

13 INTEGRATION

13.1 INTRODUCTION

This section describes the current levels of transport integration and appraises the potential integration impacts of the fixed link options⁸⁹ and the reconfigured ferry option against the Do Minimum (see Sections 7.3 -7.6).

Integration covers three distinct areas:

- transport integration;
- transport land-use integration; and
- policy integration.

Transport integration is the degree to which the options fit with other transport infrastructure and services. Transport land-use integration assesses the fit between the proposal and established land-use plans and land-use/transport planning guidance. Policy integration establishes the impacts of the various options in terms of integration with Government policy, that is not covered elsewhere in STAG 2, in particular in relation to disability, health, rural affairs and social exclusion.

13.2 SOURCES OF INFORMATION

The following sources of information and organisations have been used to inform the understanding this integration appraisal:

- SIC bus and ferry timetables;
- SIC Roads Service;
- Disability Shetland;
- NHS Shetland; and
- First Stage Consultation Report, Bressay STAG Study, October 2007.

13.3 BASELINE INFORMATION

13.3.1 Internal Transport to Bressay

The internal transport services that operate on Bressay (the bi-weekly shopper service) and the Post Car are fully integrated with the ferry service (see Section 12.3.1).

13.3.2 Bus Transport to elsewhere in Shetland

- There is an approximate 20-50 minute wait between ferry services arriving in Lerwick and hourly Lerwick (north or south) bus services;
- in general there is good integration between the Lerwick bus services and departures from Lerwick to Bressay;
- buses from Scalloway, some including Burra, integrate well with ferry services to Bressay in the morning/lunch time, but less well later in the day;
- buses to Scalloway, some including Burra, integrate well with ferry services from Bressay in the morning, but less well later in the day;
- few ferries from Bressay integrate with bus services to the South Mainland, including Sumburgh Airport. Integration from the South Mainland, to Bressay is better, particularly in the afternoon;

⁸⁹ 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

- bus services from Walls integrate with ferry services to Bressay. There are some feeder services from Sandness and Dale of Walls to Walls services;
- the bus service from Aith to Lerwick connects with a ferry service to Bressay. The return from Bressay does not integrate. This applies to feeder services from Skeld; and
- integration with bus transport to the North Mainland, including Vidlin, Brae and Hillswick, and the North Isles is infrequent.

13.3.3 Other Modes of Transport

- Access to Sumburgh Airport by bus is the same as for the South Mainland (see Section 13.3.2);
- access to the early flights leaving Sumburgh to Inverness, Edinburgh and Aberdeen requires an overnight stay on Mainland Shetland; and
- access from Sumburgh Airport by bus is the same as for the South Mainland (see Section 13.3.2). The bus meeting the last flights from Sumburgh to Lerwick is not integrated with the ferry service to Bressay.

13.4 TRANSPORT INTEGRATION

Transport integration can be considered as the extent to which different options provide seamless journeys for passengers and freight. This includes the quality, comfort and co-ordination at interchanges, for example, provision of up-to-date and accurate information, weather protection and comfort of waiting rooms. Many of the differences in the costs of interchange are accounted for in the cost-benefit analysis carried out in the Transport Economic Efficiency (TEE) part of STAG 2 (see Chapter 10). This part of the appraisal therefore focuses on the aspects of transport interchange that are additional to those captured in the TEE such as whether there is an identifiable positive impact upon transport interchange resulting from each of the options.

13.4.1 Methodology

An assessment of opportunities and quality of experience for seamless travel for passengers and freight has been made in relation to:

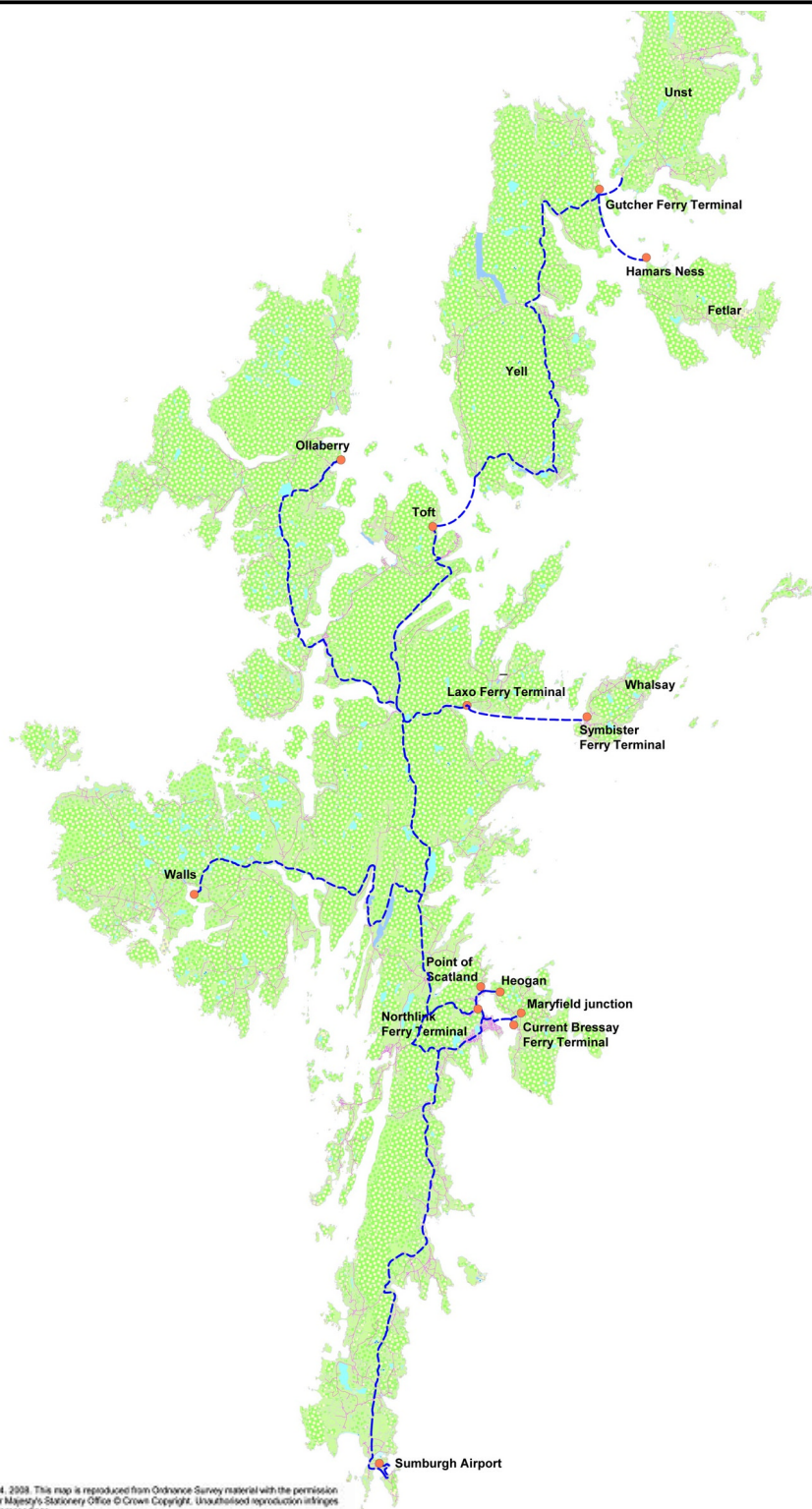
- the Bressay community's access to onward travel, taking a selection of appropriate onward destinations; and
- access of others to opportunities on Bressay.

This has been undertaken by mapping onward travel (see Figure 13.1) and describing travel scenarios (Table 13.1) for public transport, comparing drive time, from the Maryfield junction on Bressay to a selection of travel destinations. In terms of drive time, the following assumptions have been made, based on previous local research⁹⁰:

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

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. Therefore an average of 10 minutes was felt to be a fair reflection.

⁹⁰ SIC Roads Service, 2008



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Key

--- Route

● Location

Not to Scale

DRAWN BY: SIC

CHECKED BY: EP

DATE: 05.08

Bressay Link STAG 2 Report

Figure 13.1: Travel Distances



natural CAPITAL

Anderson Solutions
ECONOMIC DEVELOPMENT CONSULTANCY

Halcrow

DONALDSON ASSOCIATES
CONSULTING ENGINEERS

The above assumptions are also used for the TEE assessments (see Chapter 10).

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

These onward destinations were chosen, for the following reasons:

- Holmsgarth Ferry Terminal, as the predominant node for onward sea travel;
- Sumburgh Airport, as the predominant node for onward air travel and location in the South Mainland;
- Toft Ferry Terminal, as the location for travel to the North Isles of Shetland;
- Walls, as a west side settlement;
- Laxo Ferry Terminal, as the point of onward travel to Whalsay; and
- Ollaberry, as a North Mainland settlement.

13.4.2 Findings

Figure 13.1 shows the locations of the points of onward destination in relation to Bressay. Table 13.1 sets out the descriptions of the various travel scenarios.

Table 13.1: Integration with other Transport Services by Public Transport, compared to Drive Time

	Holmsgarth Ferry Terminal (for onward sea travel)	Sumburgh Airport (for onward air travel)	Toft Ferry Terminal (for North Isles)	Walls	Laxo Ferry Terminal (Whalsay)	Ollaberry	General Issues, including freight
Do Minimum							
	Walk/taxi from 0730 arrival to 0800 ferry to Bressay; regular ferries from Bressay to all departures, walking/taxi and some bus services between terminals	Unable to make early departures at Sumburgh. From Lerwick terminal, able to walk to Viking for onward bus travel to Sumburgh, which integrate with some departing flights	Dept Bressay at 0730, walk to Viking for 0755 to Toft, arriving 0900 for 0910 departure. Another four opportunities through the day, with periods of waiting. Return on 1630 from Ulsta, for 1650 bus to Lerwick, arriving 1755 for 1800 ferry to Bressay	Less able to access Walls from Bressay as from Walls to Bressay	One bus each way, a day. Not integrated	Two buses a day, on weekdays, from Ollaberry to Lerwick, short walk to ferry terminal (one integrates well). One return bus, integrates well	Reliant on private transport to Bressay ferry terminal; short walk between Lerwick terminal and Viking or Esplanade. Freight delivered door-to-door requires downtime for operator, between ferries. Freight can be delivered and collected from ferry
Public Transport, Walking and Cycling							
Sub-Option A	Passengers and freight able to get from location on Bressay to terminal, and vice versa, with fixed link. Options with ferry need walking/taxi from Lerwick terminal	Option 1 unable to provide early enough departure to meet 0600 departure from Lerwick. Current 0600 departure to Sumburgh would need to stop at Lerwick terminal to connect with ferry	Service would have to integrate with 0755 to North Isles. Sufficient level of service on all options to meet current services from Lerwick to Toft	All options able to meet current level of service to and from Walls and West Mainland.	All options able to meet current level of service to and from Laxo	All options able to meet current level of service to and from Ollaberry and other areas of North Mainland	Increased integration and seamless travel with more regular public transport (i.e. Sub-Option C, compared to a and b). Seamless ticketing & promotion, able to take freight
Sub-Option B							
Sub-Option C							
Drive Time							
Reconfigured Ferry Service	1.47mi, drive time of 4.5min, @ 20mph + ferry crossing: 21.5min. Regular ferry service to meet all arrivals and departures	25.65mi, drive time of 31min, @ 50mph + ferry crossing: 48min. Regular ferry service, to meet all arrivals and	28.32mi, drive time of 34mins @ 50mph + ferry crossing: 52min. Able to access departing and arriving ferries, commencing 0645	25.96mi, drive time of 31min @ 50mph + ferry crossing: 48min. Able to access on regular basis from 0600 to 2345/0145	20.9mi drive time of 25min @ 50mph + ferry crossing: 42min. Able to access departing and arriving ferries, commencing 0710	34.38mi, drive time of 41min @ 50mph + ferry crossing: 58min. Able to access on regular basis from 0600 to 2345/0145	Digital boards at terminals provide information on next departure; waiting area with seating and protected from weather

	Holmsgarth Ferry Terminal (for onward sea travel)	Sumburgh Airport (for onward air travel)	Toft Ferry Terminal (for North Isles)	Walls	Laxo Ferry Terminal (Whalsay)	Ollaberry	General Issues, including freight
		departures, including early departures	from Toft until 2240 from Ulsta		from Laxo until 2235 from Symbister		
Fixed Link Options	3.19mi, drive time of 9.5min , @ 20mph. Able to access all departing and arriving vessels	28.8mi, drive time of 34.5min , @ 50mph. Able to access all departing and arriving flights	29.2mi, drive time of 35min @ 50mph. Able to access all departing and arriving ferries	26.8mi, drive time of 32min @ 50mph. Able to access 24 hours a day	21.82mi, drive time of 26min @ 50mph. Able to access all departing and arriving ferries	35.32mi, drive time of 42min @ 50mph. Able to access 24 hours a day	Possible weather disruption with high level bridge. Limited access to all for those without access to private vehicle: walk or cycle to Viking for onward bus connections. Loss of current ability for freight to be delivered to Lerwick ferry terminal, for Bressay

13.5 TRANSPORT LAND USE INTEGRATION

Consultations with the SIC Planning Service (see Annex B) have included discussions about integration between the transport option proposals and Council land use aspirations. Key feedback included the following:

- the Council wishes to encourage population growth in Shetland and wishes to see some 3000 new houses in Shetland;
- most economic and housing demand is in and around Lerwick;
- SIC Planning is producing a Main Issues Report as part of the new local plan development process later this year focussing on the 'town and country' balance (or centralisation/decentralisation) and how issues can best be addressed including transport;
- the new Corporate Plan also addresses some of these issues as well as a desire to decentralise but this is not backed up by employment opportunities;
- a fixed link to Bressay could increase demand for housing etc on Bressay but it is considered that demand could be greater in the Gulberwick area;
- it was not considered that Bressay would be the most attractive option for large scale development with or without a link because of the existing infrastructure, school capacity, bus routes, employment opportunities etc.
- there is some allocation for new housing in Bressay at present in the Local Plan and this could be reconsidered in the next plan;
- the previous Council considered there were still sites available in Lerwick for development (e.g. Staney Hill and between Sound and Gulberwick);
- a future facility such as a deep water berth on the Bressay side could be a catalyst for more development in Bressay;
- a fixed link could service the existing community and encourage car based commuting but could also then lead to some private housing development;
- construction of the bridges to Trondra and Burra have led to a large increase in private housing developments in recent years; and
- removing ferry fares all together would be unlikely to be sustained in the longer term.

13.6 POLICY INTEGRATION

This part of STAG 2 focuses on integration with:

- the requirements of the Disability Discrimination Act 1995 and, in particular, on the impacts of the options in terms of overcoming barriers for people with disabilities;
- health policy, and in particular on the health impacts of the options; and
- rural affairs policies; and
- social exclusion policies.

13.6.1 Disability

A special meeting of Disability Shetland Access Panel was convened on 2nd April 2008 to discuss access issues affecting disabled people under the current and proposed Bressay to Lerwick transport links. Panel members (who are either disabled, carers for disabled family members, or care service professionals) were joined by a representative of Disability Shetland's Board of Trustees and members of Disability Shetland staff.

Submissions were based on personal experiences of group members or information gathered from disabled individuals or their organisations as a result of

ongoing contact. Submissions from Bressay residents were considered (and included in the summary) but none of the group members were resident in Bressay. All group members were personally familiar with the area around the ferry terminal and proposed fixed link terminus in Lerwick and all have made recent visits to Bressay.

For the purposes of the meeting, the term 'disabled person' was generally used to refer to someone whose ability to travel is affected although some comments also refer to any elderly or disabled people who require additional medical or other support.

The group did not consider issues affecting disabled people which would generally affect non-disabled people in the same way.

Disability Shetland's Access Co-ordinator chaired the meeting and recorded and presented submissions.

Table 13.2: Impact of Different Options on those with a Disability

Fixed Link Options	Reconfigured Ferry Service	Do Minimum
<ul style="list-style-type: none"> A small number of ambulant disabled travellers would lose their centre to centre link but very few fall into this category. Most disabled persons travelling from Bressay to Lerwick already require an accessible vehicle so they would use existing car to travel over fixed link 	<ul style="list-style-type: none"> Centre to centre link of limited importance to disabled travellers. Some ambulant disabled individuals can walk short distances and so can access services on Commercial Street but are generally unable to walk further. Very few houses in Bressay are within walking distance of the ferry terminal for ambulant disabled persons. As a result the centre to centre link does not represent the same convenient solution which it does for non-disabled travellers who can go to / from Lerwick "on foot" 	<ul style="list-style-type: none"> Current centre to centre link of limited importance to disabled travellers. Some ambulant disabled individuals can walk short distances and so can access services on Commercial Street but are generally unable to walk further. Very few houses in Bressay are within walking distance of the ferry terminal for ambulant disabled persons. As a result the centre to centre link does not represent the same convenient solution which it does for non-disabled travellers who can go to / from Lerwick "on foot"
<ul style="list-style-type: none"> Existing facilities at ferry terminals would be lost and should be replaced with accessible toilet for use by fixed link visitors to Bressay 	<ul style="list-style-type: none"> Replacement of existing ferry would provide opportunity to introduce vessel with accessible facilities. This would be particularly welcome if combined with upgrade / modernisation of terminal facilities at Bressay 	<ul style="list-style-type: none"> RADAR toilet on the Esplanade in Lerwick is only a short distance away from the ferry terminal but facilities at ferry terminal on Bressay and on existing ferry are not accessible to disabled persons (waiting rooms, passenger lounges, toilets)
<ul style="list-style-type: none"> Blue badge holders would pay more to drive from centre to centre as they would no longer be able to take advantage of free ferry travel but would have to buy more fuel for longer journey 	<ul style="list-style-type: none"> Free travel for disabled passengers and motorists who hold a blue badge would result in low cost of travel 	<ul style="list-style-type: none"> Free travel for disabled passengers and motorists who hold a blue badge results in low cost of travel
<ul style="list-style-type: none"> Ability to drive any time you want to medical or other appointments offers most convenient solution 	<ul style="list-style-type: none"> Early departure from Bressay would allow passengers to connect with bus to Sumburgh for early flight (hospital visits.) Extended service would make it easier for blue badge drivers to attend medical appointments in Lerwick 	<ul style="list-style-type: none"> Cannot connect with bus to Sumburgh for early flight (hospital visits)
<ul style="list-style-type: none"> Cannot get to medical appointments when bridge closed due to bad weather but tunnel would stay open 	<ul style="list-style-type: none"> Cannot get to medical appointments when ferry cancelled due to bad weather 	<ul style="list-style-type: none"> Cannot get to medical appointments when ferry cancelled due to bad weather
<ul style="list-style-type: none"> Carers / home helps cannot get into island when bridge closed due to bad weather but tunnel would stay open 	<ul style="list-style-type: none"> Carers / home helps cannot get into island when ferry cancelled due to bad weather 	<ul style="list-style-type: none"> Carers / home helps cannot get into Bressay when ferry cancelled due to bad weather
<ul style="list-style-type: none"> Faster response times for emergency vehicles 	<ul style="list-style-type: none"> Extended timetable would reduce delays in response times for emergency vehicles but still some delays, particularly at night 	<ul style="list-style-type: none"> Perception that there are delays in response times for emergency vehicles, especially at night

Fixed Link Options	Reconfigured Ferry Service	Do Minimum
<ul style="list-style-type: none"> Disabled and elderly persons less reluctant to call out emergency services at night as they would no longer have to “be a nuisance” and call out ferry crews 	<ul style="list-style-type: none"> Some disabled persons still reluctant to call out emergency services at night for fear of “being nuisance”. (Due to need to call out ferry crews) 	<ul style="list-style-type: none"> Disabled and elderly persons often feel reluctant to call out emergency medical help for fear of “being a nuisance”. This reluctance is exacerbated in the current situation as they also have to call out ferry crews. (If outside normal ferry timetable)
<ul style="list-style-type: none"> Incorporation of public transport service of limited use to many disabled travellers who require door to door service using fully accessible vehicles 	<ul style="list-style-type: none"> Incorporation of public transport service of limited use to many disabled travellers who require door to door service using fully accessible vehicles 	<ul style="list-style-type: none"> No accessible public transport on Bressay
<ul style="list-style-type: none"> Availability of accessible taxi service based in Lerwick using vehicles which can carry wheelchairs 	<ul style="list-style-type: none"> No accessible taxis on Bressay and very expensive to call an accessible taxi from Lerwick to pick up wheelchair user in Bressay 	<ul style="list-style-type: none"> No accessible taxis on Bressay and very expensive to call an accessible taxi from Lerwick to pick up wheelchair user in Bressay
<ul style="list-style-type: none"> Some disabled drivers who buy their own cars would face additional costs as the current MOT exempt status would end. However, most disabled drivers use the Motability scheme which includes a car with an MOT 	<ul style="list-style-type: none"> Some disabled drivers who buy their own cars benefit (financially) from the current MOT exempt status. However, most disabled drivers use the Motability scheme which includes a car with an MOT and so do not benefit from any savings 	<ul style="list-style-type: none"> Some disabled drivers who buy their own cars benefit (financially) from the current MOT exempt status. However, most disabled drivers use the Motability scheme which includes a car with an MOT and so do not benefit from any savings
<ul style="list-style-type: none"> No need to access travel information (except if bridge is used and is closed due to bad weather) 	<ul style="list-style-type: none"> Occasional problems in accessing information. (e.g. Deaf person who has to find out about ferry timetables or cancellations by phone) 	<ul style="list-style-type: none"> Occasional problems in accessing information. (e.g. Deaf person who has to find out about ferry timetables or cancellations by phone)
<ul style="list-style-type: none"> Long term financial savings associated with this project may lead to more money being available for other disability projects (e.g. meals on wheels) 	<ul style="list-style-type: none"> Additional long term costs of maintaining this service may lead to less money being available for other disability projects (e.g. meals on wheels) 	<ul style="list-style-type: none"> Additional long term costs of maintaining this service may lead to less money being available for other disability projects (e.g. meals on wheels)

13.6.2 Health Impacts

The health impacts of the four options have been assessed by NHS Shetland's Public Health and Health Promotion Departments, based on their professional knowledge. Table 13.3 sets out the key findings.

Table 13.3: Health Impacts

	Fixed Link	Reconfigured Ferry Service	Do Minimum
Which groups of the population do you think will be affected by this proposal?	<ul style="list-style-type: none"> Everyone who lives on Bressay Anybody who needs to travel to / from Bressay (including service providers, family and friends, tourists, workers) People moving to Bressay to live because of changes to transport links 	<ul style="list-style-type: none"> Everyone who lives on Bressay Anybody who needs to travel to / from Bressay (including service providers, family and friends, tourists, workers) People moving to Bressay to live because of changes to transport links (probably only a small number compared to a fixed link) 	<ul style="list-style-type: none"> Everyone who lives on Bressay Anybody who needs to travel to / from Bressay (including service providers, family and friends, tourists, workers)
Will specific groups be affected?			
Possibly: Minority ethnic people (incl. gypsy/travellers, refugees and asylum seekers) Women and men People in religious/faith groups Disabled people Older people, children and young people Lesbian, gay, bisexual and transgender people People of low income People with mental health problems Homeless people People involved in criminal justice system Staff	<ul style="list-style-type: none"> All these groups would be potentially affected by a fixed link Some may have improved access to specific services, facilities or opportunities on the mainland (e.g. specific health services) There is the potential to decrease feelings of isolation for individuals who belong to minority groups, where there may be very small numbers of people in a similar situation in Bressay There may be improved access to services, facilities and opportunities in Bressay either due to an increase in the population or because the increased transport flexibility would allow service providers to bring services to Bressay more easily (eg community care support) 	<ul style="list-style-type: none"> All these groups would be potentially affected by a reconfigured ferry service Some may have improved access to specific services, facilities or opportunities on the mainland (e.g. specific health services) There may be improved access to services, facilities and opportunities in Bressay because the increased transport flexibility would allow service providers to bring services to Bressay more easily (e.g. community care support) (Refer to separate assessment for people with disabilities and elderly people) 	<ul style="list-style-type: none"> All these groups are potentially affected by this option Some of these groups may be unable to access services, facilities and opportunities on the mainland in the same way as people who live in other parts of Shetland Some individuals who belong to minority groups, where there may be very small numbers of people in a similar situation in Bressay, may feel very isolated However, this option may encourage provision of local services for some groups, e.g. the primary school (Refer to separate assessment for people with disabilities and

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	<p>community care support)</p> <ul style="list-style-type: none"> • However some may lose local facilities - eg there is a risk that a fixed link may lead to the primary school closing and children travelling to Lerwick • (Refer to separate assessment for people with disabilities and elderly people) 		<p>for people with disabilities and elderly people)</p>
What impact will the proposal have on lifestyles?			
Diet and Nutrition	<ul style="list-style-type: none"> • Increased opportunities to access supermarkets and other shops on the mainland – potentially wider choice and cheaper food • However, a risk that the local shop would close which would disadvantage people who find it difficult to travel to Lerwick / mainland for whatever reason • Also increased opportunities and convenience may be a disincentive for people to grow own vegetables etc • Individuals with specific dietary requirements may particularly benefit from the increased choice and access 	<ul style="list-style-type: none"> • Increased opportunities to access supermarkets and other shops on the mainland – potentially wider choice and cheaper food 	<ul style="list-style-type: none"> • There is a local shop, but limited choice • People travelling to Lerwick on foot may find it difficult to carry large amounts of shopping home • However, limited access may encourage individuals to be more self sufficient, e.g. growing own vegetables

	Fixed Link	Reconfigured Ferry Service	Do Minimum
Exercise and Physical Activity	<ul style="list-style-type: none"> Currently, many people benefit from physical activity because they travel as a foot passenger on the ferry, then walk from the ferry terminal in Lerwick to shops and other facilities. However a fixed link would result in a much longer distance to walk, which may be too time consuming or difficult for individuals resulting in increased car use and less walking Good bus links which required some walking to and from the bus stops would help to minimise car use and encourage some walking Provision for cyclists – eg cycle routes on the fixed link and local roads may encourage individuals to cycle between Bressay and the mainland If the fixed link encourages more car ownership by Bressay residents, then this may increase car use (and decrease cycling / walking) on Bressay itself and on the mainland However a fixed link might improve access to facilities and opportunities on the mainland, such as leisure centres, which could benefit health 	<ul style="list-style-type: none"> People would continue to benefit from physical activity because they travel as a foot passenger on the ferry, then walk from the ferry terminal in Lerwick to shops and other facilities Reconfigured ferry services may improve access to facilities and opportunities on the mainland, such as leisure centres, which could benefit health 	<ul style="list-style-type: none"> People would continue to benefit from physical activity because they travel as a foot passenger on the ferry, then walk from the ferry terminal in Lerwick to shops and other facilities Limited access to mainland opportunities may encourage development of opportunities and activities locally
Substance Use: tobacco, alcohol or drugs	<ul style="list-style-type: none"> There would be a potential increased access to these, but also access to drug, alcohol and tobacco support services would be increased if transport to mainland was more flexible 	<ul style="list-style-type: none"> There would be a potential increased access to these, but also access to drug, alcohol and tobacco support services would be increased if transport to mainland was more flexible 	<ul style="list-style-type: none"> Availability may be more limited, but access to support services is also more limited
Risk- taking Behaviour	<ul style="list-style-type: none"> A high bridge may encourage risk taking behaviour in some groups -e.g. 	<ul style="list-style-type: none"> There is the potential problem of individuals driving too fast to get to the ferry on time, but 	<ul style="list-style-type: none"> There is the potential problem of individuals driving too fast to get

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	jumping off the bridge for 'fun' or someone who is feeling suicidal using the bridge as a means to commit suicide	possibly less of a problem where the ferries are more frequent	to the ferry on time, possibly more of a problem where the ferries are less frequent
Education and Learning, or Skills	<ul style="list-style-type: none"> Potential increase in access to education and learning e.g. evening classes It is not possible to say whether there would be a positive or negative impact on the Primary school in Bressay. Potentially, if the population increases, then having more pupils based on the island would make the school more viable; alternatively a fixed link might mean parents would choose to send their children to a bigger Lerwick based school or indeed the school might be closed down 	<ul style="list-style-type: none"> Potential increase in access to education and learning e.g. evening classes If for any reason the school were to close, or if families wanted the choice of their children going to school in Lerwick, then transport may be easier with a reconfigured service compared to the Do Minimum option 	<ul style="list-style-type: none"> Likely to be able to maintain a primary school locally However, if for any reason the school were to close, or if families wanted the choice of their children going to school in Lerwick, then transport may be difficult
What impact will the proposal have on lifestyles?			
Social Status	<ul style="list-style-type: none"> Potential to further disadvantage those people who do not have access to a car, unless good public transport links developed 	<ul style="list-style-type: none"> People on Bressay would be less disadvantaged in terms of access to services, facilities, opportunities compared to the Do Minimum option 	<ul style="list-style-type: none"> People on Bressay may be disadvantaged compared to those on the mainland because of limitations of access to services, facilities, opportunities
Employment (paid or unpaid)	<ul style="list-style-type: none"> There are potentially wider employment opportunities with a fixed link than with the existing ferry service But there might also be fewer employment opportunities on the island, for example, if the local school closed Residents of the island might find themselves competing with a bigger workforce, as people might be more 	<ul style="list-style-type: none"> There are potentially wider employment opportunities with a reconfigured ferry service – assuming that the changes take into account the likely commuting patterns, timing of shifts etc The ferry jobs would be maintained Residents of the island might find themselves competing with a bigger workforce, as people might be more willing to travel in to Bressay for work 	<ul style="list-style-type: none"> May encourage employment to remain on Bressay The ferry jobs would be maintained

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	<p>willing to travel in to Bressay for work</p> <ul style="list-style-type: none"> There would be a decrease in employment on an ongoing basis on a fixed link than on the ferries, although there might be an increase in employment opportunities during construction stage There are queries as to whether the local shop would survive if access to Lerwick was made easier 		
Social/Family Support	<ul style="list-style-type: none"> Easier / more flexible access might lead to increased social and family support, but not if the school and shop on Bressay close or the island empties during the day with people commuting to mainland 	<ul style="list-style-type: none"> Easier / more flexible access might lead to increased social and family support, but if the island empties during the day with people commuting to mainland because of increased employment opportunities However local social support may be maintained if jobs and facilities are maintained on Bressay 	<ul style="list-style-type: none"> Support from family outwith Bressay is limited by ferry timetable, but strong links within Bressay However local social support may be maintained if jobs and facilities are maintained on Bressay
Stress	<ul style="list-style-type: none"> People may relax if they have found being reliant on ferries to be stressful, but some people find it more relaxing to have an element of remoteness from the rest of the world. This may depend on whether people live on Bressay through choice or not Building more housing on Bressay might ease housing problems on the mainland & in Lerwick, which would reduce stress for groups looking for housing Increased opportunities for employment etc may ease stress Knowing that there is a link with the mainland (generally) 24 hours a day may ease stress for some people (e.g. 	<ul style="list-style-type: none"> Some people may find it stressful to have to plan around the ferry timetable, but this may be eased with a reconfiguration of the service Not having a 24 hour link with the mainland may be stressful for some people (e.g. for accessing healthcare or reaching family) However, some people find it more relaxing to have an element of remoteness from the rest of the world. This may depend on whether people live on Bressay through choice or not 	<ul style="list-style-type: none"> Some people may find it stressful to have to plan around the ferry timetable Not having a 24 hour link with the mainland may be stressful for some people (e.g. for accessing healthcare or reaching family) However, some people find it more relaxing to have an element of remoteness from the rest of the world. This may depend on whether people live on Bressay through choice or not

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	for accessing healthcare or reaching family)		
Income	<ul style="list-style-type: none"> • If travelling on the fixed link is free, people would have more disposable income but might also need to rely on a car/public transport • A fixed link to Lerwick would mean that cars would have to have MOT, which would cost money • Potential access to higher paying jobs would increase income • Potential access to cheaper services and goods may increase income 	<ul style="list-style-type: none"> • Dependent on the cost of the ferry fare • Potential access to higher paying jobs would increase income 	<ul style="list-style-type: none"> • Dependent on the cost of the ferry fare • Potentially able to be less reliant on access to a car and car does not need MOT • Costs of certain services and goods may be more compared to mainland Shetland
What impact will the proposal have on equality?			
Discrimination Equality of Opportunity Relations between Groups	<ul style="list-style-type: none"> • It is difficult to say whether there would be conflict between groups – it would depend on whether people perceive a fixed link to bring benefits or not e.g. a fixed link might improve local services; it might mean a branch GP surgery or the primary school might be more viable • On the other hand it might mean that Bressay loses services because Lerwick based services are more accessible • Potential to further disadvantage those people who do not have access to a car, unless good public transport links developed 	<ul style="list-style-type: none"> • People on Bressay would be less disadvantaged in terms of access to services, facilities, opportunities compared to the Do Minimum option 	<ul style="list-style-type: none"> • People on Bressay may be disadvantaged compared to those on the mainland because of limitations of access to services, facilities, opportunities
What impact will the proposal have on the physical environment?			
Living conditions	<ul style="list-style-type: none"> • Building of a fixed link would have a short term impact in terms of noise and disruption • Increased population and more 	<ul style="list-style-type: none"> • Living conditions probably maintained the same as they are now – which may suit some people but not others • Possibility of some population movement into 	<ul style="list-style-type: none"> • Living conditions maintained the same as they are now – which may suit some people but not others

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	houses might mean that Bressay becomes a suburb of Lerwick rather than an island with its own identity. For some people these would be better living conditions, but also potentially means losing out on some of the remote and rural aspects	Bressay	
Working Conditions	<ul style="list-style-type: none"> As above Increased access to different job opportunities 	<ul style="list-style-type: none"> Working conditions generally maintained the same as they are now – which may suit some people but not others May impact on working conditions of the ferry crews 	<ul style="list-style-type: none"> Working conditions maintained the same as they are now – which may suit some people but not others
Pollution or Climate Change	<ul style="list-style-type: none"> Short term increased pollution due to building works Depends on whether a fixed link increases or decreases car use The proposed fixed link route is a longer travelling distance than the current ferry route and may lead to increased use of cars This impact could be minimised by good public transport links 	<ul style="list-style-type: none"> Increased ferry runs would increase pollution and fuel usage Less likely to lead to increased car use 	<ul style="list-style-type: none"> Less likely to lead to increased car use
Accidental injuries or public safety	<ul style="list-style-type: none"> see risk taking behaviour above Potential increase in traffic on Bressay and the road structure would have to be reviewed as there are mainly single track roads at present Potentially risk of bridge / tunnel collapse 	<ul style="list-style-type: none"> see risk taking behaviour above Small risk of accidents involving ferry (may be increased if ferry is running more frequently?) 	<ul style="list-style-type: none"> see risk taking behaviour above Small risk of accidents involving ferry
Transmission of infectious disease	<ul style="list-style-type: none"> Unlikely to have an impact 	<ul style="list-style-type: none"> Unlikely to have an impact 	<ul style="list-style-type: none"> Unlikely to have an impact

	Fixed Link	Reconfigured Ferry Service	Do Minimum
How will the proposal impact on access to and quality of services?			
Healthcare	<ul style="list-style-type: none"> Two main areas of concern are access to health services in the event of an emergency and demand on local primary care services Access to an ambulance in an emergency to transport a patient to hospital in Lerwick needs to be maintained at all times. Whilst the aim would be to maintain a fixed link 24 hours a day, this may not always be possible There is some concern that if the fixed link were closed for any reason, what would be the arrangements for transporting the ambulance if required (although it is noted that, in an emergency, it could be possible for an ambulance to travel on a bridge that was closed to other vehicles due to the weather) There is a possible benefit of a fixed link over the current ferry service in that individuals would then have the option of being taken by car / taxi, by road, to hospital at night rather than waiting for an ambulance For some patients, they may be more likely to seek help if they can access, for example, the out of hours primary care service by car If there is an increase in the population in Bressay, then this would increase demand in the primary care services in Lerwick. However, it would be very difficult to shift 	<ul style="list-style-type: none"> The main issue concerning the ferry service is that it is a time limiting factor for transporting patients by ambulance. When the ferry is running, it will wait for an ambulance if required (and also for patients being taken by car) and so there would be a minimal delay compared to a fixed link being available When the ferry is not running at night, it currently has to be called out to pick up the ambulance from Lerwick, go to Bressay and then return to Lerwick. This probably does take longer than if a fixed link were available. However, it is not clear how much longer, as this would depend on where the fixed link is sited, and also how much a short delay affects the clinical outcome for patients Reconfiguring the ferry service may lead to shorter periods when the ferry is not running and so would have to be called out Some patients may be reluctant to seek help 'out of hours' knowing that the ferry crew has to be called out An improved ferry service may make it easier for patients to access services on the mainland. Also may be possible to allow patients to catch first flight to Aberdeen without having to stay overnight on mainland Shetland For staff travelling to Bressay, time has to be spent waiting for ferry etc which can limit time spent on providing healthcare – the more frequent the service, the less of a problem this is 	<ul style="list-style-type: none"> The main issue concerning the current ferry service is that it is a time limiting factor for transporting patients by ambulance. When the ferry is running, it will wait for an ambulance if required (and also for patients being taken by car) and so there would be a minimal delay compared to a fixed link being available When the ferry is not running at night, it currently has to be called out to pick up the ambulance from Lerwick, go to Bressay and then return to Lerwick. This probably does take longer than if a fixed link were available However, it is not clear how much longer, as this would depend on where the fixed link is sited, and also how much a short delay affects the clinical outcome for patients Some patients may be reluctant to seek help 'out of hours' knowing that the ferry crew has to be called out Limits access to healthcare services because requires more planning and there is an increased risk of missing appointments etc if there are problems with the ferry service running late for example

	Fixed Link	Reconfigured Ferry Service	Do Minimum
	<p>resources from other areas of Shetland into Lerwick to respond to this, and is contrary to the current moves towards decentralisation</p> <ul style="list-style-type: none"> An increase in the population of Bressay and a fixed link may make a branch GP surgery feasible – but again this would need additional funding For staff travelling to Bressay, potentially less 'downtime' waiting for ferry 		<ul style="list-style-type: none"> Patients currently have to stay on mainland Shetland the night before if they need to catch the first flight to Aberdeen For staff travelling to Bressay, time has to be spent waiting for ferry etc which can limit time spent on providing healthcare
Transport	<ul style="list-style-type: none"> A fixed link might lead to an increase in cars unless public transport links were very good There are things that could be done to maximize health benefits whether a fixed link or a ferry is maintained e.g. footpath & cycle tracks into town 	<ul style="list-style-type: none"> Ferry services require linked bus services etc to encourage people not to use cars and for those who do not have access to a car Improving the ferry service may not have much of an impact it does not link in with other public transport services 	<ul style="list-style-type: none"> Ferry services require linked bus services etc to encourage people not to use cars and for those who do not have access to a car
Social Services	<ul style="list-style-type: none"> Increased flexibility For staff travelling to Bressay, potentially less 'downtime' waiting for ferry For home care etc, staff can travel from mainland to Bressay 'out of hours' if required 	<ul style="list-style-type: none"> For staff travelling to Bressay, time has to be spent waiting for ferry etc which can limit time spent on providing services – the more frequent the service, the less of a problem this is 	<ul style="list-style-type: none"> For staff traveling to Bressay, time has to be spent waiting for ferry etc which can limit time spent on providing services
Housing Services	<ul style="list-style-type: none"> Opportunity to increase housing provision for those who want / need to live near Lerwick 	<ul style="list-style-type: none"> Opportunity to increase housing provision for those who want / need to live near Lerwick 	
Education	<ul style="list-style-type: none"> Increased flexibility and potential to access more opportunities But access to local primary school may be at risk if children can easily travel to Lerwick 	<ul style="list-style-type: none"> Access to education opportunities on mainland Shetland may be improved with a reconfigured service - as long as ferry times take into account when people would need to travel Primary school likely to be maintained 	<ul style="list-style-type: none"> Access to education opportunities on mainland Shetland may be limited Limited access to mainland opportunities may encourage development of opportunities

	Fixed Link	Reconfigured Ferry Service	Do Minimum
			and activities locally <ul style="list-style-type: none"> • Primary school likely to be maintained
Leisure	<ul style="list-style-type: none"> • Increased flexibility and potential to access more opportunities 	<ul style="list-style-type: none"> • Access to leisure opportunities on mainland Shetland may be improved with a reconfigured service - as long as ferry times take into account when people would need to travel 	<ul style="list-style-type: none"> • Access to leisure opportunities on mainland Shetland may be limited • Limited access to mainland opportunities may encourage development of opportunities and activities locally

13.6.3 Rural Affairs Policies

The integration of future transport links with rural affairs policy is unclear at this stage, pending the findings of the ongoing study by SIC Planning Service (see Section 13.5). If a fixed link was implemented it would be important that the Local Plan development process took account of the constraints and benefits such a link could deliver and sought to identify the most beneficial benefits to Bressay through the planning and consultation phases. Account would also have to be taken of how to manage the car parking pressures in Lerwick, which could be an indirect effect of a fixed link (see Section 8.6).

13.6.4 Social Exclusion Policies

Issues relating to social exclusion are dealt with under comparative accessibility (see Section 12. 6).

13.7 SUMMARY

- Both fixed link options (Options 1 and 2) provide 24 hour opportunity to integrate with other transport modes and reduced journey time (although there could be some reduction in level of integration with Option 2 (high level bridge), due to some potential weather disruption).
- There could be a negative impact in terms of the loss of current arrangements regarding freight being able to be transported on the ferry, unless alternative provision was put in place using the public transport network.
- The reconfigured ferry service (Option 3) would be able to provide improved opportunities to integrate with other transport services, including the first flights departing from Sumburgh Airport each morning.
- Adequate provision of public transport both to and from Bressay would have to be made to optimise the benefits provided by any option. These enhanced services would need to be integrated with the rest of Shetland's transport network to be effective.
- Option 3 (reconfigured ferry service) would provide a catalyst for improvements to be made in the facilities at either terminal; the provision of real-time information; and an integrated ticketing system across the network.
- The fixed link options improve disabled peoples' ability to travel more seamlessly than using the current ferry service (Option 4) and provide greater ease in access to specialist appointments.
- There are a number of positive and negative health impacts with all options, however, on balance, the loss of the ability to readily walk and cycle to opportunities, means that the fixed link options (Options 1 and 2) would have a less positive impact than the ferry options (Options 3 and 4). All the proposed options (Options 1–3) would provide improved opportunities to access, for example, to supermarkets (for fresh food), to leisure centres and health appointments.
- There is concern that the potential increased centralisation impacts of a fixed link could further strain delivery of primary health care in central areas of Shetland.
- Land use/transport planning issues are currently under reviewed by SIC Planning Service. First reports highlighting key issues will be available at the end of this year. Any future plan should seek to maximise opportunities for Bressay.