

Ferry Service Provision

The current inter-island ferry service is operated by Shetland Islands Council with services provided from nine of the outlying islands to connect to mainland Shetland. The diagram right shows the current ferry routes in operation in Shetland.

There are two main timetables in operation that cover the summer (mid April to mid September) and winter (mid September to mid April) months. There is also a Festive Timetable covering the Christmas and New year holiday period (not reported here)

This paper looks at the current service provision and the connectivity for the islands to and from the mainland.

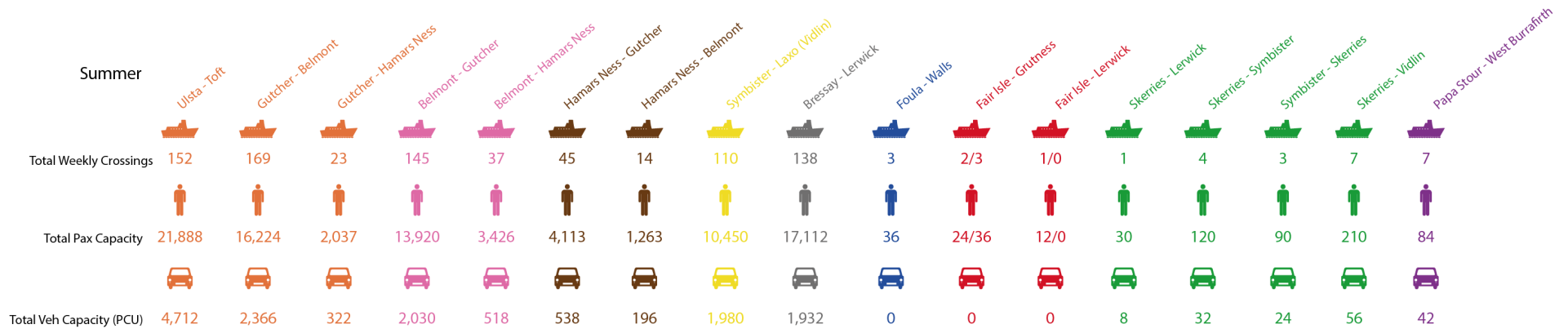
A colour coding is used in the graphics which follow as shown below—the route legs beginning in each island are coloured appropriately.

Islands Key

-  Yell
-  Unst
-  Whalsay
-  Bressay
-  Fetlar
-  Foula
-  Fair Isle
-  Skerries
-  Papa Stour



Ferry Service Provision—Weekly Crossings

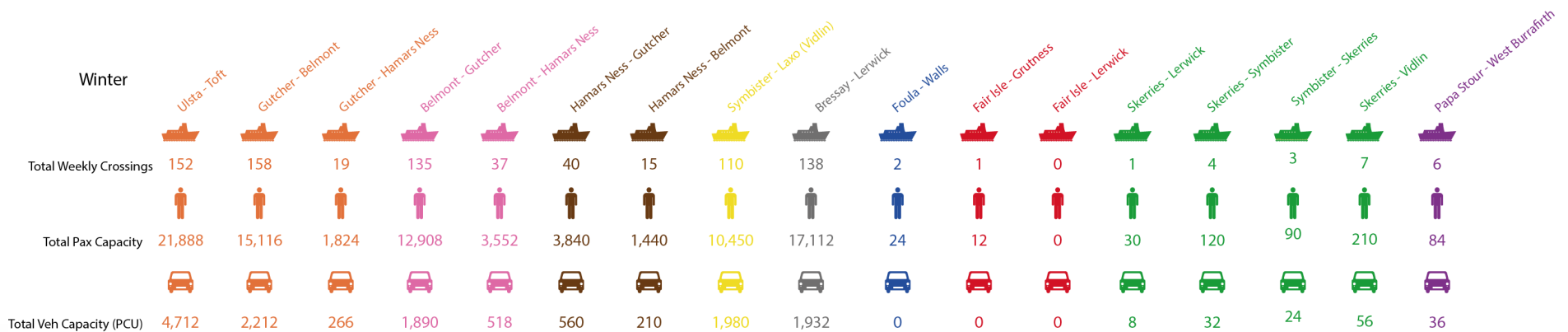


Summer Service Frequency

The chart above highlights the maximum number of crossings per week between each island and mainland Shetland and also Yell on the Bluemull Sound crossings, by route during the summer timetable. The chart also shows the total weekly carrying capacity for both passengers and vehicles (PCUs) based on the number of sailings. The above figures only show the one way movement between the island and the mainland—ie connections from the island. Routes between islands are shown separately. As can be seen from the chart the Bluemull Sound ferry service providing links between Yell and Unst has the highest number of crossings per week.

Winter Service Frequency







The chart below highlights the maximum number of crossings per week between each island and mainland Shetland by route during the winter timetable. The chart also shows the total weekly carrying capacity for both passengers and vehicles (PCUs) based on the number of sailings. The below figures only show the one way movement between the route and the mainland— ie connections from the island perspective. Routes between islands are shown separately. Sailings from Gutcher, Belmont and Hamars Ness see the biggest reduction in the winter.









Ferry Service Provision—Daily Crossings & Capacity—Yell Sound

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for across the Yell Sound between the island of Yell and mainland Shetland. There is a high frequency service between Ulsta and Toft on the mainland throughout the week, which declines significantly at the weekend. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Summer	Ulsta - Toft	Toft - Ulsta
Total Daily Crossings		
Monday	20(+1)	20(+1)
Tuesday	24(+1)	24(+1)
Wednesday	24(+1)	24(+1)
Thursday	24(+1)	24(+1)
Friday	24(+1)	24(+1)
Saturday	15(+1)	15(+1)
Sunday	14(+1)	14(+1)
Max Pax Capacity		
Monday	3,024	3,024
Tuesday	3,600	3,600
Wednesday	3,600	3,600
Thursday	3,600	3,600
Friday	3,600	3,600
Saturday	2,304	2,304
Sunday	2,160	2,160
Max Veh Capacity (PCU)		
Monday	651	651
Tuesday	775	775
Wednesday	775	775
Thursday	775	775
Friday	775	775
Saturday	496	496
Sunday	465	465

Winter

	Ulsta - Toft	Toft - Ulsta
Total Daily Crossings		
Monday	20(+1)	20(+1)
Tuesday	24(+1)	24(+1)
Wednesday	24(+1)	24(+1)
Thursday	24(+1)	24(+1)
Friday	24(+1)	24(+1)
Saturday	15(+1)	15(+1)
Sunday	14(+1)	14(+1)
Max Pax Capacity		
Monday	3,024	3,024
Tuesday	3,600	3,600
Wednesday	3,600	3,600
Thursday	3,600	3,600
Friday	3,600	3,600
Saturday	2,304	2,304
Sunday	2,160	2,160
Max Veh Capacity (PCU)		
Monday	651	651
Tuesday	775	775
Wednesday	775	775
Thursday	775	775
Friday	775	775
Saturday	496	496
Sunday	465	465

Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is no change between the summer and winter timetables between Yell and the mainland. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Ferry Service Provision—Daily Crossings & Capacity—Bluemull Sound

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for each route across the Bluemull Sound, between the islands of Unst, Yell and Fetlar. There is a high frequency service between Belmont and Gutcher on Yell throughout the week, which declines at the weekend. The service between Unst and Fetlar is of low frequency which reduces significantly on Sundays. The main service provision for Fetlar is to Yell avoiding the need to travel via Unst. As such these services are much higher than the Fetlar Unst services. Sunday is the only day on which there is a higher frequency on the Fetlar Unst service, which would involve anyone wanting to travel to Yell or the mainland having to travel to Unst first and then on to Yell. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Summer	Gutcher - Belmont	Gutcher - Hamars Ness	Belmont - Gutcher	Belmont - Hamars Ness	Hamars Ness - Gutcher	Hamars Ness - Belmont
Total Daily Crossings						
Monday	25(+1)	3	20	5(+1)	5(+2)	1
Tuesday	26(+1)	4	23	5(+1)	6(+2)	2
Wednesday	26(+1)	4	23	5(+1)	6(+2)	2
Thursday	26(+1)	4	23	5(+1)	6(+2)	2
Friday	26(+1)	4	23	5(+1)	6(+2)	2
Saturday	19(+1)	1	16	4(+1)	3(+2)	1
Sunday	11(+4)	2(+1)	12(+5)	2	0(+1)	3(+1)
Max Pax Capacity						
Monday	2,496	261	1,920	558	645	87
Tuesday	2,592	348	2,208	558	723	174
Wednesday	2,592	348	2,208	558	723	174
Thursday	2,592	348	2,208	558	723	174
Friday	2,592	348	2,208	558	723	174
Saturday	1,920	96	1,536	480	480	96
Sunday	1,440	288	1,632	192	96	384
Max Veh Capacity (PCU)						
Monday	336	30	256	76	86	10
Tuesday	366	40	314	72	92	20
Wednesday	366	40	314	72	92	20
Thursday	366	40	314	72	92	20
Friday	366	40	314	72	92	20
Saturday	280	14	224	70	70	14
Sunday	210	42	238	28	14	56

Winter	Gutcher - Belmont	Gutcher - Hamars Ness	Belmont - Gutcher	Belmont - Hamars Ness	Hamars Ness - Gutcher	Hamars Ness - Belmont
Total Daily Crossings						
Monday	23(+1)	3	19	5(+1)	4(+2)	2
Tuesday	24(+1)	3	21	5(+1)	5(+2)	2
Wednesday	24(+1)	3	21	5(+1)	5(+2)	2
Thursday	24(+1)	3	21	5(+1)	5(+2)	2
Friday	24(+1)	3	21	5(+1)	5(+2)	2
Saturday	19(+1)	1	16	4(+1)	3(+2)	1
Sunday	11(+3)	2(+1)	12(+4)	2	0(+1)	3(+1)
Max Pax Capacity						
Monday	2,284	150	1,804	300	300	100
Tuesday	2,392	150	2,008	300	350	100
Wednesday	2,392	150	2,008	300	350	100
Thursday	2,392	150	2,008	300	350	100
Friday	2,392	150	2,008	300	350	100
Saturday	1,920	50	1,536	250	250	50
Sunday	1,344	150	1,536	100	50	200
Max Veh Capacity (PCU)						
Monday	316	30	246	76	76	20
Tuesday	342	30	286	76	86	20
Wednesday	342	30	286	76	86	20
Thursday	342	30	286	76	86	20
Friday	342	30	286	76	86	20
Saturday	280	14	224	70	70	14
Sunday	210	42	224	28	14	56






Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is a reduction in the number of services provided between the summer timetable and the winter timetable on the Unst—Yell route. The reduction in the number of services is only slight with one or two crossings less per day. The Fetlar service remains at the same level of frequency as the summer timetable. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Ferry Service Provision—Daily Crossings & Capacity—Whalsay







Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for each route from the island of Whalsay to mainland Shetland. There is a relatively high frequency service provided between the island and the mainland, which reduces on the weekend. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Summer		
	Symbister - Laxo (Vidlin)	Laxo (Vidlin) - Symbister
Total Daily Crossings		
Monday	16(+1)	16(+1)
Tuesday	17(+1)	17(+1)
Wednesday	16(+1)	16(+1)
Thursday	17(+1)	17(+1)
Friday	17(+1)	17(+1)
Saturday	10(+1)	10(+1)
Sunday	10(+1)	10(+1)
Max Pax Capacity		
Monday	1,615	1,615
Tuesday	1,710	1,710
Wednesday	1,615	1,615
Thursday	1,710	1,710
Friday	1,710	1,710
Saturday	1,045	1,045
Sunday	1,045	1,045
Max Veh Capacity (PCU)		
Monday	270	270
Tuesday	282	282
Wednesday	264	264
Thursday	282	282
Friday	282	282
Saturday	198	198
Sunday	198	198

Winter Daily Services







The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is no reduction in the number of services provided between the summer timetable and the winter timetable on these routes. The figures in brackets indicate the number of on demand sailings on the route (ie these are additional to the core timetable).

Winter		
	Symbister - Laxo (Vidlin)	Laxo (Vidlin) - Symbister
Total Daily Crossings		
Monday	16(+1)	16(+1)
Tuesday	17(+1)	17(+1)
Wednesday	16(+1)	16(+1)
Thursday	17(+1)	17(+1)
Friday	17(+1)	17(+1)
Saturday	10(+1)	10(+1)
Sunday	10(+1)	10(+1)
Max Pax Capacity		
Monday	1,345	1,345
Tuesday	1,395	1,395
Wednesday	1,300	1,300
Thursday	1,395	1,395
Friday	1,395	1,395
Saturday	1,045	1,045
Sunday	1,045	1,045
Max Veh Capacity (PCU)		
Monday	270	270
Tuesday	282	282
Wednesday	264	264
Thursday	282	282
Friday	282	282
Saturday	198	198
Sunday	198	198







Ferry Service Provision—Daily Crossings & Capacity—Bressay

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for the Bressay Lerwick route. This is a high frequency service which only takes 7 minutes. The weekends also have a high frequency service. There are no scheduled request sailings on this route.

Summer	Bressay - Lerwick	Lerwick - Bressay
Total Daily Crossings		
Monday	20	20
Tuesday	20	20
Wednesday	20	20
Thursday	20	20
Friday	22	22
Saturday	20	20
Sunday	16	16
Max Pax Capacity		
Monday	2,480	2,480
Tuesday	2,480	2,480
Wednesday	2,480	2,480
Thursday	2,480	2,480
Friday	2,728	2,728
Saturday	2,480	2,480
Sunday	1,984	1,984
Max Veh Capacity (PCU)		
Monday	380	380
Tuesday	380	380
Wednesday	380	380
Thursday	380	380
Friday	418	418
Saturday	380	380
Sunday	304	304

Winter

	Bressay - Lerwick	Lerwick - Bressay
Total Daily Crossings		
Monday	20	20
Tuesday	20	20
Wednesday	20	20
Thursday	20	20
Friday	22	22
Saturday	20	20
Sunday	16	16
Max Pax Capacity		
Monday	2,260	2,260
Tuesday	2,260	2,260
Wednesday	2,260	2,260
Thursday	2,260	2,260
Friday	2,486	2,486
Saturday	2,260	2,260
Sunday	1,808	1,808
Max Veh Capacity (PCU)		
Monday	380	380
Tuesday	380	380
Wednesday	380	380
Thursday	380	380
Friday	418	418
Saturday	380	380
Sunday	304	304







Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is no reduction in the number of services provided between the winter and summer timetables. There are no scheduled request sailings on this route.







Ferry Service Provision—Daily Crossings & Capacity—Foula

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for the island of Foula. There is a low service provision on this route and there is also no provision for ro-ro transportation of cars on these services, but the vessel can take one vehicle (by crane). There are no scheduled request sailings on this route.

Summer	Foula - Walls	Walls - Foula
Total Daily Crossings		
Monday		
Tuesday	1	1
Wednesday		
Thursday	1	1
Friday		
Saturday	1	1
Sunday		
Max Pax Capacity		
Monday		
Tuesday	12	12
Wednesday		
Thursday	12	12
Friday		
Saturday	12	12
Sunday		
Max Veh Capacity (PCU)		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Sunday		

Winter

	Foula - Walls	Walls - Foula
Total Daily Crossings		
Monday		
Tuesday	1	1
Wednesday		
Thursday	1	1
Friday		
Saturday		
Sunday		
Max Pax Capacity		
Monday		
Tuesday	12	12
Wednesday		
Thursday	12	12
Friday		
Saturday		
Sunday		
Max Veh Capacity (PCU)		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Sunday		













Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is a slight decline in the number of services provided during the winter timetable with the removal of the Saturday service. There are no scheduled request sailings on this route. Saturday sailings on the Foula route do not operate during the winter.













Ferry Service Provision—Daily Crossings & Capacity—Fair Isle

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for the island of Fair Isle. There is a low service provision on this route and there is also no provision for ro-ro transportation of cars on these services. One vehicle can be craned onto the ferry. There are no scheduled request sailings on this route. Thursday services alternate between Lerwick and Grutness.

Summer				
	Fair Isle - Grutness		Fair Isle - Lerwick (Alternate Thursdays)	
	Grutness - Fair Isle		Lerwick - Fair Isle (Alternate Thursdays)	
Total Daily Crossings				
Monday				
Tuesday	1			1
Wednesday				
Thursday	1	Or	1	1
Friday				
Saturday	1			1
Sunday				
Max Pax Capacity				
Monday				
Tuesday	12			12
Wednesday				
Thursday	12	Or	12	12
Friday				
Saturday	12			12
Sunday				
Max Veh Capacity (PCU)				
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				

Winter

	Fair Isle - Grutness	Fair Isle - Lerwick (Alternate Thursdays)	Grutness - Fair Isle	Lerwick - Fair Isle (Alternate Thursdays)
Total Daily Crossings				
Monday				
Tuesday	1			1
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				
Max Pax Capacity				
Monday				
Tuesday	12			12
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				
Max Veh Capacity (PCU)				
Monday				
Tuesday				
Wednesday				
Thursday				
Friday				
Saturday				
Sunday				



















Winter Daily Services



















The chart above shows the daily crossings and carrying capacity based on the winter timetable. As can be seen in the tables, the service to/from Fair Isle reduces from 3 sailings a week in summer to only one in winter. There are no scheduled request sailings on this route. Thursday and Saturday sailings from Fair Isle run for the first couple of weeks during the winter timetable and then end. Thursday and Saturday sailings do not operate during the winter.

Ferry Service Provision—Daily Crossings & Capacity—Skerries

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for Skerries. There is a relatively consistent service provision on this route across the week, with Friday and Sunday having particularly good services. There are no scheduled request sailings on this route and all sailings operate on a booking only basis.

Summer	Skerries - Lerwick	Skerries - Symbister	Skerries - Vidlin	Lerwick - Skerries	Symbister - Skerries	Vidlin - Skerries
Total Daily Crossings						
Monday		1	1		1	1
Tuesday						
Wednesday	1	1		1		
Thursday						
Friday		1	3		1	3
Saturday		1	1		1	1
Sunday			2			2
Max Pax Capacity						
Monday		30	30		30	30
Tuesday						
Wednesday	30	30		30		
Thursday						
Friday		30	90		30	90
Saturday		30	30		30	30
Sunday			60			60
Max Veh Capacity (PCU)						
Monday		8	8		8	8
Tuesday						
Wednesday	8	8		8		
Thursday						
Friday		8	24		8	24
Saturday		8	8		8	8
Sunday			16			16

Winter	Skerries - Lerwick	Skerries - Symbister	Skerries - Vidlin	Lerwick - Skerries	Symbister - Skerries	Vidlin - Skerries
Total Daily Crossings						
Monday		1	1		1	1
Tuesday						
Wednesday	1	1		1		
Thursday						
Friday		1	3		1	3
Saturday		1	1		1	1
Sunday			2			2
Max Pax Capacity						
Monday		30	30		30	30
Tuesday						
Wednesday	30	30		30		
Thursday						
Friday		30	90		30	90
Saturday		30	30		30	30
Sunday			60			60
Max Veh Capacity (PCU)						
Monday		8	8		8	8
Tuesday						
Wednesday	8	8		8		
Thursday						
Friday		8	24		8	24
Saturday		8	8		8	8
Sunday			16			16







Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. There is no change between the winter and summer service provisions. There are no scheduled request sailings on this route.







Ferry Service Provision—Daily Crossings & Capacity—Papa Stour

Summer Daily Services

The chart below shows the summer daily crossings and daily carrying capacity for the island of Papa Stour. There is a low service provision on this route with most sailings taking place across the weekend. **All sailings on this route are on demand only** for both the summer and winter timetables.

Summer		Papa Stour - West Burracraig *All Sailings are on Demand		West Burracraig - Papa Stour *All Sailings are on Demand	
Total Daily Crossings					
Monday					
Tuesday					
Wednesday		2		2	
Thursday					
Friday		2		2	
Saturday		2		2	
Sunday		1		1	
Max Pax Capacity					
Monday					
Tuesday					
Wednesday		24		24	
Thursday					
Friday		24		24	
Saturday		24		24	
Sunday		12		12	
Max Veh Capacity (PCU)					
Monday					
Tuesday					
Wednesday		12		12	
Thursday					
Friday		12		12	
Saturday		12		12	
Sunday		6		6	

Winter

Total Daily Crossings		
Monday		
Tuesday		
Wednesday	2	2
Thursday		
Friday	2	2
Saturday	1	1
Sunday	1	1
Max Pax Capacity		
Monday		
Tuesday		
Wednesday	24	24
Thursday		
Friday	24	24
Saturday	12	12
Sunday	12	12
Max Veh Capacity (PCU)		
Monday		
Tuesday		
Wednesday	12	12
Thursday		
Friday	12	12
Saturday	6	6
Sunday	6	6

Winter Daily Services

The chart above shows the daily crossings and carrying capacity based on the winter timetable. The only change between the winter and summer timetables is that the Saturday afternoon service does not operate.

Ferry Service Provision—Length of Operating Day Summer Timetable

		Yell	Unst	Whalsay	Bressay	Fetlar	Foula	Fair Isle	Skerries	Papa Stour
Monday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			09:30	
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30			14:30	
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			07:10	
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59			16:45	
Tuesday	First Departure from Island	06:15	06:30	06:30	07:00	06:55	09:30	07:30		
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30	15:30	14:10		
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25	13:30	11:30		
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59	11:30	10:10		
Wednesday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			08:00	10:00
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30			17:00	15:40
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			14:45	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59			21:45	16:25
Thursday	First Departure from Island	06:15	06:30	06:30	07:00	06:55	09:30	07:30		
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30	15:30	14:10		
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25	13:30	11:30		
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59	11:30	10:10		
Friday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			09:30	10:00
	Last Arrival to Island	23:15	23:00	23:40	01:07	23:30			19:00	18:50
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			07:10	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	00:52	23:59			21:45	19:35
Saturday	First Departure from Island	06:15	06:30	06:30	07:00	07:55	09:30	07:30	10:00	10:00
	Last Arrival to Island	23:15	23:00	23:40	01:07	23:30	15:30	14:10	19:00	18:50
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25	13:30	11:30	07:10	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	00:52	23:59	11:30	10:10	21:45	19:35
Sunday	First Departure from Island	06:15	06:30	06:30	07:00	07:55			11:30	18:45
	Last Arrival to Island	23:15	22:25	23:40	23:07	21:35			19:00	18:40
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			10:00	18:00
	Last Arrival to Mainland	22:50	22:40	23:05	22:52	22:05			20:30	19:25

Length of Summer operating day

The table shows the length of the operating day in terms of first departure and last arrival, from the perspective of (a) island based travel and (b) mainland based travel, by day of week. In terms of Fetlar and Unst these times refer to connections to Yell.

There is a consistent length of operating day for all islands and mainland over the course of the week.

Bressay has an increase in operating hours on both Fridays and Saturdays where the last sailing back to the mainland is two hours later than the rest of the week.

Sunday services on both Bressay and Fetlar are slightly shorter than the rest of the week as the last arrival back to the mainland is around two hours earlier than other days in the week.

Ferry Service Provision—Length of Operating Day Winter Timetable

		Yell	Unst	Whalsay	Bressay	Fetlar	Foula	Fair Isle	Skerries	Papa Stour
Monday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			09:30	
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30			14:30	
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			07:10	
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59			16:45	
Tuesday	First Departure from Island	06:15	06:30	06:30	07:00	06:55	09:30	07:30		
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30	15:30	14:10		
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25	13:30	11:30		
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59	11:30	10:10		
Wednesday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			08:00	10:00
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30			17:00	15:40
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			14:45	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59			21:45	16:25
Thursday	First Departure from Island	06:15	06:30	06:30	07:00	06:55	09:30			
	Last Arrival to Island	23:15	23:00	23:40	23:07	23:30	15:30			
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25	13:30			
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	22:52	23:59	11:30			
Friday	First Departure from Island	06:15	06:30	06:30	07:00	06:55			09:30	10:00
	Last Arrival to Island	23:15	23:00	23:40	01:07	23:30			19:00	18:50
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			07:10	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	00:52	23:59			21:45	19:35
Saturday	First Departure from Island	06:15	06:30	06:30	07:00	07:55			10:00	10:00
	Last Arrival to Island	23:15	23:00	23:40	01:07	23:30			19:00	09:40
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			07:10	09:00
	Last Arrival to Mainland	22:50	22:40(direct)/ 23:59(Via Fetlar)	23:05	00:52	23:59			21:45	10:40
Sunday	First Departure from Island	06:15	06:30	06:30	07:00	07:55			11:30	18:45
	Last Arrival to Island	23:15	22:25	23:40	23:07	21:35			19:00	18:40
	First Departure from Mainland	06:45	06:15	07:10	07:15	07:25			10:00	18:00
	Last Arrival to Mainland	22:50	22:40	23:05	22:52	22:05			20:30	19:25

Length of Winter operating day

The table shows the length of the operating day in terms of first departure and last arrival, from the perspective of (a) island based travel and (b) mainland based travel, by day of week. In terms of Fetlar and Unst times refer to connections to Yell.

There is a consistent length of operating day for all islands and mainland over the course of the week.

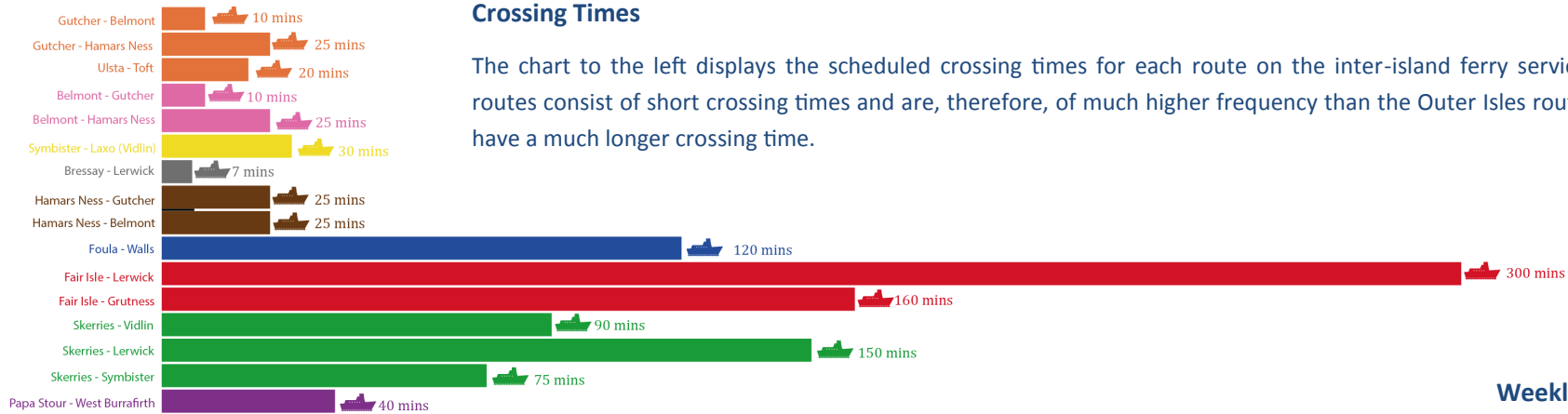
For the islands with a high frequency level of service, Yell, Unst, Whalsay and Bressay a working day can be achieved during the winter months on both the island or the mainland.

In some cases, Foula and Fair Isle, it is not possible to make a return visit on the same day.

Ferry Service Provision—Crossing Times and Total Weekly Sailing Hours

Crossing Times

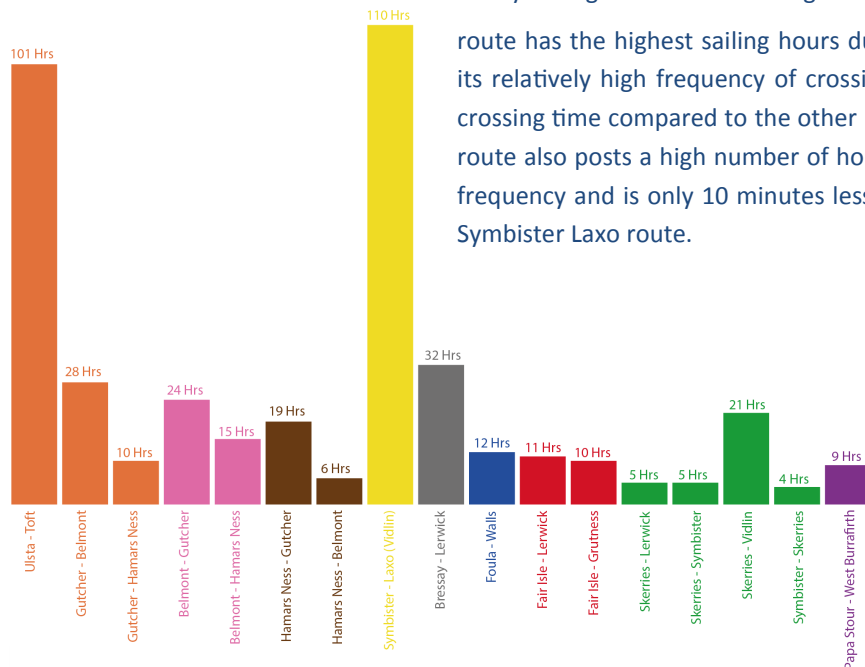
The chart to the left displays the scheduled crossing times for each route on the inter-island ferry service. Most routes consist of short crossing times and are, therefore, of much higher frequency than the Outer Isles routes which have a much longer crossing time.



Weekly Sailing Hours—Summer

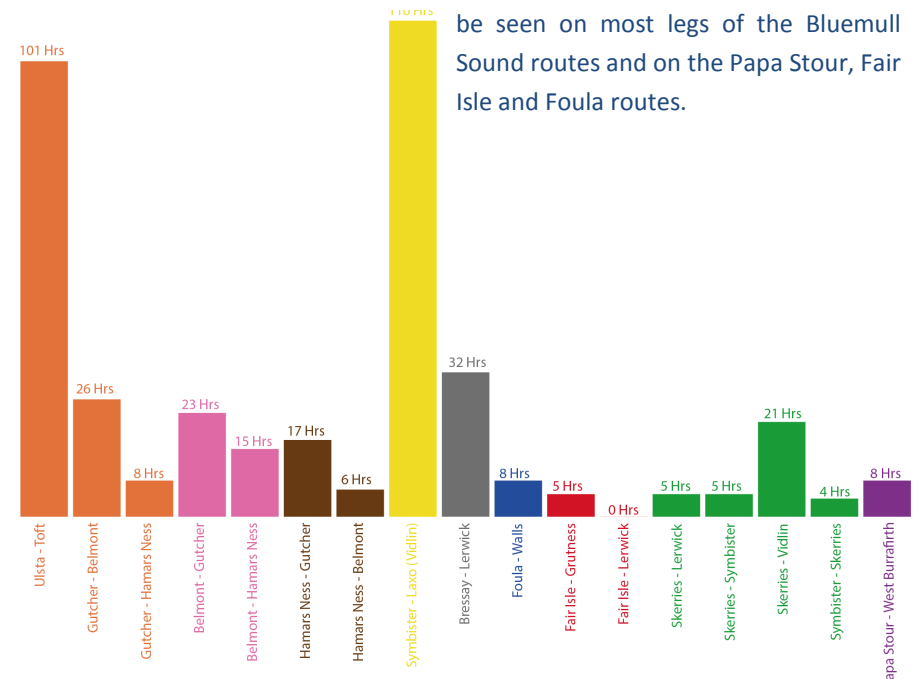
The chart below shows the total weekly timetabled sailing hours per route during the summer timetable calculated as the number of weekly sailings times the crossing time. The Symbister-Laxo

route has the highest sailing hours during the week due to its relatively high frequency of crossings and the length of crossing time compared to the other routes. The Ulsta-Toft route also posts a high number of hours as it is also of high frequency and is only 10 minutes less sailing time than the Symbister Laxo route.



Weekly Sailing Hours—Winter

The reduced winter timetable on some routes is reflected in the weekly sailing hours. For example, small reductions can be seen on most legs of the Bluemull Sound routes and on the Papa Stour, Fair Isle and Foula routes.



Ferry Service Provision—Public Transport Integration

Public Transport Interchange

The table below displays the bus departure times from the various mainland ports to Lerwick and the ferry service which arrives at the closest time to these bus departure times. Days of the week are highlighted in brackets for those ferry services that only operate on certain days of the week. As can be seen from the table there is generally a low provision of public transport interchange between the ferry services and bus services. Toft has the best service provision of all ports, however, only 8 services during the day provide an interchange possibility out of the 25 sailings that arrive in Toft from Ulsta everyday Tuesday to Friday.

Toft		Vidlin		Laxo		Grutness		Walls		West Burrafirth	
Monday—Friday		Monday—Friday		Monday—Friday		Monday—Friday		Monday—Friday		Wednesday and Friday	
Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.
06:35	06:40		08:14	08:20	08:20	10:10 (T+Th)	10:10		07:00	10:40	10:40
07:35	07:37	11:00 (M+F)	12:05	18:15	18:15				07:55		
08:35	09:00	17:30 (F)	18:05						10:20		
09:30	09:30							11:30 (T +Th)	13:15		
12:05	12:13								16:01		
13:05 (M) 14:15 (T-F)	14:18								18:10		
16:50	16:52										
17:50	18:03										
Saturday		Saturday		Saturday		Saturday		Saturday		Saturday	
Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.	Ferry Arr.	Bus Dep.
07:35	07:37		08:14	08:20	08:20	10:10	10:22*		07:00	10:40	10:50
08:35	08:43	11:30	12:05	18:15	18:20				07:55		
09:30	09:30		18:05						10:20		
11:50	11:58							11:30	13:20		
12:50	13:58								16:20		
16:50	16:52								18:10		
17:50	18:03										

* Grutness junction

Travel Times & Cost

The following pages look at each island in turn and highlight the journey times by mode and overall cost of a journey to the mainland from the island.

Journey Times

Journey times to Lerwick have been examined for; car, and bus (including walk). Times are calculated from the main settlement on the island to the ferry terminal, sailing time and then time to the centre of Lerwick. These times represent the quickest travel time, and, therefore, **do not** include wait time for interchange between modes of public transport or check in time at the port.



Travel Costs

The travel costs associated with making a journey from the island to Lerwick are shown in the following pages. These costs are shown as pure monetary costs and also as generalised cost as follows:

Pure Monetary Costs

These costs are the absolute user costs of making a journey to Lerwick and include costs such as bus fares, ferry tickets and in the case of car, associated fuel costs of travelling to and from the port at either end of the journey.

Generalised Cost

Generalised cost is the cost of a journey including monetary and non-monetary elements of the journey. The monetary elements include costs as mentioned above, whereas the non-monetary element refers to the time spent to undertake the journey. Both monetary and non-monetary elements are converted into a consistent unit of measure, normally expressed in pence. For the costs calculated in this paper the Value of Time (VoT) used is the “Leisure” VoT and “Commuter” VoT. This associates a cost to the time spent travelling, based on the assumption that the travel is for either leisure or business purposes. When looking at these costs, VoT is doubled when applied to those walking and cycling, reflecting the higher perceived cost of this element of a journey compared with in vehicle time for example.



Yell to Lerwick—Travel Time & Cost

Travel time to Lerwick by car



Travel time to Lerwick by PT



Yell Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Mid Yell on Yell to Lerwick, by both car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by bus is slightly longer, five minutes, due to the stops included along the route. The number 24 bus service travels once daily from Yell to Lerwick Monday to Saturday at 0850am costing £3.60 from Mid Yell Junction. This service is integrated into the ferry service, therefore, passengers do not need to interchange between modes.

Yell Travel Cost

The generalised cost of making a trip from Yell to Lerwick using the leisure & commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £1.53/£1.46 less than travelling by car using the single trip ticket and £0.84/£0.77 less when using the multi-trip ticket, since a car ferry ticket does not have to be purchased. This also assumes single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen the costs are still marginally different when just considering pure monetary terms of the journey per kilometre.

Generalised Cost

Single Trip Ticket

Multi-Trip Ticket



LEISURE GENERALISED £ £16.36
 COMMUTE GENERALISED £ £17.38

£14.83
 £15.92
 £14.10
 £15.12
 £13.26
 £14.35

Single Trip Ticket

Multi-Trip Ticket

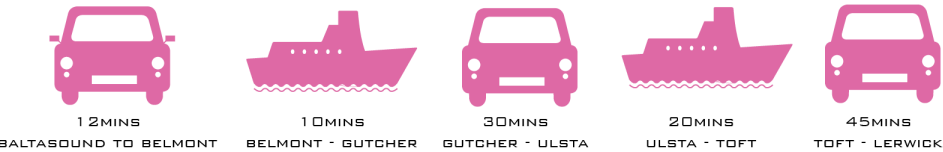


£/KM £0.12
 LEISURE GENERALISED £/KM £0.24
 COMMUTE GENERALISED £/KM £0.26
 £0.09
 £0.22
 £0.24
 £0.21
 £0.23
 £0.20
 £0.21

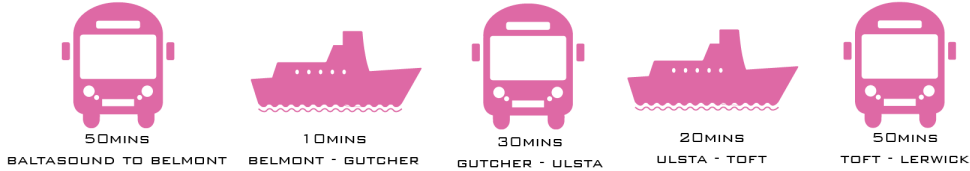
Cost by Km

Unst to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Unst Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Baltasound on Unst to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 43 minutes quicker than travelling by bus. The majority of this saved time is on Unst itself, where it is 38 minutes quicker to travel to the ferry terminal by car than by bus. The number 28 bus travels from Baltasound to Yell once a day daily Monday to Saturday at 0735am. This service then changes to the Yell service and then continues onto Lerwick. Cost of the fare is £7.20.

Unst Travel Cost

The generalised cost of making a trip from Unst to Lerwick using the leisure & commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £1.32/£1.86 more than travelling by car using the single trip ticket and £2.70/£3.24 more when using the multi-trip ticket. This also assumes single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen the costs are slightly more aligned when just considering pure monetary terms of the journey per kilometre.

Generalised Cost

Single Trip Ticket

Multi-Trip Ticket



Single Trip Ticket

Multi-Trip Ticket



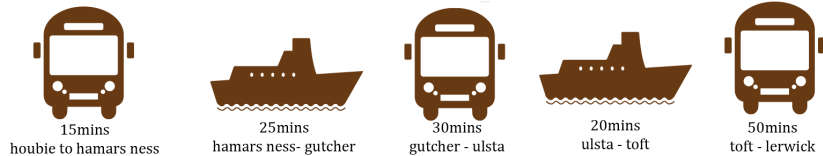
Cost by Km

Fetlar to Lerwick—Travel Time & Cost

Travel time to Lerwick by car



Travel time to Lerwick by PT



Fetlar Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Houbie on Fetlar to Lerwick by car and by public transport via Gutcher (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 12 minutes quicker than travelling by bus. The number 29 bus travels from Houbie to Hamars Ness once a day daily Monday to Saturday at 0740am. There is then a connection to the 24 service from Gutcher at 0840am (5 minute wait). Total price of the fare from Houbie to Lerwick by bus is around £6.80.

Unst Travel Cost

The generalised cost of making a trip from Fetlar to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £2.06/£1.91 less than travelling by car using the single trip ticket and £0.68/£0.53 less when using the multi-trip ticket, since a car ferry ticket does not have to be purchased. This also assumes single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen the costs are still marginally different when just considering pure monetary terms of the journey per kilometre.

Generalised Cost

Single Trip Ticket



LEISURE GENERALISED £ £28.26
COMMUTE GENERALISED £ £29.90



£26.20
£27.99

Multi-Trip Ticket



£23.74
£25.38



£23.06
£24.85

Single Trip Ticket



£/KM £0.17
LEISURE GENERALISED £/KM £0.31
COMMUTE GENERALISED £/KM £0.33



£0.13
£0.29
£0.31



£0.12
£0.26
£0.28



£0.10
£0.25
£0.27

Cost by Km

Whalsay to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



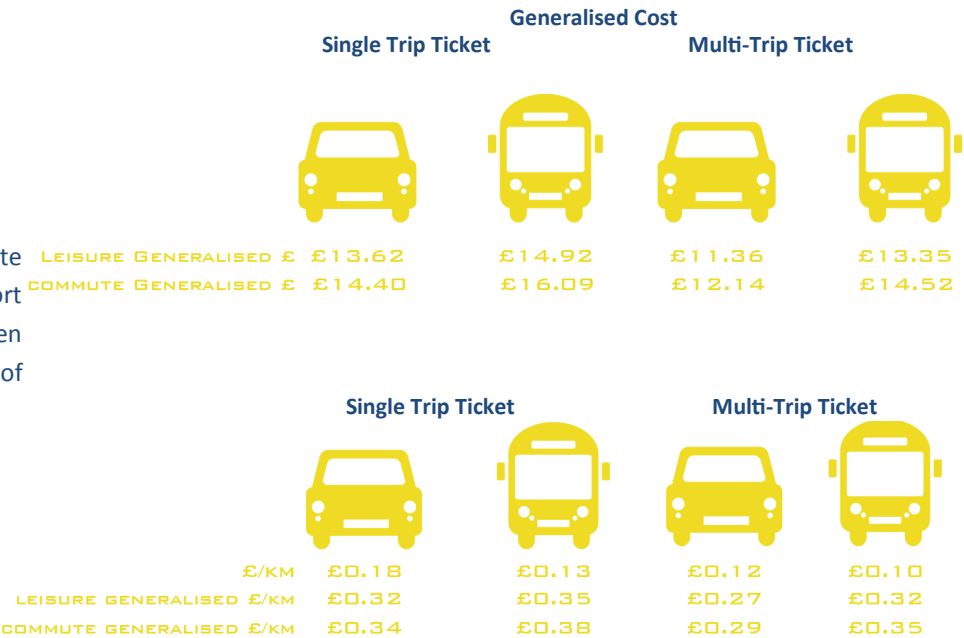
Whalsay Travel Cost

The generalised cost of making a trip from Whalsay to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £1.30/£1.69 more than travelling by car using the single trip ticket and £1.99/£2.38 more when using the multi-trip ticket, which is mainly influenced by the longer journey time as a result of travelling by bus. These costs also assume single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen when comparing the costs on a purely monetary level per km travelled, travelling by bus is less than car as time spent travelling is excluded from this calculation.

Whalsay Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Symbister on Whalsay to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 12 minutes quicker than travelling by bus.



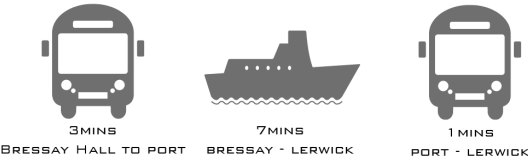
Cost by Km

Bressay to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



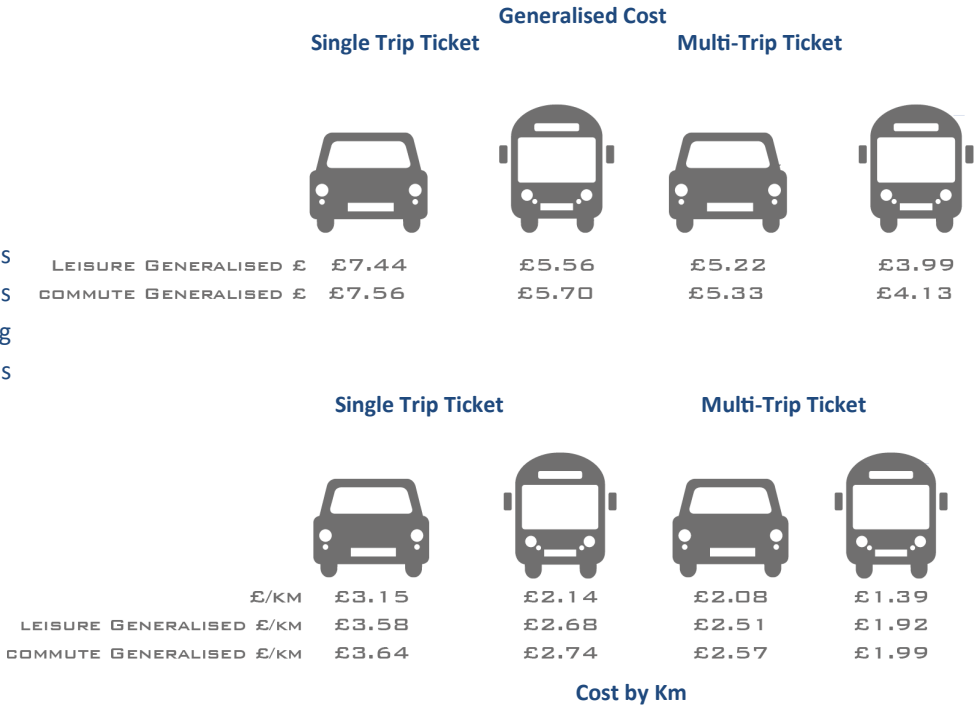
Bressay Travel Cost

The generalised cost of making a trip from Bressay to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £1.88/£1.86 less than travelling by car using the single trip ticket and £1.23/£1.40 less when using the multi-trip ticket, since a car ferry ticket does not have to be purchased. This also assumes single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen there are significant differences in costs when just considering pure monetary terms of the journey per kilometre.

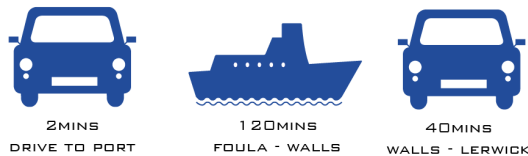
Bressay Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Bressay Hall on Bressay to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 8 minutes quicker than travelling by bus. The Bressay shopper bus service operates once a day on Tuesdays in either direction, leaving Maryfield at 1020am and leaving Lerwick at 1400. The cost of the fare is £1.80.

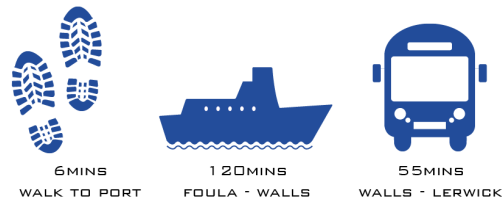


Foula to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



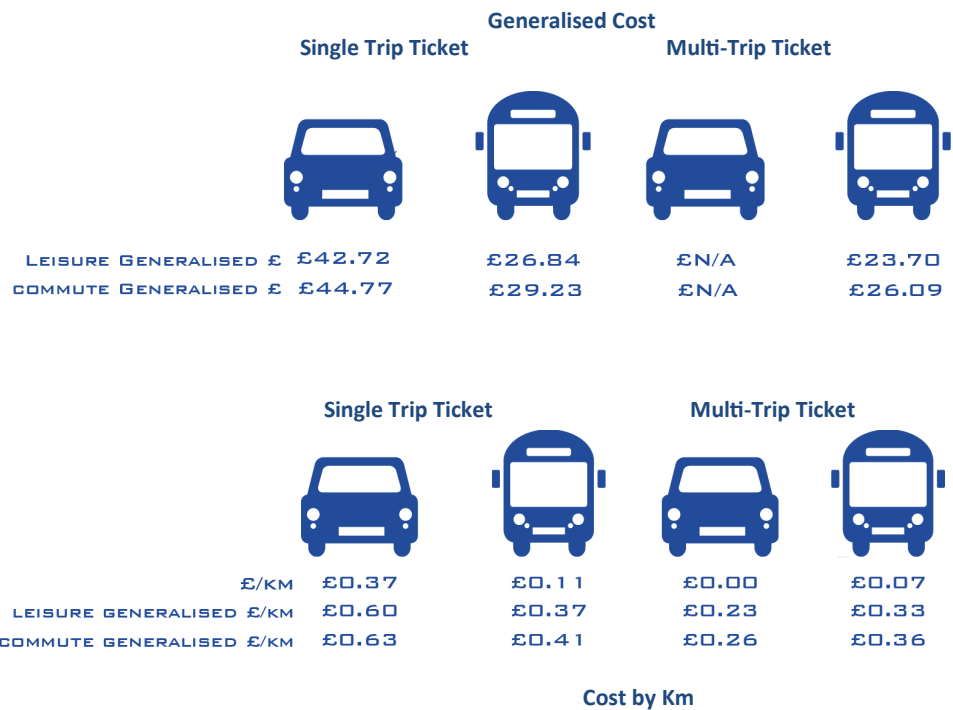
Foula Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Ham on Foula to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 16 minutes quicker than travelling by bus. The number 9 bus travels from Walls on the west coast to Lerwick five times a day daily Monday to Friday and six times a day on a Saturday. There would be an hour and 45 minute wait between the ferry arriving and the next bus departing to Lerwick. The current fare for this journey from Walls to Lerwick is £2.70.

Foula Travel Cost

The generalised cost of making a trip from Foula to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £15.88/£15.54 less than travelling by car using the single trip ticket. There is no multi-trip option for car journeys on this route, since a car ferry ticket does not have to be purchased. This also assumes single person car occupancy.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen there are significant differences in costs when just considering pure monetary terms of the journey per kilometre.



Fair Isle to Lerwick—Travel Time & Cost

Travel time to Lerwick by car



Travel time to Lerwick by PT



Fair Isle Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Stonybreck on Fair Isle to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 26 minutes quicker than travelling by bus.

The diagrams to the right shows the breakdown travelling via Sumburgh. Travelling by car is 53 minutes quicker than travelling by PT. The number 6 bus travels from Grutness Pier to Lerwick once a day daily Monday to Friday and from Grutness Junction on a Saturday. There would be no wait between the ferry arriving and the next bus departing to Lerwick. The current fare for this journey from Sumburgh to Lerwick is £2.70.

Travel time to Lerwick by car



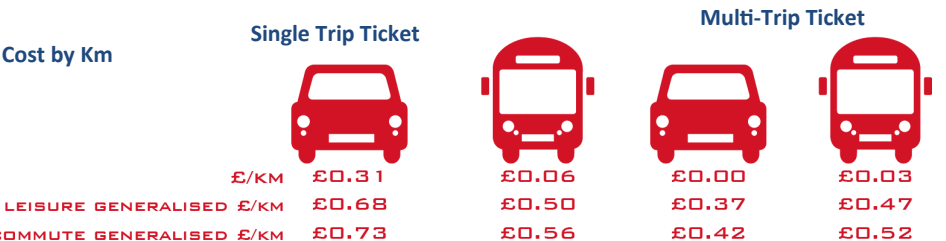
Travel time to Lerwick by PT



Fair Isle Travel Cost

The generalised cost of making a trip from Fair Isle to Lerwick using the leisure and commute values of time are indicated in the diagrams below. The cost of travelling by public transport is £14.45/£13.74 less than travelling by car using the single trip ticket to Lerwick. There is no multi-trip option for car journeys on this route. Via Sumburgh travelling by PT is £10.21/£10.16 less than travelling by car.

The diagrams bottom break down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen there are significant differences in costs when just considering pure monetary terms of the journey per kilometre.



Skerries to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Skerries Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Bruray on Skerries to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 17 minutes quicker than travelling by bus.

The diagrams to the right shows the breakdown travelling via Vidlin. Travelling by car is 21 minutes quicker than travelling by PT. The number 19 bus travels from Vidlin to Lerwick three times a day daily Monday to Saturday. The current fare for this journey from Laxo to Lerwick is £3.00.

Travel time to Lerwick by car



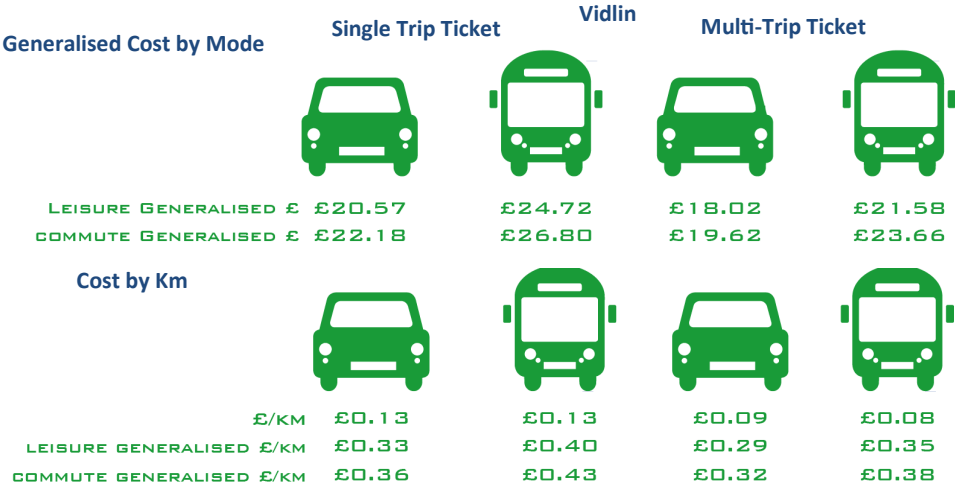
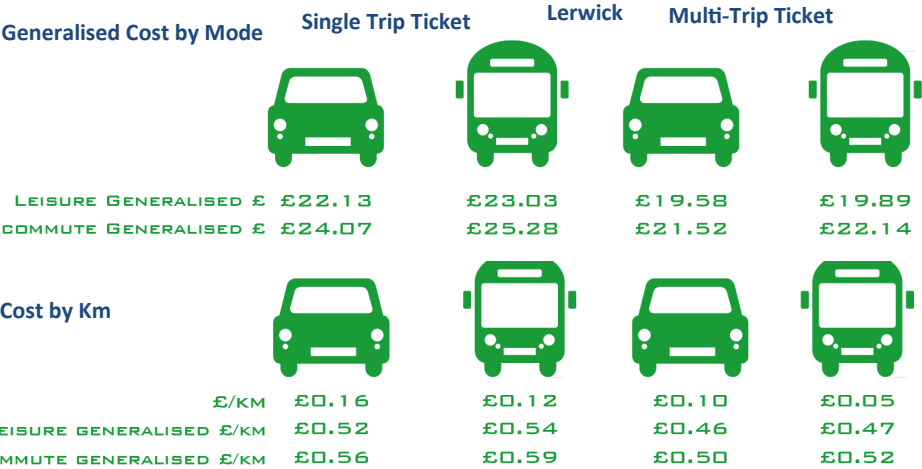
Travel time to Lerwick by PT



Skerries Travel Cost

The generalised cost of making a trip from Skerries to Lerwick using the leisure value of time is indicated in the diagrams below. The cost of travelling by public transport is £0.10 more than travelling by car using the single trip ticket to Lerwick and £3.56 more using the multi-trip ticket. Via Vidlin travelling by PT is £4.15 more than travelling by car on the single ticket and £3.56 more using the multi-trip ticket..

The diagrams bottom break down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second price indicates the generalised cost per kilometre. As can be seen the differences in costs are more aligned when just considering pure monetary terms of the journey per kilometre.



Papa Stour to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Papa Stour Travel Times

The diagrams to the left show the breakdown of the travel times to travel from Papa Stour to Lerwick by car and by public transport (using the quickest PT times with the lowest wait to no wait times). Travel time by car is around 19 minutes quicker than travelling by bus. The number 18 bus travels from West Burrafirth on the west coast to Lerwick once a day Wednesday, Friday and Saturday. There would no wait between the ferry arriving and the next bus departing to Lerwick. The current fare for this journey from Walls to Lerwick is £2.70.

Papa Stour Travel Cost

The generalised cost of making a trip from Papa Stour to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent top. The cost of travelling by public transport is £3.35/£3.78 more than travelling by car using the single trip ticket and £2.76/£3.19 more than travelling by car using the multi-trip ticket.

The diagram adjacent bottom breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second and third prices indicate the generalised cost per kilometre. As can be seen the differences in costs are more still significantly different when just considering pure monetary terms of the journey per kilometre.

Generalised Cost by Mode

Single Trip Ticket

Multi-Trip Ticket



Single Trip Ticket

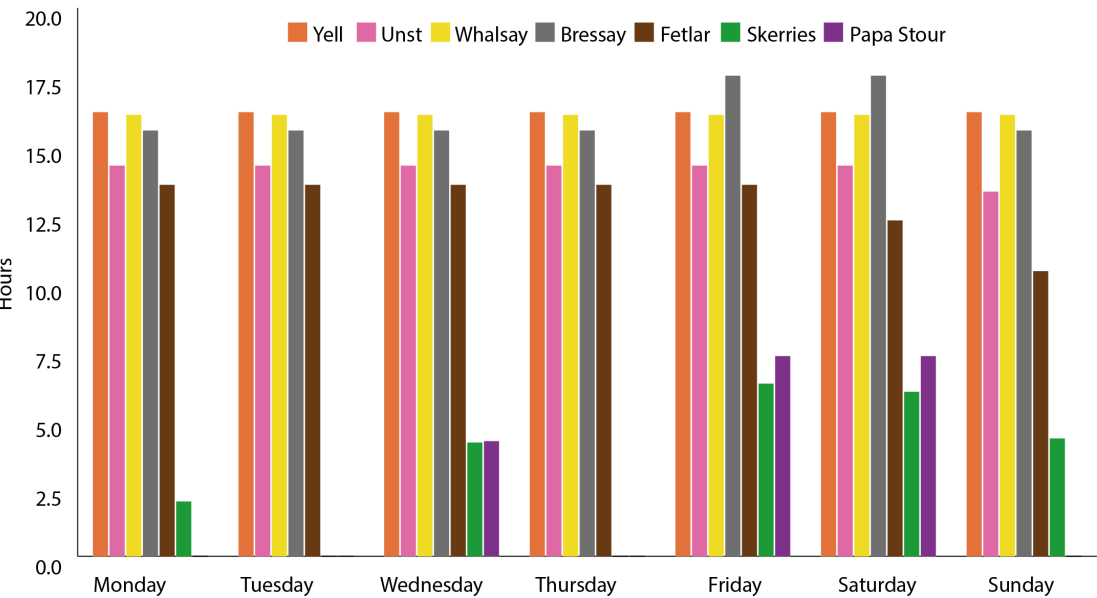
Cost by Km

Multi-Trip Ticket



Time Ashore—Daily (Mainland)

Daily Hours on Mainland - Summer



Summer Timetable

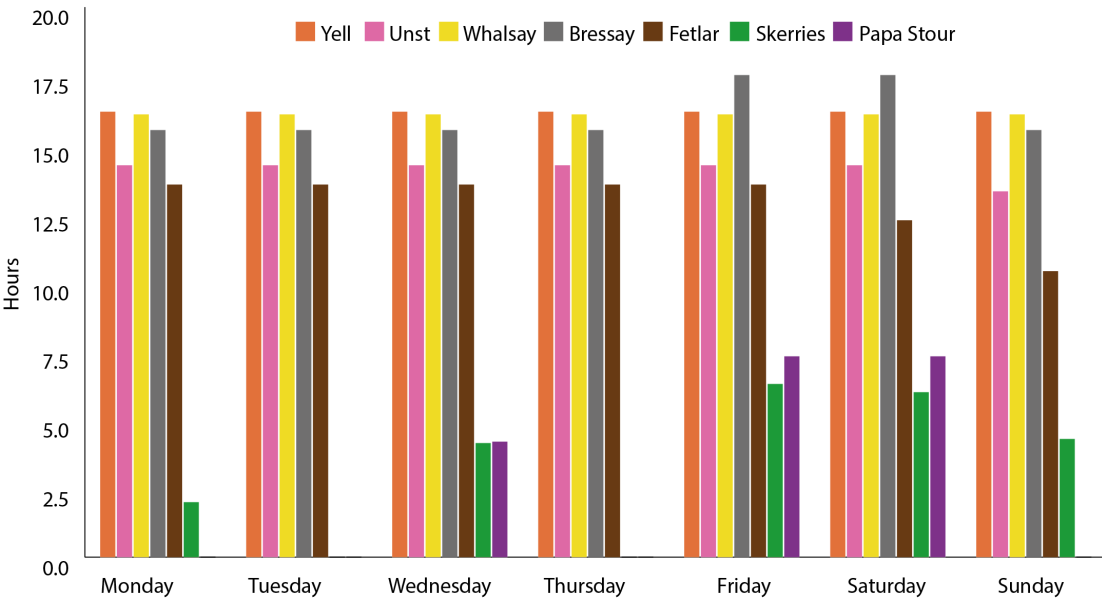
As can be seen in the chart opposite the daily hours that can be spent on the mainland by residents of each of the more populous islands is consistent across the week. Each provides sufficient time to complete a full working day on either the mainland or on any of the islands. Times shown for Unst and Fetlar on these charts are to mainland Shetland rather than to Yell.

The only islands that this is not possible during the summer timetable are the outer isles of Foula, Fair Isle, Skerries and Papa Stour. It is not possible to spend any time on the mainland without an overnight stay from Foula or Fair Isle by ferry.

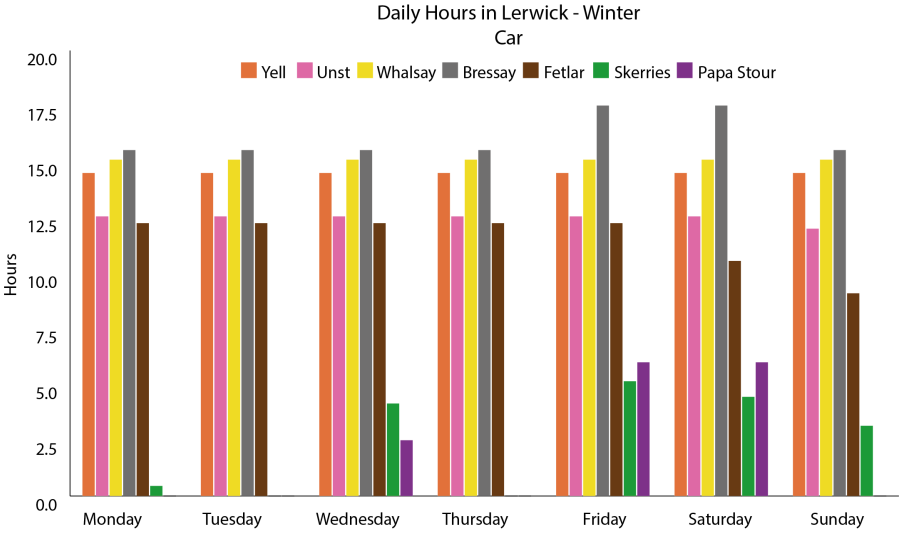
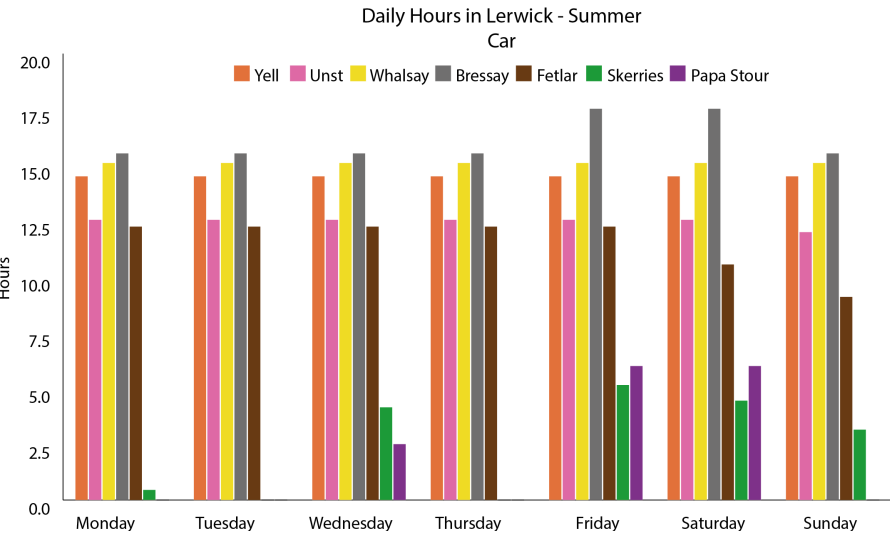
Winter Timetable

The winter timetable shows very similar results as the summer timetable with all non outer isles residents being able to complete a working day on either the mainland or any of the islands.

Daily Hours on Mainland - Winter

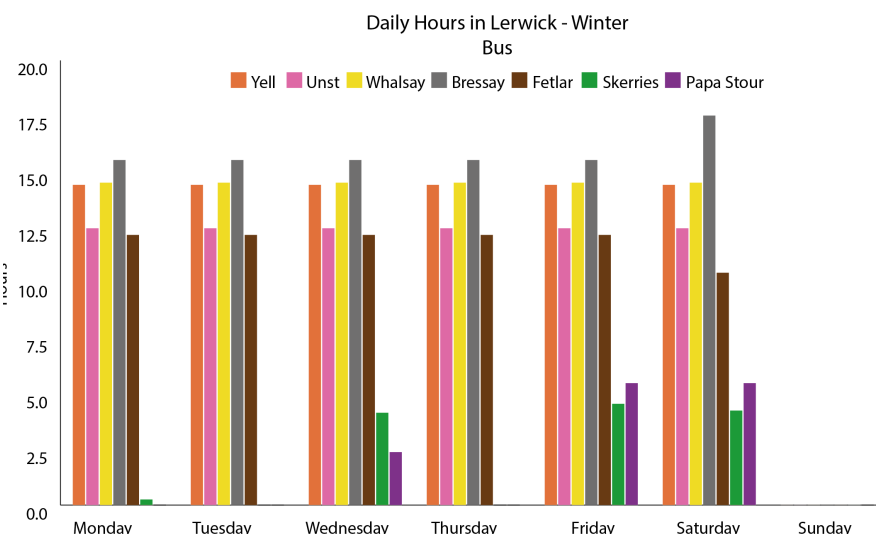
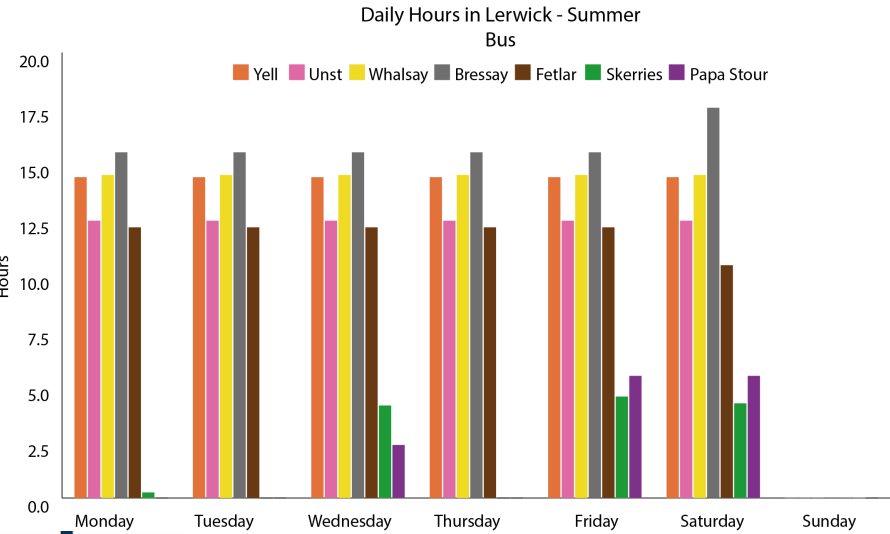


Time Ashore — Daily Hours in Lerwick



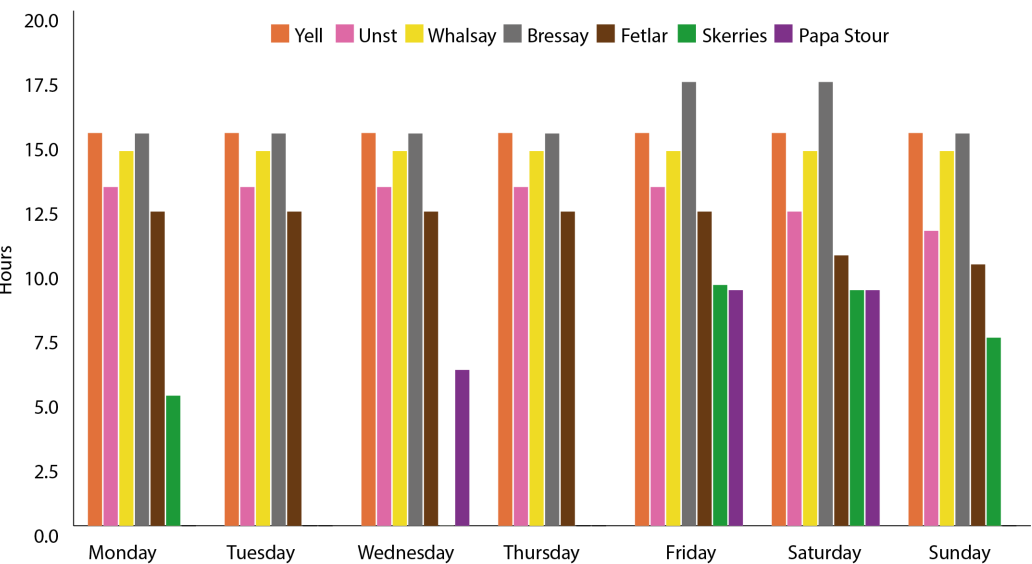
Daily Hours in Lerwick

The charts directly above and below display the daily hours that can be spent in Lerwick by Islanders, travelling either by car or bus, for both the summer and winter timetables. This time excludes the travel time to and from Lerwick to provide in Lerwick only hours. For example, time in Lerwick for Yell residents on Monday is 1.5 hours less than the total time that can be spent on the mainland due to the travel time from Toft to Lerwick by car.



Time Ashore—Daily (Islands)

Daily Hours on Island - Summer



Summer Timetable

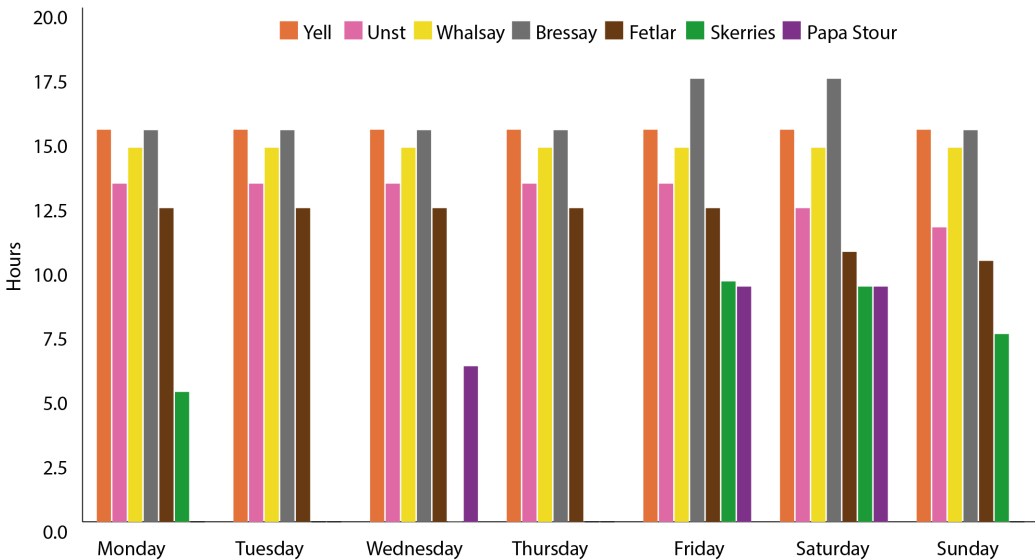
A similar trend is shown for the amount of time that can be spent on the most populous islands as on the mainland, with all the islands apart from the outlying islands having operating days long enough to allow for people to complete a full working day on the island Monday to Friday. For Unst and Fetlar time on island is from mainland Shetland.

It is not possible to make a day trip to Fair Isle or Foula by ferry. Reasonable time on island is possible in Skerries and Papa Stour on some days.

Winter Timetable

It is not possible to make a day trip to Fair Isle or Foula by ferry. Reasonable time on island is possible in Skerries and Papa Stour on some days.

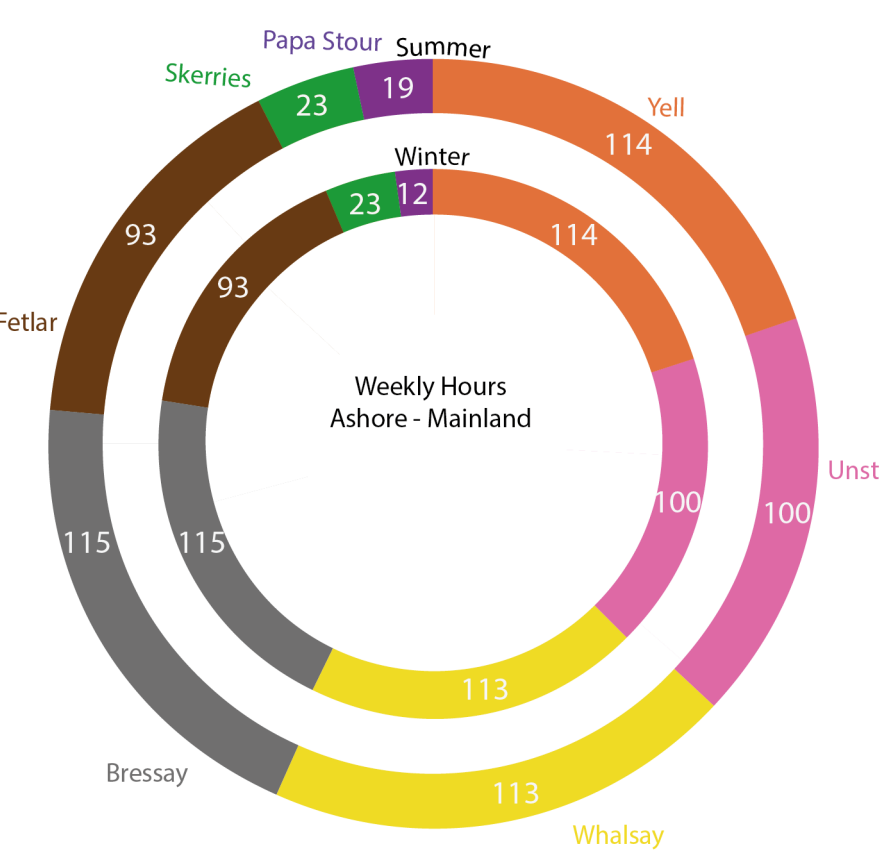
Daily Hours on Island - Winter



Time Ashore—Weekly

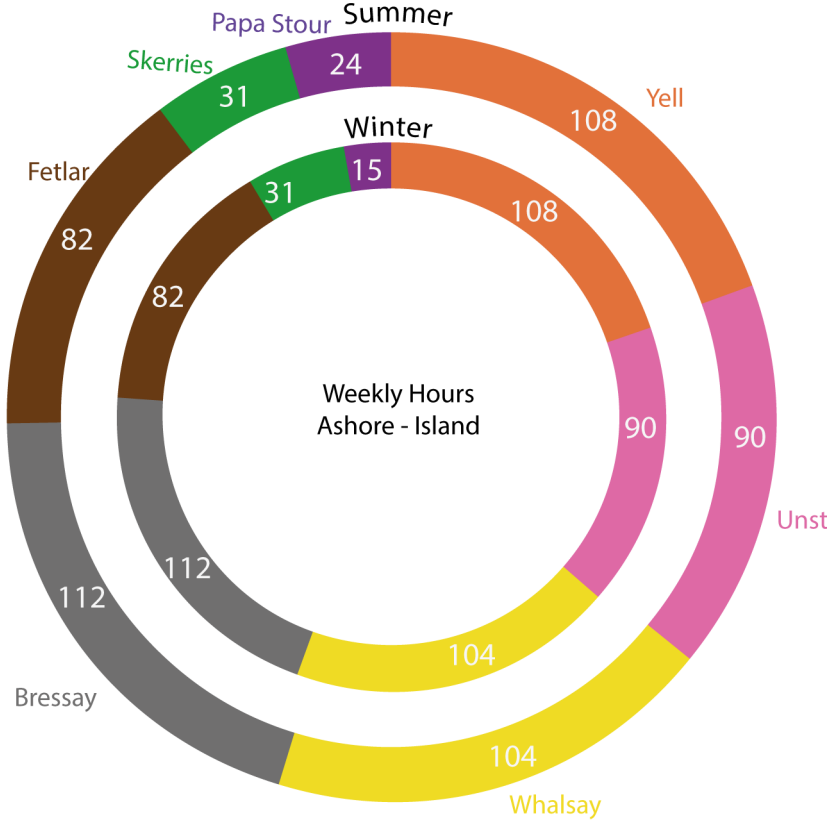
Weekly Hours Ashore—Mainland

The diagram directly below displays the total weekly hours that can be spent on the **mainland** by residents of each of the respective islands without an overnight stay, if travelling by ferry. Each concentric ring represents a different timetable in operation throughout the year. From this diagram it can be seen that each of the islands has a roughly equal amount of time that can be spent on the mainland with the exception again being the outlying islands.



Weekly Hours Ashore—Island

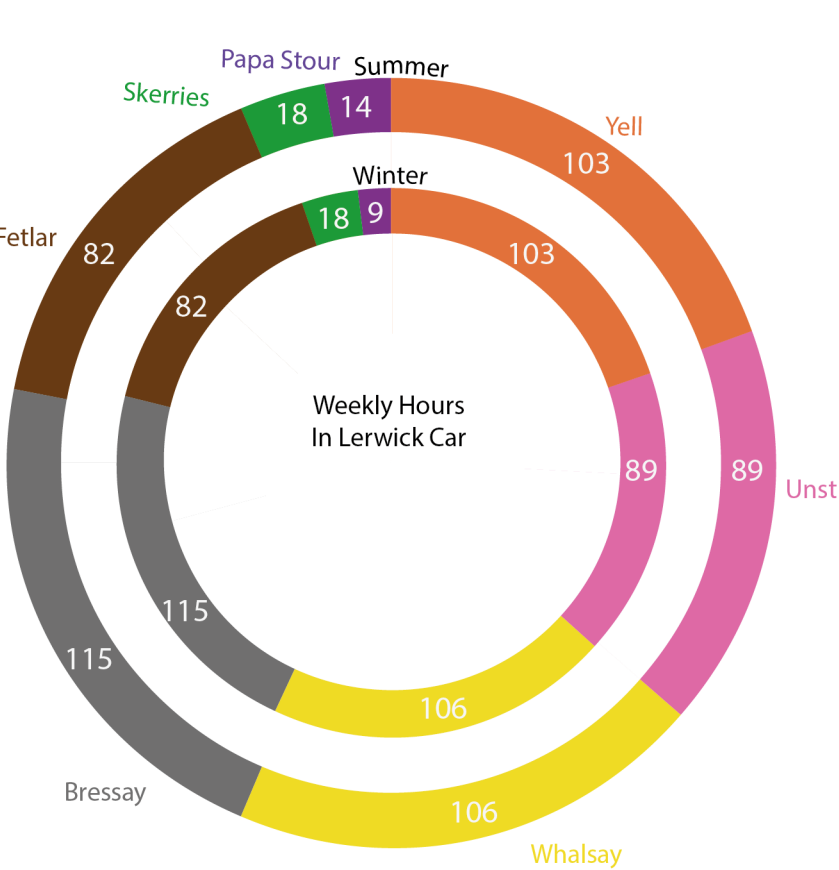
The diagram directly below displays the total weekly hours that can be spent on each of the respective **islands** by visitors without an overnight stay, if travelling by ferry. Each concentric ring represents a different timetable in operation throughout the year. From this diagram it can be seen that more time is available to be spent on the island than on the mainland for both timetables. For Unst and Fetlar time on island is from mainland Shetland rather than from Yell.



Time in Lerwick —Weekly

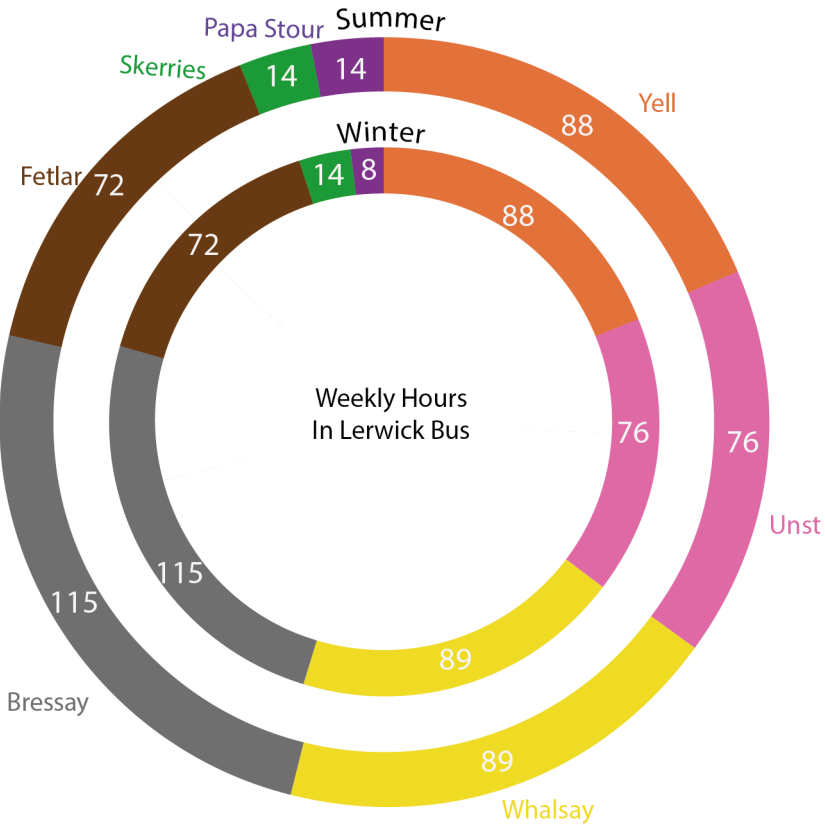
Weekly Hours in Lerwick—Car

The diagram directly below displays the total weekly hours that can be spent in Lerwick by residents of each of the respective islands without an overnight stay, if travelling by ferry. Each concentric ring represents a different timetable in operation throughout the year. The times represent the time available to spend in Lerwick if travelling by car.



Weekly Hours in Lerwick—Bus

The diagram directly below displays the total weekly hours that can be spent in Lerwick by residents of each of the respective islands without an overnight stay, if travelling by ferry. Each concentric ring represents a different timetable in operation throughout the year. The times represent the time available to spend in Lerwick if travelling by bus.



Fares

	Uista - Toft	Gutcher - Belmont	Gutcher - Hamars Ness	Belmont - Gutcher	Belmont - Hamars Ness	Hamars Ness - Gutcher	Hamars Ness - Belmont	Symbister - Laxo (Vidlin)	Bressay - Lerwick	Foula - Walls	Fair Isle - Grutness	Fair Isle - Lerwick	Skerries - Lerwick	Skerries - Symbister	Skerries - Vidlin	Symbister - Skerries	Papa Stour - West Burrafrith
1 Way Trip Single	£6.50	£6.50	£6.50	£6.50	£6.50	£6.50	£6.50	£6.50	£6.50	£25.30	£25.30	£25.30	£6.80	£6.80	£6.80	£6.80	£6.80
1 Way Multi-Journey	£1.08	£1.08	£1.08	£1.08	£1.08	£1.08	£1.08	£4.25	£1.08				£4.25	£4.25	£4.25	£4.25	£4.25
1 Way Trip Single - £/km	£1.17	£3.19	£1.00	£3.19	£0.88	£1.00	£0.88	£0.70	£5.85	£0.83	£0.55	£0.32	£0.16	£0.35	£0.26	£0.35	£0.73
1 Way Multi-Journey - £/km	£0.19	£0.53	£0.17	£0.53	£0.15	£0.17	£0.15	£0.46	£0.97				£0.10	£0.22	£0.16	£0.22	£0.46

Fares

The chart above shows the absolute ferry fares for each route (car plus driver). The fares are broken down into one way single trips, a one way using one of the multi-trip tickets and then these fares by km travelled. The diagram shows the benefit in purchasing the multi-trip tickets as there is on average a £5.42 saving per journey using one of these tickets for those travelling on the Bluemull and Yell Sounds and £2.56 and £2.26 for those travelling from Skerries and Whalasay respectively.

It can be seen that the current flat fare policy (by island group) leads to a wide range of implied £/km rates, for single ticket travel this ranges from £0.16 (Skerries to Lerwick) to £5.85 (Bressay to Lerwick).