Shaping Places for Wellbeing

Shetland's Partnership Plan Place-based Programme of Change public sector projects

Place and Wellbeing Assessment Report

Public Health Scotland

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About the report

This is a report of a Place and Wellbeing Assessment held in February 2024 to look at three public-sector projects in progress within Delting and the wider North Mainland area; a new-build school, a rural energy hub and NHS Shetland's plans to provide more services as close to home as possible. The Place and Wellbeing Assessment aims to build on the strengths of the three projects and produce recommendations that will take an overarching view across the three projects and their contribution to wellbeing, through the lens of the Place and Wellbeing Outcomes, given there may be overlapping concerns.

A Place and Wellbeing Assessment involves a workshop pulling together expertise and perspectives from a range of attendees to consider how a plan, policy or decision impacts on delivering a place that enables wellbeing and reduces inequality. To do this, attendees consider the impact on each of the Place and Wellbeing Outcomes and those who are experiencing inequality in that place. This paper is the output of one of these assessments.

Place and wellbeing outcomes

The Place and Wellbeing Outcomes are the evidenced features that every place needs to have for the places we live, work and relax in to positively enable health and wellbeing.

In additional to considering the population groups as set out in the appendix below, the Shetland North Locality Profile 2023 and the Nort Natters consultation from 2022 was used in the session to examine how a plan, strategy or policy might address inequalities and increase wellbeing. This information is used alongside the expertise and perspectives of other participants in the session.

The attendees also considered the value of the Assessment process to decision-making on these projects and how it could be replicated to inform the individual plans for each project as it develops.

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Background to the projects

The assessment will focus on three public-sector projects being delivered within Delting and the wider North Mainland area as part of the [Place-based Programme of Change](#) which is the focus of the Delivery Plan for the [Shetland's Partnership Plan](#) 2018 – 2028.

The shared vision of the plan is **"Shetland is a place where everyone is able to thrive; living well in strong, resilient communities; and where people and communities are able to help plan and deliver solutions to future challenges"**

The three major new public sector projects in progress and located in Brae are: a new-build school, a rural energy hub and NHS Shetland's plans to decentralise a significant number of health services from Lerwick to Brae.

Taken together these projects could potentially have a transformational impact on the lives of residents living in the area, and the Shetland Partnership has recognised the importance of ensuring they are integrated, wherever possible. The work is moving into a phase of checking plans with communities and looking at implementation from April 2024 onwards.

This fits in with the Shetland Partnership's priority of shifting the focus from centralised, 'top-down' delivery to redesigning services in conjunction with communities. It is often referred to as 'place-based working', which is the approach used with islands with small populations for a number of years, and this approach seeks to apply that model in the North Mainland.

With community input a vital element, the approach builds on the work of 'Nort Natters', to ensure these substantial projects are delivered in the most effective way to meet needs and aspirations of individual residents and the wider community. The overall message is 'help us to design these services to best meet your local needs', 'we don't have the answers, and would like to work with you to find the right solutions.'

Links to Shaping Places for Wellbeing Programme

The ambition of the [Shaping Places for Wellbeing Programme](#) is to improve Scotland's wellbeing by reducing the significant inequality in the health of its people. The programme objective focusses on the evidenced impact that the places where we live, work and relax have on our health and wellbeing. This impact can be positive or negative and the programme aims to ensure these unintended consequences are fully considered when we make decisions about a place.

Our objective is to support delivery of the Place and Wellbeing Outcomes. A process used for doing so is a [Place and Wellbeing Assessment.](#) This paper is the output of one of these assessments.

A 'How to Guide' for [Place and Wellbeing Assessments](#) has been designed to support others to undertake their own assessments.

There is high-level evidence and research that sits behind our Place and Wellbeing Outcomes and links to health and wellbeing. Full details on all of this evidence can be found on our Wiki page on the [Shaping Places for Wellbeing Knowledge Hub](#). You will find some of this evidence listed in the body of the report.

The approach to collecting data for the Project Towns in Phase 1 of the Programme is set out on the Programme website in our [Data Journey](#).

Report Summary

The projects contribute to delivering and supporting many of the aspects of a place that enable the wellbeing of those who live, work and relax in Brae, Delting and the wider North Mainland. The review of the projects is an opportunity to broaden the contribution of place to both overall wellbeing and to reduce inequality in some communities. The following broad themes were identified:

Communication

It was highlighted across a number of outcomes, the importance of feeding back to people about what is happening from what they said. There was acknowledgement that more detailed engagement and communication with residents had been held back while awaiting decisions on the projects and how they were going to be taken forward. This was to be able to be more effective and co-ordinated, however an unintended effect is that work in other part of the partnership had been slowed and residents were not seeing much in the way of progress. It was also noted that communications should highlight the collective benefits of the projects to North Mainland, although they will be located in Brae.

Project alignment and engagement

The three projects are at different stages of development, and each have separate outcomes and governance structures which was noted as a challenge for co-ordinating partnership work.

There were several references to combining evidence, insight, mapping and audits as a baseline for developing the proposals and identifying opportunities to collectively deliver on the Place and Wellbeing Outcomes. There was also extensive discussion about joining up engagement across the three projects to identify needs and opportunities for services, facilities and spaces and to support sustainability, connectivity and partnership working.

It was also agreed that co-ordinating engagement with wider plans and strategies that impacted on the area would be beneficial. This included developing more partnership work with third sector organisations and building capacity with community groups.

Moving around

How people would access the projects by active travel, public transport and other shared transport was discussed extensively as it was agreed that a flexible and adaptable transport network was fundamental to enabling access to the proposed facilities and services. Co-ordinating with other plans, strategies and initiatives was seen as important to significantly

enhance the impact of the projects. That said a substantial amount of potential was identified for the projects to deliver on the Movement Outcomes, including, improving active travel links between facilities, supporting behaviour change plans, highlighting priorities for funding and designing for reducing private car use at the facilities and including infrastructure to support low carbon transport options.

Recommendations

For ease of reference, all the recommendations contained in this Report are listed below:

Movement

- Build on the settlement audit as a foundation for the three projects to identify active travel routes between the project locations and co-ordinate with wider engagement on what is needed to make them more attractive, accessible and feel safe.
- The projects co-ordinate with wider engagement on addressing barriers to active travel and identify how they can contribute to positive behaviour change.
- The partnership group co-ordinate consultations on movement across the North Mainland to consider how active travel is part of a flexible and adaptable transport system
- Through the development of the projects capture insight on how people want to access services and facilities in terms of movement and share with wider transport strategies and initiatives.
- The partnership to share insight which increases understanding of people's changing needs in relation to transport for work and caring responsibilities and feed into Regional Transport Strategy, Active Travel Strategy and NHS workforce plans
- The projects to prioritise parking for those who need it most, support car sharing and consider how the design of the facilities can prioritise pedestrian and wheeling movement.
- The projects to align communications to provide a consistent messaging about reducing car use and promoting alternative forms of movement including the benefits to health and the community
- The partnership group to identify opportunities to co-ordinate everyday journeys for health and education including car sharing and use of public transport

Spaces

- The projects to include within the design of their external spaces small-scale interventions which would increase accessibility of the routes between the facilities including rest stops, upgrading paths, dropped kerbs and signage.

- The partnership group to support the projects to be part of wider initiatives and plans to improve the overall connectivity, resilience, and attractiveness of the streets in Brae.
- The partnership group to highlight the benefits of access to natural spaces for leisure, growing food and community cohesion in relevant plans and strategies.
- The projects to support connections to and engagement with potential community growing spaces, including physical links, transport to, education and training
- The projects to address how any play features included in the design of the facilities are accessible and inclusive as informed by the settlement audit, consultation on active travel routes and joint engagement plans.

Resources

- The projects to combine the current and planned mapping of the services, facilities and assets to inform proposals which can be taken to the community for sense checking.
- The partnership group to highlight the importance of digital connectivity to the success, sustainability and reach of the projects within relevant digital infrastructure plans.
- The projects to undertake combined engagement to better understand the needs and opportunities for community facilities, linking with statutory, third and private sector.
- The projects to engage with the Early Adopter Communities project to identify learning that can inform how childcare needs will impact on use of services and facilities.
- The projects to review their workforce plans for and how the plans can support flexible childcare arrangements through the design of spaces, provision of transport options and links with the third sector.
- The partnership group to identify opportunities for the projects to engage with green skills developments and consider how they can be supported through the facilities and services.
- The partnership group to identify opportunities for the projects to enhance insight on housing need identified through joint engagement and feed it into relevant plans and strategies including the Local Development Plan.

Civic

- The projects to develop a joint communications plan which presents a clear message about their scope, beneficiaries and plans for supporting connectivity between places in North Mainland.
- The projects to include perceptions of safety in moving around in any joint engagement work and to incorporate learning from active travel consultation into the designs as they develop.

Stewardship

- The projects and partnership group to initiate early conversations with stakeholders about engaging the community and third sector to identify recycling opportunities and support ongoing maintenance of public spaces and facilities.
- The projects to develop a joint communications and engagement plan which co-ordinates messaging, identifies key milestones to communicate and tracks the engagement of equality groups to identify gaps and include their particular needs.
- The partnership group to identify opportunities for building capacity in third sector support community development to support partnership working with the projects

Next Steps

The recommendations in this report will be reviewed by the key people involved in the three projects to see what can be incorporated moving forward, what needs further consideration and where collaboration is needed to take them forward. Not all recommendations will be suitable to take forward at the same point due to time, capacity or other constraints.

Appendix 1: Summary of Discussion by Specific Population Groups

In order to consider the impact of the projects on Brae, Delting and the wider North Mainland area and their communities, the group began the assessment with a discussion of the specific population groups that are at risk of experiencing the greatest impacts caused by inequalities. The population groups were clustered together to facilitate the discussion within the time restrictions of the assessment.

Where topics of discussion moved into the detail of the plans and their impact on wellbeing and inequalities, these points have been included in Appendix 2.

Older People, Children and Young People

It was identified that there were many potential positive impacts of the projects for these groups including having services and facilities more accessible, closer to home and reducing the need to travel. For older people in particular, another benefit could be a reduction in isolation if they are able to attend group-based services. It was raised that this still needs to be co-ordinated as people may be accessing multiple services.

The discussion highlighted that children and young people are very reliant on parents to give them access to recreational and leisure opportunities, as well as attending school. This also impacts on parents as they can be waiting around in cars as more efficient than driving multiple journeys. Currently parent rotas or car sharing, which might be an option, can be hard to facilitate. It was also identified that there would be a benefit of enabling young people to move more independently between the key facilities in the plans.

Women, Men (including trans men/women and issues relating to pregnancy and maternity)

It was noted that there are already some services related to pregnancy and maternity in the area. However, it was raised that people supporting each other was as important as individual services provided. This is also relevant to other long-term conditions and the role of health services can have more impact when alongside people supporting themselves rather than trying to have all the answers.

Online access to healthcare appointments was seen as beneficial for some groups and suggested could be improved through provision of digital access in public buildings such as the school campus. It was also noted that the increase in homeworking online has potential to isolate people and the proposal for work hubs in the plans could address this need.

Disabled People (including physical disability, learning disability, sensory impairment, cognitive impairment, long term medical conditions, mental health problems)

There are currently no bespoke educational facilities for pupils with additional needs in Shetland and it was highlighted that the projects will provide an enhanced provision hub. Currently all the services are centralised so it will also provide opportunities for more local access. Facilities are often retrofitted rather than purpose built, and the new campus will offer spaces appropriate for needs and interspersed across the building, not just segregated to one area.

It was noted that increased disabled access through the projects will highlight accessibility issues in other buildings, especially if better connections between the buildings is facilitated as part of the plans.

It was raised that people often wait till there is a crisis before accessing support and this was relevant to all population groups. Non-clinical spaces were seen as beneficial along with other ways of building relationships to encourage people to ask for support eg having school-based services.

Carers (including parents, single parents, and elderly carers)

A focus of the discussion was that people are likely to have multiple caring responsibilities and challenges such as needing to transport children to school or leisure activities and be looking after an older relative at home at the same time.

It was highlighted that a negative experience of school can affect how families engage with children's services and limit opportunities for early engagement before crisis point. Again, it was highlighted that peer support between carers can be very beneficial and spaces for them to meet is important. This can also provide opportunities for engagement with families prior to crisis.

People living in poverty and people on low income, People experiencing homelessness, People involved in the criminal justice system, and People with low literacy/numeracy

It was highlighted that poverty and low income often combined with other inequalities and has such a big negative impact on wellbeing, particularly given the issues with transport connectivity. While the locating of services in Brae brought them closer, they were still inaccessible to some communities in the North Mainland due to lack of access to affordable and reliable transport.

There was an identified need to destigmatise access to support and identify opportunities for early prevention, particularly in terms of addiction. It was noted that public perception of people in the criminal system would be a barrier to makes the spaces fully accessible to everyone (as appropriate).

Increased opportunities for people to increase their income and develop their skills was suggested to be a priority to meet current and future workforce needs. It was noted that this is very dependent on affordable and reliable transport options as well as being linked with caring responsibilities and care support needs.

Energy poverty is also an issue and reducing costs through the potential provision of a district heating scheme, though the energy hub was seen as really positive, though limited in benefiting the wider North Mainland. The need was also identified for retrofit and insulation of homes to bring down costs and the potential for the energy hub to be a focus for this was highlighted.

People in remote, rural and/or island locations

This was identified as a key issue affecting all population groups, though specifically younger and older people and those on lower incomes. The distances between settlements mean that access to and affordability of transport options is the primary impact on wellbeing in terms of being able to access health services, education and leisure facilities, training and work.

While Brae has been identified as the location for the projects, it is intended that they serve a wider area of North Mainland and potentially the Northern Isles as well. Currently people are used to going south to Lerwick so it will be a shifting in thinking as well as needing connectivity.

The prospect of fixed transport links to the northern islands would potentially impact on how the facilities were used the design of space would need to consider this.

The other population groups:

These population groups were also considered but nothing additional raised:

- Minority Ethnic People, Refugees and Asylum Seekers and People with different religions or beliefs
- Relationships (lesbian, gay, bisexual, heterosexual people and people who are married, unmarried, in a civil partnership)
- Staff including people with different work patterns (part time and full time, short term, job share and seasonal)

Appendix 2: Summary of Discussion and Recommendations by Place and Wellbeing Outcome

Movement

Active Travel
Everyone can: • easily move around using good-quality, accessible, well-maintained and safe segregated wheeling, walking and cycling routes and access secure bike parking. • wheel, walk and cycle through routes that connect homes, destinations and public transport, are segregated from, and prioritised above, motorised traffic and are part of a local green network.

Evidence and research:

- Active travel has been associated with reduced risk for all-cause mortality and improvements in mental health.[1]
- Motorised transport has the potential to reduce levels of physical activity and social interactions.[2]
- Active travel has the potential to provide benefits to local economies.[3]
- Active travel can help with cost of living increases.[4]

Summary of discussion:

There was a general discussion about the need to be able to move around more easily by walking, wheeling and cycling and the lack of safe and accessible routes to do that both within and between settlement areas. Active travel was discussed as part of the solution for

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[1] Rissel C, Curac N, Greenaway M, et al. Physical Activity Associated with Public Transport Use - A Review and Modelling of Potential Benefits. International Journal of Environmental Research and Public Health 2012 9: 2454-2478

[2] Mueller N, Rojas-Rueda D, Cole-Hunter T, et al. Health impact assessment of active transportation: A systematic review. Preventative Medicine 2015;76:103–114

[3] Pedestrian Pound, Living Streets http://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

[4] Helping people through the cost of living crisis and growing our economy https://www.sustrans.org.uk/media/11397/cost-of-living-report.pdf?ref=carbon

a flexible and adaptable transport network, recognising that some journeys are not suitable for active travel alone.

There was a strong focus on reducing reliance on cars to get children to school by enabling active travel as well as connections to public transport. This is explored further in the next two outcomes.

Movement within Brae itself was discussed in more detail to consider how people would move by active travel between the planned projects and connect to other local facilities and services such as leisure centre. It was agreed that sections of the routes were not currently suitable because of narrow pavements, perceptions of speeding or uneven surfaces. Another example given was of lack of wheelchair access to the beach because there was no boardwalk connecting from street. It was also highlighted that people need to be made more aware of and encouraged to use the routes. Another barrier raised was the lack of suitable space for children to learn to cycle.

Noted that there are new funding opportunities arising for active travel and to take advantage of them projects might need to be developed quite quickly. Identified that mapping and engagement is needed and there is an opportunity to do this jointly across services in order to enhance impact and connectivity of the projects. The Council settlement audit for Brae can be progressed now as a baseline for this as the project plans are clearer. It was raised that there are a number of consultations currently planned or underway which relate to movement across the wider area and it was seen as important to co-ordinate these for best impact and effective engagement.

In addition to larger infrastructure investment the energy hub is considering more immediate interventions as part of their work including cycle storage, e-bike charging facilities, storage space for gear. These were seen as important in facilitating connectivity between modes of transport such as public transport.

Recommendations:

- Build on the settlement audit as a foundation for the three projects to identify active travel routes between the project locations and co-ordinate with wider engagement on what is needed to make them more attractive, accessible and feel safe.
- The projects co-ordinate with wider engagement on addressing barriers to active travel and identify how they can contribute to positive behaviour change.
- The partnership group co-ordinate consultations on movement across the North Mainland to consider how active travel is part of a flexible and adaptable transport system

Public Transport

Everyone has access to a sustainable, affordable, accessible, available, appropriate, and safe public transport service.

Evidence and research:

- Rural and island areas often rely more on public transport because they have to travel further to access services and employment[5]
- Public transport has the potential to improve access to services and facilities and connect communities. [6]
- Certain groups in the population are disproportionately affected by the lack of available and affordable public transport.[7]
- Public transport has the potential to encourage active travel[8]

Summary of discussion:

The focus of this discussion was on the need for a flexible and adaptable transport network that met people's changing needs in terms of access to education, work and supporting caring responsibilities.

Buses are the primary public transport mode in the North Mainland and key issues highlighted were infrequent services, lack of reliability and limited hours. This was seen as having a wide-ranging negative impact on the majority of the population as well as particularly on children and young people's access to education and leisure, parents' employment opportunities and the isolation of older people. Examples of the impact were if you missed the bus to school then you may as well stay home as you miss most of the school day by catching the next bus. Also, that employers were struggling to fill some positions because people were unable to get transport that allowed for extended working hours, especially where childcare and school picks ups were part of the picture.

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[5] Scottish Government. Building the evidence base on tackling poverty www.gov.scot/publications/drivers-of-poverty/

[6] Transport, health, and wellbeing: An evidence review for the Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[7] Cooper E, Gates S, Grollman C, et al. Transport, health, and wellbeing: an evidence review for the Department for Transport. London: NatCen; 2019. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[8] Davis A, Rye T, Pressl R, et al. Linking transport and health in SUMPs. How health supports SUMPs. Topic guide produced for European Platform on sustainable urban mobility plans (SUMPS). www.eltis.org/mobility-plans/topic-guides-0

With better co-ordination there were seen to be opportunities for more efficient use of shared transport, for example utilising the journey that the school bus does empty for other trips such as getting people to healthcare appointments or enabling the local football club to travel to other areas for matches.

The transport network for Shetland is currently being reviewed in line with the Draft Regional Transport Strategy and it was suggested as an opportunity to identify how the bus network can improve and be delivered in partnership with statutory, private and the third sector.

Recommendations:

- Through the development of the projects capture insight on how people want to access services and facilities in terms of movement and share with wider transport strategies and initiatives.
- The partnership to share insight which increases understanding of people's changing needs in relation to transport for work and caring responsibilities and feed into Regional Transport Strategy, Active Travel Strategy and NHS workforce plans.

Traffic and parking

Everyone can benefit from:

- reducing traffic and traffic speeds in the community.
- traffic management and design, where traffic and car parking do not dominate or prevent other uses of space and car parking is prioritised for those who don't have other options.

Evidence and research:

- Motorised transport has the potential to increase air and noise pollution and greenhouse gases.[9]
- Parking should be prioritised for people who don't have other options.[10]

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[9] Transport Scotland. National Transport Strategy. Edinburgh; Transport Scotland; 2020. www.transport.gov.scot/our-approach/national-transport-strategy/

[10] Transport use, health and health inequalities: The impact of measures to reduce the spread of COVID19. https://publichealthscotland.scot/downloads/transport-use-health-and-health-inequalities-the-impact-of-measures-to-reduce-the-spread-of-covid-19/

- Cars can help people to access services and communities.[11]
- The volume and speed of traffic and long commutes can be detrimental to health. [12]
- People with worst perceptions on traffic and impact on walking have lower wellbeing [13]

Summary of discussion:

It was acknowledged that in the area people are very reliant on cars, and it is currently the dominant form for transport for people to move around and to get to work and school particularly. It was noted that the majority of the school staff for example live out with Brae and usually travel to work by car. However, for people on low incomes the expense of running a car can push them further into poverty but they are reliant on the car for work.

Use of cars increased during covid as people stopped car sharing and this hasn't picked up again. It was highlighted as an issue for families who don't have strong social networks. Another impact of this has been an increased pressure on parking spaces and issues with inappropriate parking blocking access to facilities. The school campus is a particular pressure point with the need to change behaviour as well as provide alternatives. A project 'School run to Net Zero' in Orkney was highlighted as an example of this.

The projects were considered to have the potential to encourage shared transport including car clubs and car sharing, particularly the Energy Hub which could support an electric vehicle for a car club. It was also agreed that connection between other forms of transport was important, with potential to encourage part of a journey to be done by public transport or active travel. This is particularly because, as was noted, the wider mapping of movement across the North Mainland for the Energy Hub, identified Brae as a good location for supporting connectivity.

It was highlighted that there is a national policy direction to reduce all car miles, including those by electric vehicle and in terms of the design of facilities, constraining car parking is a means by which to encourage car sharing. It was discussed that behaviour change work was needed as well as initiatives such as walking buses as part of reducing car use and promote car sharing. It was agreed joint messaging between the projects was needed to encourage and support the behaviour change needed.

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[11] Transport, health, and wellbeing: an evidence review for the Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[12] INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity www.inherit.eu/wp-content/uploads/2017/06/INHERIT-Report-A4-Low-res_s.pdf

[13] Perceptions of road traffic conditions along with their reported impacts on walking are associated with wellbeing. 2019 https://www.sciencedirect.com/science/article/pii/S2214367X17301588

Recommendations:

- The projects to prioritise parking for those who need it most, support car sharing and consider how the design of the facilities can prioritise pedestrian and wheeling movement.
- The projects to align communications to provide a consistent messaging about reducing car use and promoting alternative forms of movement including the benefits to health and the community.
- The partnership group to identify opportunities to co-ordinate everyday journeys for health and education including car sharing and use of public transport,

Space

Streets and spaces
Everyone can access: - buildings, streets and public spaces that create an attractive place to use, enjoy and interact with others. - streets and spaces that are well-connected, well-designed and maintained, providing multiple functions and amenities to meet the varying needs of different population groups.

Evidence and research:

- Navigable streets and spaces allow people to move around easily, safely and access facilities and services.[14]
- Inadequate or poor spaces can lead to reduced social interactions.[15]
- Intergenerational connection and sharing of resources to support health, including the sharing of community assets, can strengthen communities.[16]
- Partnerships in place-keeping which involve communities can bring benefits that individual partners cannot achieve alone.[17]

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[14] Quality of Life Foundation. Quality of life literature review; 2019. www.qolf.org/wp-content/uploads/2021/02/Literature-Review-of-Quality-of-Life-in-the-Built-Environment-Publica-4-1.pdf
[15] Public Health England. Local action on health inequalities: reducing social isolation. 2015 https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation
[16] Public Health England. Local action on health inequalities: reducing social isolation. 2015
[17] Place-keeping in action: Evaluating the capacity of green space partnerships in England, 2015 http://dx.doi.org/10.1016/j.landurbplan.2015.03.004

Summary of discussion:

It was agreed that there was a need for spaces for people to come together to reduce isolation, to provide peer support and increase access to information. These are all early prevention interventions which enable people to support their own health. The projects also have the potential to increase the quality and adaptability of spaces, for example the Energy Hub project will have the added benefit of insulating the youth centre facility and reducing costs.

The focus of the discussion was on Brae and connectivity between the school campus, energy hub and other local facilities. It was raised that the main street, which connects them, was in need of improvements and perhaps didn't feel attractive to use, had limited shelter and didn't encourage people to walk and wheel. This was also connected to the traffic speeds and congestion which impacted on feelings of safety.

There was discussion about promoting and upgrading alternative routes, such as a route through woodland to the school, which is more sheltered and attractive. It was suggested this could encourage people to take other walks in the natural environment and the benefits to mental wellbeing were also highlighted.

While the streets were seen as generally connected and in reasonable repair, they were not seen as being accessible to everyone due to narrow width or level changes. There were suggestions for small scale interventions that would improve such as path widening, tree planting, seating and signage. This was acknowledged as a wider piece of work to create a resilient, sustainable community, which the projects can contribute to but not a key part of their delivery. Also, the importance of engagement with the community on this was covered and highlighted the potential role of the community council to advocate for it.

Recommendations:

- The projects to include within the design of their external spaces small-scale interventions which would increase accessibility of the routes between the facilities including rest stops, upgrading paths, dropped kerbs and signage.
- The partnership group to support the projects to be part of wider initiatives and plans to improve the overall connectivity, resilience, and attractiveness of the streets in Brae.

Everyone can:

- access good-quality natural spaces that support biodiversity and are well-connected, well-designed, safe, and maintained, providing multiple functions and amenities to meet the varying needs of different population groups.
- be protected from environmental hazards including air/water/soil pollution or the risk of flooding.
- access community food growing opportunities and prime quality agricultural land is protected.

Evidence and research:

- Natural spaces can encourage social interactions and the development of stronger or more cohesive communities and can provide a sense of community and belonging.[18]
- Exercise, in natural/greenspaces may have greater health benefits, for example improved mental health outcomes, than the same activity in other settings.[19]
- The availability and accessibility of natural spaces vary across different income groups.[20]
- There are wider environmental benefits to increasing natural space which can protect population health.[21]

Summary of discussion:

This discussion continued to focus on Brae and followed on from connectivity between the school campus and energy hub to consider access to the beach as another key destination. This was seen as a great potential resource for the community, but it was not currently accessible to people using buggies or in wheelchairs. Design solutions such as boardwalks to connect to existing access points was highlighted.

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[18] Hartig T, Mitchell R, de Vries S, et al. Nature and health. Annual Review of Public Health 2014;35:207–228

[19] Staatsen B et al. INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity. Brussels: EuroHealthNet; 2017. www.inherit.eu/wp-content/uploads/2017/06/INHERIT-Report-A4-Low-res_s.pdf

[20] Public Health England. Improving access to greenspace. A new review for 2020. London: Public Health England; 2020. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

[21] INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity

It was also suggested to consider the land currently owned by the Council and whether it could be utilised for community allotments and growing spaces, linked up by transport networks.

Recommendations:

- The partnership group to highlight the benefits of access to natural spaces for leisure, growing food and community cohesion in relevant plans and strategies.
- The projects to support connections to and engagement with potential community growing spaces, including physical links, transport to, education and training.

Play and recreation

Everyone can access a range of high quality, safe, well-maintained, accessible places with opportunities for play and recreation to meet the varying needs of different population groups and the community itself.

Evidence and research:

- Play and recreation is beneficial for the health of both adults and children through the encouragement of physical activity and social interactions.[22]
- There are health benefits of undertaking play and recreation in outdoor environments, in particular natural spaces.[23]

Summary of discussion:

It was raised that there is a need for upgrading of play facilities as this has been held off pending decisions about the projects and consideration can now be made as to how to take that forward. It was also noted that there have been moves to increase inclusive play areas.

The discussion highlighted that school play facilities are currently required to be accessible to the public and this was seen to be positive, though it was acknowledged that some have felt the need to create a secure space during the day for the children. In the design of play space in the school campus, it was suggested there is a balance to be struck between safety and accessibility and it was highlighted the need for them to have active travel links to them.

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[22] Local action on health inequalities: reducing social isolation. 2015.
https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation;
[23] Play Scotland. Getting it right for play power of play: an evidence base. www.playscotland.org/wp-content/uploads/Power-of-Play-an-evidence-base.pdf

It was highlighted that the leisure centre was now closed on a Sunday, which had a big impact on the community. This is due to staffing challenges, which links to challenges of transport and childcare.

Recommendations:

- The projects to address how any play features included in the design of the facilities are accessible and inclusive as informed by the settlement audit, consultation on active travel routes and joint engagement plans.

Resources

<table>
<tr><td>

Services and support
</td></tr>
<tr><td>

Everyone can access:

- health enhancing, accessible, affordable and well-maintained services, facilities and amenities. These are informed by community engagement, responsive to the needs and priorities of all local people.
- a range of spaces and opportunities for communities to meet indoors and outdoors.
- information and resources necessary for an included life in a range of digital and non-digital formats.
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Evidence and research:

- People need local facilities and services to live and enjoy healthy independent lives.[24]
- Accessibility to services can be exacerbated by poor transport links and safety of wider environment.[25]
- Access to facilities, services and communities can also help to increase social interactions and the inaccessibility can affect certain groups disproportionately.[26]
- Rural social enterprises provide services that generate opportunities to gain social support and form social relationships.[27]

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[24] Compact, Walkable, Diverse Neighbourhoods: Assessing Effects on Residents. 2014 https://www.tandfonline.com/doi/abs/10.1080/10511482.2014.900102; Spatial Planning and Health (NICE). 2012 https://www.instituteofhealthequity.org/resources-reports/spatial-planning-and-health-nice

[25] https://www.transport.gov.scot/our-approach/national-transport-strategy/

[26] Scottish Government. Building the evidence base on tackling poverty paper 1 – a discussion paper on the drivers of poverty. Edinburgh: Scottish Government; 2017. www.gov.scot/publications/driversof-poverty/

[27] Filling a void? The role of social enterprise in addressing social isolation and loneliness in rural communities https://www.sciencedirect.com/science/article/pii/S0743016718315122

- Poor health reduces productivity and hampers economic growth[28].

Summary of discussion:

It was highlighted that all the projects have the potential to make a positive contribution to increasing access to services and the need to co-ordinate consultation and engagement well so that communities can help ensure it is effective. It was noted that it can't be assumed people will use a service when it is built, need to start with the service delivery model. Links back to movement. Energy Hub has specific focus on this.

There was extensive discussion about the project to decentralise NHS services, how this is planned, communicated and works in partnership with the other projects and wider organisations. Lots of benefits were raised in terms of supporting early intervention by building relationships with people in less formal settings and making best use of community assets. It was raised that the no wrong door versus single referral system would need to be considered in particular with dispersed services.

It was agreed that it is important to identify need, focusing on what makes people well and engage with people to find out how they want to access services. It was highlighted that health services have already been mapped and needs have been expressed, though there is now a need to articulate how they fit with constraints. Also moving from the "could be" to the "probably". It was noted that there could be a fear of losing facilities and communication to help communities see the potential including building a concept model and demonstrating what it means were suggested as supporting understanding.

It was noted that decentralisation didn't come with additional funding for 'extra things' and a partnership approach to the use of community spaces would need to be worked out in a way that was sustainable. One suggestion was about statutory services making commitments to regular hire of spaces.

The hub and the school campus have the potential to provide services which are not currently available, however it was highlighted that projects should be mindful of not displacing other activities unintentionally. The hub, as the first project to be up and running, will be an opportunity to test out what is sustainable. The school campus project is yet to identify what the needs and wants are in terms of what community facilities. It might provide facilities such as a library or adult learning services, so how their spaces need to be fitted out is still to be decided. It was noted that there may be a need through engagement to address potential anxiety about combining children and adult services.

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[28] Nobody left behind Maximising the health benefits of an inclusive local economy
https://www.local.gov.uk/sites/default/files/documents/22.15%20inclusive%20growth_04.1.pdf

Across the three projects it was noted that there is mapping which has already taken place or is planned to identify need and opportunity. It was suggested to layer these over each other to create a proposal which can be taken to the community for sense checking. It was also highlighted that there is a need to bring in other partners data and insight including third sector. It was also suggested that there is a piece of work needed around the wider assets across North Mainland, Planning has some of this as a starting point.

Digital connectivity was also raised as being important given settlements are dispersed across North Mainland. The potential for virtual clinics was discussed, utilising schools and other spaces with spare capacity. There are currently issues with the digital infrastructure as a key constraint that is out with the control of the projects. It was highlighted that there are community groups working to address the barriers to digital access.

Recommendations:

- The projects to combine the current and planned mapping of the services, facilities and assets to inform proposals which can be taken to the community for sense checking.
- The partnership group to highlight the importance of digital connectivity to the success, sustainability and reach of the projects within relevant digital infrastructure plans.
- The projects to undertake combined engagement to better understand the needs and opportunities for community facilities, linking with statutory, third and private sector.

Work and economy

Everyone benefits equally from a local economy that provides:

- essential goods & services produced or procured locally
- good quality paid and unpaid work
- access to assets such as wealth & capital and the resources that enable people to participate in the economy such as good health and education
- a balanced value ascribed across sectors such as female dominated sectors and the non-monetary economy
- the resources that enable people to participate in the economy such as good health and education.

Evidence and research:

- Work is beneficial for health if it is 'good' work. 'Good' work is defined as work which improves income, job security, does not increase employee's risk of illness or injury, or does not negatively impact mental health.[29]
- Unemployment can be harmful to health and the longer unemployed the worse the health outcomes.[30]
- If a place is lively and vibrant it can provide work opportunities and will encourage people to visit the area, use it and invest in it.[31]

Summary of discussion:

It was noted that there is available work, but some employers are struggling to fill positions as challenges of childcare, transport and skills gaps were barriers for people taking them up. It was also highlighted that there was a need to improve people's wellbeing in order to enable them to access some employment opportunities.

Childcare was a key focus of this discussion and the lack of provision for under 3s in particular as well as the limited flexibility to fit in with employment opportunities and other caring responsibilities, ie for older relatives. The impact of multiple caring responsibilities was not seen as being well understood. It was noted that despite an expressed need, after school care provided at schools hasn't seen a big uptake. It was highlighted that there is a government funded Early Adopter Communities project underway in North and West Shetland to test school age childcare provision, which could be learned from. It was agreed that more needed to be learnt in general about who needed childcare and what they needed it for, particularly through large employers including the NHS and the Council.

As discussed under movement, transport challenges also impacted on employment opportunities, limiting what jobs people could take out with 9am – 5pm or when school pick ups were needed due to transport limitations. The decentralisation of NHS services was noted as potentially providing more local employment opportunities for people in North Mainland reducing the need to travel.

The idea of spaces for people to come together such as work hubs had been discussed as part of the Energy Hub concept. It was noted that the school had trialled a work hub but not

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[29] Local Government Association. Nobody left behind: maximising the health benefits of an inclusive local economy. London: Local Government Association; 2019. http://www.local.gov.uk/sites/default/files/documents/22.15%20inclusive%20growth__04.1.pdf

[30] Tinson, A. What the quality of work means for our health The Health Foundation (2020) https://www.health.org.uk/sites/default/files/2020-02/Health%20Foundation_What%20the%20quality%20of%20work%20means%20for%20our%20health.pdf

[31] Happy city wellbeing principles for British land. London: British Land; 2015 www.britishland.com/search-result?q=Happy+city+wellbeing+principles

seen evidence of need so it was suggested more consultation was needed to find out what people would use.

The need for more skills development was raised to meet current need to fill vacant roles and those required for emerging industries, particularly the green energy sector. It was noted that adult training facilities can potentially be hosted by the new school campus but further engagement with users, partners employers and was needed in order to identify requirements.

Recommendations:

- The projects to engage with the Early Adopter Communities project to identify learning that can inform how childcare needs will impact on use of services and facilities.
- The projects to review their workforce plans and how the plans can support flexible childcare arrangements through the design of spaces, provision of transport options and links with the third sector.
- The partnership group to identify opportunities for the projects to engage with green skills developments and consider how they can be supported through the facilities and services.

Housing and community

Everyone has access to:

- a home that is affordable, energy efficient, high quality and provides access to private outdoor space.
- a variety of housing types, sizes and tenancies to meet the needs of the community. And of a sufficient density to sustain existing or future local facilities, services and amenities.
- a home that is designed and built to meet need and demand, is adaptable to changing needs and includes accessible/wheelchair standard housing.
- new homes that are located and designed to provide high levels of climate resilience and use sustainable materials and construction methods.
- homes that are designed to promote community cohesion.

Evidence and research:

- Provision of good quality affordable housing is associated with improved physical and mental health outcomes including quality of life.[32]
- Certain groups of the population can sometimes find it difficult to access good quality affordable housing, which meets their needs.[33]
- Housing should be located close enough to enable residents to easily access facilities and services including employment, social networks and transport. [34]

Summary of discussion:

The focus of this discussion was on the connection between work and economy and housing, particularly in terms of having the workforce needed to build new homes and deliver energy efficient homes, including insulation and retrofitting. It was noted that there were challenges to delivering the Housing Strategy due to the workforce not being available to carry out the insulation works for example. Other challenges to scaling up home energy efficiency include not having enough contractors and needing to incentivise contractors to do additional certification schemes and people to access grants.

It is currently a challenge to incentivise housing building and it was raised that there have also been discussions about how large renewable energy schemes benefit host communities and consideration of housing building as being a potential requirement.

It was noted that is an aspiration for a vocational training centre in the longer term to provide training opportunities that connect to skills gaps. It was suggested there could be opportunities to build requirements for vocational training into the school campus project. It was agreed that partnerships and potentially sponsorship from emerging industries would be required to help join the dots between skills and training. It was highlighted that there is a Shetland Green Skills Group which is run in partnership with the University of Highlands and Islands to map out the energy transition and skilling up the youth workforce and decarbonising homes.

In terms of suitability of housing it was highlighted that there are lots of 3-bed houses but limited availability of single person houses. This means the options for young people to rent

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[32] Health Equity in England: The Marmot Review 10 Years On www.health.org.uk/publications/reports/the-marmot-review-10-years-on

[33] Jones R. The built environment and health: an evidence review; 2013. https://www.gcph.co.uk/publications/472_concepts_series_11the_built_environment_and_health_an_eviden%20ce_review?date_from%5Bmonth%20%5D=1&date_from%5Byear%5D=2013&date_to%5Bmonth%5D=12&date_to%5%20Byear%5D=2013

[34] Higgins M, Cain T, Lowther M, et al. 50,000 affordable homes: A health impact assessment. Edinburgh: Scottish Health and Inequalities Impact Assessment Network and Scottish Public Health Network (ScotPHN); 2017. https://www.scotphn.net/wp-content/uploads/2015/11/2017_06_27-FINAL-SHIIAN-50-000-New-Homes-HIA-Report-ES.pdf

or buy a property are limited which impacts on them being able to take up apprenticeships and stay in the area.

It was acknowledged that the three projects would have limited ability to deliver on the housing needs which are an issue across Shetland but that alignment with the direction of travel was important to identify opportunities.

Recommendations:

- The partnership group to identify opportunities for the projects to enhance insight on housing need identified through joint engagement and feed it into relevant plans and strategies including the Local Development Plan.

Civic

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Identity and belonging

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Everyone can benefit from a place that has a positive identity, culture and history, where people feel like they belong and are able to participate and interact positively with others.

Evidence and research:

- Landmarks or something distinctive about the neighbourhood can also help to create a sense of place and belonging, which is beneficial for health.[35]
- A sense or feeling of belonging to a community is associated positively with mental health, and an improved quality of life.[36]
- If people are involved in helping to design and maintain the places they live in this can build a sense of ownership, belonging and attachment.[37]

Summary of discussion:

It was highlighted that the projects are intended to have a positive impact on the wider North Mainland as well as Brae and consideration of the identities of different settlements

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[35] Design for social sustainability – a framework for creating thriving new communities. https://youngfoundation.org/publications/design-for-social-sustainability/
[36] Quality of life literature review www.qolf.org/wp-content/uploads/2021/02/Literature-Review-of-Quality-of-Life-in-the-Built-Environment-Publica-4-1.pdf
[37] 6 Durcan D, Bell R. Reducing social isolation across the life course. London: Public Health England; 2015. www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-socialisolation

in the area was important. As such it was suggested that this should be reflected in how the project is communicated in terms of a place focus.

Recommendations:

- The projects to develop a joint communications plan which presents a clear message about their scope, beneficiaries and plans for supporting connectivity between places in North Mainland.

Feeling safe

Everyone feels safe and secure in their own home and their local community taking account of the experience of different population groups.

Evidence and research:

- Perceptions of place feeling unsafe can lead to negative impacts on health, for example mental wellbeing and can reduce outdoor activities.[38]
- Some groups within the population can have limited access to safe and well-maintained environments.[39]
- Perceptions of safety can influence a sense of powerlessness.[40]

Summary of discussion:

Building on the traffic and parking outcome discussion, the focus was on road safety and perceptions of speeding, particularly along Brae main street. It was noted that there is an impact on how confident parents feel about their children walking or cycling to school for example. The suggestion was to consider design solutions as part of looking at active travel routes between the facilities such as including widened pathways. It was also noted that speeding traffic may also be coming from and to the school, which points to wider behaviour change work needed to reduce use of private vehicles.

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[38] Lorenc T, Clayton S, Neary D, et al. Crime, fear of crime, environment, and mental health and wellbeing: mapping review of theories and causal pathways. Health Place 2012;18:757–765.
[39] INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity.www.inherit.eu/wp-content/uploads/2017/06/INHERIT-Report-A4-Low-res_s.pdf
[40] Evidence Behind the Place Standard Tool and the Place and Wellbeing Outcomes
https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf

Recommendations:

- The projects to include perceptions of safety in moving around in any joint engagement work and to incorporate learning from active travel consultation into the designs as they develop.

Stewardship

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Care and maintenance

Everyone has access to:

- buildings, spaces and routes that are well cared for in a way that is responsive to the needs and priorities of local communities.
- good facilities for recycling and well organised refuse storage and collection.

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Evidence and research:

- If neighbourhoods are attractive this can improve mental wellbeing.[41]
- If people perceive their neighbourhoods as being poorly maintained with high levels of environmental incivilities they are likely to experience worse health outcomes such as lower levels of mental wellbeing [42]
- Vacant and derelict land can negatively impact on health.[43]

Summary of discussion:

Maintenance of facilities and public spaces was highlighted as an ongoing challenge and it was noted that maintenance budgets are often limited and are not being built in, particularly where co-location of services are being considered. On the other hand, there is a good track record of communities getting involved in maintenance where possible.

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[41] Bond L, Kearns A, Mason P, et al. Exploring the relationships between housing, neighbourhoods and mental wellbeing for residents of deprived areas. BMC Public Health 2012;12:48.

[42] https://www.gcph.co.uk/assets/0000/4174/BP_11_-_Built_environment_and_health_-_updated.pdf

[43] Maantay J. Derelict land, deprivation and health inequality in Glasgow, Scotland: The collapse of place. New York; 2013

It was noted that recycling facilities had been mapped across Shetland which informed the location of the energy hub. It was highlighted that in terms of basic recycling facilities in Brae, there was already a good location near the shops which was well used, so consideration should be made about what else was required. For wider recycling opportunities, the energy hub is already in conversations with the bike project in Lerwick about maintenance of bikes and hub as a potential location for drop in sessions.

It was raised that there is a perception of litter being an issue on the routes between school and the shops, which also relates to a challenge for schools in terms of being able to promote healthy eating when food is purchased out of school. In terms of litter, this could link to recycling and involvement of young people in creating attractive and safe routes.

Recommendations:

- The projects and partnership group to initiate early conversations with stakeholders about engaging the community and third sector to identify recycling opportunities and support ongoing maintenance of public spaces and facilities.

Influence and sense of control

Everyone is empowered to be involved a place in which:

- Local outcomes are improved by effective collaborations between communities, community organisations and public bodies.
- Decision making processes are designed to involve communities as equal partners.
- Community organisations co-produce local solutions to issues.
- Communities have increased influence over decisions.
- Democratic processes are developed to be accessible to all citizens.

Evidence and research:

- Sense of control can be beneficial for mental health and quality of life.[44]
- Empowerment can help to reduce isolation and can be beneficial for mental health and wellbeing.[45]

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[44] https://vhscotland.org.uk/the-zubairi-report/
[45] What works to boost social relations. What Works Centre for Wellbeing;
2015. https://whatworkswellbeing.org/blog/what-works-to-boost-social-relations/

- People living in more socio-economic deprived areas felt less confident about being involved in decision-making compared to less deprived areas.[46]
- Those with a long-term health condition or disability can feel less empowered in decisions about their neighbourhood. [47]
- Importance of community-led organisations in creating and maintaining vital social infrastructure for populations facing social and spatial disadvantage.[48]

Summary of discussion:

Consultation, engagement and communications with the community was a topic that was raised consistently across the majority of the outcomes. It was noted that with the development of the three projects as well as other wider strategic programmes, communities have been consulted a lot in recent times and projects are wary about the risk of seeming to ask the same people for the same information. However, it was suggested that going back to communities with more specific proposals based on the data and insight gathered so far would be a positive next step. Engagement with young people in particular was highlighted as being needed.

Communication around the projects was agreed to be really important to counter any perception in the community of no action being taken following previous engagement. It was suggested that communicating the process to people would be beneficial to highlight what is taking place in the background such as funding decisions and legal negotiations with landowners etc. It was also agreed that feedback was needed in terms of 'this is what we heard and how this is impacting on the projects', potentially demonstrating this through small interventions.

In order to ensure services meet needs, are fit for purpose and sustainable, partnerships with third sector organisations were seen as vital both in terms of insight and operations. It was noted that there isn't a community development organisation in the area which impacts on community participation and action and reduces capacity to drive forward community initiatives.

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[46] Scottish Household Survey 2018. Edinburgh: Scottish Government; 2019. www.gov.scot/publications/scotlands-people-annual-report-results-2018-scottish-household-survey/documents/

[47] Evidence Behind the Place Standard Tool and the Place and Wellbeing Outcomes https://publichealthscotland.scot/media/14808/evidence-behind-the-place-standard-tool-and-the-place-and-wellbeing-outcomes-full-report.pdf

[48] The role of community-led organisations in creating social infrastructure for the health and wellbeing of disadvantaged populations: a qualitative study https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(22)02217-6/fulltext

Recommendations:

- The projects to develop a joint communications and engagement plan which co-ordinates messaging, identifies key milestones to communicate and tracks the engagement of equality groups to identify gaps and include their particular needs.
- The partnership group to identify opportunities for building capacity in third sector support community development to support partnership working with the projects

Appendix 2: Participants

Emma Perring, Team Leader, Community Planning, Shetland Island Council

David Wagstaff, NHS Property Manager, Shetland Island Council

Danny Peterson, Active Schools, Shetland Island Council

Steven MacLean, Rural Energy Hub, Shetland Island Council

Logan Nicolson, Brae High School Head

Kirsty Brightwell, NHS Clinical Lead

Lynsey Hall, Community Involvement and Development Officer, Shetland Island Council

Shona Thompson, Executive Manager, School Learning Estate, Shetland Island Council

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Nicola Balfour, Health Improvement, NHS Shetland Islands Council