer term aspiration, the development of a transport brokerage system. See section 7.65.
464.	49.	Q13: I support the section on environmental protection, but always more difficult to satisfy environmentalists a growing problem it seems. Alternative fuels for council vehicles are good, but a look into the reduction of these vehicles needs to be looked at as well.	Included in Strategy	See Section 8: Environmental Policies and Mitigation. As well as promoting the use of alternative fuels for Council vehicles, STP support flexi-working practice which could involve reducing the need to travel all together.
465.	49.	Q14: It is difficult to comment on the Implementation Plan proposed with so many unknowns on funding, but robust case must be put for funding to	See 433.	See 433.

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		achieve 9.10 (fixed links) would be the ultimate in my opinion. We can always live in hope!		
466.	50.	Q7: STP should not compromise the upgrading of rural road network in favour of fixed links and ferries.	Amend Strategy	A prioritisation process is currently being undertaken which will determine the relative priority given to each project outlined by the Transport Strategy.
467.	50.	Q8 9: Inter-island ferry services should stick to a fixed budget that is affordable.	Noted	The discussion of key issue raises this point.
468.	50.	Q9: I support the inter-island service being run from Tingwall. Affordable, efficient service.	Included in Strategy	Relevant Policies: IIA 1.
469.	50	Q10: I support the proposals for walking, cycling and travel behaviour change. Promote it.	Included in Strategy	Relevant Policies: WAL 1, 2, 3, 4; CYC 1, 2; TBC 1, 2, 3.
470.	50	Q11 7: Good road system is essential to maintain our community.	Included in Strategy	The Transport Strategy recognises the importance of the road system in Shetland and supports the continued development of the spine road network.
471.	51	We look to the Shetland Transport Partnership to deliver a transport strategy for Shetland that: <ul style="list-style-type: none"> • Reduces greenhouse gas emissions from the transport sector. • Minimises the direct negative impacts of transport systems on birds and their habitats 	Included in Strategy	It is believed that the broad strategic approach supports the vision of the consultee, and the specific interventions that will be developed within the Strategy will help deliver this vision i.e. for reduced greenhouse gas emissions, minimised impact on birds and their habitats.
472.	51	The strategy is a comprehensive appraisal of the issues surrounding transport in Shetland. It raises awareness of the problems associated with CO ² emissions due to transport and goes some way to addressing these concerns. The strategy also recognises the essential transport links that allow Shetland to thrive, despite its situation on the periphery of the UK and Europe.	Included in Strategy	Further information on how the policies proposed to deliver travel behaviour change and reduce emissions will be built into the Final Strategy.
473.	52	Q7: I am completely opposed to all proposals for fixed links. Under 2.4, the Draft Strategy rightly points out that "Shetland's unspoilt and unique environment must be its greatest asset"; and goes on to imply that the multiplicity and variety of its islands are important elements of its attraction. But fixed links, whether tunnels or bridges, will do serious	Amend Strategy	Information will be built into the Final Strategy to give cognisance to the fact that whilst there are many people who have supported the principle of developing fixed links during the Strategy development process, there are also those who

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		damage to our precious environment.		highlight the more emotive nature of islands, and are against fixed links since they would remove the appeal of islands and cause environmental damage (as well as loss of community spirit etc).
474.	52	The predominant emphasis in the Strategy's analysis is on the alleged economic benefits of fixed links. But it is important to take a much broader and deeper look at the issue. What one needs to identify is not what will be most economically beneficial, but what will produce the best all-round quality of life. Of course economic considerations are important, but so are social, cultural, environmental, and scenic ones. The social and cultural diversity and heterogeneity of the different islands are a large part of their attraction both for members of their communities and for visitors. With the construction of fixed links, the islands will cease to be separate islands, and erosion of their distinctive characteristics and qualities is inevitable.	Amend Strategy	As suggested in 473, it is important to acknowledge within the Strategy that social, cultural, environmental, and scenic factors are important considerations in examining the case for fixed links i.e. decisions should not be based on scheme costs and economics.
475.	52	I question whether fixed links are desirable even on economic grounds. The sums done by SIC councillors and officials, in so far as they have been done, are highly questionable, and some of those who have sung the praises of fixed links are not noted either for their financial acumen or for their prudent planning and management of major projects. A very important consideration, and it is one that is, so far as I can see, not addressed at all in the Strategy, is the future of tourism in Shetland. Here is an industry that is already an important contributor to Shetland's economy, but has the potential to be still more important in the future, especially if global warming makes increasing numbers of tourists want to seek out cooler destinations; and of course it is an industry that can be expected to continue to thrive, provided that we do not spoil our wonderful environment. I have met many visitors to Shetland and many potential visitors, but I have not met a single one who would prefer a Shetland whose islands were linked by tunnels or bridges. For them, taking the ferry from one island to another is a big part of the attraction and of the fun.	Included in Strategy	The Strategy outlines that further feasibility work is required to examine the business cases for fixed links. With regards to tourism, this is recognised as an important future industry for Shetland, with specific interventions and policies included in the Strategy to support tourism development in Shetland. Relevant Policies: FL 3.
476.	52	Q8 6. <i>Foula (para. 6.29)</i> : The proposal for a combined Papa Stour/Foula	See 24.	See 24.

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		service based on the Shetland Mainland has been discussed before and rejected for very good reasons. For Foula's fragile economy the arrangement would be a disaster. In the winter months few enough sailings are possible, even with the island-based boat. If the service were operated from West Burrafirth and shared with Papa Stour, there would be even fewer sailings.		
477.	52	Q9: (6.45. N.B. This para., which relates to ferries, is misplaced here.)	Amend Strategy	Amend para 6.45 to refer to air services.
478.	52	Q9 6.46: It is a matter of fact that the service provided by Direct Flight between Tingwall and Foula has, so far, been significantly less reliable than that provided by Loganair. It is to be hoped that this will not continue to be the case.	Non-Strategic Issue	This is an operational issue that has been passed onto the relevant officers for further consideration.
479.	52	Q9 6.52: Having two flights between Tingwall and Foula only one day a week in winter is unsatisfactory, especially since the day chosen is Friday and Direct Flight is not normally prepared to fly on a Saturday if the second flight on Friday is prevented. It is very disagreeable, as well as expensive, to go out to the hospital or dentist in the morning and then, if a mist comes down or the wind gets up, to find oneself stranded in Lerwick for a minimum of three nights. If there is to be a double flight only once a week, it would better to timetable it on Monday or Tuesday, so that any stranded passengers could return on the scheduled flight the next day.	See 27.	See 27.
480.	52	Now that there are two planes, there is already some discussion about what extra inter-island services might be provided. One possibility that merits serious consideration is the provision of weekly or perhaps twice-weekly return flights between Foula and Fair Isle in the summer. Loganair has announced the operation of a Kirkwall-North Ronaldsay-Fair Isle service from late May 2007. Many of those visitors who are attracted by Fair Isle and North Ronaldsay are likely to be interested in visiting Foula as well. Ideally, the flights between Fair Isle and Foula would be timed to connect with the Loganair flights. If this were done, it would be possible to fly Orkney-Foula-Orkney without setting foot on the Shetland Mainland. Some of Foula's residents and visitors would certainly use such a service	Amend Strategy	Possible service timetabling and delivery issues related to the use of the 2 nd Islander aircraft are currently being reviewed and consulted upon. This comment will be passed onto the relevant officers undertaking this review. The findings from these reviews on the use of the 2 nd Islander aircraft will be considered for inclusion in the Final Strategy.
481.	53	One of the main elements of interest to us are the external links from and to Shetland from this area. Proposals to improve links between Edinburgh	Included in Strategy	Relevant Strategies: APS 1, 7. Direct consultation has also been undertaken in

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		and Shetland within APS1 and APS7 are welcome.		response to the SESTRAN Draft Transport Strategy outlining Shetland's views with regards to improved links to Edinburgh.
482.	53	In Chapter 9 Delivery, the implication is that delivery is based and constrained by funding availability based on current Scottish Executive funding levels. Although no one has any firm ideas on future funding, the guidance in "Scotland's Transport Future" (E (vi) states that "each RTS should make a case for funding beyond that currently anticipated...". It is not obvious from the strategy that this approach has been considered.	Amend Strategy	This is an issue of wording and will be amended.
483.	53	I was pleased to see specific reference to Travel Behaviour Change TBC1 to TBC3 but I failed to see any actions associated with this. Hopefully this will be addressed on further development of the implementation plan. In fact, it would be helpful to be able to relate the objectives to the interventions along with suitable targets.	Amend Strategy	The Implementation Plans will be worked up in more detail and will include more specific detail on travel behaviour change initiatives (e.g. introduce a carbon management programme, a car-sharing database, and other initiatives following on from the SIC Travel Plan). Targets will also be built into the Final Strategy and linked back to the objectives and the interventions.
484.	53	I am also pleased to see the recognition that fares can be a significant impediment to travel and overall accessibility, especially to those who do not have access to a car. You rightly focus in on the cost of air travel but no obvious mention is made of ferry and bus fares and the requirement to ensure the balance between accessibility and service viability.	Included in Strategy	Policy UKF 6 outlines the proposals to monitor fare levels amongst other things on the external ferry service. This service currently provides reduced fares for island residents and this perhaps requires to be acknowledged within the Strategy. Reference to bus fares is also made through support for the national concessionary schemes for the elderly and 16-18 year olds.
485.	53	I would commend STP in developing a transport strategy that logically identifies the issues, objectives and interventions relevant to Shetland.	Included in Strategy	Further detail on transport issues that have shaped the Strategy will be developed into the Final document.
486.	54	I commend your work on what appears to be a comprehensive and well thought out document.	Included in Strategy	Comprehensiveness is the result of robust process undertaken, as shown through the development of the previous consultation, scoping and appraisal reports, which have been collectively used to develop the Draft Strategy.

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				Consideration will be given to the development of a case study on the consultation approach adopted to inform the development of the Transport Strategy.
487.	54	I hope that given the similar circumstances of the South West of Scotland Transport Partnership and Shetland Transport Partnership, we can continue to work together on issues of joint interest and I look forward to continuing to work with you as further challenges arise.	Amend Strategy	Greater reference to partnership working with each of the RTPs will be given in the Final Strategy. STP's individual consultation response to the SWoSTP also noted opportunities for partnership working related to the rural nature of the respective RTP areas.
488.	55	We are glad to see that the consultation exercise is to ensure that the Shetland Transport Strategy reflects the views of Shetland and its stakeholders. We agree that it is important to ensure that all stakeholders views are taken onboard in the consultation.	Included in Strategy	The results of consultation have been played a key part in informing the Strategy's development. Similar to the style and presentation adopted for the NTS, it will be important to note how the results from consultation have shaped the Final Transport Strategy.
489.	55.	Generally, we are supportive of the broad thrust of the Draft Transport Strategy and agree with the three key messages contained in the Executive Summary. The Draft is fairly comprehensive in some areas and useful points have been recognised from the outcomes of the previous consultation.	Included in Strategy	See Executive Summary. See also 488.
490.	55.	Holmsgarth Ferry Terminal - We are glad to see various mentions of the Holmsgarth ferry terminal being the main gateway for ferries and we agree with comments about the terminal. In particular, we too would like to resolve the parking issue at the terminal	Included in Strategy	Relevant Objectives: INT 1, 2. Relevant Policies: PTS 8; PTI 5.
491.	55.	Vision and objectives for the Transport Strategy - The vision and objectives of Lerwick Port Authority are missing from the overall picture. While passenger ferry transport is comprehensively covered, the wider transport issues connected with the port are not. In particular, port access for other forms of shipping is overlooked, as is the opportunity for growth of businesses supported by ships using the port.	Amend Strategy	Overall, LPA's vision and objectives are compatible with the Transport Strategy's vision and objectives and appropriate reference will be given to LPA's vision and objectives alongside those of other partner organisations in the Final Strategy.
492.	55.	With regards to the proposal for a single Port Authority for Shetland. There is no explanation of the motivation for this proposal and it is difficult	Noted	The proposal regarding a single port authority (PH 2) relates to undertaking further investigations into

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		to make any meaningful comment until this is known.		the desirability of this option. This option emerged from Minute 15/06 of Shetland Transport Partnership meeting on 22 August 2007 in response to consultation on the Scottish Ports Review. Relevant Policy: PH 2.
493.	55.	With regards to Bressay Bridge, it is noted that the Draft states that Shetland Transport Partnership is currently committed to a fixed link to Bressay, taking the form of a bridge. This is a very premature commitment, given all that is contained in the Draft.	See 210.	See 210.
494.	55.	Section 3 Vision and Objective - We are pleased to see that effective and integrated public transport links to and from Shetland's principal passenger transport terminals at Sumburgh Airport and Holmsgarth Ferry Terminal are incorporated. We are also pleased to see mention of delivery of effective transport opportunities and facilities at Shetland's principal passenger transport terminals.	See 490.	See 490.
495.	55.	Section 7 – Internal Links: Public Transport Services 7.51/7.63 - We are pleased to see that STP will ensure bus services are integrated with Holmsgarth Ferry Terminal and ensure that the main entry points to Shetland have appropriate timetable information and waiting facilities.	See 490.	See 490.
496.	55.	Appendix A - Outcomes from Initial Consultation: A.5 External Links – We agree that accessibility issues to port - public transport integration and car parking needs investigation.	Included in Strategy	See Objective INT 2 See also PAR 2
497.	55.	Appendix B – Analysis of Drivers and Constraints - This list does not mention two free ferry trips per annum for pensioners and young people and the impact this could have on ferry passenger numbers.	Amend Strategy	Amends Strategy to recognise this
498.	55.	Section 1 – Introduction 1.5 a) states the Strategy will be used to accurately represent the vision for Shetland's Transport. Process 1.12 mentions the thinking behind the development of the vision and objectives. Consultation 1.13 mentions highlighting the proposed measures and actions that STP, SIC and other stakeholders will be implementing during this period. We wish to ensure that LPAs vision, objectives and actions are incorporated here.	See 491.	See 491.

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499.	55.	Section 5 – External Links: Ports and Harbours 5.41 – This section states that STP will explore the desirability and feasibility of the creation of a single port authority for Shetland. This appears to be the only mention of this initiative. It is not mentioned in the Consultation responses or Scoping Report. The motivation behind this idea is unknown. The recent Ports Policy Review in the UK and the matching Scottish Ports Review are underway. It is understood that a single port authority for Shetland was put forward by SIC to the consultation on the Scottish Ports Review. However, the overwhelming responses to the consultation on these Reviews was to keep the Ports mix as it is and that all ports should be self-financing and market-led. There is a mix of private, trust and municipal ports throughout the UK. The only time intervention would occur in the status of a port is if there was to be market failure. Given this background, and the absence of external forces forcing such a change, the most obvious way to create a single port authority for Shetland would be a “marriage” of the two existing port authorities. Without knowing what motivated Shetland Islands Council to suggest such a proposal, it is difficult to make any meaningful comment.	See 492.	See 492.
500.	55.	With regards to Bressay Bridge and Section 6 – Inter-island Links: 6.9 FL2: STP and SIC are currently committed to a fixed link to Bressay, taking the form of a bridge, it is not known when STP decided on such a commitment. The present design of fixed link to Bressay is not suitable as it is detrimental to navigation in the port of Lerwick, will damage trade and jeopardise employment and a tunnel link is preferred (as originally stated by LPA in 1998). Firstly, we fully understand the desire for a fixed link to Bressay and understand the potential benefits a suitable link could bring. We are not opposed to a suitable fixed link across the harbour, provided it is designed in a way that does not jeopardise navigation, now or in the future, in the harbour. Regrettably, the present design of bridge proposed by Shetland Islands Council falls short of what is acceptable to Lerwick Port Authority, the statutory navigation authority for the area.	See 210.	See 210.
501.	55.	Shetland Transport Partnership should have appraised itself of the true position of this unfortunate situation prior to making any commitment on a	See 210	See 210.

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		<p>fixed link across Lerwick Harbour. To understand how this situation arose, members and advisors/observers of STP should study the Opinion of Lord Reed published on 12 January 2007. The factual background contained in this Opinion is an independent overview. A short summary of the areas that STP should review prior to making any commitment on a fixed link to Bressay is:</p> <ul style="list-style-type: none"> • The original feasibility study undertaken by Halcrow on the Bressay fixed link which did not properly assess tunnel options. The Council has not yet assessed the cost-effective drill-and-blast tunnel method for Bressay Sound. However, the Council has tunnel studies from Halcrow and Blindheim that demonstrate drill-and-blast tunnels could be cost-effective solutions for Yell Sound and Bluemull Sound. • “A Study of the socio-economic impact of a bridge to Bressay” which has been described by leading economists as not fit for purpose and in any case is now very out-of-date. • The study “Economic Impact of a Bridge to Bressay” jointly commissioned by SIC and LPA – which was ignored by the Council’s Bridge Team. • The Environmental Statement – which has been described by a leading environmental consultancy as not fit for purpose. • The budget cap set by SIC for the fixed link – the basis for this cap appears to have been a comparison with the option of retaining a ferry link. The ferry option cost is out-of-date. • The consents process embarked on by SIC despite LPA’s advice that the Roads Scotland Act scheme (resulting in a Private Bill) was primarily necessary due to objections by a statutory navigation authority. The original feasibility study by Halcrow in April 1999 also describes the need for special parliamentary procedure. • The Council’s failure, until November 2006, to accept LPA’s advice that a STAG appraisal is necessary. • The design of the proposed bridge – which is incomplete with £700,000 of design work yet to be instructed by the Council. • In particular the design of the foundations of the proposed bridge’s 		

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		<p>central piers. There is conflicting design work, which changed as recently as November 2006.</p> <ul style="list-style-type: none"> • The design of bridge discussed in the facilitation process as opposed to the design of bridge discussed in the Court of Session. Additional bridge foundation work and dredging work priced at £4.4M was not included in the bridge project cost at facilitation, instead is to be considered through STAG appraisal. However, the design of bridge discussed at the Court was different as that design would require the foundations to be built to bedrock. • The final report on the Facilitation process, including cost options between the present design of bridge and a drill-and-blast tunnel. One outcome of the facilitation process was to set aside the option of a larger bridge as it was more expensive than the drill-and-blast tunnel option. 		
502.	55.	<p>In our view, the baseline work behind the currently proposed fixed link to Bressay is seriously out-of-date and must be updated prior to consideration of a STAG appraisal. For example, the original socio-economic impact study of a Bridge to Bressay states that the potential for additional activities, particularly in harbour related developments (on Bressay) have not been included in the report. This should be properly assessed and a value placed on it. Also, at a facilitation meeting in April 2006, it was advised that the up-to-date figure to retain a ferry to Bressay was now £38M. Another area that requires to be updated is the original feasibility study from Halcrow (April 1999) that used historic criteria from 1997 and 1998 on the size of ships using the channel. For example, for ship impact design they considered a vessel of 6,500 tonnes due to the channel depth being 6.5 metres. For reasons LPA does not understand, this was later reduced in the later Environmental Statement to a vessel of 5,000 tonnes. In any event, the size of vessels using the area has already increased and will increase considerably in the future. To give Shetland Transport Partnership the credibility it needs to get firmly established with a good reputation, it should undertake to review these items. We would wish to see an independent review of the Bressay Bridge</p>	See 210.	See 210.

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		proposals.		
503.	55.	It is good to see that our preferred tunnel solution now appears to be recognised in this STP document. In the Executive Summary, Appraisal section, it is noted for comparisons between ferries and fixed links that “there are currently significant uncertainties which together combine to cause large variations in cost estimates”. Paragraph 6.5 “If lower costs are assumed, directly based on Faroe/Norwegian experience, there is a much stronger case for investment”. Paragraph 6.10 FL3 “...with particular emphasis on agreeing with regulatory bodies the appropriate standards and specifications that would apply”. Also, in Appendix E, Transport projects yet to arise from the Transport Strategy is a future action “Shetland Fixed Link Study – Confirming Appropriate Standards”. This reflects LPA’s thinking on tunnels and demonstrates that STP should have done the above work prior to any commitment by STP on the method of fixed link to Bressay.	See 210.	See 210.
504.	55.	Additionally, SIC is now to undertake a STAG appraisal of the fixed link to Bressay. Again, STP should have done this work prior to any commitment to the method of fixed link. For the forthcoming STAG appraisal, is important that the author of that report recognises the value of Lerwick harbour, including future decommissioning work already recognised in this draft STP strategy, in setting a value for a fixed link.	See 210.	See 210.
505.	55.	Paragraph 6.2.1. Comment: Out Skerries ferry also uses the Lerwick linkspan.	Included in Strategy	This is inferred within section 6.32 and the proposals for the Skerries ferry, including removing the Lerwick sailing to operate to Vidlin only.
506.	55.	Section 2 – Key issues shaping the Strategy Comment: It is unlikely there will be any EU Structural Funds for large scale infrastructure projects.	Included in Strategy	This is recognised in the Strategy (see section 2.26).
507.	55.	Section 3 – Vision and Objectives: Economy 3.7 Comment: LPA agrees that services and networks are vulnerable to weather and natural forces and are costly to provide.	Included in Strategy	Relevant section, see 3.7.
508.	55.	Section 9 – Delivery: Prioritisation Comment: It is not know if the list used for project selection is ranked in	Amend Strategy	Greater detail on the prioritisation process currently being adopted to prioritise the

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		order of priority. If it is, it is surprising to see that "Outcomes of cost benefit appraisal" is only ranked ninth.		Implementation Plan will be given in the Final Strategy.
509.	56	6.29: The proposal to combine the Foula Ferry Service with that of Papa Stour would result in a much reduced service for Foula as it would restrict the days on which sailings are possible. At present the Foula Ferry is scheduled for Tuesday and Thursday, but if the weather is unfit for sailing on those days, there is currently the flexibility to sail on other days of the week. A combined service with Papa Stour would make this difficult if not impossible. This could leave Foula, particularly in the winter, without essential supplies and therefore, seems at odds with the vision stated in 3.2 to develop an effective, efficient, safe and reliable transport system.	See 24.	See 24.
510.	56	3.3 principle 2 states that Shetland Transport Partnership will work to ensure that any actions improve Shetland's citizens' ability to access services and will take account of all factors that create a barrier to this. How can this combined service be described as an improved service?	See 24.	See 24.
511.	56	As stated in C7c, ferry jobs can be a significant factor in sustaining remote island communities. The combining of the ferry services would, I presume, mean not having a ferry based on Foula. This could have a serious effect on both the economic and social well being of the island.	See 24.	See 24.
512.	56	<i>Inter-island Air Services 6.52</i> : Whilst agreeing with the need to protect our environment having only one day in the winter where a return trip is possible, has a number of problems, particularly with it being Friday. A Friday afternoon flight is important for the secondary children to come some sometimes at the weekend, but visitors to the school, as well as community meetings, health visits etc. are reluctant to travel to Foula on a Friday if there is the possibility of the weather deteriorating during the day. Weather conditions often result in the people of Foula having no return flight in the week.	See 27.	See 27.
513.	57	The present arrangements for bus services on Mainland Shetland are pathetic, at times overcrowded and at other times empty. The routes are crazy, timetables are crazy, the buses in the main are unfit for purpose and craziest of all is the way the service is dispersed amongst a myriad of different operators leading to a farcical fare structure.	See 359.	See 359.

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514.	57	As an example of the problems with bus routes, arriving at Sumburgh on the last flight from Aberdeen and trying to get beyond Lerwick by bus to Hillswick, Walls, Vidlin (let alone Yell or Unst) is impossible. There needs to be a total rethink based on an hourly spine services and extending beyond 1800hrs with a reduced service on a Sunday e.g. Brae – Lerwick – Sumburgh. Into this service would feed at suitable points along the route smaller feeder buses linking onwards to Hillswick, Yell, Scalloway, Walls etc. Not only do these services have to meet each other (i.e. an integrated service), but they must meet the arrivals and departures of ferry and air services and it must be possible to purchase a through-ticket e.g. Sumburgh to Baltasound.	See 359.	See 359.
515.	57	The buses are not fit for purpose as the current generation are “Town Buses” i.e. suitable for running a service through Aberdeen or Glasgow, but not suitable for lengthy journeys beyond the 30mph restricted areas. They are uncomfortable, seats too close together and not wide enough, they are cold, damp and draughty in winter, and hot and stuffy in summer, and they have insufficient luggage/message space and like all the travellers that I know I’ve yet to see a wheelchair user on board. As a matter of interest, what does the wheelchair user do when say he reaches Brae and is going onwards to Sullom in a “Mini-Bus”?	See 359.	See 359.
516.	57	There are too many bus operators in Shetland, making it well nigh impossible to have through ticketing. However unpalatable as it may be there should only be one operator, providing a fully integrated timetable with “Through Ticketing” and other imaginative fares.	Outwith Scope of Strategy	Despite the number of bus operators, they all operate under contract of STP. Therefore STP can control many elements of the public transport provision. The Strategy outlines support for through-ticketing (see section 3.15) as well as other imaginative fares schemes. As alluded to, other fare schemes will be built into the Final Strategy.
517.	57	Consideration requires to be given to the introduction of an assortment of different ticket fares e.g. return fares, season tickets and for the tourist “All Day Rover Tickets” as exist in Aberdeen, Glasgow and throughout the SPT area.	Amend Strategy	Schemes such as flexi-travel tickets and other schemes are being considered for inclusion as interventions within the Final Strategy.
518.	57	With regard to Northlink, I have found this service to be a big	Amend Strategy	As a specific example as to the type of

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		improvement on P&O and apart from asking STP to ask Northlink to consider several additional "Daylight" sailings to augment the usual overnight service at peak times during the school holidays, I have nothing to add.		intervention that STP could lobby for in relation to the external ferry service, reference could be made to investigating the potential for double-running during the peak summer period.
519.	57	When using the inter-islands flight, I have found the crews to be cheerful, helpful and courteous.	Non-Strategic Issue	This is a comment that will be passed onto the relevant officer.
520.	57	Air services will never see any real improvement until it is possible to operate a fully loaded Boeing 737 in all operable weather conditions. The extension to Sumburgh was a total waste of money. In fact, continuing Sumburgh back in the 70/80s was the biggest mistake of all, especially as an alternative with long runways was available at Scatsta. Sumburgh was only chosen in the first instance as the range of planes in the early days of flying were limited by how much petrol they could carry!	Contrary to Strategy	While STP supports the ongoing development of Sumburgh, it is unfeasible to operate Boeing 737s to the island and this will not be supported within the Strategy. Proposals to increase reliability of the external passenger air service by establishing formal protocols for the use of Scatsta Airport are included in the Strategy. Relevant Policies: APS 6.
521.	58	I am extremely happy with the present arrangements and level of services provided by the Foula ferry service. Regarding the future of the ferry service, in my mind it must always be based in Foula. Any suggestion that it be combined with the Papa Stour ferry service based at West Burrafirth would be unworkable. The fact the Foula has been waiting for the Snolda to come in since October proves the point. Furthermore, it would not be possible to combine design specifications into a single ferry to serve the requirements of both Papa Stour and Foula when ferry replacements are needed.	See 24.	See 24.
522.	58	The present air service to Foula needs some improvement with the provision of double flights on an extra day during the week. This would allow greater flexibility for officials and tourists coming into the island as well as providing more opportunities for islanders to go out for the day thus avoiding the problem of overbooking, especially during the school term.	See 27.	See 27.
523.	59	Whilst it would be easy to be critical of the Draft Strategy by noting that there is little reference to freight movements, we have to accept that such movements are a very small part of the concerns of STP. Unlike other TPs there is probably very little opportunity for modal shift in freight	Amend Strategy	While STP agrees with this point, additional reference to the important role of freight will be built into the Final Strategy.

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		movement. It has to be accepted that virtually all commodities reach Shetland by ferry apart from minor air movements. This inevitably means that the distribution of goods is done by road for the main part with, obviously, ferry links between islands.		
524.	59	As far as distribution and collection of goods is concerned, the main way that the partnership can assist operators is to provide good quality infrastructure that is adequate for the kind of vehicles that wish to use it. Maintenance and upkeep are equally important.	Included in Strategy	Relevant policies on road maintenance are included in the Strategy. In addition, the criteria set out to highlight the types of road schemes that will be promoted by STP includes reference to edge widening and strengthening projects to reduce damage caused by HGVs Relevant Policies: LRS 3d; LRM 1.
525.	59	It is not my intention to comment on each of the objectives. This does not mean that other are not supported. Merely that they have less impact on the movement of goods. ECON 1 and ECON 4 – We strongly support the work to ensure the reliability of the transport infrastructure. ECON 2 and ECON 6 – Anything that can be done to increase the affordability of external links must be welcomed on the basis that this should reduce the cost of imports and exports and help economic growth. SIA 1 to 4 – Strongly support. As well as inclusion and accessibility, there is an economic factor in these. INT 3 and 4 – Strongly support.	Included in Strategy	Relevant Objectives: ECON 1, 2, 4, 6; SIA 1, 2, 3, 4; INT 3, 4.
526.	60	With regards to the Foula air service, for Foula residents, this is the main bus into town and the fare must reflect this. The Foula fare is now the highest per mile travelled.	Non-Strategic Issue	Fare levels are an operational issue, and this comment has been passed onto local officers.
527.	60	I notice that the STP team propose to improve air services to Fair Isle and Skerries and introduce an air service to Unst and Fetlar. Foula has asked for 1 much needed extra flight per week in the winter, the STP team say there is no budget for this. This would appear to be unfair treatment for Foula residents.	See 27.	See 27.
528.	60	If the Foula plane does not fly on a Friday, then it would need to fly on a Saturday.	See 310.	See 310.
529.	60	Combining any Foula and Papa Stour service shows a lack of	See 24.	See 24.

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		understanding and disregard for the needs of the Foula community. It's unworkable and a ridiculous notion that must be deleted from the STP document. STP should bear in mind that the majority of usage of the transport to and from Foula is by Foula residents.		
530.	60	When the New Advance has to be replaced, the new vessel must be based in Foula and built for purpose.	See 24.	See 24.
531.	60	Having the 2 new Islander aircraft is fantastic. I suggest that the 2 aircraft be run simultaneously to Foula and Fair Isle when there is only a small weather window to operate in, rather than the pilots having to choose which island gets the service.	Amend Strategy	The Draft Strategy outlines the aspirations of the Foula community for additional flights. A review of how to make best use of the 2 nd Islander Aircraft is currently being undertaken through consultation with the small isles.
532.	61 Fair Isle	There is support for the existing and future Scandinavian ferry services but only if this did not take funding away from internal transport services.	Included in Strategy	The Draft Strategy outlines that STP will continue to support the continued operation of the existing Smyril Line Ferry link to Faroe and Scandinavia, but does not suggest that more money will or should be put into the service. Relevant Policies: ESF 1.
533.	61 Fair Isle	There is support for the Atlantic Airways service to Stansted. There is a wish to see a Scandinavian air service re-established from Shetland.	See 295.	See 295.
534.	61 Fair Isle	With regards to inter-island air links and Fair Isle, there is strong support for the reinstatement of a seasonal air service between Fair Isle and Orkney. It was recognised that there could be opportunities for this with the arrival of the 2 nd aircraft.	Amend Strategy	Possible service timetabling and delivery issues related to the use of the 2 nd Islander aircraft are currently being reviewed and consulted upon. This comment will be passed onto the relevant officers undertaking this review. The findings from these reviews on the use of the 2 nd Islander aircraft will be considered for inclusion in the Final Strategy.
535.	61 Fair Isle	With regards to the future deployment of the 2 nd Islander aircraft, views were divided about the desirability of keeping it for relief duties, with some residents favouring committing it full time to additional services that would benefit the islands.	See 293.	See 293.
536.	61	It is hoped that the greater population in Fair Isle and potential for tourism	Outwith Scope	Prioritisation of the 2 nd islander aircraft will be

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	Fair Isle	compared to the other islands would be reflected in the schedule for the second aircraft.	of Strategy	considered through the separate review that is currently being undertaken independent from the Transport Strategy.
537.	61 Fair Isle	It was asked that there be a system of Wait-listing introduced for inter-island flights that are fully booked. Also that there be an accepted mechanism for arranging overflow flights when practicable and that any such flights be advertised locally. There was also request for flights that were cancelled on a Friday and Saturday, for whatever reason, to be rescheduled on the Sunday.	Amend Strategy	Policy IIA 8 outlines that STP will continue to monitor operational performance of the inter-island air service and will continue to consult with the relevant community councils and island councils. Whilst this is an operational issue that should be addressed by the air service operators, explicit reference will be given to STPs acknowledgement of these issues and desire for improvements.
538.	61 Fair Isle	A query was raised about whether the Shetland Islands Council / Shetland Transport Partnership could consider taking over the operation of the Fair Isle airstrip. Residents will consider submitting the benefits of this.	Outwith the Scope of Strategy	This is an issue that will not be considered in the timeframe of the STP being published.
539.	61 Fair Isle	A number of concerns were expressed about the current air ambulance service. Although this may not form part of the Transport Strategy, the points are summarised here: Concern about the use of Sumburgh rather than Tingwall (loss of revenue to SIC?). Concern about seemingly illogical deployment of resources. Concern about the Dispatch Centre not being aware that Fair Isle was an island and had no doctor. Concern about the perceived reluctance to use Clickimin.	Outwith Scope of Strategy	One of the key aims of the RTP is to make stronger links to health and the relevant health organisations. These concerns will be passed onto the relevant health organisations.
540.	61 Fair Isle	It was stated that Fair Isle residents do not want to see the level of service provided by the Inter Island Ferries reduced if the service was tendered.	Included in Strategy	Residents are assured that, if it was tendered, the specification would be produced by the STP and would probably establish the existing service as the minimum level that potential operators would be required to provide.
541.	61 Fair Isle	The importance of the continuation of the Community Hires scheme for ferry sailings was stressed and the concern that this might not continue post tendering.	See 540.	See 540. Existing arrangements would be continued with regards to Community Hires scheme.

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542.	61 Fair Isle	There was a suggestion that the Passenger Fares (currently £2.70 single) should be increased to allow a reduction in the Freight charges, which would benefit all the islanders.	See 290.	See 290.
543.	61 Fair Isle	It was felt that the necessity to and method of shipping goods to Fair Isle created a partial monopoly and that some suppliers refused to send goods. It was requested that the feasibility of establishing a central depot to receive and consign freight be investigated.	Included in Strategy	Transport Strategy includes the policy to maintain integrated freight facilities at each ferry terminal. Relevant objective: INT 4.
544.	61 Fair Isle	There was a view that a replacement for m.v. "Good Shepherd" should provide a Ro-Ro capability and Disabled Facilities / Access. Other residents felt that these should only be considered if they did not compromise the sea keeping capabilities and the ability to slip the vessel in Fair Isle.	Non-Strategic Issue	These issues, along with the findings from the initial consultation period will be borne in mind when considering the replacement of <i>MV Good Shepherd</i> in the future.
545.	61 Fair Isle	Fixed links to the islands would be a retrograde step and would ruin the island community and adversely affect the economy through reduced employment on the ferries.	See 474.	See 474.
546.	62 Fetlar	There was a suggestion for a connection to Sumburgh at Brig o' Fitch for bus services from the north – rather than going into town.	Non-Strategic Issue	This is a local operational issue that will be passed onto local officers for further investigation/consideration.
547.	62 Fetlar	STP should concentrate on external ferry services to the UK Mainland rather than Scandinavia.	Amend Strategy	The results of the prioritisation study currently being undertaken will ultimately reveal the services that STP should concentrate on, although the emphasis within the Strategy does indicate that STP have greatest interest in the ongoing development of the external ferry service to the UK Mainland rather than to Scandinavia.
548.	62 Fetlar	If an Unst fixed link is built, there is concern about Mid Yell being developed as landfall for the Fetlar ferry. Fetlar residents would prefer Gutcher.	Amend Strategy	Following consultation, it has been agreed to remove specific reference to Mid Yell as a potential future terminal from the Strategy.
549.	62 Fetlar	Biggest issue – Need ferry Fetlar based – better T/T Need all weather berth. Don't want to lose Fetlar jobs. Only island without own ferry. Want strategy to include island based ferry.	See 82 and 440.	See 82 and 440.

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550.	62 Fetlar	Although it was recognised that this was perhaps not a transport issue, Fetlar residents requested a shelter for fishing boats – currently based elsewhere.	See 440.	See 440
551.	62 Fetlar	Ferry based in Fetlar with crew working 12 hour shift would allow commuting to Lerwick. At present, Fetlar residents can't get to Lerwick before about 1000. Recognises policy to decentralise jobs. Better access for tourists. Wasted steaming to and from Cullivoe at present.	See 440.	See 440.
552.	62 Fetlar	There is a need for more crew on Fetlar to allow 7 day operation. More crew living in Fetlar would benefit island. Accommodation? Few houses.	See 440.	See 440.
553.	62 Fetlar	The need for landing facilities for bulk cargo vessels in Fetlar was noted.	See 440.	See 440. Within the STAG study proposed, consideration would be given to this.
554.	62 Fetlar	If there was a dedicated Fetlar service then vessel could go elsewhere on casual or scheduled basis.	See 440.	See 440.
555.	62 Fetlar	Cruise liners in Fetlar – currently can't land.	See 440.	See 440.
556.	62 Fetlar	Ferry timetable – AHS school bairns wait in Yell on Friday nights cf Unst bairns. Equal opportunities.	Non-Strategic Issue	Issues related to the ferry timetable are operational and will be passed onto the relevant officers for further consideration.
557.	62 Fetlar	It was felt that there was capacity for Fetlar charters. The Draft Strategy refers to Unst but not Fetlar IIA2.	Amend Strategy	Reference will be given to the potential to operate chartered flights to Fetlar. A review of how to make best use of the 2 nd Islander Aircraft is currently being undertaken through consultation with the small isles.
558.	62 Fetlar	Bird watchers would welcome easier access to Fetlar cf Fair Isle.	See 557.	See 557.
559.	62 Fetlar	The North Isles through bus is good but no link on Fetlar.	Non-Strategic Issue	This is a local operational issue that will be passed onto the relevant officers for further consideration.
560.	62 Fetlar	There are problems getting out to the doctors from Fetlar. Access to leisure facilities on Yell is also difficult at present. Saturdays out for 5/6 hours. Sundays are worse.	See 556.	See 556.
561.	63 Skerries	General comments raised at the Skerries Public Meeting included: ▪ Need to support and keep shops and petrol pumps open.	Included in Strategy	The Transport Strategy recognises that transport is a lifeline link for the islands.

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		<ul style="list-style-type: none"> ▪ Won't take much to destabilise economy and viability of Skerries. ▪ Need to stop waste – Shore mooring! ▪ Transport Strategy states “get everyone to Lerwick to shop” ▪ Cf music venue and AHS which aren't for benefit of all Shetland. 		
562.	63 Skerries	At the Skerries meeting, it was stated that the tourist office at Market Cross doesn't always give correct info. There is a need for better info about sailings for passengers leaving from Bressay Slip rather than Hay's.	Included in Strategy	Strategy outlines policy to market public transport information better. This will include improving the delivery of information for tourists as well.
563.	63 Skerries	With regards to the Skerries ferry service, the single most important thing is South Mouth. Won't accept more flannel! Lot of promises and no progress. There is a need for Historic Wreck survey. It was asked if this could be limited to just the area to be dredged? Shetland Islands Council promised before “Filla” delivered to sort out the South Mouth. Skerries residents do not accept that the new vessel is able to make the passage more often than the old one could. Passengers don't book if N / NE forecast. Figures won't show this, although better data is now being captured. Figures show more cancellations in year up to “Filla” introduction in May 2003 than before. It was also noted that there is a wish for a Wednesday ferry sailing if the Tuesday sailing is cancelled. The new vessel draws 1m less and is more manoeuvrable. The Viability of the Skerries community depends on a reliable ferry service. Comparison of Appendices A6 and E18.	Included in Strategy	As stated in the Draft Strategy, this issue will be appraised properly as an outcome from the Final Strategy. STP will also approach Historic Scotland for relaxation of historic wrecks legislation. See 6.32.
564.	63 Skerries	The second highest priority for the Skerries community after South Mouth is continuing Lerwick sailings. This was seen as important to those that don't drive. There was concern about the extra cost of getting freight to Vidlin if the Lerwick link was removed. The island has started shipping salmon again which is organic and time critical. Future of Lerwick linkspan post bridge.	Included in Strategy	The concern of the Skerries community over the removal of the Lerwick sailing is noted. However, it is the purpose of the Transport Strategy, in line with the Scottish Executive Guidance, to consider a range of options that could deliver the objectives of the Transport Strategy and the proposals for Skerries (see section 6.32) will remain in the Final Strategy.
565.	63 Skerries	There is a need to do away with “dead legs” between Whalsay and Skerries. Ferry crew should be based in Skerries. Base ferry in Skerries.	See 564.	See 564.
566.	63	There were said to be capacity problems on Skerries' Thursday flights.	Amend Strategy	The provision of specific additional flights could be

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	Skerries	Skerries require a second day of double flights. The new Islander aircraft was said to be heavier. Limited to 4 women or 3 men. Islanders concession on air services limited to return flights only.		said to be an operational issue that will be reviewed on an ongoing basis. As outlined in the Appraisal Report, the aspirations of the Skerries community for additional flights are known. A review of how to make best use of the 2 nd Islander Aircraft is currently being undertaken through consultation with the small isles.
567.	63 Skerries	Why does the Regional Transport Strategy refer to Bressay "Bridge" rather than "fixed link"?	See 183.	See 183.
568.	63 Skerries	Dial a ride driven by an expression of need to allow young people and non drivers to travel especially at weekends Bus connections to Vidlin. Buses don't all call at pier. Buses don't meet any sailing except the Friday night service. Buses from Lerwick at 0725 arrive in Vidlin at 0805 and passengers have to wait almost 2 hours for ferry. Only Friday nights connect. Need buses from Lerwick to Vidlin to catch 1700 on Saturdays and ex Vidlin at 0930. Could they also connect with Whalsay ferries?	Non-Strategic Issues	Specific issues related to the timetabling of bus services are operational issues that will be passed onto the relevant officers. The Strategy outlines the aim for improved transport integration as well as evening services and demand responsive transport services.
569.	64 Unst	It was suggested to double run the Northlink vessels to increase capacity rather than have them sitting in port for up to 12 hours a day.	See 518.	See 518.
570.	64 Unst	With regards to fixed links between Yell and Unst, there was a strong feeling to pursue low volume standards. Yell ferries cause a bottleneck on Bluemull Sound. The Unst public meeting stated that STP must push for a tunnel. There is a need for investment outside Lerwick. It was suggested that the Bluemull fixed link should be the next priority after Bressay. It was also said that businesses tried to get Bluemull prioritised before Bressay similar to overturning Standing Orders some years ago to get Scatsta.	Included in Strategy	The Strategy proposes to commission feasibility work in the short term which will include consultation with regulatory bodies on the appropriate standards and specifications that could apply to the development of fixed links in Shetland. In terms of prioritisation of fixed links, this could only be carried out once the fixed links study has been undertaken.
571.	64 Unst	With regards to the inter island ferries, the Unst public meeting expressed concern about m.v. "Bigga" being taken away from Bluemull Sound to act as relieve on other routes. 5 timetables for 7 days confuses locals never mind tourists.	Non-Strategic Issue	This is an operational issue related to the Unst ferry and its timetabling that will be passed onto the relevant officers for further consideration. The Strategy does include a policy of improving information for tourists.
572.	64	A better service is needed at the height of summer. The winter service	Non-Strategic	Issues related to the ferry timetable are

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	Unst	was said to be just about okay when M.V. Bigga operates.	Issue	operational and will be passed onto the relevant officers for further consideration.
573.	64 Unst	There are capacity problems even in winter on early morning sailings. No record of unsatisfied demand. 4 consecutive runs out of Unst last Friday morning when ferry was fully booked. Students have to get 0635 out of Unst and don't get home until 2200 to be sure of space. There were also said to be problems getting to hospital, as the appointments system isn't flexible / responsive to transport needs.	Non-Strategic Issue	Issues related to the ferry timetable are operational and will be passed onto the relevant officers for further consideration.
574.	64 Unst	The Unst ferry should be based on Unst. Possible 2 nd overnight berth at Gutcher should be Belmont. Belmont is a safe overnight berth despite contrary view of Ferry Services management. Possible option for Fetlar ferry post tunnel should be "other location on Yell or Unst" rather than "Mid Yell". Don't want Gutcher either.	See 440.	See 440.
575.	64 Unst	With regards to the inter islands air service, there is a desire to develop Unst airport and use the 2 nd Islander aircraft for flights to Unst. The 2 nd aircraft could also be used for hospital appointments instead of taxis.	See 442.	See 442.
576.	64 Unst	The Unst dial a ride service was said to be successful. There is a need for tourist link to Hermaness. It was also stated that Unst resident cannot get from Uyeasound to the doctors by public transport.	Non-Strategic Issue	Issues related to specific bus services are operational issues that have been passed onto the relevant officers for further consideration. However, in developing the Final Strategy, it is proposed to build in case studies to highlight some of the current services that are examples of good practice. The potential for the further development of DRT and dial-a-ride services is included in the Strategy. Relevant Policies: PTS 5.
577.	64 Unst	There is a need for a link to Sumburgh and back to Unst - esp. for 1115 flight. Perhaps a dial-a-ride type service from Scalloway Junction could be introduced?	Non-Strategic Issue	Issues related to specific bus services are operational issues that have been passed onto the relevant officers for further consideration.
578.	65 Whalsay	At the Whalsay public meeting, the following general points were made in relation to the Transport Strategy: <ul style="list-style-type: none"> Will there be money available from Scottish Executive, or elsewhere, to deliver the Transport Strategy? 	Included in Strategy	<ul style="list-style-type: none"> It is not known at this stage whether there will be money available from the Scottish Executive for the projects promoted by STP. The Spend to Save strategy is primarily

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		<ul style="list-style-type: none"> Favour for the "Spend to save" Strategy. Will Bluemull Sound fares be reinstated? Will there be tolls on the proposed tunnels? How is proposed new AHS "fit for purpose"? 		<p>based around the development of fixed links. The Strategy outlines the need for further feasibility work on fixed links in the first instance.</p> <ul style="list-style-type: none"> Bluemull Sound fares are planned to be reinstated. Tolls on the proposed fixed links will require greater consideration within the proposed fixed links study. This is a non-strategic issue outwith the scope of the Transport Strategy.
579.	65 Whalsay	<p>With regards to the Whalsay inter-islands ferry service, it was stressed that the island is vulnerable to ferry fares increases. A 15% fare increase equates to a good mortgage on a mainland based house and therefore people move to the mainland.</p> <p>It was suggested that concessionary fares should be introduced for commuters on the inter-island ferries. The cost of administering fares collection and cost of goods onto islands was also noted. Increased fares will force people to leave cars on the mainland and travel as foot passengers initially and then to depopulate. Depopulation is a one way process. Once started it is irreversible. This was a very strong concern. "Action before it is too late" type message. Same in Skerries. How to persuade 16 non island councillors to support investment in ferries? Future of GAE?</p>	Included in Strategy	<p>The Strategy gives cognisance to the importance of affordable ferry fares to the islands. However, Policy FOP 2 also recognises the necessity to balance this requirement with wider budgetary constraints, and external factors including increases in fuel prices. Therefore, while STP will lobby for the extension of existing national concessionary fare schemes to the inter-island ferry services, the introduction of concessionary fare schemes for commuters will not be specifically promoted in the Strategy. The impact of such a measure in generating additional commuting is a careful consideration here.</p>
580.	65 Whalsay	<p>With regards to internal links on Whalsay, there was a desire for Improve walking facilities. Hard verges are preferred to soft verges.</p>	Non-Strategic Issue	<p>This is a local operational issue and individual footpath schemes will be considered on their merits. The Strategy outlines support for appropriate footpath schemes. Relevant Policies: WAL 1, 2.</p>
581.	66 Lerwick Public	<p>In the context of encouraging alternatives to the car, the observation was made regarding the proportion of Shetland workforce working either shifts or not typical 9-5 hours in Lerwick. Had a survey been undertaken</p>	Included in Strategy	<p>A survey has not been done on this, although the Strategy proposes to establish improved monitoring and consultation forums in relation to</p>

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	Consultation	regarding this?		bus services, such as the establishment of Area Bus Forums. It is recognised that there is an increase in flexi-working and this is reflected within the Strategy through support for more demand-responsive transport services, the use of telecommunications to reduce the need to travel, and the introduction of ticketing initiatives attractive to such workers e.g. flexi-tickets.
582.	66 Lerwick Public Consultation	The previous consultation efforts and consultation reports are to be applauded. However, I am keen to see the proposals costed, which is an absence from the Draft Strategy.	Included in Strategy	Costings have been undertaken and are included in the Appraisal Report. Final options will be dependent on constraints prevailing at time of strategy development, detailed scheme development etc. However, the high level appraisal has put overall costs on likely packages, and also the individual scheme options have been costed in outline.
583.	66 Lerwick Public Consultation	It is important to consult with bus users, not necessarily community councils (who aren't necessarily bus users).	Amend Strategy	The Scottish Executive's Bus Action Plan requires the establishment of Bus Forums for each authority area.
584.	66 Lerwick Public Consultation	It is important to keep consultees "in the loop". It is also important to effectively engage with youth groups and organisations, particularly in the context of public transport.	Amend Strategy	The Final Transport Strategy will provide more information on the process of developing Annual Progress Reports which will be produced each year to highlight progress being made in the delivery of the Strategy. The development of APRs and appropriate awareness raising should help to keep the Transport Strategy in the public eye.
585.	66 Lerwick Public Consultation	Cycle lanes are considered important. The example of the Tingwall Valley was given. Many would not cycle unless protected from the traffic by some means.	Amend Strategy	Relevant Policies: CYC 1, 2. Strategy will be amended to consider cycle and walking routes within settlements and between settlements.

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586.	66 Lerwick Public Consultation	It is important that the final costed schemes are put back to the community councils.	Included in Strategy	Ongoing consultation with community councils is a key element noted at various stages throughout the Strategy.
587.	66 Lerwick Public Consultation	The strategy should not be selling Shetland short in our requests to the Scottish Executive for funding.	Included in Strategy	The projects promoted have emerged from extensive consultation and robust appraisal. It is therefore felt that the Strategy will make a strong case for Scottish Executive support.
588.	66 Lerwick Public Consultation	It was noted that there were over 200 sport and leisure groups in Shetland, and the issue of external links were very important. There was support for maintaining existing service levels on external links, particularly the current opportunities that are available for weekend trips on the UK Mainland. The convenience of NorthLink was commended, but needs to be maintained.	Included in Strategy	The Strategy should recognise the high level of support for the Northlink service. Relevant Policies: UKF 1, 2; APS 1.
589.	66 Lerwick Public Consultation	Keen to continue to push for PSOs on the external air service. Sports and cultural events depend also on inward visitors who do not benefit from the ADS or Northlink Residents' concessions.	Included in Strategy	As a specific action within the Transport Strategy, further investigations into PSOs will be undertaken to establish if this is the right option for Shetland to pursue. Relevant Policies: APS 3, 4.
590.	66 Lerwick Public Consultation	Keen to support connecting buses at Sumburgh and also aware of the requests for more late night buses for youngsters attending sports, social and cultural events in Lerwick from across Shetland. Interest in the community based link. Aware of existing levels of provision and minibuses in Shetland.	Included in Strategy	The dedicated Sumburgh link bus is included in the Transport Strategy. The need for more late night buses, as identified during the initial round of consultation, is also included in the Transport Strategy, as are proposals for community based transport initiatives. Relevant Policies: PTS 5, 6, 7.
591.	66 Lerwick Public Consultation	There are currently 4 vessels used on Northlink which doesn't appear efficient. However, two vessels would mean larger vessels and then could not get into Aberdeen. With regards to the future options for the external ferry, it was suggested that Scrabster was no good given the road length	Included in Strategy	Strategy outlines that STP will consider options for the future development of the Northern Isles ferry service including alternative vessel options and route configurations in order to inform future

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	n	to Inverness, there was not much enthusiasm for Peterhead, and Rosyth would be worrying given road congestion in the area. It was questioned if Dundee would be an option given road and rail links from Dundee are as good as Aberdeen.		reviews of the service. To support this, the Strategy proposes to commission surveys and analysis of passenger and freight movements on the external links. It is noted that the Northlink tender is fixed for the next 6 years. Relevant Policies: UKF 3, 4.
592.	66 Lerwick Public Consultation	Whilst there was not an appetite for larger vessels, such as MV Norrona, it was noted that potential vessels could be larger, but more efficient than existing ferries.	Included in Strategy	Strategy refers to the work undertaken through the NMC project which looked at options for the future development of the Northern Isles Ferry Service, including alternative vessel options. Relevant Policies: UKF 3.
593.	66 Lerwick Public Consultation	I support the proposals for a dedicated Airport bus link. The point was raised on the relative absurdity for non-car owners of having an ADS and then paying over £35 one way for a taxi to Lerwick. It was noted that during Autumn, Sunday evening air timetable saw planes landing at 7.10pm, 7.20pm, and 7.30pm, but no bus which could have left at around 7.45pm.	Included in Strategy	Proposals for a dedicated airport bus link are included in the Strategy. Key to the successful operation of this service will be appropriate marketing and awareness raising of the service. In line with consultee comments, a good way to market the service will be to play on cost savings for the user. Relevant Policies: PTS 7.
594.	66 Lerwick Public Consultation	It was noted that at Christmas, following some delays to the last flight in, Loganair sorted out and paid for some taxis as there was not a bus connection.	Outwith Scope of Strategy	Whilst this is welcomed, this would appear an operator decision. The proposals to provide a dedicated Sumburgh to Lerwick fast link service is geared at improving transport integration opportunities at the Airport. Relevant Policies: PTS 7.
595.	66 Lerwick Public Consultation	It is highlighted that there were some proposals for a cycle route between Whiteness and Wormaldale.	Non-Strategic Issue	This is a local operational issue.
596.	66 Lerwick Public	There is a query over promoting car-sharing and flexi-working together – surely one is incompatible to the other?	Contrary to Strategy	Car-sharing and flexi-working are both sustainable travel behaviour measures. A potential contradiction is that those people who do

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
	Consultation			<p>work flexi-hours may be discouraged from car-sharing due to their flexible working patterns. A possible solution to this could be to offer a guaranteed lift home scheme for those let down by their designated driver. This would most likely have to stem from the SIC Travel Plan. Another proposal could be to offer flexi-travel tickets which are more enticing to flexible workers and in getting them to use the bus, since these tickets allow any 3 days travel out of 7, making the costs more justifiable than buying a weekly or monthly pass.</p> <p>A specific action will be built into the strategy to develop or trial a car sharing database. This could potentially operate individually from, or following on from, the development of a staff Travel Plan.</p>
597.	66 Lerwick Public Consultation	In rural areas, many houses are well-off any bus route.	Included in Strategy	The Strategy recognises the difficulty of providing public transport services in rural areas. The development of a stronger section on development planning and control, emphasising that "transport can no longer be an afterthought in the development control process" should help to raise awareness of this in the future.
598.	66 Lerwick Public Consultation	I note the optimism inherent in the Haggersta scheme, in that it has a short timescale attached to it.	Outwith Scope of Strategy	The Haggersta scheme has already been included as a project within the SIC Capital Plan.
599.	66 Lerwick Public Consultation	Comment was made that it would be desirable for Shetland buses to have an exact fares policy, to speed the buses along, although there was a mixed view as to the desirability of this from others. Ongoing development of Smartcards could increasingly lead to reduction in the use of cash on both ferries and buses.	Non-Strategic Issue	Exact fares policy is an operational issue. However, the Strategy notes that Shetland is piloting the Smartcard system.

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
600.	66 Lerwick Public Consultation	Will the decision to break from HITRANS would change or lessen links with Inverness and the Highlands and Islands Region?	Contrary to Strategy	Shetland has a range of different external links. The successful implementation of Shetland's RTS will depend on ongoing close partnership working with other RTPs including HITRANS.
601.	66 Lerwick Public Consultation	There was comment regarding the desirability of reducing adverse transport related emissions.	Included in Strategy	There are numerous references within the Strategy to investigating alternative fuel sources for certain public transport. There is also opportunity to pilot innovative schemes within Shetland. The Strategy also promotes walking, cycling and travel behaviour change.
602.	67.	We support a number of the actions proposed in the draft Strategy and feel it is important that Hitrans and STP work together on the following initiatives: <ul style="list-style-type: none"> • APS 3 and 4 – extending the air discount scheme to visitors and supporting the case for PSOs or lifeline flights to the Highlands and Islands. • UKF 3 – review of options for the future Northern Isles Ferry service. • FOP 3 – extension of National Concessionary Fares scheme to inter-island ferries. 	Included in Strategy	Relevant Policies: APS 3, 4; UKF 3, FOP 3.
603.	67.	With regard to action APS 7, the HITRANS Strategy proposes to improve public transport services at Inverness Airport in the short term period 2007-2012.	Included in Strategy	Relevant Policies: APS 7. This is welcomed.
604.	68 NHS	There is a need to grasp the importance of travel behaviour change.	See 76.	See 76.
605.	68 NHS	The vision and objectives are not always followed through into actions.	Amend Strategy	More detailed information on interventions are being developed and will be included in the Final Strategy.
606.	68 NHS	Need safe links between settlements and key facilities.	Included in Strategy	Relevant Policies: WAL 1.
607.	68 NHS	Safe routes to school. Some focussed work is required.	Included in Strategy	Relevant Policies: TBC 1.
608.	68	Corporate travel behaviour change – car sharing, workplace travel plans.	Included in	Workplace Travel Plans are promoted within the

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
	NHS		Strategy	Transport Strategy and consideration will be given to the development of a case study on Travel Plans. The actions stemming from this will be outlined in more detail within the Final Strategy. One intervention includes the development of a car-sharing database.
609.	68 NHS	Language can be inconsistent within the Strategy. There is a contrast between the strong language regarding protection of the environment with language related to walking/cycling etc.	See 76.	See 76.
610.	68 NHS	Access to services – it is important to build on community transport resources and existing public transport infrastructures. Rural access to local services is particularly vital. There could be more direct links to the local development of community transport. This could be a potential low cost option. There is a necessity for flexibility.	Amend Strategy	Greater information on the important role played by such transport initiatives will be given within the Final Strategy. Opportunities to integrate community transport into the wider provision of demand responsive transport schemes are already included in the Strategy. Relevant Policies: PTS 5
611.	68 NHS	With regards to the vision/principles, there is an opportunity to use transport to counter centralisation and encourage repopulation of remote areas, and this is a particularly strong theme of the Community Planning Board actions. Transport is key for re-energising rural parts of Shetland.	Included in Strategy See Appendix C: C10a	A section on Community Travel Plans will be built into the Final Strategy, and this will outline interventions designed to support the development of rural areas.
612.	68 NHS	I would like to see stronger links to the HITRANS RTS and those of other RTPs. HITRANS are dealing with similar issues and thus there is opportunity for collaborative work and beneficial inter-actions.	See 73.	See 73.
613.	68 NHS	There was support for health and equality and diversity impact assessments in the implementation of the Strategy.	Included in Strategy	An equality impact assessment will be included for the Final Transport Strategy.
614.	68 NHS	Equity of access is a concern i.e. it is noted that there is some community transport provision in some areas but not in others.	Included in Strategy	The Transport Strategy includes the proposals to undertake a transport audit. Relevant Policies: PTS 5 .
615.	68 NHS	The Scottish Ambulance service is very important – they need to be in the loop with the Strategy.	Included in Strategy	Consultation has been undertaken with the Scottish Ambulance Service and these comments have been taken on board in developing the Strategy.

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
616.	68 NHS	Road safety is important. The strategy needs to be positive regarding reducing fatalities on the road. More work is required raising awareness, working with youngsters etc. Safe driving skills could also be promoted.	Included in Strategy	Consideration will be given to inclusion of a case study on the 'Safe Drive, Stay Alive' initiative. See RSF 1, 2, 3, 4
617.	68 NHS	The traditional approach in Shetland is that commuter is king – especially car based. I would like to see strong support for alternative measures that give people the choice. This includes bike to bus, bike on bus, all of which can potentially improve health. Halt the drift to Lerwick by encouraging commuting out of cars.	Included in Strategy	See TBC 2, 3
618.	68 NHS	The Papa Stour Airstrip should be kept "current" for emergency uses, even if the scheduled service ceases.	Amend Strategy	This will be made clear in the final strategy/
619.	13.	There has been another breakdown of the Directflight aircraft G-SICB Wednesday 10 th January and another long delay while an engineer was flown up from south, presumably from the Isle of Wight again. Wednesday has been the only reasonable weather day in Foula this week, and a backlog of passengers have been waiting to travel – no ferry for two weeks. There is considerable frustration at this seemingly unnecessary delay in bringing in engineering expertise from so far away, (sometimes can be up to 48 hours) especially when the weather was fine for inter-island flying, and very bad forecasts for the following days. My suggestion is there is considerable engineering skill and experience in Shetland though presumably not directly relevant to 'Islander' aircraft maintenance and repair. I think it would be advantageous for the SIC to discuss with Directflight and possibly joint-sponsor an engineering firm in Shetland to train one of their skilled local employees to the standard required for 'Islander' maintenance and repair. In return for this sponsorship, the local specialist skill could be called on or seconded at the times Directflight are having to cancel all operations while they bring up from south to effect repairs.	Non-Strategic Issue	This is an operational issue that requires further discussion with Directflight. This issue has been passed onto the relevant officer for further consideration.
620.	69.	With regards to section 5.7, I agree with this statement but suggest removing "improved" customer care" to read "...and customer care."	Noted	Policy APS 1 will remain as drafted.
621.	69.	Section 5.30 indicates that inbound/outbound survey is only necessary for alternative ferry options but I feel that there should be a similar entry for Air Passenger Services to allow potential new air operators information to	Amend Strategy	More detail on how the proposed origin/destination study can be used to inform future proposals for the external air service will be

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		inform route development decision making process. 5.16 Origin/Destination survey is linked but may require dedicated action within Air Passenger Services section.		included in the Final Strategy.
622.	69.	I believe fixed links, where feasible, are essential to Shetland's tourism product and I think much can be learned from the experience of Faroe and Norway. Good air services with the remoter islands (including Unst) are essential in supporting growth in visitor numbers and creating a viable tourism industry well away from Shetland's "central belt".	Included in Strategy	The Strategy outlines support for fixed links and proposes a fixed link study as an intervention to be taken forward following the publication of the Final Strategy. Relevant Policies: FL 3 .
623.	69.	The introduction of a "Shetland Pass" primarily aimed at visitors to Shetland is something I would like to see incorporated into the general action of integrated transport services. Innovative promotional packages linked to the electronic ticketing system would seem a good way of increasing awareness and ease of use with the sole aim of increasing users of the public transport system. Links to 7.43.	Amend Strategy	This suggestion appears to fit well with the proposal to develop island hop-scotch tickets for the inter-islands ferry network and will be taken on board in developing the Final Strategy. Strategy will be amended to reflect the aspiration for a Shetland pass in the long-term, linked in with the development of the smartcard scheme.
624.	69.	My only additional comments are to fully endorse the actions in Walking and Cycling (7.2 – 7.7).	Included in Strategy	Relevant Policies: WAL 1, 2, 3, 4 ; CYC 1, 2 .
625.	70.	INT1-6 Transport Integration. These points refer to transport integration objectives and specifically the Holmsgarth Ferry Terminal. NorthLink is supportive of the integration objectives detailed. NorthLink will be pleased to discuss with ZTP ways in which these objectives can be developed and implemented. 5.23 External ferry Services I offer for your consideration the following as alternate wording for this para. <i>There are two scheduled ferry services currently operating to and from Shetland. The main service is a lifeline ferry service and is subsidised by the Scottish Executive. The subsidy is periodically tendered and the current operator is NorthLink Ferries Ltd who are contracted to operate the service until June 2012. Four vessels are operated on the route carrying passengers, cars, freight and livestock. Services operate seven days a week and are based on an overnight passage to Aberdeen with some calls</i>	Included in Strategy Amend Strategy	No comment required We welcome the clarification provided.

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		<p><i>at Kirkwall in Orkney thereby also providing a Shetland to Orkney ferry service. In the past a specialist livestock ship has been chartered to provide additional capacity for peak autumn demand.</i></p> <p>5.25 Smyril I suggest you move this up to be 5.24 – ie the second ferry service.</p> <p>5.24 Streamline I suggest you move this down to be a third non-ferry service. I suggest the following alternate wording <i>Also, Shetland Line operate a freight only lift-on, lift-off container shipping service between Aberdeen and Lerwick. ZTP are aware that the Scottish Executive is considering whether to tender the provision of this service.</i></p> <p>5.28 a) Cabins As you know this work is currently in hand and I would therefore suggest you delete references to cabin shortages/increased provision.</p> <p>5.29 UKF 3: Future developments I suggest you amend text to reflect the legitimate interests of freight & livestock customers in future services not just passengers.</p> <p>5.33 UKF 6: Monitoring I foresee the potential for duplication and conflict between your monitoring aspirations and our contractual obligations to the Scottish Executive. The service is already subject to a monitoring regime which is contractual and covers a number of the headings you list. I would be reluctant to start to monitor and report to ZTP on additional or differently defined metrics. As regards items such as timetable and fares these are all contractual and changes come from Ministerial decisions. I would therefore suggest you alter the wording to reflect your legitimate interests but aiming your focus on influencing SE.</p> <p>New No: Consultation As we have discussed NorthLink has a contractual obligation to consult in the islands. If I correctly understood it is your intention that ZTP will take on the role of coordinator of an appropriately representative group of</p>	<p>Amend Strategy</p> <p>Amend Strategy</p> <p>Noted</p> <p>Amend Strategy</p> <p>Noted</p> <p>Amend Strategy.</p>	<p>We welcome the suggestion, to help clarify the difference between the different types of service.</p> <p>We welcome the suggestion, and will consider a re-word of the strategy, so as to clarify the difference between the different types of service.</p> <p>ZetTrans welcomes the provision of additional cabins, but will continue to pay close attention to this issue.</p> <p>ZetTrans will discuss this further with Northlink and Scottish Executive.</p> <p>This issue can be accommodated within the strategy.</p>

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		<p>customers and other interested parties for NorthLink to consult with. Can I therefore suggest that this is woven into the Transport Strategy assuming this will not conflict with the remit of any Council committee. Our preference is to consult with one main grouping but as you know we are in regular contact with key freight customers and groupings representing industry groups, such as NFU, Mart, SFPA, etc.</p> <p>PTS 8: Bus services at Holmsgarth Noted and welcomed.</p> <p>PTI 5: Timetable information Noted and welcomed</p>	<p>Included in Strategy</p> <p>Included in Strategy</p>	
626.	71.	<p>Users of the Northlink service wishing to travel between Shetland and Scrabster do not enjoy the same privileges or benefits extended to other Northlink travellers and Islanders serviced by this lifeline service. Some of the practical issues faced by a traveller to Scrabster using this lifeline service, include:</p> <ol style="list-style-type: none"> 1. Travelling from Lerwick to Scrabster involves an unnecessary and expensive overnight stop-over in Orkney. 2. When timetable changes were proposed by Northlink for the Pentland Firth crossing, Orkney authority ensured successfully that the crossings integrated with Bus and rail services south. What insurmountable difficulties could there possibly be for Shetland Transport Authority not demanding and expecting the same treatment for their constituents? 3. A more flexible ferry timetable integrating the Shetland and Pentland Firth ferry crossings could easily be managed, either on a once weekly, once fortnightly, once monthly, or even during holiday periods meeting travellers' needs. It may be that opening up shorter and more flexible crossings from Lerwick to Scrabster via Orkney will be accompanied by expanded revenue both from passengers and traders. 4. Passengers travelling from Lerwick to Scrabster presently can go from the Shetland ferry directly onboard the Pentland Firth 	Included in Strategy	<p>Many of these points raised are operational in their nature and highlight the necessity for ongoing operational discussions with Northlink. The outcomes from the proposed Origin/Destination survey can help to inform the approach taken by ZetTrans and NorthLink.</p>

Issue No	Consultee Reference (App B)	Question Raised / Comment / Suggestion	Action	Justification
		<p>'Hamnavoe' on sailings during the week, but not on Friday nights, where passengers have to fend for themselves and find their own accommodation. One could easily wonder if the service is run on Northlink's own terms, or if consideration of passengers needs are their highest priority, especially those travelling to Scrabster via Orkney.</p> <p>5. All passengers / traders in Shetland are affected by what could be interpreted as a 'blinker' approach to both STA and Northlink in their delivery of this lifeline service. Recent cancellations of Northlink services to and from Aberdeen due to access to Aberdeen Harbour highlight this.</p> <ul style="list-style-type: none"> ▪ <i>20 Feb the southbound ferry leaves Lerwick for Aberdeen, knowing in advance that there will likely no sailing from that harbour for three days once she arrives there;</i> ▪ <i>having this knowledge, and awareness that this can happen from time to time we have a proper expectation that being a lifeline service, every option has been looked at before a ferry is stranded in Aberdeen;</i> ▪ <i>it must be feasible on some occasions when this has been predicted for the ferry to divert to the nearest mainland Northlink port of Scrabster;</i> ▪ <i>logistics can be planned in advance, arrangements can be in place in advance with carriers / transport etc to also divert to Scrabster;</i> ▪ <i>not all logistics would be able to be transferred at short notice, but some, perhaps most, could do so and a vital passenger and trade lifeline retained.</i> 		
627.	71.	<p>A silent substantial minority of Shetlanders with Caithness connections, or Shetlanders in Caithness, and Caithnesians with Shetland connections concur with the view that Northlink users travelling between Shetland and Scrabster do not enjoy the same privileges or benefits extended to other Northlink travellers and Islanders serviced by this lifeline service:</p> <ul style="list-style-type: none"> ▪ <i>the present consultation does not allow or encourage the discussion</i> 	Included in Strategy.	The Transport Strategy contains the proposal to undertake an Origin/Destination Study. Amongst other things, this will reveal the key locations that Shetlanders travel to, and to which service improvements could subsequently be targeted.

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		<p><i>of diversity of travel services to and from the North Scottish mainland;</i></p> <ul style="list-style-type: none"> <i>I personally know older people in Caithness who, because of the restrictive and expensive travel arrangements between the North of Scotland and Shetland have only been home to Shetland on three occasions since their emigration to Caithness in the middle fifties for work, along with many other Shetlanders;</i> <i>Likewise for Caithnesians or Highlanders from the North of Scotland who have contributed to the Shetland economy for many years are also frustrated and excluded, even by the present travel arrangements both in terms of air travel and ferry.</i> 		
628.	72.	<p>Air Passenger Services: Should be laying down markers for new service after 2008. This is not addressed in the Strategy Document</p> <p>Fixed Links: Support Affordable Fixed Links</p> <p>Winter Maintenance: Could Improve</p> <p>Public Transport: Could be more imaginative and flexible. Support multi-ticketing.</p>	<p>Included in strategy</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>The strategy supports the growth and development of Shetland's air connections.</p> <p>An operational issue to be passed onto Roads Service.</p>
629.	73.	Questionnaire response supporting all elements of the strategy	Noted	

Appendix D: Minutes from Meetings

Whalsay Community Council

Project:	Shetland RTS	Job No/Ref:	43837 TGLT
Purpose:	Community Consultation – Whalsay Community Council	Date held:	6 December 2006
Held at:	Symbister Primary School	Made by:	Ken Duerden
Present:	Whalsay Community 6 residents Josie Simpson SIC Councillor Michael Craigie Head of Transport Ken Duerden Transport Development Manager	Distribution:	

No.	Item	Action By
	<p><u>Introduction</u></p> <p>Councillor Simpson began the meeting by stressing the importance of the consultation stage of preparing the Transport Strategy.</p> <p>Michael Craigie gave a power point presentation on the role of the Shetland Transport Partnership (STP) and the general content of the draft Strategy.</p> <p>Ken Duerden concluded the presentation by summarising the output from the first consultation meeting with the Whalsay Community on 25 January 2006 and how these issues had been represented in the draft Strategy.</p> <p><u>General</u></p> <ul style="list-style-type: none"> ▪ Will there be money available from Scottish Executive, or elsewhere, to deliver Transport Strategy? ▪ Favour "Spend to save" ▪ Will Bluemull Sound fares be reinstated? ▪ Will there be tolls on the proposed tunnels? ▪ How is proposed new AHS "fit for purpose"? <p><u>External Links</u></p> <p>There were no specific comments about External Links.</p> <p><u>Inter-Island Links</u></p> <ul style="list-style-type: none"> ▪ Skerries freight charges ▪ Vulnerability to ferry fares increases. 15% fare increase equates to a good mortgage on a mainland based house therefore people move to mainland. ▪ Concessionary fares for commuters ▪ Cost of administering fares collection ▪ Cost of goods onto islands ▪ Increased fares will force people to leave cars on the mainland and travel as foot passengers initially and then to depopulate. ▪ Depopulation is one way process. Once started it is irreversible. This was a very strong concern. "Action before it is too late type message. Same in Skerries. ▪ How to persuade 16 non island councillors to support investment in ferries. ▪ Future of GAE. 	

Internal Links

- Improve walking facilities
- Prefer hard to soft verges.

Skerries Community Council

Project: **Shetland RTS**

Job No/Ref: **43837 TGLT**

Purpose: **Community Consultation – Skerries Community Council** Date held: **8 December 2006**

Held at: **Skerries School**

Made by: **Ken Duerden**

Present: Skerries Community 13 residents
 Josie Simpson SIC Councillor
 Michael Craigie Head of Transport
 Ken Duerden Transport Development Manager

Distribution:

No.	Item	Action By
	<p><u>Introduction</u></p> <p>Councillor Simpson began the meeting by stressing the importance of the consultation stage of preparing the Transport Strategy.</p> <p>Michael Craigie gave a power point presentation on the role of the Shetland Transport Partnership (STP) and the general content of the draft Strategy.</p> <p>Ken Duerden concluded the presentation by summarising the output from the first consultation meeting with the Skerries Community on 31 October 2005 and how these issues had been represented in the draft Strategy.</p> <p><u>General</u></p> <ul style="list-style-type: none"> ▪ Need to support and keep shops and petrol pumps open. ▪ Won't take much to destabilise economy and viability of Skerries. ▪ Need to stop waste – Shore mooring! ▪ Transport Strategy states “get everyone to Lerwick to shop” ▪ Cf music venue and AHS which aren't for benefit of all Shetland. <p><u>External Links</u></p> <p>There were no specific comments about External Links.</p> <p><u>Inter-Island Links</u></p> <p>Inter-Island Ferries -</p> <ul style="list-style-type: none"> ▪ Tourist office at Market Cross doesn't always give correct info ▪ Need better info about sailings for passengers leaving from Bressay Slip rather than Hay's. ▪ Single most important thing is South Mouth. Won't accept more flannel! Lot of promises and no progress. ▪ Need for Historic Wreck survey. Can this be limited to just the area to be dredged? ▪ Shetland Islands Council promised before “Filla” delivered to sort out the South Mouth. ▪ Don't accept that the new vessel is able to make the passage more often than the old one could. ▪ Passengers don't book if N / NE forecast. Figures won't show this. ▪ Now capture better data. ▪ MJC promised to appraise the issue properly as stated in the draft Strategy. ▪ Can we link lack of bookings to NE ly forecast? ▪ Figures show more cancellations in year up to “Filla” introduction in May 2003 than before. ▪ Wish for Wednesday sailing if Tuesday cancelled. ▪ New vessel draws 1m less and is more manoeuvrable. 	

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| <ul style="list-style-type: none">▪ MJC to approach Historic Scotland for relaxation of historic wrecks legislation.▪ Viability of community depends on reliable ferry service.
▪ Second highest priority for community after South Mouth is continuing Lerwick sailings.▪ Keep Lerwick sailings – especially important to those that don't drive▪ Concern about extra cost of getting freight to Vidlin if Lerwick link removed.▪ Island has started shipping salmon again which is organic and time critical.▪ Comparison of Appendices A3 and E18.▪ Impact of increased ferry fares.
▪ Need to do away with “dead legs” between Whalsay and Skerries. Crew should be based in Skerries.▪ Base ferry in Skerries.▪ Future of Lerwick linkspan post bridge. MJC thought it would be maintained. Is there a lease and for how long?▪ Small parcels rates?▪ Cf Bluemull Sound fares removal.
Inter-Island Air Service –▪ Capacity problems on Thursday flights. Need second day of double flights.▪ New aircraft heavier. Limited to 4 women or 3 men.▪ Islanders concession on air services limited to return flights only
Fixed links –▪ Why does Regional Transport Strategy refer to Bressay “Bridge” rather than “fixed link”?
<u>Internal Links</u>
▪ Community based services – Dial a ride driven by an expression of need to allow young people and non drivers to travel especially at weekends▪ Bus connections to Vidlin. Buses don't all call at pier▪ Buses don't meet any sailing except the Friday night service▪ Buses from Lerwick at 0725 arrive in Vidlin at 0805 and passengers have to wait almost 2 hours for ferry▪ Only Friday nights connect▪ Need buses from Lerwick to Vidlin to catch 1700 on Saturdays and ex Vidlin at 0930. Could they also connect with Whalsay ferries? | |
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Yell Community Council

Project:	Shetland Transport Strategy		Job No/Ref:	43837TGLT
Purpose:	Yell Meeting		Date held:	15 January 2007
Held at:	Mid Yell Community Hall		Made by:	Paul Finch
Present:	Paul Finch Ken Duerden Michael Craigie Cllr John Nicholson Cllr Brian Gregson	Faber Maunsell Shetland Transport Partnership Shetland Transport Partnership Shetland Islands Council Shetland Islands Council	Distribution:	
Apologies:	Members of Yell CC Members of public	4+ Clerk 4		

No.	Item	Action By
1	The community was keen that momentum is regained regarding fixed links. It was highlighted that it was a pity that studies were not done earlier in order to better inform the study. There was particular concern of the resulting difficulty that would arise regarding the Bluemull Sound ferry service. It was felt that the Yell / Unst tunnel project should be progressed "in parallel" with the Bressay Bridge project, especially in ascertaining the standards and costs of tunnels.	
2	It was stated that it was important that investment planning takes account of future opportunities that may arise at short notice for funding. The comparison with Western Isles was raised, where a number of projects were lined up for construction, subject to European funding.	
3	When the Yell Sound terminals and ferries were being planned, there was discussion regarding the potential opportunities to move vessels currently on Yell Sound to Whalsay. The community wondered if this was still the case, as it is not highlighted within the document.	
4	MC replied that there was strong support for fixed links, although recognition of the need for further work. The business case and technical case will require endorsement from others, including the Scottish Executive.	
5	There was a general feeling that the document should be far more positive about fixed links than at present. It is important to realise and highlight the wider benefits of such investment provision, as well as accessibility opportunities – particularly in the case of future financial scenarios.	
6	The community stated that it was important that there was a commitment to protecting fares and service levels, and support for commuting, as it is important to retain and attract young families to Yell and North Isles.	
7	With respect to the prioritisation process it is important that due regard is given to how this is presented and implemented. Particular concern with respect to "number of people" as a specific criteria.	
8	The community have a real worry about the impact of reduced services and increased fares. It is important that any changes are done in an informed manner. It was stressed that any reductions in service must not affect daytime sailings and increases in fares must not increase total travel costs for commuters.	
9	It was noted that there are opportunities for preferential rates for regular travellers, supporting the base passenger market on the ferries. Integration of the transport strategy with Housing (and other services) was also viewed as important	

10	The community highlighted that it is important to market the success of the ferries, and encourage more people onto them – both internal tourism, and external tourism.
11	There was a comment regarding possible opportunities to improve fares for commercial vehicles
12	The potential future requirement to tender the ferry service was highlighted as a specific concern.
13	Yell is witnessing increasing car ownership (and mobility) – more cars on vessel, lower passenger/vehicle ratios on vessel. This makes the provision of suitable public transport more and more difficult, as the passenger base may be declining. This presents a bigger problem for those “left behind” – elderly, those without access to car through day time.
14	There was a specific query regarding the prioritisation of Whalsay ahead of Bluemull within the strategy.
15	Finally, the issue of the Bressay Bridge was raised as a situation that is a concern to the public.

Shetland Health Board

Project:	Shetland Transport Strategy		Job No/Ref:	43837TGLT
Purpose:	NHS Shetland		Date held:	16 January 2007
Held at:	Brevick House, Lerwick		Made by:	Paul Finch
Present:	Ken Duerden	Shetland Transport Partnership	Distribution:	
	Paul Finch	Faber Maunsell		
	NHS Shetland Board			
Apologies:	Dominique Rommel	Board Member of STP and NHS Shetland		
	Michael Craigie	Shetland Transport Partnership		

No.	Item	Action By
1	Vice Chairman – Iain Kinniburgh Emphasised the relationship between health, transport and social inclusion, as revealed by recent research work. Health promotion opportunities are important, as well as access to health care.	
2	Chief Executive - Sandra Laurenson Gave apologies from Dominique Rommel, highlighting that her key concerns were as follows. <ul style="list-style-type: none"> • Creation of a network of footpaths and cycle paths - if possible well separated from the roads - between settlements as well as between settlements and schools, to allow mothers to walk their children to school, children to ride their bike to school, people to walk safely. This will improve everybody's health and give the more isolated and vulnerable people the opportunity to walk to their destination safely. • Ensure that all surgeries and the hospital are easily and frequently accessible by bus so that everybody can access their doctor/dispensary. • Many people who need to access their health services most regularly do not have a car or are not allowed to drive. 	
3	Director of Public Health – Dr Sarah Taylor Comments from Public Health viewpoint. <ul style="list-style-type: none"> • Welcomes document. However, feels that there are a number of missed opportunities • Need to grasp importance of travel behaviour change • Vision and objectives not always followed through into actions • Needs safe links between settlements and key facilities • Safe routes to school. Some focussed work is required. • Corporate travel behaviour change – car sharing, workplace travel plans • Language can be inconsistent. There is a contrast between the strong language regarding protection of the environment with language related to walking/cycling etc. • Access to services - Felt that it is important to build on community transport resources, and existing public transport infrastructures. • Rural access to local services is particularly vital. • There could be more direct links to the local development of community transport. This could be a potential low cost option. There is a necessity for flexibility 	

	<ul style="list-style-type: none"> • Vision/Principles – there is an opportunity to use transport to counter centralisation and encourage repopulation of remote areas, and this is a particularly strong theme of the Community Planning Board actions. Transport is key for re-energising rural parts of the Shetland. • Dr Taylor was aware of other work being undertaken by HITRANS, and would like to see stronger links to their RTS and those of the other RTPs. She was aware that they are dealing with similar issues, and there is opportunity for collaborative work, and beneficial inter-actions. • There was support for health and equality and diversity impact assessments in the implementation of the strategy • Health improvement can be a measure of success. • Health impact of specific interventions, e.g. road widening • Equality and diversity equally important
4	<p>Cllr Barbara Cheyne Commented that transport to doctors' surgeries and health centres was important, but also to leisure centres.</p> <p>It was questioned where the aspiration for external links which were cheaper, faster, less weather dependent was sourced from. PF replied that this came from NHS Shetland's 2020 document.</p>
5	<p>Mr M Johnson Highlighted that equity of access a concern. It was noted that there is some community transport provision in some areas, but not in others.</p> <p>The necessity to work with communities, and build up schemes was highlighted.</p> <p>People also need reliable access to hospital based services.</p> <p>Scottish Ambulance Service very important. They need to be "in the loop" with the strategy.</p>
6	<p>? Road safety is important. The strategy needs to be positive regarding reducing fatalities on the road. More work is required, raising awareness, working with youngsters etc. Safe driving skills could also be promoted.</p>
7	<p>Mr J Irvine Traditional approach is that "commuter is king – especially car based" He would like to see strong support for alternative measures to give people the choice. This includes bike to bus, bike on bus, all of which can potentially Improve health. Halt drift to Lerwick by encouraging commuting out of cars.</p>
8	<p>Sandra Laurenson Request to keep Papa Stour airstrip "current" for emergency use even if the scheduled service ceases.</p> <p>At the end of the discussion, it was highlighted that STP will receive formal responses prior to consultation deadline.</p>

Public Consultation, Lerwick

Project:	Shetland Transport Strategy		Job No/Ref:	43837TGLT
Purpose:	Public Consultation Event		Date held:	16 January 2007
Held at:	Lerwick Hotel – 18:30		Made by:	Paul Finch
Present:	Paul Finch Michael Craigie Ken Duerden Community Council representatives and members of public	Faber Maunsell Shetland Transport Partnership Shetland Transport Partnership 14	Distribution:	
No.	Item			Action By
1	<p>Public In context of encouraging alternatives to the car, The observation was made regarding proportion of Shetland workforce working either shifts, or not typical 9 to 5 hours Lerwick – had a survey been undertaken regarding this.</p> <p>Answer given that no survey had been undertaken – however, more flexible forms of public transport might help in the future, dependent on how these are developed.</p>			
2	<p>Representative from Dunrossness CC Previous consultation and consultation reports were applauded. Keen to see the proposals costed, which was noted as an absence of this in the draft consultation report. Also, there was a query about where the suggested “separation” of Sumburgh service from South Mainland service arose from.</p> <p>Answer given that various costings have been undertaken during development of the strategy. Final options will be dependent on constraints prevailing at time of strategy development, detailed scheme development etc. However, a high level appraisal did put overall costs on likely packages, and also the individual scheme options have been costed in outline. These will be put forward to the STPR and CSR. Splitting the bus services had come from the previous consultation process.</p>			
3	<p>Cllr Iris Hawkins Important to consult with bus users, not necessarily community councils (who aren't necessarily bus users).</p> <p>Important to keep consultees “in the loop”. It is also important to effectively engage with youth groups and organisations, particularly in the context of public transport.</p> <p>Cycle lanes were considered important – the example of the Tingwall Valley was given. Many would not cycle unless protected from the traffic by some means.</p> <p>Important that the final, costed schemes are put back to the community councils.</p> <p>The strategy should not be selling Shetland short in our requests to the Scottish Executive for funding.</p>			
4	<p>Bob Kerr - Sport and Leisure Services It was noted that there were over 200 sport and leisure groups in Shetland, and the issue of external links were very important.</p> <p>There was support for maintaining existing service levels on external links, particularly the current opportunities that are available for weekend trips on the UK Mainland. The convenience of the Northlink service for this was commended, but needs to be maintained.</p>			

Keen to continue push to for PSOs on the external air service. Sports and cultural events depend also on inward visitors who do not benefit from the Air Discount Scheme or Northlink Residents' concessions.

Keen to support connecting buses at Sumburgh, and also aware of the requests for more late night buses for youngsters attending sports, social and cultural events in Lerwick from across Shetland. Interest in the community based links. Aware of existing levels of provision and minibuses in Shetland.

In reply, it was noted that the current timetable arrangements are more or less fixed for the next 6 years on Northlink services.

5 **Jim Smith – Federation of Small Businesses**

Emphasised that he represented just small businesses, not farmers, sea food etc, which each have their own representative bodies.

Overall, quite happy with external links, noting existing concerns about reliability at Aberdeen Harbour.

It was noted that there are currently four vessels used on the Northlink service. Doesn't appear efficient. However, two vessels would mean larger vessels, and then could not get into Aberdeen.

- Scrabster no good – road length to Inverness.
- Not much enthusiasm for Peterhead.
- Rosyth particularly worrying given road congestion in that area.
- Would Dundee be an option? Road and rail links are as good as Aberdeen.

Most goods do not come from Aberdeen, but are consolidated in Aberdeen.

In reply, it was noted that current Northlink tender is fixed for the next 6 years. STP should be preparing case for next tender and potential for alternative vessels, route options, and configurations. Some Origin and Destination work has already been completed.

Whilst there was not an appetite for larger vessels, such as *MV Norrona*, it was noted that potential vessels could be larger, but more efficient than existing ferries.

6 **Bill Anderson, Sportsman**

Reinforced earlier comments about delight with Northlink service.

Supported proposals for a dedicated Airport bus link. Commented on the relative absurdity for non car owners of having an air discount scheme, and then paying over £35 one way for a taxi to Lerwick. Noted that during Autumn, Sunday evening air timetable saw planes landing at 7.10pm, 7.20pm, and 7.30pm, but not bus which could have left at around 7.45pm.

Glad to see the emphasis on Social Inclusion.

7 **Florence Grains**

Noted that at Christmas, following some delays to the last flight in, Loganair sorted out and paid for some taxis as there was no bus connection.

Highlighted also that there were some proposals for a cycle route between Whiteness and Wormadale.

Queried about how we could have car-sharing and flexi-working together – surely one in incompatible with the other.

Noted that in rural areas, many houses well off any bus routes.

Queried how long *MV Leirna* could continue in service.

Also noted the optimism inherent in the Haggersta scheme, in that it had a short timescale attached to it.

In response, it was highlighted that *MV Leirna* was constructed in 1992, and assuming a 20 year life, would require replacement in 2012. However, it was also realised that some vessels continued “duty” after 20 years.

8 PSOs and Air Discount Scheme

The current and proposed position with respect to PSOs and the Air Discount Scheme was requested.

The Scottish Executive committed to the Air Discount Scheme for three years, commencing 2006. They also committed to a review of the scheme around 2/3rds of the way through. The case for PSOs could be made again at this point.

It was also recognised that air tax was not included in the ADS and would also be shortly increased.

It was also highlighted that across Scotland there is a very mixed picture with respect to PSOs and ADS. This could be used to lobby the Scottish Executive for uniformity – as long as it was for PSOs.

9 Exact Fares

Comment was made that it could be desirable for Shetland buses to have an exact fares policy, to speed the buses along. There was a mixed view as to the desirability of this from the floor. Ongoing development of “Smart Cards” could increasingly lead to reduction in the use of cash on both ferries and buses.

10 Regional Groupings

The issue of whether or not the break from HITRANS would change or lessen links with Inverness and the Highlands and Islands Region.

It was confirmed that this was not the case. Shetland has a range of different external links. The lobbying for Shetland to be its own Regional Transport Partnership reflects this diversity, enable Shetland to react quickly to opportunities, and potential to create its own opportunities.

11 Environmental Issues

There was comment regarding the desirability of reducing adverse transport related emissions.

It was highlighted that there is a policy about investigating alternative fuel sources for certain public transport within the strategy, but also there are wider opportunities to pilot innovative schemes within Shetland. This should have higher priority in the Strategy

MC thanked those attending stating that it had been a useful discussion.

Fair Isle Consultation

Project:	Shetland RTS	Job No/Ref:	43837 TGLT
Purpose:	Community Consultation – Fair Isle Community	Date held:	17 January 2007
Held at:	Fair Isle Hall	Made by:	Ken Duerden
Present:	Fair Isle Community Gordon Mitchell Ken Duerden	16 residents SIC Councillor Transport Development Manager	Distribution:

No.	Item	Action By
	<p><u>Introduction</u></p> <p>Councillor Mitchell opened the meeting.</p> <p>Ken Duerden gave a power point presentation on the role of the Shetland Transport Partnership (STP) and the general content of the draft Strategy, concluding the presentation by summarising the output from the first consultation meeting with the Fair Isle Community on 10 November 2005 and how these issues had been represented in the draft Strategy.</p> <p><u>External Links</u></p> <p>Scandinavian Ferry – There was support for the existing and future Scandinavian services but only if this did not take funding away from internal transport services.</p> <p>Air Services – There was support for the Atlantic Airways service to Stansted. There was a wish to see a Scandinavian air service re-established from Shetland.</p> <p><u>Inter-Island Links</u></p> <p>Air Service – The meeting strongly supported the reinstatement of a seasonal air service between Fair Isle and Orkney and recognised the opportunities for this with the arrival of the 2nd aircraft.</p> <p>A lengthy discussion took place about the possible deployment of the second aircraft and how this would affect its ability to relieve the existing aircraft if it “went technical”. Views were divided about the desirability of keeping it for relief duties with some residents favouring committing it full time to additional services that would benefit the islands.</p> <p>Instances were quoted where flights on some days in May 2007 are already fully booked.</p> <p>The residents hoped that the greater population in Fair Isle and potential for tourism compared to the other islands would be reflected in the schedule for the second aircraft. Gordon Mitchell advised that there would be a consultation meeting in Fair Isle on 5 February 2007 to discuss the scheduling issues.</p> <p>The meeting asked that there be a system of Wait-listing introduced for flights that are fully booked. Also that there be an accepted mechanism for arranging overflow flights when practicable and that any such flights be advertised locally. There was a request for flights that were cancelled on a Friday and Saturday, for whatever reason, to be rescheduled on the Sunday.</p> <p>A query was raised about whether the Shetland Islands Council / Shetland Transport Partnership could consider taking over the operation of the Fair Isle airstrip. Residents will consider submitting the benefits of this.</p> <p>Air Ambulance – A number of concerns were expressed about the current air ambulance service. Although this may not form part of the Transport Strategy, the points are summarised here.</p> <p>Concern about the use of Sumburgh rather than Tingwall (loss of revenue to</p>	

SIC?).

Concern about seemingly illogical deployment of resources.

Concern about the Dispatch Centre not being aware that Fair Isle was an island and had no doctor.

Concern about the perceived reluctance to use Clickimin.

Fiona Mitchell agreed to collate the concerns and pass them to Gordon Mitchell.

Ferry Service – The meeting stated that it did not want to see the level of service provided by the Inter Island Ferries reduced if the service was tendered. Ken Duerden assured the meeting that, if it was tendered, the specification would be produced by the STP and would probably establish the existing service as the minimum level that potential operators would be required to provide.

The importance of the continuation of the Community Hires scheme for ferry sailings was stressed and the concern that this might not continue post tendering. There was a suggestion that the Passenger Fares (currently £2.70 single) should be increased to allow a reduction in the Freight charges, which would benefit all the islanders.

At least one resident felt that the necessity to and method of shipping goods to Fair Isle created a partial monopoly and that some suppliers refused to send goods. It was requested that the feasibility of establishing a central depot to receive and consign freight be investigated.

There was a view that a replacement for m.v. "Good Shepherd" should provide a Ro-Ro capability and Disabled Facilities / Access. Other residents felt that these should only be considered if they did not compromise the sea keeping capabilities and the ability to slip the vessel in Fair Isle.

Fixed Links – The meeting felt that fixed links to the islands would be a retrograde step and would ruin the island community and adversely affect the economy through reduced employment on the ferries.

Internal Links

There was no specific mention of issues regarding Internal Links.

Fetlar Community Council

Project:	Shetland RTS	Job No/Ref:	43837 TGLT
Purpose:	Community Consultation – Fetlar Community Council	Date held:	18 January 2007
Held at:	Fetlar Hall	Made by:	Ken Duerden
Present:	Fetlar Community Brian Gregson Michael Craigie Ken Duerden	15 residents SIC Councillor Head of Transport Transport Development Manager	Distribution:

No.	Item	Action By
	<p><u>Introduction</u></p> <p>James Rendall, Chairman, Fetlar C.C. opened the meeting.</p> <p>Michael Craigie introduced the draft Transport Strategy.</p> <p>Ken Duerden gave a power point presentation on the role of the Shetland Transport Partnership (STP) and the general content of the draft Strategy, concluding the presentation by summarising the output from the first consultation meeting with the Fetlar Community on 15 November 2005 and how these issues had been represented in the draft Strategy.</p> <p><u>External Links</u></p> <p>Generally OK</p> <p>Sumburgh bus links concerns Connection at Brig o' Fitch? – rather than going into town</p> <p>Should concentrate on UK ferry rather than Scandinavia.</p> <p><u>Inter-Island Links</u></p> <p>Inte-Island Ferry - If Unst fixed link, concern about Mid Yell as landfall for Fetlar ferry. Prefer Gutcher. Agreed to remove specific reference in Strategy.</p> <p>Biggest issue – Need ferry Fetlar based – better T/T Need all weather berth. Don't want to lose Fetlar jobs. Only island without own ferry. Want strategy to include island based ferry</p> <p>Shelter for fishing boats – currently based elsewhere May not be transport issue</p> <p>Ferry based in Fetlar with crew working 12 hour shift would allow commuting to Lerwick. Present can't get to Lerwick before about 1000. Recognises policy to decentralise jobs Better access for tourists Wasted steaming to and from Cullivoe at present</p> <p>Need more crew on island for 7 day operation More crew living in Fetlar would benefit island Accommodation? Few houses</p> <p>Need for landing facilities for bulk cargo vessels in Fetlar</p>	

If there was a dedicated Fetlar service then vessel could go elsewhere on casual or scheduled basis.

Help fish farms.

Cruise liners – currently can't land.

Opens up everything

Ferry timetable – AHS school bairns wait in Yell on Friday nights cf Unst bairns
Equal opportunities!

Inter-Island Air Services - Capacity for Fetlar charters. Draft says Unst but not Fetlar IIA2

Bird watchers would welcome easier access to Fetlar cf Fair Isle.

Internal Links

Internal transport just Post Bus.

North Isles through bus good but no link on Fetlar.

Problems getting out to doctors from Fetlar.

Access to Leisure facilities on Yell difficult at present.
Saturdays out for 5/6 hours, Sunday's worse.

Fetlar can't benefit from most of Shetland's capital programme.

Unst Public Consultation

Project:	Shetland RTS	Job No/Ref:	43837 TGLT
Purpose:	Community Consultation – Unst Community Council	Date held:	22 January 2007
Held at:	Baltasound Hall	Made by:	Ken Duerden
Present:	Unst Community Brian Gregson Michael Craigie Ken Duerden	23 residents SIC Councillor Head of Transport Transport Development Manager	Distribution:

No.	Item	Action By
	<p><u>Introduction</u></p> <p>Lawrence Robertson, Chairman, Unst C.C. opened the meeting.</p> <p>Michael Craigie introduced the draft Transport Strategy.</p> <p>Ken Duerden gave a power point presentation on the role of the Shetland Transport Partnership (STP) and the general content of the draft Strategy, concluding the presentation by summarising the output from the first consultation meeting with the Unst Community on 17 January 2006 and how these issues had been represented in the draft Strategy.</p> <p><u>External Links</u></p> <p>Double run Northlink vessels to increase capacity rather than sitting in port for up to 12 hours a day.</p> <p><u>Inter-Island Links</u></p> <p>Tunnels - Tunnel were looked at years ago. Why have costs changed now? Strong feeling to pursue low volume standards. Yell ferries causing bottleneck on Bluemull Sound. Must push for tunnel. Get investment outside Lerwick. Aware of strong feeling. Bluemull fixed link next priority after Bressay. Businesses tried to get Bluemull prioritised before Bressay similar to overturning Standing Orders some years ago to get Scatsta.</p> <p>Inter-Island ferries - Concern about m.v. "Bigga" being taken away from Bluemull Sound to relieve on other routes. 5 timetables for 7 days. Confuses locals never mind tourists. Need better service at height of summer. Winter OK (just) when Bigga there. Brian Gregson stated that this summer is outside the timeframe of the Regional Transport Strategy. These points have been recognised by the Inter Island Ferries Board. Belief that Ferry Services superintendents are overplaying the MCA legislation. Capacity problems even in winter on early morning sailings. No record of unsatisfied demand. 4 consecutive runs out of Unst last Friday morning when ferry was fully booked. Students have to get 0635 out of Unst and don't get home until 2200 to be sure of space. Problems getting to hospital. Appointments system isn't flexible / responsive to transport needs. Unst ferry should be based on Unst. Possible 2nd overnight berth at Gutcher</p>	

should be Belmont.

Belmont is a safe overnight berth despite contrary view of Ferry Services management.

Possible option for Fetlar ferry post tunnel should be "other location on Yell or Unst" rather than "Mid Yell". Don't want Gutcher either.

Inter-Island Air Service – Develop Unst airport.

Use of 2nd aircraft for flights to Unst.

Use 2nd aircraft for hospital appointments instead of taxi.

Internal Links

Internal links – Dial a ride successful

Need for link to Sumburgh and **back** to Unst - esp. for 1115 flight. . Perhaps a dial-a-ride type service from Scalloway Junction

Need for tourist link to Hermaness.

Can't get from Uyeasound to doctors by public transport.