

## **12 ACCESSIBILITY AND SOCIAL INCLUSION**

### **12.1 INTRODUCTION**

This section provides the current baseline information relevant to access. An appraisal has been made of the potential impacts of the fixed link options<sup>79</sup> and the reconfigured ferry option, compared against the Do Minimum (see Section 7.6). The relevant sub-options for public transport have been taken into account (see Section 7.7).

Accessibility defines the ability of people and businesses to access goods, services, people and opportunities. In STAG 2, much of this is captured as part of travel demand in the Transport Economic Efficiency (TEE) appraisal (see Chapter 10). Therefore this part of STAG 2 covers community accessibility and comparative accessibility. The former makes an assessment of basic needs to access work, education and training, health and shopping using public transport, walking and cycling. The latter considers the distribution of accessibility impacts by people group, such as age, gender and mobility impairment, and location.

### **12.2 SOURCES OF INFORMATION**

The following sources of information have been used to inform the appraisal:

- SIC bus and ferry timetables;
- SIC Ferry Service and Roads Service;
- First Stage Consultation Report, Bressay STAG Study, October 2007; and
- Deprivation and Social Exclusion in Shetland (2006)<sup>80</sup>.

### **12.3 BASELINE INFORMATION**

This section provides information on the current levels of access available to and from Bressay. It covers timing, frequency and costs of the ferry and bus services, as well as emergency services and any other services available, such as the Red Cross.

#### **12.3.1 Ferry Service**

- The first service of each day departs Bressay at 0700 hours, and departs Lerwick at 0715 hours.
- Monday to Thursday there are twenty-one crossings each way, in the main on an hourly basis, but more frequently at peak times, including lunchtime.
- On a Friday and Saturday there is an additional service at 2330 and 0045 departing Bressay and 2359 and 0100 departing Lerwick.
- On a Sunday there are fewer crossings during the morning, compared with other days, to enable planned maintenance.

Passenger costs are as follows<sup>81</sup>:

- Adult – return: £3.30
- 10 return journey ticket: £15.80
- Children, up to 16 – return: £0.40
- 10 return journey children's ticket: £2.80
- Concessionary SIC Pass Holders – no charge.

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<sup>79</sup> It is considered that both fixed link options would have a broadly similar impact and therefore the two options have been appraised together. Any relevant differences have been highlighted

<sup>80</sup> Perring, E (2006) Deprivation and Social Exclusion in Shetland. Shetland Islands Council

<sup>81</sup> 2008-09 fare structure

Vehicle costs (fares include driver) are as follows:

- Motorcycles – return: £6.00
- Vehicles up to and including 5.50m – return: £7.80
- 10 return journey ticket: £62.00.

### **12.3.2 Bus Service**

Monday to Saturday a Post Car, operated by the Royal Mail, is available to passengers (subject to room being available).

- This departs the post office (PO) at Mail at 0900 arriving at the ferry terminal at 0915, returning to the PO.
- It departs the PO again at 0935, arriving Noss Sound at 1112, returning to the PO for 1120.
- It departs the PO again at 1122, arriving/departing the Lighthouse at 1215.
- Costs are as follows: Post Office to Ferry £0.60; Post Office to Heogan £1.05; Ferry to Lighthouse £2.40; Ferry to Noss £3.25. There is no charge for concessions (OAP/Disabled national bus pass).

A shopper service operates two days a week:

- On Mondays it departs the ferry terminal at 1338, collecting passengers at Voeside, Fullaburn/Glebe, the Public Hall and Voehead Road. It uses the 1400 ferry to Lerwick, with drop off/collection points at the Esplanade, Sommerfield and the Co-op. It returns passengers on the 1630 ferry to Bressay.
- On Saturdays it departs the Bressay ferry terminal at 1008, returning at 1430.
- This costs £0.90 (adult single), excluding ferry. There is no charge for concessions (OAP/Disabled national bus pass).

### **12.3.3 Emergency Service**

In an emergency:

- during ferry operational hours, emergency services (fire, ambulance, police and coastguard) call the Coastguard, who calls the Master (using VHF or mobile), who then responds as necessary. Emergencies take precedence over timetabled services;
- out-of-hours emergencies are dealt with by the Coastguard phoning a mobile carried by the Duty Master; and
- alternative means are available (such as use of a helicopter) appropriate to the conditions.

### **12.3.4 Other Services**

A volunteer Red Cross driver is able to convey the elderly/infirm to medical appointments. There are two licensed taxi vehicles, both owned by the same operator. These vehicles are used for the school transport runs.

## **12.4 METHODOLOGY**

### **12.4.1 Community Accessibility**

An assessment of the Bressay community's access to basic goods, services, people and opportunities using public transport, walking and cycling was made by mapping distance and duration of travel, to a small selection of appropriate local

services, and compared against drive time for each of the options. This enables a comparison to be made of the impacts of the public transport sub-options.

Opportunities were mapped under the following headings:

- Employment, Training and Education;
- Health; and
- Leisure and Shopping.

To improve accuracy, the distance and duration was mapped from four points of Bressay, reflecting various areas of settlements within the island.

In order to provide context, descriptions of a selection of what might be considered as typical/sample journeys to different opportunities are provided in Table 12.1 to 12.3. Qualitative information is provided about undertaking the journey by public transport, walking and cycling; and drive information by car is also provided.

#### **12.4.2 Comparative Accessibility**

The main focus of this area of work has been to make a qualitative assessment of the distributional impacts on people group, drawing on the findings from a recent piece of local research into deprivation and social exclusion<sup>82</sup> and the relevant findings from the STAG first stage consultation<sup>83</sup>.

Deprivation and social exclusion in Shetland, as in all remote rural areas, has more to do with an individual's characteristics than the area within which they live, and therefore distribution is spatially dispersed throughout the area, rather than the more urban view of spatially concentrated deprivation. For example, the Scottish Index of Multiple Deprivation (SIMD) 2004 concluded that 6.79% of the Shetland population was income deprived, 1492 individuals<sup>84</sup>, yet this number was fairly evenly distributed throughout Shetland, compared to more urban local authority areas, where there was a more significant difference in concentration between different areas. For example, the spatial scale of datazones used by the SIMD2004 is too blunt and indicators chosen to make up the index are less sensitive to the characteristics of deprivation and social exclusion found in Shetland. Therefore measurement and analysis of access and social inclusion on the basis of geographic distribution are relatively meaningless in this context.

### **12.5 COMMUNITY ACCESSIBILITY**

Figures 12.1 to 12.3 and associated Tables 12.1 to 12.3 provide a comparison of various public transport provision options, compared to drive time for the fixed link and reconfigured ferry options and Do Minimum. This comparison is made in relation to approximate length of journey time, with a travel scenarios being described for a number of opportunities.

In terms of drive time, the following assumptions have been made, based on previous local research<sup>85</sup>:

- drive time of 20mph for locations within Lerwick, from Bressay; and
- drive time of 50mph for locations beyond Lerwick, from Bressay.

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<sup>82</sup> Perring, E (2006) Deprivation and Social Exclusion in Shetland. Shetland Islands Council

<sup>83</sup> Bressay STAG, First Stage Consultation Report (2007)

<sup>84</sup> 2001 and 2002 figures

<sup>85</sup> SIC Roads Service, 2008

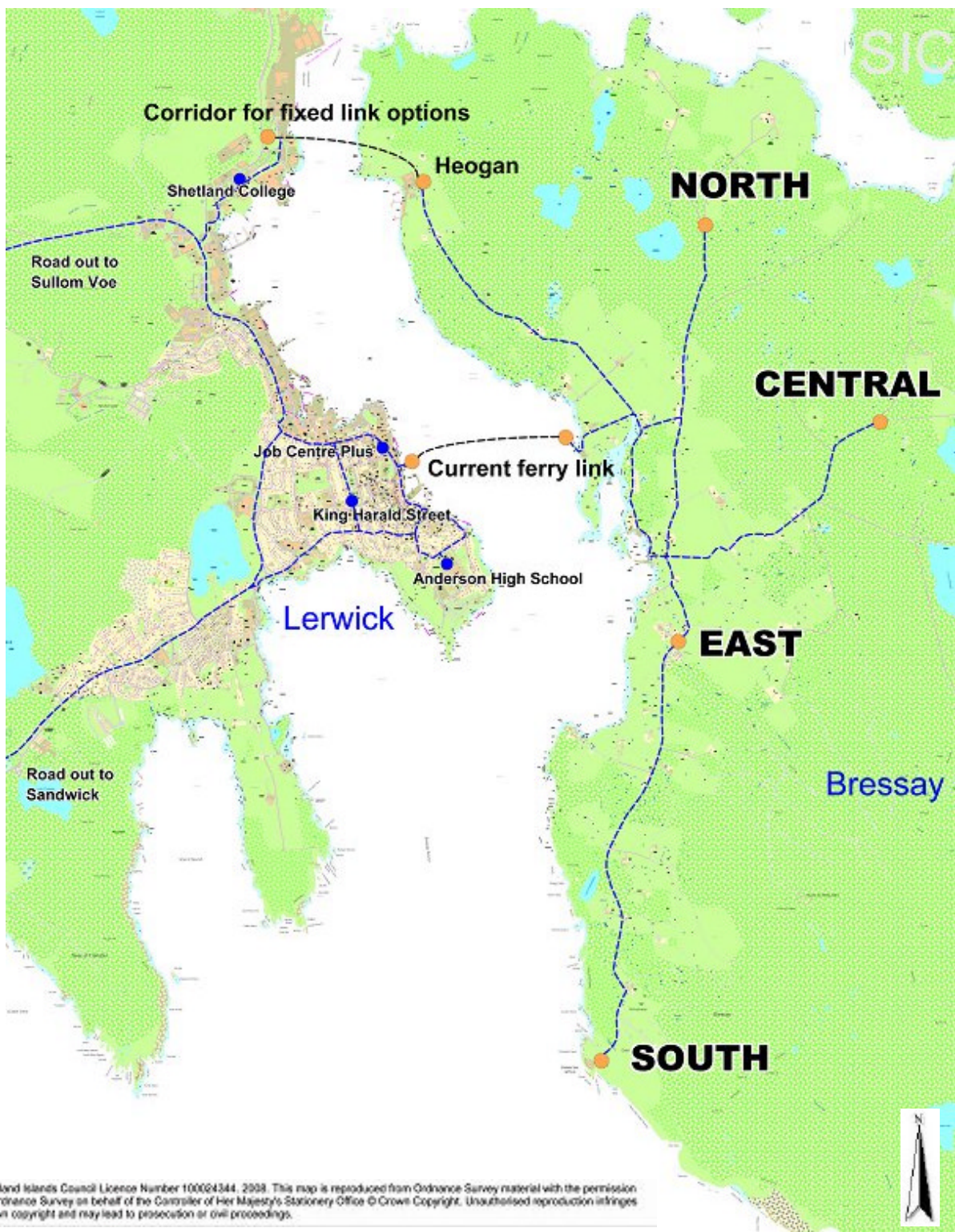
Drive time for the ferry option includes seven minutes crossing and an average of ten minutes to reflect waiting, loading and exiting the ferry. The study recognises that at certain times of the day, those travelling can turn up and drive or walk straight onto the ferry, whilst at other times the wait can be substantially longer, particularly if a ferry has just left or if there is a delay for refuelling etc. Therefore an average of 10 minutes was felt to be a fair reflection of the current situation.

The above assumptions are also used for the Transport Economic Efficiency (TEE) appraisals (see Chapter 10).

Distances used are approximate and estimated times are rounded to the nearest 30 seconds.

The following opportunities were mapped for each of the topics (see Figures 12.1 to 12.3):

- Employment, Training and Education:
  - Train Shetland/Shetland College/Gremista: further education, training centre and some workplaces;
  - JobCentrePlus: for job opportunities and benefits advice/interviews;
  - Anderson High School: secondary school for young people and employment;
  - King Harald Street: as a proxy for central Lerwick employment opportunities;
  - Sandwick: as a place of employment in the South Mainland; and
  - Sullom Voe: main location of employment in North Mainland.
- Health:
  - Gilbert Bain Hospital: location of Shetland's secondary care (access to the Aberdeen Royal Infirmary, and other hospitals on the mainland are important, but this has been considered as part of transport integration, under Sumburgh Airport (see Section 13.4.2);
  - Lerwick Health Centre: location of primary care facilities for Bressay community;
  - Dentist: Montfield Dental Surgery, as the location of predominant NHS dental provision; and
  - Chemist: the closest location for collecting prescriptions, for each option.
- Leisure and Shopping:
  - Commercial Street: Shetland's main shopping street;
  - Toll Clock: Shetland's main shopping centre;
  - Post Office: for posting and other Government services;
  - Garrison Theatre: for musical and theatrical performances;
  - Library: for publications, internet and other information; and
  - Supermarket: the closest supermarket, for each option (the Co-op).



#### Key

- Route
- Location

Not to Scale

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DATE: 05.08

#### Bressay Link STAG 2 Report

Figure 12.1: Access to Employment, Training and Education



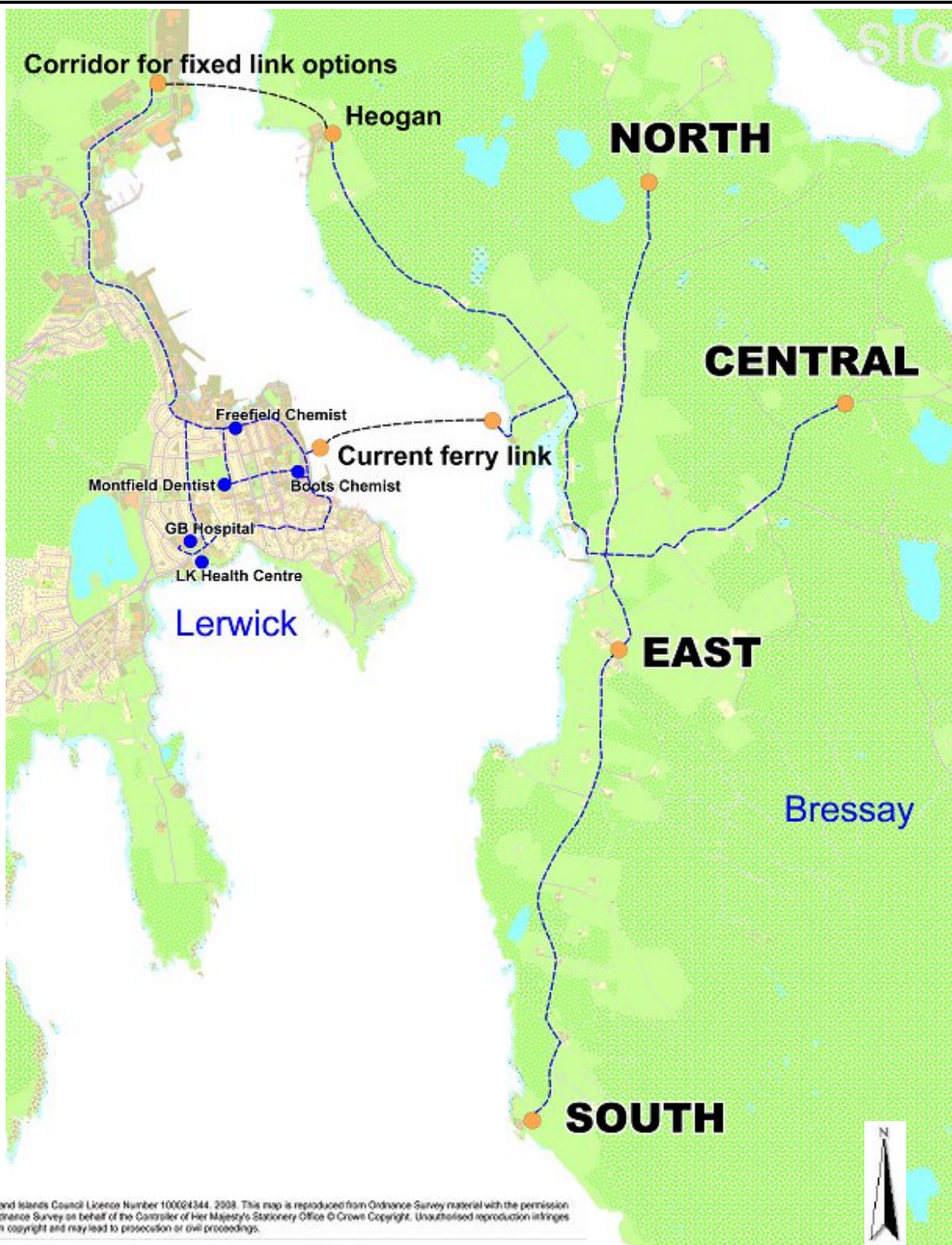
natural CAPITAL

Anderson Solutions  
ECONOMIC DEVELOPMENT CONSULTANCY

Halcrow

DONALDSON ASSOCIATES  
CONSULTING ENGINEERS





#### Key

- Route
- Health Services
- Location Points

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#### Bressay Link STAG 2 Report

Figure 12.2: Access to Health Services





**Key**

- Route
- Leisure and Shopping Facilities
- Location Points

Not to Scale

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**Bressay Link STAG 2 Report**

**Figure 12.3: Access to Leisure and Shopping Facilities**



**Table 12.1: Access to Employment, Training and Education by Public Transport, Compared to Drive Time**

	<b>Train Shetland/ College/ Gremista</b>	<b>JobCentrePlus</b>	<b>Anderson High School (AHS)</b>	<b>King Harald Street, Lerwick</b>	<b>Sandwick</b>	<b>Sullom Voe</b>	<b>General Comments</b>
<b>Do Minimum<sup>86</sup></b>							
	Walk, cycle, drive, lift to ferry terminal: cycle, car passenger, driver or 0830 ferry for 0840 and 0845 buses from Viking to college. Ditto for return	Walk, cycle, drive, lift to ferry terminal: walk, cycle, car passenger, drive. Ditto for return	Walk, cycle or bus to ferry terminal (wait on ferry for second bus load to arrive) for 0830 ferry, walk to school. Ditto for return, 1600 ferry or later	Walk, cycle, drive, lift to ferry terminal: walk, cycle, car passenger, driver to place of work. Ditto for return	Walk, cycle, drive, lift to ferry terminal: car passenger, driver to place of work. Ditto for return	Walk, cycle, drive, lift to ferry terminal: car passenger, driver to place of work. Ditto for return	Reliant on own transport to Bressay ferry terminal (car, walk, cycle) and most onward travel. Some disruption with weather and loading fuel etc
<b>Public Transport, Walking and Cycling</b>							
<b>Sub-Option A</b>	Opportunities to access work at start, middle and end of traditional working day. Less scope for shift and part time work	Able to access, but waiting time beyond appointment	Able to access schooling, but restrictive for school based staff and out of school activities. Walking to bus stop probably required for most services	Opportunities to access work at start, middle and end of traditional working day. Less scope for shift and part time work	Limited opportunities to integrate with South Mainland bus services	Unable to link with bus services	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. However, overall deterioration in access with fixed link options, if without access to private vehicle, as less frequent transport link
<b>Sub-Option B</b>	Greater opportunities for part time and shift work	Able to access appointments, some waiting time	More opportunities for school based staff and young people	Greater opportunities for part time and shift work	Improved opportunities to integrate with South Mainland bus services	Opportunities to link with daily bus service to terminal	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Some deterioration in overall access with fixed

<sup>86</sup> The drive time for the Do Minimum would be the same as that provided for the reconfigured ferry service (Option 3)

		<b>Train Shetland/ College/ Gremista</b>	<b>JobCentrePlus</b>	<b>Anderson High School (AHS)</b>	<b>King Harald Street, Lerwick</b>	<b>Sandwick</b>	<b>Sullom Voe</b>	<b>General Comments</b>
								link options, if without access to private vehicle, as less frequent transport link
<b>Sub-Option D</b>		Good level of access to employment opportunities	Good level of access appointments	Good level of opportunities for school based staff and young people	Good level of access to employment opportunities	Access to Sandwick primarily limited by South Mainland bus service	Opportunities to link with daily bus service to terminal	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Overall improvement in access
<b>Drive Time</b>								
<b>Fixed Link Options</b>	<b>N E S Ce.</b>	3.3mi, <b>10min</b> 3.34mi, <b>10min</b> 5.81mi, <b>17min</b> 4.23mi, <b>12.5min</b> @ 20mph Cycling possible	5.01mi, <b>15min</b> 5.03mi, <b>15min</b> 7.53mi, <b>22.5min</b> 5.95mi, <b>18min</b> @ 20mph	5.66mi, <b>17min</b> 5.73mi, <b>17min</b> 8.23mi, <b>24.5min</b> 6.65mi, <b>20min</b> @ 20mph Necessity for school bus service from current points on Bressay to AHS, impact on physical activity	5.02mi, <b>15min</b> 5.82mi, <b>17min</b> 5.05mi, <b>15min</b> 6.90mi, <b>20.5min</b> @ 20mph	18.05mi, <b>21.5min</b> 18.86mi, <b>22.5min</b> 18.08mi, <b>21.5min</b> 19.93mi, <b>24min</b> @ 50mph	31.59mi, <b>38min</b> 32.40mi, <b>39min</b> 31.62mi, <b>38min</b> 33.47mi, <b>40min</b> @ 50mph	Dependent on private transport, driver or passenger, 24 hours a day, without public transport options. 24 hour access with private vehicle. Possible weather disruption with bridge
<b>Reconfigured Ferry Service</b>	<b>N E S Ce.</b>	3.91mi, <b>28.5min</b> 3.96mi, <b>29min</b> 5.81mi, <b>34min</b> 4.76mi, <b>31min</b> @ 20mph	2.19mi, <b>23.5min</b> 2.2mi, <b>23.5min</b> 4.07mi, <b>29min</b> 3.01mi, <b>25min</b> @ 20mph Walking and cycling possible, minimal distance from Lerwick terminal	2.66mi, <b>25min</b> 2.72mi, <b>25min</b> 4.58mi, <b>30.5min</b> 3.48mi, <b>27.5min</b> @ 20mph Waiting room, allowing ferry to make additional run at peak time	1.76mi, <b>22.5min</b> 2.58mi, <b>24.5min</b> 1.73mi, <b>22min</b> 3.65mi, <b>28min</b> @ 20mph Walking and cycling possible	15.17mi, <b>35min</b> 15.98mi, <b>36min</b> 15.20mi, <b>35min</b> 17.05mi, <b>37.5min</b> @ 50mph Better opportunities for integration with South Mainland service, arriving Sandwick at 0625; 0848; 0925, dept 1537; 1715	30.65mi, <b>54min</b> 31.46mi, <b>53.5min</b> 30.68mi, <b>54min</b> 32.53mi, <b>55min</b> @ 50mph Better opportunities to integrate to arrive 0848 and dept 1710.	Improved access to shift work. For some locations possible to drive to ferry terminal, and leaving vehicle, cutting down on distance. Onward travel depends on private transport or mainland public bus links

**Table 12.2: Access to Health Services by Public Transport, Compared to Drive Time**

	<b>Gilbert Bain Hospital</b>	<b>Lerwick Health Centre</b>	<b>Dentist</b>	<b>Chemist</b>	<b>General Comments</b>
<b>Do Minimum</b>					
	Able to access around ferry timetable for appointments or visiting, walking, cycling, taxi, red cross driver (elderly/infirm), private transport. In emergencies, unable to access out-of-hours, unless patient or companion: this may also relate to relatives on Mainland Shetland in A&E, and Bressay residents unable to access	Able to access around ferry timetable for appointments, walking, cycling, taxi, red cross driver (elderly/infirm), private transport. May be difficult to plan attendance at an appointment made at short notice	Able to access around ferry timetable for appointments, walking, cycling, taxi, red cross driver (elderly/infirm), private transport	Able to access around ferry timetable for appointments, walking, cycling, taxi, red cross driver (elderly/infirm), private transport	Reliant on own transport to Bressay ferry terminal (car, walk, cycle) and most onward travel. Some disruption with weather and loading fuel etc. Unable to access appointments at Aberdeen Royal Infirmary, that require transport on early flight, without over night stay on Mainland Shetland
<b>Public Transport, Walking and Cycling</b>					
<b>Sub-Option A</b>	Able to access, but waiting time beyond appointment. Need to integrate with Town Bus Service, to prevent walk	Able to access, but waiting time beyond appointment. Need to integrate with Town Bus Service, to prevent walk	Able to access, but waiting time beyond appointment. Need to integrate with Town Bus Service, to prevent walk	Able to access, but waiting time for return to Bressay	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. However, overall deterioration in access with fixed link options, if without access to private vehicle, as less frequent transport link

	<b>Gilbert Bain Hospital</b>	<b>Lerwick Health Centre</b>	<b>Dentist</b>	<b>Chemist</b>	<b>General Comments</b>
<b>Sub-Option B</b>	Greater opportunities for access and less waiting	Greater opportunities for access and less waiting	Greater opportunities for access and less waiting	Greater opportunities for access and less waiting	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Some deterioration in overall access with fixed link options, if without access to private vehicle, as less frequent transport link
<b>Sub-Option C</b>	Good level of access	Good level of access	Good level of access	Good level of access. Some waiting	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Overall improvement in access

		<b>Gilbert Bain Hospital</b>	<b>Lerwick Health Centre</b>	<b>Dentist</b>	<b>Chemist</b>	<b>General Comments</b>
<b>Drive Time</b>						
<b>Fixed Link Options</b>	<b>N E S Ce.</b>	6.87mi, <b>20.5min</b> 5.24mi, <b>15.5min</b> 5.85mi, <b>17.5min</b> 6.65mi, <b>20min</b> @ 20mph	6.88mi, <b>20.5min</b> 5.18mi, <b>15.5min</b> 5.85mi, <b>17.5min</b> 6.66mi, <b>20min</b> @ 20mph	6.47mi, <b>19.5min</b> 5.04mi, <b>15min</b> 5.53mi, <b>16.5min</b> 6.29mi, <b>19min</b> @ 20mph	6.19mi, <b>18.5min</b> 5.33mi, <b>16min</b> 5.21mi, <b>15.5min</b> 5.95mi, <b>18min</b> @ 20mph	Dependent on private transport, driver or passenger, 24 hours a day, without public transport options. 24 hour access with private vehicle. Possible weather disruption with bridge
<b>Reconfigured Ferry Service</b>	<b>N E S Ce.</b>	3.26mi, <b>27min</b> 2.37mi, <b>24min</b> 4.13mi, <b>29.5min</b> 3.04mi, <b>26min</b> @ 20mph Walking and cycling possible, if able	3.28mi, <b>27min</b> 2.30mi, <b>24min</b> 4.12mi, <b>29.5min</b> 3.01mi, <b>26min</b> @ 20mph Walking and cycling possible, if able	3.54mi, <b>27.5min</b> 2.5mi, <b>24.5min</b> 4.41mi, <b>30min</b> 3.31mi, <b>27min</b> @ 20mph Walking and cycling possible	3.25mi, <b>26.5min</b> 2.2mi, <b>23.5min</b> 4.1mi, <b>29.5min</b> 2.98mi, <b>26min</b> @ 20mph Walking and cycling possible, minimal distance from Lerwick terminal	Improved access to opportunities for appointments. For most locations possible to drive to ferry terminal, and leave vehicle, cutting down on distance. Improved ability to attend appointments at Aberdeen Royal Infirmary

**Table 12.3: Access to Leisure and Shopping by Public Transport, Compared to Drive Time**

	Commercial Street	Toll Clock	Post Office	Garrison Theatre	Library	Supermarket (nearest)	General
<b>Do Minimum</b>							
	Walk, cycle, drive, lift to ferry terminal: walk cycle, car passenger, driver from Lerwick terminal. Ditto for return	Walk, cycle, drive, lift to ferry terminal: walk cycle, car passenger, driver from Lerwick terminal	Walk, cycle, drive, car passenger within Bressay	Walk, cycle, drive, lift to ferry terminal: walk cycle, car passenger, driver from Lerwick terminal. Ditto for return. May have to leave performances early to make last ferry to Bressay in the evening (2300)	Walk, cycle, drive, lift to ferry terminal: walk cycle, car passenger, driver from Lerwick terminal. Ditto for return	Walk, cycle, drive, lift to ferry terminal: walk cycle, car passenger, driver from Lerwick terminal. Although too great a distance for large shop	Able to access key locations, as centred in Lerwick, but dependent on being able to walk, cycle or drive and unable to access events that finish late
<b>Public Transport, Walking and Cycling</b>							
<b>Sub-Option A</b>	Opportunities to access infrequently during the day	Opportunities to access infrequently during the day. Require walk from bus station	Improvement in access, infrequently during the day	Opportunities to access evening performances, but unable to return using public transport	Opportunities to access infrequently during the day	Opportunities to access infrequently during the day. Unable to carry a large shop, unless integrated with Town Service	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. However, overall deterioration in access with fixed link options, if without access to private vehicle, as less frequent transport link
<b>Sub-Option B</b>	Greater opportunities access	Greater opportunities access	Regular access	Opportunities to access evening performances, last	Greater opportunities access	Greater opportunities access	Particular improvements in access for those

	Commercial Street	Toll Clock	Post Office	Garrison Theatre	Library	Supermarket (nearest)	General
				bus would need to be late enough for most performances ending			living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Some deterioration in overall access with fixed link options, if without access to private vehicle, as less frequent transport link
<b>Sub-Option C</b>	Good level of access to employment opportunities	Good level of access appointments	Good level of opportunities for school based staff and young people	Good level of access to employment opportunities	Access to Sandwick primarily limited by South Mainland bus service	Opportunities to link with daily bus service to terminal	Particular improvements in access for those living in North, East and South parts of Bressay, currently unable to readily access Bressay ferry terminal without private vehicle. Overall improvement in access

		Commercial Street	Toll Clock	Post Office	Garrison Theatre	Library	Supermarket (nearest)	General
<b>Drive Time</b>								
<b>Fixed Link Options</b>	<b>N</b>	5.25mi, <b>16min</b>	4.56mi, <b>13.5min</b>	Walking and cycling possible from most parts of Bressay. Unaffected by transport link	5.06mi, <b>15min</b>	5.16mi, <b>15.5min</b>	4.41mi, <b>13min</b>	Dependent on private transport, driver or passenger, 24 hours a day, without public transport options. 24 hour access with private vehicle. Possible weather disruption with bridge
	<b>E</b>	5.3mi, <b>16min</b>	4.6mi, <b>14min</b>		5.11mi, <b>15.5min</b>	5.55mi, <b>16.5min</b>	4.45, <b>13.5min</b>	
	<b>S</b>	7.14mi, <b>21.5min</b>	6.44mi, <b>19.5min</b>		6.96mi, <b>21min</b>	7.21mi, <b>21.5min</b>	6.29, <b>19min</b>	
	<b>Ce.</b>	6.09mi, <b>18.5min</b> @ 20mph	5.39mi, <b>16min</b> @ 20mph		5.9mi, <b>17.5min</b> @ 20mph	5.96mi, <b>18min</b> @ 20mph	5.24, <b>15.5min</b> @ 20mph. To Co-op, as closest supermarket for all	
<b>Reconfigured Ferry Service</b>	<b>N</b>	2.22mi, <b>23.5min</b>	2.62mi, <b>25min</b>	Walking and cycling possible from most parts of Bressay. Unaffected by transport link	2.34mi, <b>24min</b>	2.45mi, <b>24.5min</b>	2.78mi, <b>25.5min</b>	Improvement in ability to access, including later & Sunday events. For most locations possible to drive to ferry terminal, and leave vehicle, cutting down on distance
	<b>E</b>	2.23mi, <b>23.5min</b>	2.63mi, <b>25min</b>		2.32mi, <b>23min</b>	2.53mi, <b>24.5min</b>	2.63mi, <b>25min</b>	
	<b>S</b>	4.11mi, <b>29.5min</b>	4.5mi, <b>30.5min</b>		4.2mi, <b>29.5min</b>	4.35mi, <b>29min</b>	4.67mi, <b>31min</b>	
	<b>Ce.</b>	3.02mi, <b>26min</b> Walking and cycling possible.	3.4mi, <b>27min</b> Walking and cycling possible, although unable to carry a large shop		3.11mi, <b>26.5min</b> Walking and cycling possible	3.26mi, <b>26min</b> Walking and cycling possible	3.57mi, <b>27.5min</b> Walking and cycling possible, although unable to carry a large shop	

## 12.6 COMPARATIVE ACCESSIBILITY

The research into deprivation and social exclusion in Shetland indicated that individuals in Shetland particularly prone and vulnerable to deprivation and social exclusion are:

- *'young people whose parents are not able to ensure they **are able to access opportunities** and grow up feeling a part of the community within which they live;*
- *adults of any age who have low self-esteem and/or poor mental health, often due to situations which have developed as a result of negative experiences in the past and can result in homelessness and substance misuse. This is particularly acute if their situation is not understood by the community within which they live;*
- *those who are physically disabled or with a long-term illness and their carers, when they do not receive adequate support and understanding;*
- *those looking after a young family **without access to their own transport**, particularly those living in remote areas of Shetland;*
- *older people **unable to access opportunities** that would enable them to feel a part of the community.*

*There is also evidence of social exclusion for ethnic minority individuals in Shetland, whether cultural or as a result of employer barriers, and of degrees of social exclusion for white incomers to Shetland<sup>87</sup>.*

The research also concluded that, in terms of access, the main issues were:

- *'If people are unable to run a private vehicle, most opportunities available to them are severely restricted: employment, services, social opportunities, learning and leisure activities, such as swimming, for example; and*
- *Many people rely on others for transport. This is humiliating and hinders independence.*

*Access is also restricted by a lack of services close by, including childcare and for some, by illness and disability'.*

It is therefore essential that any option taken forward is able to improve access for the most vulnerable individuals and households. This will mean the provision of an easily accessible and flexible internal transport system throughout Bressay. Table 12.4 provides a summary of issues arising from each of the different options, in relation to those who are most vulnerable, based on the deprivation research and issues raised during the initial consultation for this study.

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<sup>87</sup> Perring, E (2006) Deprivation and Social Exclusion in Shetland. Shetland Islands Council

**Table 12.4: Summary of Issues affecting the most Vulnerable, in relation to Options**

Fixed Link	Reconfigured Ferry	Do Minimum
The provision of a fixed link to Bressay without regular bus services to the Viking Bus Station would lead to a substantial deterioration in access for those individuals and households in Bressay identified in the deprivation research. At the current time, as long as they are able to access the ferry terminal, they are provided with regular access to opportunities in Lerwick, and some opportunities further afield	An improvement to the ferry service, without improvements in the internal transport network of Bressay would not lead to deterioration in access (improving the length of the daily service, and frequency), yet would not fully resolve issues of access raised in the initial consultation: for those without a private vehicle, it is not always possible to access the ferry terminal on Bressay. Retains centre to centre link	Importance of current centre to centre link: for those without access to private vehicle, is essential in being able to access opportunities on the mainland: for example young people being able to access out-of-school activities readily in Lerwick; older people being able to access social opportunities. Heavy reliance for elderly/infirm on volunteer Red Cross Drivers
Cars on Bressay would no longer be exempt from MOT certification. This means that, at the current time, a number of low income families can afford to run a vehicle on Bressay, providing them with ready access to the ferry and other areas of Bressay. With a fixed link, and without this exemption, this would lead to deterioration in access	Fare structure should reflect issues of those less able to afford travel	Outstanding issue of access for those not currently able to access ferry terminal
Some older members of the community do not have a driving license, but are able to drive on the island, providing them with access to the ferry terminal etc. With a fixed link this would lead to deterioration in their access	Unlikely to change	Unlikely to change Outstanding issues of fares: relative cost, OAPs unable to get concessionary fares if with car

## 12.7 SUMMARY

This section has made an appraisal of the potential impacts of the fixed link options<sup>88</sup> and the reconfigured ferry option, compared against the Do Minimum (see Chapter 7) in relation to access to work, education and training, health and shopping. The purpose has been to assess the impact on journeys in terms of time and ease, in relation to the different options, in particular assessing the additional public transport sub-options (see Section 7.7).

- In terms of convenience of access and drive time, the fixed link options would be able to provide 24 hour as and when access to opportunities (although there could be some impact on this for the high level bridge (Option 2), due to potential weather disruption).
- The reconfigured ferry service (Option 3) would be able to provide a longer period of access, each day, and increased frequency of service, potentially cutting down on waiting time and overall travel time. The restrictions provided by a timetabled service would still apply.
- Provision of public transport for each option would be necessary, if the issues which have been raised during the study are to be met:

<sup>88</sup> It is considered that both fixed link options would have a broadly similar impact and therefore the two options have been appraised together. Any relevant differences have been highlighted

- without public transport provision in the order of 10 return journeys each week day (Sub-Option B), the fixed link options would lead to a significant deterioration of access for those who currently relying on the centre to centre link and on walking, cycling or receiving lifts; and
  - without public transport provision within Bressay, with the reconfigured ferry service (Option 3), the project would not be addressing issues raised about current lack of internal transport and people's ability to access the Bressay ferry terminal.
- Access issues can only be addressed through the reconfigured ferry service (Option 3) if the fare structure is changed to reflect the Bressay community's high dependence on Mainland Shetland for accessing education, training, work, health and leisure activities. This is more pronounced than in some other Shetland islands where there is greater provision of facilities.
- The fixed link options (Options 1 and 2) could have a negative impact in terms of people's ability to move around Bressay in private vehicles, as there are MOT and driving licence exemptions at present with the ferry.

