



ORKNEY ISLANDS COUNCIL

Local Transport Strategy

A strategy for
all of Orkney

Local Transport Strategy

Orkney Islands Council

Departments of Development Services, Technical Services and Community Social Services

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Introduction and background

This local transport strategy for Orkney details how we intend to deliver on national objectives at a local level; it provides an action plan for meeting local challenges and objectives

Transport is a vital part of every day life for Orkney. The Orkney Islands Council has been invited to work in partnership with the Scottish Executive and the Regional Transport Partnership, HITRANS, and others, to prepare a Local Transport Strategy to cover the period 2007 to 2010.

The Local Transport Strategy concept was introduced in the *Scottish Integrated Transport White Paper – Travel Choices for Scotland*, in July 1998¹. Orkney Islands Council produced its first Local Transport Strategy in February 2001². The Scottish Executive has subsequently produced updated guidance on how to develop the second round of Local Transport Strategies³.

Review of 2001 – 2004 Local Transport Strategy

A lot has been achieved since the publication of the 2001-2004 Local Transport Strategy, including completion of Hatston and Stromness Piers, new terminal building and installation of an Instrument Landing System at Kirkwall Airport, provision of new footways and cycleways and continued road maintenance and some junction improvements.

Consultation in developing a new strategy

During our daily lives, we all need to travel, be it to work, school, to go shopping or to visit friends. The Council therefore considered it very important that the public and key stakeholders participated in the preparation of the Strategy.

In March-June 2006 the Orkney Islands Council undertook a consultation exercise on the key issues for the development of the new Local Transport Strategy. The purpose of this consultation was to gather responses to a series of key questions, which in turn informed the Council in preparing this Strategy. In the consultation exercise, views were sought from:

¹ Scottish Executive, June 2004: Scotland's Transport Future: Transport White Paper.

² Orkney Islands Council, Local Transport Strategy 2000-2003.

³ Scotland's Transport Future: Guidance on Local Transport Strategies – February 2005. Scottish Executive, Edinburgh.

- § Orkney residents (including children and young people).
- § Community Councils.
- § Councillors.
- § Government departments and agencies.
- § Community Planning Partners and other Partnerships.
- § Public and Private Transport Operators.
- § HITRANS, NESTRANS and Shetland Regional Transport Partnership.
- § Transport Consultation Groups / Consultative Committees.
- § The Enterprise Network, businesses and economic development organisations.
- § Health and education providers.
- § Emergency services.
- § Voluntary and community groups.

In order to prepare a new Strategy, the Council needed to be confident that the new Strategy will meet all of the existing and emerging issues that will have an impact in the County up to 2010 and beyond. The key issues consultation paper was sectioned into topics, which each identified the previous Strategy's objectives, what progress had been made since 2002, and a number of specific questions relating to the key issues as they face Orkney now.

Via a series of special Local Transport Strategy meetings and from organisations' and individuals' responses to the key issues paper, feedback has been collated on all of the key questions posed. This feedback has been used to inform the Local Transport Strategy for Orkney. A draft Strategy was presented for further consultation, including with Community Councils, Councillors and other Stakeholders prior to the finalisation of the document.

Structure of the local transport strategy

The remainder of this document is structured as follows:

- § **Chapter 2** introduces the Strategy's links to other national, regional and local policies and objectives. A table is provided at the end of the chapter showing the matching relationship between policy levels. Further details on specific policies listed are provided in Appendix A.
- § **Chapter 3** then provides an overview of the issues that face Orkney, and then the problems and opportunities for transport and travel. This chapter draws from available data and information on Orkney's current situation and from responses to the consultation on key issues.
- § **Chapter 4** presents the vision, outcomes and objectives for the Local Transport Strategy. These stem from the national, regional and local objectives described in Chapter 2, relating these to the local context.
- § **Chapter 5** then presents the Strategy itself, detailing the actions that are intended. These actions are grouped under a number of different themes, and have been assessed against the Strategy objectives.
- § Finally, **Chapter 6** presents the action plan for the strategy, and **Chapter 7** the monitoring and evaluation plan.

Transport's contribution to national, regional and local policies & objectives

Local authorities have a central role in delivering the improvements necessary to achieve the Scottish Executive's vision of a safe, accessible, integrated and reliable transport system that meets Scotland's needs.

It is important that the Local Transport Strategy contributes to national, regional and other local policies and objectives. Transport is not a means in its own end; transport merely supports and enables the undertaking of everyday life and the satisfaction of others' objectives.

The development of the Local Transport Strategy has been steered by the overall vision of the Orkney Islands Council, and fits with the Scottish Executive's five key transport objectives and those of other national, regional and local policies and strategies, including:

- § **Partnership for a Better Scotland** - which outlines the Scottish Parliament's four key aims of growing the economy; delivering excellence in public services; supporting strong communities and developing an ambitious and confident Scotland.
- § **Scotland's Transport Future: The Transport White Paper** – which had an overall aim “*to promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system*”.
- § **Scotland's National Transport Strategy** – which will guide transport policy formulation and investment over the next 20 years.
- § **Scottish Planning Policy 17 (SPP17): Planning for Transport** – which sets out how the planning system is a central mechanism for improved integration through encouraging a pattern of development that supports economic growth and reduces the need to travel for example.
- § **A Smart, Successful Highlands and Islands, an enterprise strategy for this area** – which was launched in 2005 by Highlands and Islands Enterprise (HIE) and expressed an aim ‘*to enable people living in the Highlands and Islands to realise their full potential on a long-term sustainable basis.*’
- § **HITRANS Regional Transport Strategy** – which sets out the priorities for future transport investment in the region.
- § **Orkney Structure Plan** – which sets out the strategic framework for the development of land in the County and aims to assist in the creation of an economically, environmentally and socially sustainable set of individual island communities.

- § **The Orkney Community Plan** – which has a vision of an Orkney where we all have a place within a caring community, living in a healthy environment and supported by a thriving economy.
- § **Orkney Islands Council Corporate Plan** – which sets out the Council's strategic objectives for particular areas of public service.

We have used the detail of these policies, strategies and plans to firstly shape the objectives for this local strategy, bearing in mind the local context, and secondly to inform the actions that we will take to deliver our strategy.

The figure below indicates the transition through a selection of national, regional and local objectives drawn from the key documents for this local transport strategy. In the next section we describe the way in which our Local Transport Strategy objectives draw from this framework. In Appendix A we provide further detail on our analysis of the key issues from our review of relevant policy.

| | | | | | |
|---|---|--|--|---|---|
| National Transport Strategy objectives | Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources | Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise efficiency | Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network | Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport | Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff |
| HITRANS Regional Transport Strategy | Manage the impact of travel on the region's environmental assets | Enable the region to compete and support growth | Enable people to participate in everyday life Improve the health of the region's people | Improve the safety and security of travel | |
| Community Plan | An effective and efficient transportation network that supports the economic vitality, community well-being and environmental integrity of all of Orkney. | | | | |
| Orkney Islands Council Corporate Plan | Promote principles of good governance and to act for the good of all Orkney, its people, communities, culture, environment and economy Pursue the development of an integrated transport infrastructure which is economically, socially and environmentally sustainable | | | | |
| Orkney Islands Council Structure Plan | Encourage appropriate traffic management in a manner which is sensitive to the natural heritage and historic environment | Encourage the maintenance and enhancement of vital air, sea and other public transport services | Encourage development of non-motorised modes of travel such as walking and cycling | | |
| | Encourage development in locations where it can be served by means other than private car | | Support development of an integrated transport system | | |

Context, problems and opportunities for Orkney

Crucial to the economic and social development of Orkney is accessibility to the Orkney mainland, and to mainland Scotland; the cost, frequency and availability of transport are key determinants of economic and social outcomes.

The transport network in Orkney is fundamental to the economic and social survival of the archipelago of islands, especially elements of the network that connect the isles with the Orkney mainland, and in turn, the Orkney mainland to mainland Scotland. The scattered population of the Orkney Islands – 19,590⁴ people living across the mainland and connected South Isles, and 13 other isles connected by air and/or sea – and the depopulation of some of the isles means that inter-isles routes are especially lightly used. Lightly used routes result in high operating costs. The same is true of bus services in the County, dispersed populations and high car ownership make for lightly used routes.

Issues

A special geography

Orkney's unspoilt and unique geography is our greatest asset. Orkney is located off the north of Scotland, and is made up of a main island and 19 other inhabited islands. The islands are relatively fertile providing a predominance of good agricultural land with dwellings in scattered locations. Orkney has a landscape that is rich in archaeological treasures, which attracts many visitors.

The archipelago of islands presents a complex challenge for the provision of transport. Orkney is an accident of geology and geography. Scapa Flow to the South has a rim configuration, and transport links have little option but to go across or around. The network of islands lends itself to a 'hub and spoke' provision of services, rather than a longitudinal provision, which is more the case for the Western Isles or Shetland. The degree of separation of the Outer North Isles also means that our local ferry services are regularly operating in open seas, which in the UK, is unique to Orkney.

⁴ General Register Office for Scotland: Mid-2005 Population Estimates Scotland. Available at: <http://www.gro-scotland.gov.uk/statistics/library/mid-2005-population-estimates/index.html>

Another special feature of Orkney is the fact that the island connections link from the island to the Orkney mainland, and then a further link is required to the Scottish mainland. This differentiates Orkney from many other island communities, which have a direct link to the Scottish mainland.

Dispersed population

The population is estimated to have fallen by just over one per cent between 1995 and 2005. This change is from a higher death rate than birth rate, while there has also been a net migration of people to Orkney in the period⁵. The Council aims to reverse this decline, and Highlands and Islands Enterprise are working towards growing the population in all corners of the region, and this Local Transport Strategy can contribute to that aim. Since 2001 the Orkney population has been growing.

Two major settlements exist on the Orkney mainland, Kirkwall (6,206 people) and Stromness (1,609 people)⁶. Outwith these settlements the population is dispersed, reflecting the historical predominance of small-scale farming, and subsequent scattered development. Such a dispersed population presents significant challenges to the provision of efficient and effective transport.

The population trend in Orkney is towards an ageing population. An ageing population can mean greater demands placed upon services and in turn the transport services network.

Economic growth

Orkney has the highest rate of self-employment in the Highlands and Islands region, and a high average business start-up rate.

The Orkney economy is reliant on tourism and typifying remote islands in Scotland, Orkney has a higher percentage of employment in the 'Agriculture, (Forestry) & Fishing', 'Construction' and 'Transport & Communications' sectors than that for the Highlands and Islands as a whole. These are all vital industries to the local economy and include beef cattle farming, fishing, salmon farming, and the ferry operation. Oil-related jobs and manufacturing are also an important provider of employment in Orkney, particularly in the areas of jewellery, oil related activity and food & drink processing.

Orkney has a world class and leading role and advantages in areas of marine renewable energy (testing and research), natural heritage and archaeology.

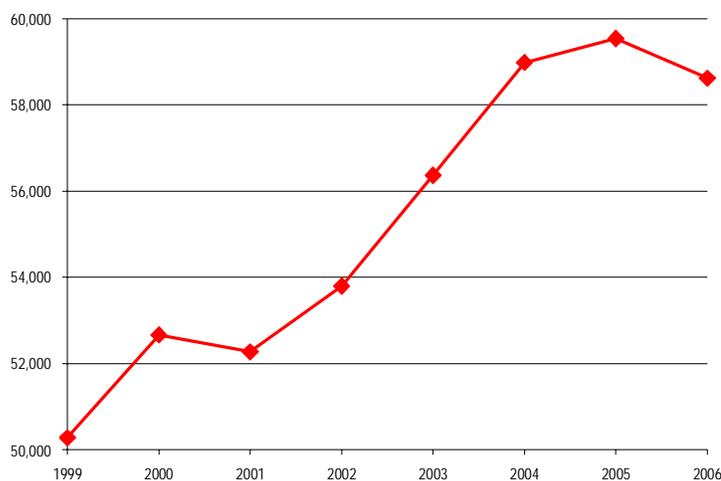
Businesses consistently comment upon the detrimental impact of transport on their business or service. High travel costs mean that businesses can struggle to send staff to training courses, and that prosperity and growth is constrained by high operating costs and a constrained geographical area from which to draw staff.

⁵ General Register Office for Scotland: Mid-2005 Population Estimates Scotland: Table 6 - Components of population change by administrative area: 1995-2005.

⁶ Scotland's Census Results Online: UV02 Population Density; all people; geographical level: localities.

Getting about

For many in Orkney there is a reliance on the car for getting about. At the 2001 Census, 78% of Orkney households had access to at least one car, compared to 66% of households across Scotland as a whole. However, this means that 1,870 households did **not** have access to a car to get about. Having a car is regarded as crucial for accessing employment, with many people travelling into Kirkwall and Stromness from outlying areas.



Orkney Ferries: cars carried on Orkney Ferries per year, 1999-2006

More and more people want to take their car to town on the internal ferries. The figure shows the increasing number of cars carried on Orkney Ferries since 1999. The figure for 2006 shows a slight decline on the previous year, which confirms that we are reaching capacity on many of the routes.

The car is relied upon for getting to work, but also for shopping, for visiting friends and family and all manner of other things. That said, there are perhaps ways in which

people can use the car less often sometimes, and this could help tackle some of the problems associated with growth in car use – traffic delays as vehicles queue, pollution from vehicles and the decline in people’s physical activity levels to name but a few.

The journey to work is one particular journey that merits examination. The 2001 Census identified the means by which people travel to work. In 2001 in Orkney, car was the most popular choice, with around 38% of people as a whole saying they drove to work, and a further 10% of people saying that they were a passenger in a car. Twenty per cent of people said that they walked, 13% took the bus and the remainder reported that they mainly work from home.

The table below compares the Orkney mainland and the isles with Scotland as a whole in terms of travel to work or study. What is apparent from this is that Orkney has similar, and in most cases fewer, people driving to work than Scotland as a whole, and generally greater levels of walking and cycling. However, bus use in Orkney is much lower than in Scotland as a whole, and Orkney has much greater levels of people working (mainly due to farming) or studying mainly from home. The figure for Shapinsay for ‘other’ is consistent with the high levels of commuting by ferry from Shapinsay, with ferry not being given its own category in the Census.

| | Mainly from home | Walks or cycles | Bus | Car or M/C driver / passenger | Other |
|------------------------|------------------|-----------------|-------------|-------------------------------|------------|
| Scotland | 6.1 | 15.5 | 14.0 | 50.5 | 8.3 |
| Mainland Orkney | 11.8 | 22.0 | 4.1 | 50.9 | 8.2 |
| South Ronaldsay | 21.9 | 6.8 | 12.6 | 47.4 | 7.9 |

| | Mainly from home | Walks or cycles | Bus | Car or M/C driver / passenger | Other |
|-----------------|------------------|-----------------|-----|-------------------------------|-------|
| Hoy | 26.9 | 11.3 | 3.8 | 46.8 | 4.8 |
| Westray | 33.4 | 12.0 | 0.3 | 44.8 | 3.9 |
| Sanday | 33.2 | 11.2 | 1.4 | 44.9 | 3.3 |
| Papa Westray | 37.1 | 14.3 | - | 42.9 | - |
| Eday | 43.3 | 11.9 | - | 38.8 | 3.0 |
| Rousay | 33.9 | 14.2 | 3.9 | 35.4 | 3.9 |
| Stronsay | 41.6 | 13.9 | - | 34.3 | 6.6 |
| North Ronaldsay | 36.4 | 20.5 | 2.3 | 34.1 | - |
| Shapinsay | 42.8 | 8.8 | 0.6 | 23.9 | 1.3 |

Our inclement weather

The weather in Orkney is very changeable, and during the winter it is extremely windy and rainy with few hours of daylight. The weather and ensuing sea conditions have a considerable impact on the transport network, including leading to the cancellation of ferry and air services. Walking and cycling far in the winter months is not always realistic.

Problems and opportunities now and in the future

Passenger transport services, be they bus, air or ferry services, are fundamental to sustainability of Orkney. Transport as a whole is crucial to the economic and social development of Orkney, and its connectivity to mainland Scotland. Therefore, the availability and affordability of transport services are of vital importance to all those who live in Orkney and visit, or want to visit, Orkney.

Many of the problems outlined in previous Local Transport Strategy are still relevant today, although significant progress has been made in some areas. The high costs of transport for users has improved slightly with prices being reduced on the Northlink ferry services and competition with Pentland ferries and John o' Groats ferries. The cost of external air services has been reduced for Orkney residents, through the introduction of the Air Discount Scheme, which enables a reduction on travel to/from Inverness, Aberdeen, Edinburgh and Glasgow, as well as to/from other eligible areas around the Highlands and Islands. However, this provides no assistance to the tourism industry, which is a key economic driver for Orkney.

Infrequent transport services are still an issue for remote and rural communities.

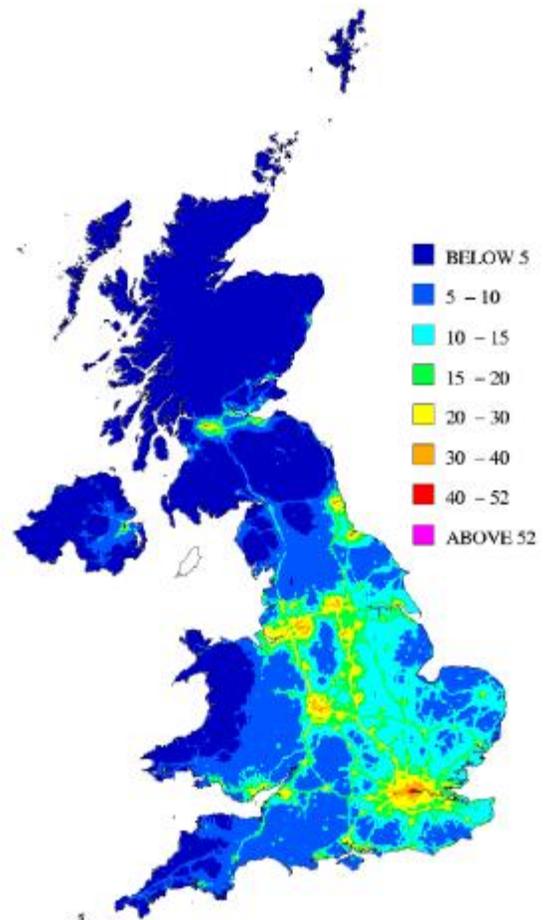
There are capacity problems on the internal air and sea services, and this is particularly a problem at peak times, and especially in the summer months. There is adequate passenger space on our ferries, yet particular pressures on the deck space available for cars and commercial vehicles. Any increase or change in service level is not an easy solution, as it invariably has an adverse cost implication and presents operational challenges in respect to hours of work and rest for the staff involved. There are also capacity problems on external services, for example a shortage of passenger berths on overnight ferries to Aberdeen and Shetland, although this is being addressed in part through the provision of additional cabins in 2007.

Much of our transport network is not accessible for people who have mobility difficulties. This includes the walking environment, bus, ferry and air services. The Northlink service is now fully accessible and there are a number of accessible buses and taxis in the County. A number of service providers have committed to and are now implementing a programme of Disability Awareness Training.

The introduction of the National Concessionary Travel Scheme has brought benefits for some people, however this is only available on bus services and a very limited number of ferry journeys per year. For a community that relies on sea connections to access the main towns of the County and further sea connections to the Scottish mainland, this is a sizeable gap in people's accessibility compared to counterparts on the Scottish mainland.

Since 1997 local authorities in the UK have been carrying out a review and assessment of air quality in their area. The aim of the review is to assist authorities in carrying out their statutory duty to work towards meeting the national air quality objectives. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. There are no Air Quality Management Areas in Orkney and air quality is generally very good. However, increasing levels of traffic in Kirkwall and Stromness are having a detrimental impact on very localised air quality, especially associated with the commute to work for example, when traffic levels can be high in certain locations.

The need to respond to climate change and to incorporate sustainability into plans, programmes and strategies presents significant challenges to all public policy makers. Scotland's Sustainable Development Strategy, **Choosing our future**, sets out the principles by which sustainable development will be guided in Scotland. The strategy recognises that while travel is essential to maintaining the economic and social well-being of our communities, it also impacts upon the environment and utilises finite supplies of natural resources. For shorter journeys more sustainable travel options such as walking or cycling are recognised as promoting benefit to personal health as well as to the environment.



Estimated annual mean background NO2 concentration 2004 $\mu\text{g m}^{-3}$, UK Air Quality Archive

The transport sector is a major consumer of energy and in 2003 produced 17% of Greenhouse Gas emissions in the UK. In its publication **Changing our Ways: Scotland's Climate Change Programme**, the Scottish Executive has set a target of exceeding the Scottish share of carbon savings (1.7 megatonnes of carbon) by 1 million by 2010. Key mechanisms for reducing transport's impact on climate change, presented in the Climate Change Programme include:

- The appointment of Travel Plan Officers and support for travel behaviour change and modal shift to more sustainable means of travel.
- Working towards a target of 5% biofuels of all UK fuel sold.
- Promoting newer and cleaner vehicle technologies and fuels.

Through the Local Transport Strategy Orkney Islands Council will consider the ways in which it can contribute to these and other mechanisms at a local level. The development process has also considered the Strategy's effect on health outcomes. Transport is a vital element in the access of health services and facilities, and the more active forms of travel such as walking and cycling have further direct benefits on health. A rapid perspective appraisal exercise has been carried out to contribute to the development and refinement of actions in the Strategy to ensure that we are promoting positive health outcomes through the Strategy's implementation.

These and a further range of environmental issues have been considered in a Strategic Environmental Assessment (SEA) of the Orkney Islands Local Transport Strategy, as required by the Environmental Assessment (Scotland) Act 2005. Due to the nature of the Strategy, completion of a Strategic Environmental Assessment is a statutory requirement.

Strategic Environmental Assessment develops in parallel with the strategy and involves predicting and assessing the significant effects on the environment of each part of the Strategy and, if necessary, altering the Strategy to take account.

An Environmental Report has been prepared that details the findings of the assessment, relating these to the environmental baseline of the area and identifying any significant effects on the environment likely to result from implementation of the strategy. A brief outline is included of the alternative strategies considered, and reasons for their rejection. Appropriate mitigation measures are identified to minimise any negative environmental impacts, and a monitoring strategy is outlined which is relevant to the SEA objectives. The Environmental Report includes a non-technical summary which focuses on the conclusions of the SEA. Appendix B details the SEA post-adoption statement, highlighting the areas where the development of stronger environmental protection policies may be beneficial.

The cost of the whole transport system is a real challenge for the Council. The huge capital costs of replacement vessels and harbour infrastructure, required imminently to sustain the inter-isle connections, will be an additional burden. Revenue expenditure on the inter-isle ferry and air services has been growing rapidly, and is not sustainable in the long term.

All this said, the Council together with HITRANS, the Scottish Executive, Transport Scotland and other partners, has the opportunity now to improve the connectivity of all of Orkney, internally and externally, in a way that is efficient and effective for the present and for the future.

A vision and objectives for Orkney

The vision and objectives are founded on the existing strategy combined with a clear understanding of the current and future problems, constraints and opportunities that are intrinsic to, and faced by, the Orkney community.

Following review of the previous Local Transport Strategy, analysis of the problems, constraints and opportunities faced by the County, and consultation with stakeholders, objectives for the Strategy have been set. The objectives are what the Council wants the transport network to achieve in order to enable positive outcomes. This means enhancements to the network are tailored and targeted so that they will work towards and support the Council's overarching goals. The objectives are the framework that will help the Council to monitor and evaluate progress, and to see what is performing well and not so well.

Orkney's Local Transport Strategy objectives have been strongly influenced by the transport objectives already set by national and regional bodies and by the Orkney Islands Council, particularly our Corporate Plan and the Community Plan (see Chapter 2).

Local Transport Strategy vision

The vision for the local transport strategy is consistent with the vision of the Community Planning Partnership. The Local Transport Strategy outlines the ways in which transport can support the overarching vision for all of Orkney, and it is recognised here that transport is merely an enabler to achieve other things, these things being:

- § **Promoting sustainability** – enhancing quality of life over time, whilst at the same time trying to prevent problems being created elsewhere as a result.
- § **Promoting survival** – maintaining fragile communities as places where people can live and work.
- § **Promoting equalities** – ensuring that the most remote communities and hard-to-reach individuals feel included.

Planning objectives and outcomes

The planning objective, or what we are looking to deliver, flows from this overarching vision and the Council's Corporate Strategy objectives. The planning objective is:

To promote, encourage and deliver an effective and efficient transportation network that supports the economic vitality, community well-being and environmental integrity of all of Orkney.

The delivery of this planning objective will require partnership working with all those who are involved in the transport network, within and to/from Orkney. Through effective partnership working we will be able to deliver on these economic, social and environmental outcomes. We aim to do this by being an innovator in implementing creative transport solutions for island communities.

Transport delivery objectives

The remainder of this document details how the Local Transport Strategy will deliver this planning objective, and ultimately the contribution of the strategy to the overarching vision for Orkney. The Local Transport Strategy sets out the framework for the development of the transportation network in Orkney, and this development is framed around six key delivery objectives which have been developed to shape and test prospective Local Transport Strategy actions. The actions that the Local Transport Strategy will take will each go some way to satisfying these delivery objectives, which in turn enables the strategy to satisfy the planning objective and the over-arching vision for Orkney.

The six key delivery objectives are to:

1. **Ensure travel opportunities meet the needs of the whole community.** This objective recognises that needs change over time, and that demand for travel usually responds to what is provided. Therefore, if an enhanced service is provided, people will take the opportunity to use that service. This objective also recognises that the desires of communities are sometimes beyond what is currently, or can be, provided in the transportation network. This objective therefore seeks to minimise disparities, taking into account the needs of all communities.
2. **Integrate various means of travel around Orkney.** This objective recognises that journeys are door to door, and that the quality and accessibility of journeys is only as good as the weakest part of the journey. This objective seeks to ensure smooth and accessible transfer from one means of travel to another.
3. **Promote accessibility for all.** This objective seeks to promote enhanced accessibility while travelling, to the benefit of all of Orkney. This objective refers to the five

As of accessibility – physical Accessibility, Availability, Awareness, Acceptability and Affordability.

4. **Increase levels of active travel.** This objective seeks to increase levels of physical activity, and in turn support positive health outcomes for the Orkney community as a whole. Increasing levels of active travel also has the prospect of addressing traffic problems and concerns in our towns.
5. **Make travel safer.** This objective supports local and national targets to reduce the number of road casualties. The objective also relates to improving safety and security, and perceptions thereof, when using various means of travel.
6. **Reducing traffic in sensitive areas.** This objective particularly focuses on issues and problems in our town centres and at our heritage sites for example. This objective also relates to any particular traffic congestion hotspots.

A transport strategy for Orkney

Once a Local Transport Strategy has set out what it wants to do it needs to detail how it plans to achieve those objectives.

There is a wide range of policy interventions that have been considered to address the travel constraints and problems highlighted earlier. These interventions have emerged from ongoing projects and research, from the consultation with stakeholders and from drawing upon good practice from within and outwith Orkney. In developing this Strategy, Orkney Islands Council has endeavoured to consider all the opportunities that are available to be packaged up to provide an integrated package of intervention that will best deliver the desired outcomes for the County. The Strategy identifies some specific measures or actions that are needed to progress particular areas. The process and plan for implementing these measures or actions is detailed in Chapter 6.

The Strategy comprises a series of sub-strategies:

- § Active travel (from page 16).
- § Air services (from page 19)
- § Bus services and community and voluntary transport (from page 21).
- § Ferry services, ports and harbours (from page 24).
- § Freight transport (from page 28).
- § Land use planning and development control (from page 30).
- § Local roads and roads maintenance (from page 32).
- § Smarter choices and information (from page 34).
- § Taxis and private hire vehicles (from page 37).
- § Travelling safely (from page 38).
- § Traffic and parking (from page 42).

Active Travel

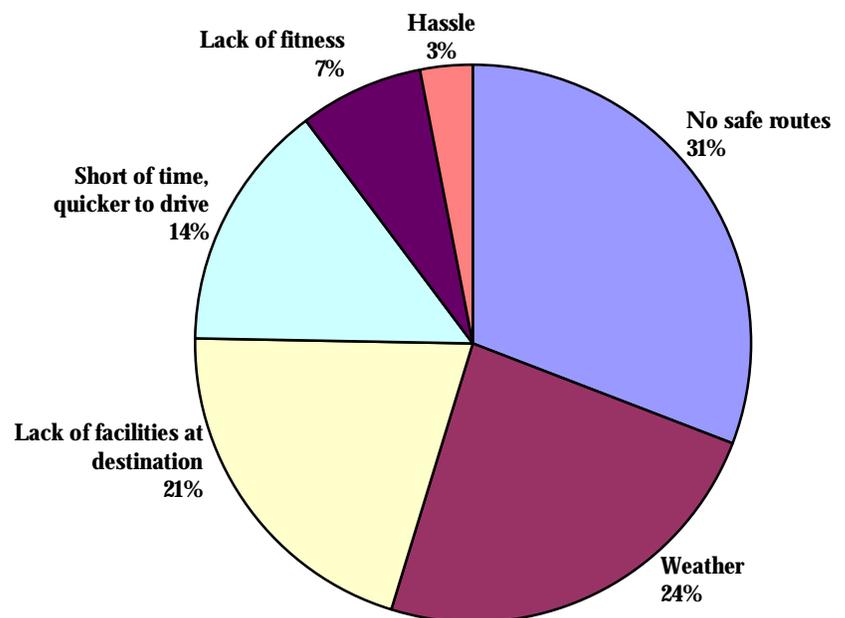
Active travel refers to non-motorised travel, commonly walking and cycling. Active travel can be a means of travel in itself, and is also a key part of multi-modal journeys, for example at the beginning and end of bus or ferry journeys. Active travel contributes to four public policy areas: health improvement; mode shift; environmental protection and growth in domestic and visitor tourism.

Increasing levels of walking and cycling can bring benefits for individuals and the wider community, by improving personal health, reducing traffic levels and isolated congestion and in association retaining very good air quality.

Local weather can be off-putting to walking and cycling, but we can support and encourage more journeys on foot or two wheels by improving the quality of the walking and cycling environment, making walking and cycling a realistic alternative to using the car for short journeys. Walking and cycling are (relatively) **free**, **environmentally friendly**, and a **healthy** means of travel. A recent poll by the Rural Community Gateway⁷ asked “why do we not cycle more?” and found the results shown in the figure below:

There are opportunities to challenge some of the main barriers to more walking and cycling despite the weather.

Our aim is to continue to provide safe, secure and high quality walking and cycling facilities that will enable more walking and cycling in preference to using a car, making walking and cycling safer and more attractive for travel to work and school and for leisure purposes.



The consultation highlighted a desire to develop the active travel **infrastructure, information and incentives**. Safety is a key aspect in promoting growth in active travel, a number of consultees highlighted ideas for assisting people to travel actively and safely.

Orkney Islands Council has already made significant progress in improving walking and cycling facilities in recent years. The continuation of the National Cycle Network Route 1 into Orkney,

⁷ Scotland's Rural Community Gateway is a portal for rural news, information and networking: www.ruralnetwork.scot

increases in secure cycle parking and the construction of dedicated cycle paths indicates the serious considerations that are being given to cyclists in the County. Improvements to the walking network have included path upgrades to connect communities and to provide greater access to the countryside and the development of a core path network. It is intended that this should be seen as the start of an ongoing process to encourage more people to travel actively.

Active travel strategy interventions

è **AT1: improve, extend and maintain the walking and cycling network and facilities**

The walking and cycling network has been significantly expanded since the first Local Transport Strategy. It must be a priority to make sure that current Council assets are well maintained. Poor footway condition, overhanging vegetation, and lack of signing can make walking unpleasant for some and impossible for others. In addition, pedestrian infrastructure such as accessible pavements and routes, lighting and crossing facilities must function properly if walking is to be an attractive option. Improvements to, and expansion of, the network will continue, focussing on local access for functional journeys that can be made by foot or cycle, for example to work, to school or to the shops.

Developments will be assisted by the set-up of a walking and cycling forum for Orkney that will help shape local developments and feed into the region-wide Active Travel Forum.

In the Rural Community Gateway survey, 21% of respondents cited lack of facilities at destinations, and so this action also includes considering provision of such facilities where they could be useful in making walking and cycling a more attractive option for the journey to work for example.

è **AT2: ensure that all new developments are planned and developed to be optimally accessible on foot and by cycle**

Effective land use policies are key to reducing localised traffic volumes and promoting greater use of walking and cycling. Our Local Plan policies identify that *where the transport impacts of a proposed development are considered by the Council to be significant, that a Transport Assessment should be submitted, including where appropriate, a Green Transport Plan.*

In the future it is essential that suitable and accessible routes for walking are established and maintained at new developments which have a walking catchment, with the provision of new off-site infrastructure where necessary.

è **AT3: encourage active travel from an early age through the provision of safe access to schools and other facilities, including educational resources and facilities for the storage of bicycles for example**

The continuation of road safety training to all pre-school and school children in Orkney, such as the Children's Traffic Club, the Green Cross Code and the Scottish Cycle Training Scheme will be enhanced by additional recognised schemes and initiatives. The Council's School Travel Co-ordinator will also continue to work with schools through School Travel Plans to identify areas

surrounding schools where pedestrian routes need to be improved and raise awareness amongst young people of the contribution walking can make to individual health and the environment.

è AT4: provide accessible information on the facilities that are available and encouragement and promotion of taking advantage of the facilities.

Physical inactivity continues to be one of the most widespread health detriments in Scotland. Seventy two per cent of women and 59% of men are not active enough for good health. Even among children, 27% of boys and 40% of girls are not active enough to meet recommended guidelines for good health⁸.

The Council will continue to support awareness raising events such as ‘Walk to School Day’. New footway and cycleway facilities will be promoted through the local press on opening. The Council also intends to work with NHS Orkney and schools to publicise walking as a means of improving health (all schools in Scotland have been set the target by the Scottish Executive of becoming ‘Health Promoting Schools’ by 2007). We will look at other means of promoting and encouraging further uptake of walking and cycling for everyday journeys and leisure.

è AT5: Support outdoor access for all through the Core Paths Network

Core Paths Networks are about providing outdoor access for the public. Core Paths will form the basic framework of paths that allow people to enjoy and get around the countryside. This framework of routes will link to, and support wider networks of other paths. The Core Paths Network for Orkney will consist of paths that local communities and visitors think are important – the key routes for enjoying outdoor access.

The term Core Paths Network comes from the Land Reform (Scotland) Act 2003. As part of this legislation all Local Authorities have a duty to draw up a Core Paths Plan by February 2008. From initial consultation an Outdoor Access Strategy for Orkney has been developed, and a provisional list of core paths identified. Feedback is currently being sought on this provisional list.

Active travel strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|------------|------------------|------------------|----------------------|---------------|--------------|------------------|
| AT1 | ¥ | ¥ | ¥ | ç | ¥ | ¥ |
| AT2 | ¥ | ¥ | ç | ç | ç | ¥ |
| AT3 | ¥ | ¥ | ¥ | ç | ç | ¥ |
| AT4 | ¥ | ¥ | ç | ç | ¥ | ¥ |
| AT5 | ¥ | ç | ç | ç | ¥ | ¥ |

ç Unambiguously positive contribution to objective; ¥ partial contribution to objective

⁸ Scottish Health Survey, 1998

Air services

Together with the ferry services, the internal and external air services sustain the day to day social and economic function of the Orkney mainland and isles. Aviation is critically important for Orkney, and more so than for most other parts of the UK. Being remote from all major domestic centres of commerce and Government, the importance of aviation to Orkney is evident. Surface journey times to Inverness, Aberdeen, Edinburgh and Glasgow are by comparison between five and 12 hours by public transport and between four and eight hours by car (and ferry).

The Air Discount Scheme on external flights has reduced the cost of air travel for residents. Affordability issues still exist however, and the Air Discount Scheme does not address the cost of friends, family, tourists and business travel to Orkney (apart from residents travelling from other parts of the Air Discount Scheme area). New low one way fares have also been introduced, with these being available for travel after 25th March 2007. It is important that we support the long-term retention and enhancement of the scheme.

Provision of the inter-isle air service is a core element of the Council commitment to maintaining viable communities in the isles. Investment in the infrastructure has been complemented by improvements in the frequency of flights and the levels of fares. A substantial increase in the operating cost of the inter-isle air service ensued as a result of the termination of Loganair's contract with the Scottish Ambulance Service, and due to Shetland Islands Council's decision to offer its own separate contract.

Loganair also has the franchise to operate the external flights under the British Airways banner, which then provides Orkney residents and visitors with opportunities to connect into the British Airways global network. The BA/Loganair franchise arrangement will be reviewed in 2008, and it is important that we, with HITRANS, the Regional Transport Partnership, monitor and influence the future provision of this service to ensure that it is not allowed to deteriorate in terms of global connectivity.

Air services strategy interventions

ë A1: encourage network development of direct links to key national gateways

The addition of more flights to Edinburgh, Inverness and Glasgow from May 2006 was welcomed, and we will continue to encourage the development of these direct links, for example the opportunity to undertake a days' business in Glasgow or from Glasgow in Kirkwall, which is not currently possible.

ë A2: ensure the services meet the social and economic needs of the isles in association with the service level provided by the inter-isles ferry services

As part of the ongoing STAG (Scottish Transport Appraisal Guidance) study of the future of Inter-Isles Connectivity we will consider and evaluate the most appropriate and fitting development of the inter-isles connections that comprise both ferry and air services. (See also **è FPH3**)

We will also support the development of additional services above and beyond those that are financially supported by the Council, where funds allow.

è A3: improve information and booking and ticketing systems for air services

In the consultation you told us that you wanted to see better and more widespread information on inter-isle services, their availability, and how to buy tickets. Loganair have recently (11th Dec 06) introduced payment upon booking on the internal flights, which should reduce incidences of ‘no-shows’ and ensure the most efficient availability of the limited number of seats available on these services. Through this stream the Council will work with Loganair to improve information and booking and ticketing systems further, with an ultimate objective of simplifying and integrating all the services as far as is practicable, and making information more readily available and accessible to residents and visitors.

This action also includes promoting an improvement in the usability of the Air Discount Scheme booking system.

The package will include use of new technology, such as real time information, text messaging and online booking facilities. We will also work towards the integration of ticketing between services, and the development of more user-friendly ticketing arrangements.

Air services strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-----------|------------------|------------------|----------------------|---------------|--------------|------------------|
| A1 | ☺ | ☺ | ☺ | | | |
| A2 | ☺ | ☺ | ☺ | | | |
| A3 | ☹ | ☺ | ☺ | | | |

☺ Unambiguously positive contribution to objective; ☹ partial contribution to objective

Bus services and community transport

Buses and coaches also provide lifeline links to and around Orkney. Bus, coach and rail services provide, or provide the opportunity for, onward connections to the Scottish mainland to a variety of destinations upon arrival of the ferry or air services at Scrabster, John O' Groats, Aberdeen, Inverness, Edinburgh or Glasgow.

The nature of scattered rural housing means that providing an efficient public bus network is difficult. The Council tendered the public and school bus routes for the period 2004-2009. As part of this tendering exercise the fare structure for local bus services was simplified across all routes and a number of routes were combined for secondary school pupils and public access. This broadened the network of local bus services.

Coach services also provide important links for tourists during the summer months, providing access and touring opportunities around parts of the County.

Public buses must be compliant with the Disability Discrimination Act by 2015 and coaches by 2017. The Council, HITRANS and Orkney Coaches have been working to meet this valuable change in service provision well in advance of the legislative deadline. Orkney currently has seven accessible vehicles on approximately six main routes. The benefits of this provision are there for all people, making travel easier for those travelling with young children or luggage for example.

Community transport is vital to Orkney. This form of transport encourages community groups to jointly assess local needs and pool valuable resources. Community groups have been invited to apply to the Rural Community Transport Initiative (RCTI) fund for assistance towards project costs that benefit whole communities. This initiative, together with the Rural Public Passenger Transport Grant scheme will now end on 31 March 2008. However, from the 1 April 2008, a new enhanced Demand Responsive Transport budget will be introduced, which will be managed by the Regional Transport Partnerships, in our case HITRANS. We are working with HITRANS to develop the means by which this new scheme will be rolled out around the region. In working with HITRANS we are also keen to develop ways in which we can address particular issues such as access to healthcare, and access for young people to leisure and recreational activities.

Orkney Disability Forum's Dial-A-Bus scheme is a valuable service to local elderly and disabled people, and receives a grant from Orkney Islands Council.

Bus services and community transport strategy interventions

ë **BC1: review the Council's existing allocation of public transport subsidy**

We will review the allocation of public transport subsidy that is being spent on socially-desirable connections to ensure that the subsidy is achieving optimum returns in terms of working towards our objectives. The Council currently has a budget of £278,500 (2006/07) allocated to supporting bus services. Without Council support bus services would be very limited in the County. In undertaking

this review we will consider all aspects of service provision, and will work with partners, such as Education and the Community/Voluntary Transport sector, to develop a plan for the future development of bus and community transport services. We will also consider promoting new services such as park and ride provision and further public transport connections to historical sites, such as Skara Brae, Maeshowe and Ring of Brodgar.

We will also work with the Scottish Executive to implement the actions detailed in *An Action Plan for Buses in Scotland*, such as encouraging investment in cleaner and more innovative buses and conducting a nation-wide review of bus stop information⁹. We will also work to improve integration between services, for example between ferry departure/arrival points and connecting bus services.

Finally, we will also include the provision of Disability Awareness Training for all those involved in the provision of transport network in the County.

ë **BC2: ensure the availability of concessionary travel opportunities for those who are entitled**

Transport Scotland has implemented the National Concessionary Travel Scheme for Elderly and Disabled Persons in 2006. The Council continue to assist Orkney residents through ensuring the effective administration of the scheme locally. In addition, the Council provides concessionary travel opportunities above and beyond the national entitlement. The supplementary entitlement in Orkney provides those eligible to an allocation of free Dial-A-Bus, Ferry and Plane Travel, and the Council supports this through a budget of £71,900 (2006/07). The Council will continue to support the national scheme, including the introduction of the Concessionary Travel Scheme for Young People in January 2007.

The Council will also continue to work with HITRANS to push for inclusion of inter-isles services in the national entitlement, recognising that these are isles residents' equivalent of buses on the mainland. We also support progress towards consistency in discretionary concessionary travel schemes around the region and improving opportunities for links between Orkney and Shetland using the national concessionary travel scheme.

ë **BC3: encourage and support applications to the successor of Rural Community Transport Initiative**

We will promote the uptake of the successor of Rural Community Transport Initiative to local groups, and will provide support to those wanting to make applications to the fund. Through this we hope to see the extension and expansion of services, including both getting the most out of existing vehicles and securing additional vehicles and services. In line with ë **BC1** we will investigate how all services can be best integrated to provide the best services for users. We will work with the Community Transport Association and will assist in the establishment of a Community and Voluntary Transport Forum for Orkney.

ë **BC4: Kirkwall Travel Centre**

⁹ Scottish Executive, Edinburgh 2006: *Buses: moving into the future – an action plan for buses in Scotland*

The new Kirkwall Travel Centre will open in 2007. The Travel Centre has been developed in partnership with HITRANS, and will be a new hub for services and information on all travel opportunities, to, from and around Orkney. The Council is committed to delivering a travel centre that effectively meets the needs of Orkney residents and visitors.

è BC5: investigate the opportunities of developing a Transport to Employment scheme and a car sharing scheme

There are areas in Orkney where public transport is not available and there is a high reliance on car ownership. Car sharing schemes offer an opportunity to reduce car ownership and reduce parking demand, while also assisting those who do not have a car available. Transport to Employment focuses specifically on reducing the barriers to employment, including access to childcare and training. It is a low cost transport alternative, booked weekly in advance. Working with JobCentre Plus and other key agencies, we will endeavour to investigate a long term sustainable scheme to assist potential workers access to employment. Such schemes will require promotion and coordination.

Bus services and community transport strategy interventions
contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|------------|------------------|------------------|----------------------|---------------|--------------|------------------|
| BC1 | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ |
| BC2 | ☺ | ☹ | ☺ | | | ☹ |
| BC3 | ☺ | | ☺ | | | ☹ |
| BC4 | ☺ | ☺ | ☺ | ☹ | | |
| BC5 | ☺ | ☹ | ☺ | | | |

☺ Unambiguously positive contribution to objective; ☹ partial contribution to objective

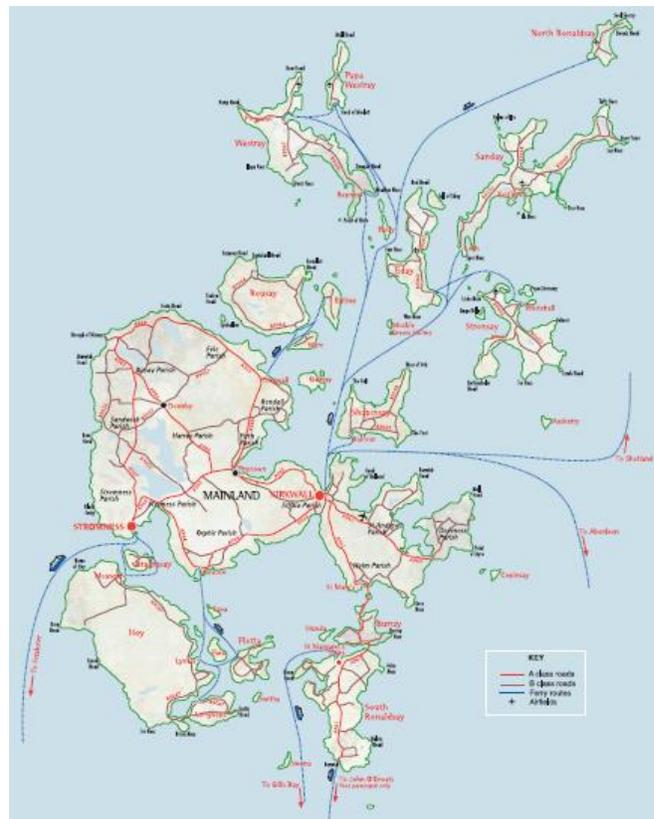
Ferry services, ports and harbours

Sea transport has a vital social and economic role in supporting island communities, businesses and tourism.

The internal ferry services are provided through the Council owned and subsidised company Orkney Ferries. A total of four small Roll On-Roll Off (RO-RO) vessels and a small passenger and cargo launch serve the inner isles and three larger RO-RO vessels serve the outer north isles, with an additional passenger launch between Westray and Papa Westray in the Summer. There is also an additional relieving vessel for the inner and south isles service. Service levels to the isles vary significantly. North Ronaldsay has the least frequent connection, with just a once weekly sailing, provided on a Lift On-Lift Off (LO-LO) basis as the island does not have a linkspan. Papa Westray has a twice weekly LO-LO service as it too does not have a linkspan facility. A small vessel also operates between Stronsay and Papa Stronsay for visitors to the Gogotha Monastery and is provided by the Transalpine Redemptorist Monks. Internal ferry services concentrate on links between isles and the mainland, while the island to island links have been lost since the introduction of RO-RO in the early 1990s.

External RO-RO ferry services are provided by Northlink Ferries Limited, which is a wholly owned subsidiary of David MacBrayne Limited, whose sole shareholder is the Scottish Ministers. Northlink provides services between Stromness and Scrabster and between Hatston and Aberdeen (and Lerwick). Between Aberdeen and Kirkwall there are four north-bound passenger departures per week (three in the winter), leaving Aberdeen at 5pm and arriving Hatston at 11pm. Southbound there are three departures per week (two in the winter), leaving Hatston at 11:45pm and arriving Aberdeen at 7am the following morning. Between Scrabster and Stromness there are three return journeys Monday to Friday and Saturday in the peak season, and two return journeys on Saturdays and Sundays.

Both Northlink and Orkney Ferries services receive subsidy, the former by tendered contract from the Scottish Executive, and the latter by operating deficit finance from Orkney Islands Council. RO-RO connections to the Scottish mainland are also provided by Pentland Ferries which operate



between St Margaret's Hope in South Ronaldsay and Gills Bay in Caithness. There are four return journeys Monday to Friday and three return journeys on Saturday and on Sunday during the peak season. A passenger ferry, which will also carry bicycles, provides a service between John O' Groats and Burwick in South Ronaldsay during the peak season, and operates up to four return journeys per day.

Interchange opportunities to connect to onward destinations, predominantly by bus and rail, are in some cases good and in others are lacking. Ferries, road, bus / coach and rail sectors are all managed and / or operated by various different bodies and organisations. Improvements are being developed.

From the 12th December 2006, a new 08:42 train from Thurso provides the opportunity of a connection from the 06:00 Stromness to Scrabster sailing, with an arrival into Inverness at 12:13, Edinburgh at 16:05 and even London the same day.

Nevertheless, there is significant room for improvement. Interchange between the Northlink service arriving in Aberdeen harbour and onward bus and rail journeys is poor, although distances involved mean that with some planning and development this could be a very good interchange point. Similarly, connections between arriving in Scrabster and onward rail or coach journeys can also be poor, including particularly long journey times by rail. We will continue to work with HITRANS and Nestrans to improve these important interchange points and connecting services.

The harbour network within Orkney varies between small piers either with linkspan or hardramps supporting the inter-isles ferry service to the international oil port of Scapa Flow serving ocean going ships. The requirements on the infrastructure are as varied, but ultimately require substantial investment to maintain the present level of service and the potential to diversify as markets and trade patterns alter.

Investments and the ability to service those investments are derived from contributions made by the users through port and harbour dues and when appropriate harbour grants through either the Scottish Executive or the European Union. Present UK port policy discourages direct investment by the UK Government into port development essentially requiring private market lead forces to dictate and fund development based on the need and sustainability of the development. The Council continue to review the need for inward investment for the future but increasingly have to balance the investment requirements of core services against those that may be viewed as discretionary.

There is limited life expectancy of the inter-isles vessels and infrastructure that serve Orkney, and the network is at real risk if action is not taken to prepare for the future. Since 2000 there has been huge investment in the development of the external ferry services. Three new passenger vessels have been introduced on the routes, giving a fully accessible service, with improved frequency and fare levels for passengers. Inter-isle connectivity requires significant investment, including the replacement of vessels and associated shore works over the next 10-15 years. The revenue deficit needs to be secured to run the service and services enhanced in order to sustain the isles communities, including those which are most fragile.

Ferry services, ports and harbours strategy interventions

ë **FPH1: improve information and booking and ticketing systems for ferry services**

In the consultation you told us that the internal ferry services were vitally important, but that the *“timetables were far too complex,”* and that you wanted to see better and more widespread information on the services, their availability, and how to buy tickets. Through this stream the Council will work with Orkney Ferries and Northlink (and other operators) to improve information and booking and ticketing systems, with an ultimate objective of simplifying and integrating all the services as far as is practicable, and making information more readily available and accessible to residents and visitors.

The package will include use of new technology, such as real time information, text messaging and online booking facilities, including providing information on the isles to advise intending passengers of any changes or disruptions to services. We will also work towards the integration of ticketing between services and the development of more user-friendly ticketing arrangements.

ë **FPH2: rationalise tariff structures**

There are many different tariffs on Orkney Ferries. As part of the ongoing STAG (Scottish Transport Appraisal Guidance) study of Inter-Isles Connectivity for the future, we will consider rationalising the tariff structure in order that it is more straightforward, and in keeping with the service that is provided. In the consultation you also suggested that we should consider incentive schemes to encourage more tourists to visit the isles and top-up cards for those who travel regularly by ferry. We will also consider the affordability of services and consider what, if any, action can be taken to address affordability issues.

ë **FPH3: improve accessibility and connectivity to/from the mainland and other isles**

There is a strong and widespread desire for improving the accessibility and connectivity of the isles to the mainland, and including connections to the Scottish Mainland. Again, as part of the ongoing study of Inter-Isle Connectivity we will consider and evaluate the ways in which accessibility and connectivity can be improved, including through the provision of new vessels and the ways in which they operate. This will include consideration of the opportunities for connections between the Outer North Isles for example, as well as to the Orkney mainland.

Some of the suggestions that have been made to how accessibility and connectivity can be improved include: earlier starts and later finishes, increases in frequencies, provision of accessible vessels and undertaking of disability awareness training. In respect to this last element, Orkney Ferries has already started a programme of disability awareness training for staff in November 2006.

ë **FPH4: secure the ongoing provision of lifeline service to the isles**

Improvements to the lifeline services, to deal with capacity issues and with ageing ferries, are the subject of the ongoing STAG study of Inter-Isles Connectivity. As part of this study and subsequent work we will consider the future operation and management of Orkney Ferries and alternative arrangements for provision of the lifeline services. This investigation will focus on ensuring effective

and efficient provision of the lifeline services to the isles, both sea and air services, and how these can be enhanced to meet the needs and aspirations of our isles communities, businesses and tourist travellers. As the study progresses we will continue to consult with the isles community councils and wider community and stakeholders on the development programme.

We will also continue to promote the development of the links to the Scottish Mainland through Northlink and short sea crossings.

ë FPH5: sustainable port development

Sustainable port development in view of the many varied economic and environmental pressures is a highly complex area and requires local, national and international debate. The Department for Transport and the Scottish Executive both publish guidance on sustainable port development that can be utilised into an Orkney Islands Council policy statement. As members of the British Ports Association (BPA), the Department of Harbours is well placed to work with its trade organisation, developing a local strategy, following guidelines in the national strategy documents. This will also consider the encouragement of small boats marinas in more remote areas, which you told us was important to *“increasing the attractiveness of Orkney as a sailing/boating holiday destination.”*

Ferry services, ports and harbours strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-------------|-----------|-----------|---------------|--------|-------|-----------|
| FPH1 | ¥ | ç | ç | | | |
| FPH2 | ¥ | ¥ | ¥ | | | ¥ |
| FPH3 | ç | ç | ç | | | |
| FPH4 | ç | ¥ | ç | | | |
| FPH5 | ç | ç | ç | | ¥ | |

ç Unambiguously positive contribution to objective; ¥ partial contribution to objective

Freight transport

Efficient freight transport is essential to the economy and quality of life in Orkney. Economic growth generates growing demand for freight transport. In order to meet the needs of business in Orkney, goods need to be transported easily, reliably and efficiently. This is not always the case across Orkney. Parts of the County's network are inadequate, and this adversely affects freight users as much as it does other users of the network.

A diverse range of goods and items are transported to, from and around Orkney. This includes frozen goods, bulk, agriculture, fish, food and drink and manufactured produce. Specialist transport, for example for livestock, is often required, and demand patterns have heavy seasonal peaks. Because of the distances and the sea crossings that are required, this disadvantages businesses based in Orkney compared to counterparts located closer to markets.

Since the previous Local Transport Strategy Orkney has seen some major changes in freight shipping, including the loss of the Invergordon route, the emergence for a short period of the Norse Island Ferries, and the progress towards an improved transport system for livestock.

The new North Isles ferry contract has seen, for example, an additional sailing per week in both the winter and summer timetable, which is a welcome addition. The plans for the new lairage at Hatston have been updated following consultation with livestock stakeholders, and the Council is working with the Scottish Executive to ensure that this development can be in place for Autumn 2007.

Freight transport strategy interventions

è **F1: liaise with neighbouring authorities and regional transport partnerships to provide a consistent approach to freight transport, thereby maintaining and improving the accessibility of Orkney to / from its markets**

This approach will assist in providing a regional approach to freight issues. Issues contained in the HITRANS Regional Transport Strategy include the pursuance of a Freight Quality Partnership for the region, and interventions to address inefficiencies and constraints in the region's transport network. This action also fits well with the new *Freight Action Plan for Scotland*¹⁰, which commits to maintaining and improving the **accessibility** of rural and remote areas:

- § Targeting improvements to road and rail infrastructure.
- § Integrating freight considerations into the provision of lifeline ferry and air services.
- § Addressing the transport needs of rural businesses and industry.

¹⁰ Scottish Executive, November 2006: *Preparing for tomorrow, delivering today: freight action plan for Scotland*.

ë F2: consult with representatives of the freight transport industry to ensure that their views are represented when considering changes to the transport network that may impact upon freight movements

It is important that the impact of any measures that may affect the movement of freight and the freight transport industry in Orkney are discussed with the freight transport industry. This will contribute to ensuring that the freight industry is not adversely affected and that the industry’s needs are fully considered in the design of any new proposals.

ë F3: improve livestock shipping

Working with the Scottish Executive and Northlink Ferries and Orkney Ferries, the Council is committed to improving the provisions for livestock movement, through the delivery of the new lairage facility at Hatston and the roll-out of the new livestock containers for use on Northlink ferries.

Freight strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-----------|------------------|------------------|----------------------|---------------|--------------|------------------|
| F1 | ☺ | ☹ | | | ☹ | |
| F2 | ☺ | ☺ | | | ☹ | |
| F3 | ☺ | ☺ | | | ☹ | |

☺ Unambiguously positive contribution to objective; ☹ partial contribution to objective

Land-use planning and development control

The interventions and policies outlined in this Local Transport Strategy are complementary to the existing Structure Plan, Local Plan, Community Plan and Corporate Plan, amongst other things. The Orkney Islands Council Local Plan (Written Statement 2004) sets out a detailed framework for the development of land in the County over the next 10 years. The Local Plan together with the Orkney Structure Plan, form the Orkney Development Plan. Key transport objectives drawn from the Development Plan are:

- § To support development of an integrated transport system.
- § To encourage maintenance and enhancement of vital air, sea and other public transport services.
- § Encourage appropriate traffic management in a manner which is sensitive to the natural heritage and historic environment.
- § **To encourage development compatible with non-motorised modes of travel such as walking and cycling.**
- § **To encourage development in locations where it can be served by means other than the private car.**

The latter two objectives here relate to the encouragement, by promoting and designing for, the use of non-motorised means of travel. In delivering these objectives we are contributing to national objectives to reduce dependence on the car.

Land-use planning strategy interventions

To support and complement the policies of the Local Plan, the Transportation Service will continue to work closely with Planning colleagues to:

è **LUP1: encourage development in areas that are close to local services and amenities and/or are in areas that are served by public transport**

The Local Transport Strategy supports the encouragement of development in areas that are close to local amenities and/or are in areas that are accessible by passenger transport or active travel means. The Transportation Service will work closely with Planning colleagues in the development of the new Local Development Plan, planned to commence in 2007, to ensure that this ideal is written into the Local Plan policies. Local planning has a massive role to play in defining patterns of travel in the future, and it is important that policies support local, regional and national goals to reduce carbon emissions, to make travel safe, and to make people healthier through increases in active travel.

è **LUP2: ensure that all significant developments are accompanied by a Transport Assessment and a Travel Plan, and seek opportunities to obtain developer contributions to enable improvements to the travel network**

This action is the next step to LUP1, and ensures that for any given site the full public transport, active travel and accessibility considerations are taken into account and provided for. Most new developments and changes of use will have some form of transport implication. Given the policy significance of the links between land use and transport the likely transport impacts of development proposals need to be identified and dealt with as early as possible in the planning process. In August 2005, the Scottish Executive produced a guide to transport assessment and implementation.¹¹

This action also embraces a monitoring element. Whether or not a Travel Plan is prepared, it will be essential to monitor the performance of the development’s transport effects to ensure that it is behaving in the manner predicted. This may for example involve measuring the modal share to assess if targets are being achieved and assessing parking demand and usage.

ë LUP3: ensure that the access of pedestrians, cyclists and people with mobility difficulties are prioritised in the design of new developments and existing significant car-based developments

This action sits in parallel with LUP1 and LUP2, and is consistent with *Scottish Planning Policy 17: Planning for Transport*, which sets out that local planning should prioritise action on walking, cycling, public transport and then motorised modes, plan for those whose mobility is impaired and deal with the needs of freight.¹²

The Council will also promote change by seeking to improve public transport access to existing significant car-based developments. The Council will also promote active travel by providing direct, attractive and coherent cycle / pedestrian routes to such developments.

Land-use planning strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-------------|-----------|-----------|---------------|--------|-------|-----------|
| LUP1 | ☺ | ☺ | ☺ | ☺ | ☺ | ☹ |
| LUP2 | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ |
| LUP3 | ☺ | ☺ | ☺ | ☺ | ☺ | ☺ |

☺ Unambiguously positive contribution to objective; ☹ partial contribution to objective

¹¹ Scottish Executive, August 2005: *Transport assessment and implementation: a guide*
¹² Scottish Executive, August 2005: *Scottish Planning Policy: SPP17 - Planning for Transport*.

Local roads and maintenance

Almost half of Orkney's roads are unclassified (452km), 161km are A class roads, 205km B and 160km C¹³. The Council has been monitoring traffic levels and assessing demand on the road network for more than 15 years. A good deal of this monitoring has related specifically to the Kirkwall area, but there is also data for Stromness and some of the busier rural roads.

The Scottish Executive has acknowledged that there is a considerable backlog of maintenance and improvement work to be done on the local network, and has allocated additional funding to councils to help address that backlog. The 32 Scottish local authorities are gathering information on the state of the road network through the rolling Scottish Road Maintenance Condition Survey, being undertaken by the Society of Chief Officers of Transportation in Scotland. Orkney Islands Council is one of the best performing local authorities in Scotland for road maintenance and will aim to provide a continuing first class service for the benefit of all road users.

Orkney Islands Council as a local Roads Authority have a range of powers, and are responsible for all aspects of adopted road maintenance, such as roads and footway repairs, street lighting, gritting and snow clearance, road drainage, road sweeping and verge maintenance.

Some well used roads in the County are roads that are not adopted to the list of public roads maintainable at public expense by the Council as Roads Authority, such as Broch of Gurness, Brough of Birsay, Yesnaby Cliffs and The Gloup in Deerness. The Council will work with the landowners responsible for these routes to try and ensure safety for users.

Local roads and road maintenance strategy interventions

ë **LRM1: ensure an up to date inventory is kept of the road network**

A road asset database recording the type, condition and location of all road assets such as street lighting columns, signs, bus shelters, bridges, safety fences and the roads and footways themselves is vital to an efficient running of the roads network. This inventory will be the basis of quantifying and establishing the annual maintenance programme to be carried out within the constraints of each annual budget. Any shortfall in available budget compared to the desirable works programme will be reported to the Transportation and Infrastructure Committee in the first instance.

ë **LRM2: ensure that the road network is inspected**

Inspections of the road network consist not only of the road surface but also footways, cycleways, electrical installations, drainage, fences, road makings, road signs and also verges. Timely inspections can identify potential problems and allow repairs to be carried out before a danger manifests itself and before remedial work becomes prohibitively expensive.

ë **LRM3: sustain and improve connections in the locally significant network**

¹³ As at 2004. Source: Scottish Transport Statistics, No. 24, August 2005, Chapter 5, Table T5.2.

HITRANS has identified the locally significant network in its Regional Transport Strategy. Many of the County's roads are identified as locally significant, as they are the only means of access and connectivity between generally smaller communities and local centres, or to harbours in the case of island communities.

This intervention seeks to ensure the continued availability of such links, for example providing a long-term solution to the bridge at Milburn on Hoy that was extensively damaged in the storms of October 2006, and the A961 at Ashby, South Ronaldsay, where a significant section of sea wall retaining the road was washed away in the January 2005 storms. Also there are sections of locally significant roads in the County which are far too narrow. For example the A964 and A967, which require route strategies to bring them up to an appropriate standard.

Local roads and road maintenance interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-------------|------------------|------------------|----------------------|---------------|--------------|------------------|
| LRM1 | | ⚡ | ⚡ | | ⊕ | |
| LRM2 | | | ⚡ | ⚡ | ⊕ | |
| LRM3 | ⊕ | | ⊕ | | ⊕ | |

⊕ Unambiguously positive contribution to objective; ⚡ partial contribution to objective

Smarter choices and travel information strategy

A key theme for the Local Transport Strategy is encouraging a greater proportion of appropriate journeys to be made using more sustainable and healthy forms of travel than the private car. Even in a rural and island community there are contributions that can be made by most people to support this aim, without restricting the ability of people to access jobs, learning and services. A commitment to this aim is reflected strongly at a national level in the policies of the Scottish Executive and is highlighted in the new National Transport Strategy. Policies that encourage growth in car use will lead to worsening localised congestion and air pollution at a local level as well as contributing to global climate change. In order to decelerate this decline in the environment, national, regional and local policies need to focus on reducing growth in traffic and making at least small changes to the ways in which people travel.

HITRANS has a Travel Plan Officer, and the HITRANS Travel Plan Strategy was submitted to the Scottish Executive in December 2006. The Travel Plan Strategy sets out the way in which HITRANS will support the development of Travel Plans across the region. With the guidance and support of the Orkney Islands Council School Travel Co-ordinator, all schools in Orkney are encouraged to prepare a School Travel Plan to develop, promote and support more sustainable transport options throughout the area. The School Travel Plan has the aim of reducing the number of car trips made to schools by parents and staff, improving conditions and safety on the journey to school, and reducing road casualties.

Good quality and accessible information is essential to everyone undertaking a journey by any means of travel.



Traffic Scotland Live Eye View Camera 904 Ord Ousdale

Traveline (www.traveline.org.uk) is an established brand that helps people access public transport information by phone, internet or mobile phone SMS text messaging.

Traffic Scotland (www.trafficscotland.org) is a service established by the Scottish Executive that provides up-to-the-minute information on traffic conditions on trunk roads through its website, carriageway variable message signs and monitoring cameras. Information is available on the trunk road

network, so Orkney can take advantage of real-time and future traffic information for links from Scrabster and Aberdeen for example.

In Orkney, the Council produces a combined public transport guide twice yearly, which contains information for bus services and internal and external ferry and air services.

Real-time information services are soon to be introduced in Orkney for ferry and bus services, this will provide service updates when services are delayed for example. Some timetable information is provided at some bus stops around Orkney, and the value of this type of conventional timetable information should not be underestimated. Information is not wholly accessible at present, and we need to consider whether more can be done to help all those in and visiting Orkney to fully understand what services are available.

Smarter choices and travel information strategy interventions

è SMI1: the Council commits to preparing and implementing a Travel Plan during the lifetime of this Local Transport Strategy, and will then support others in following suit

The Council has already undertaken a sample staff travel survey, and is working on a Carbon Management Plan, that is considering a variety of ways in which the Council as an organisation can reduce its carbon footprint. The Council will develop a Travel Plan to address a number of issues including parking pressures at the Council Offices. The Travel Plan will be implemented and then monitored to ensure that we learn from the process, and then can use our learnings to assist others who follow in our footsteps.

è SMI2: review the means by which we communicate public transport information to the public and visitors to Orkney, then subsequently develop and deliver an information improvement strategy

Under Sections 33 and 34 of the Transport (Scotland) Act 2001, local authorities are required to develop and implement a strategy to define what local bus information should be made available to the public in their area. The strategy will also cover the way in which this information should be made available to the public. The overarching aim of this strategy will be to ensure that appropriate and accurate bus information is available and accessible to all members of the travelling public, thus making travelling by passenger transport easier.

We will review the way in which we communicate public transport information to the public. This needs to include the needs of particular groups, including disabled people, and we will refer to the Mobility Access Committee's '*Valuable for anyone, valuable for everyone – providing accessible information about travel*'¹⁴ for guidance. We will also be working with HITRANS who will be developing an overarching strategy, (and Nestrans), recognising that many of the journeys that we make overlap into other local authorities. The strategy will also deal with how our transport operators communicate information about service disruptions and cancellations.

è SMI3: promote and provide multi-modal information at key sites, including the new Kirkwall Travel Centre, Kirkwall Airport and Stromness Travel Centre

¹⁴ Mobility Access Committee: *Valuable for anyone, valuable for everyone – providing accessible information about travel*. Available at: www.macs-mobility.org/docs/pubs/valuable/index.htm

Such sites will benefit from the ability to access information, including real-time information, about the operation of all services around and to and from Orkney, and from the option to be able to purchase tickets for all means of travel.

Smarter choices and travel information strategy interventions
contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|-------------|------------------|------------------|----------------------|---------------|--------------|------------------|
| SMI1 | ¥ | ¥ | ☺ | ☺ | ☺ | ☺ |
| SMI2 | ¥ | ☺ | ☺ | ¥ | ¥ | ¥ |
| SMI3 | ¥ | ☺ | ☺ | ¥ | ¥ | ¥ |

☺ Unambiguously positive contribution to objective; ¥ partial contribution to objective

Taxis and private hire vehicles

All taxis and private hire car companies on the Orkney mainland and Burray and South Ronaldsay have to apply to the Council's Licensing Committee to seek an operating licence.

Taxi and private hire vehicles are an important element in the public transport network, they fill gaps in provision, including for those who do not have access to a car. Taxis provide an individual door to door transport service at times that people want to travel. There has been a significant growth in the number of taxis and private hire vehicles operating in Orkney in recent years resulting from an increase in demand.

The Scottish Executive is yet to prescribe Taxi Accessibility Regulations in line with the Disability Discrimination Act.

Taxi and private hire vehicles strategy interventions

è **TP1: consider the development of a taxi-sharing scheme**

Local taxi licensing authorities can set up a taxi sharing scheme so that passengers, who would not normally travel together but who are going to the same or similar destinations, can travel in the same taxi and pay separately. Passengers must all board the taxi at a designated place, usually a taxi rank. We will investigate if this would present opportunities and benefits to the Orkney Community, and then consider the establishment of such a scheme.

è **TP2: consider progress towards an accessible taxi fleet for the County**

The Council is committed to progressing to full accessibility around the County. As taxis make up an important element in the transport network, it is important that there is good availability of accessible vehicles in the fleet. We will look to ways in which we can support such advancement.

è **TP3: promote the inclusion of Disability Awareness Training as part of the licensing process**

The value of an accessible fleet can be increased even more if it is accompanied by the appropriate support and respect for travellers who have a disability. Therefore, we will move to include Disability Awareness Training as part of the licensing process for taxis in the County.

Taxi and private hire vehicles strategy interventions contribution to strategy objectives

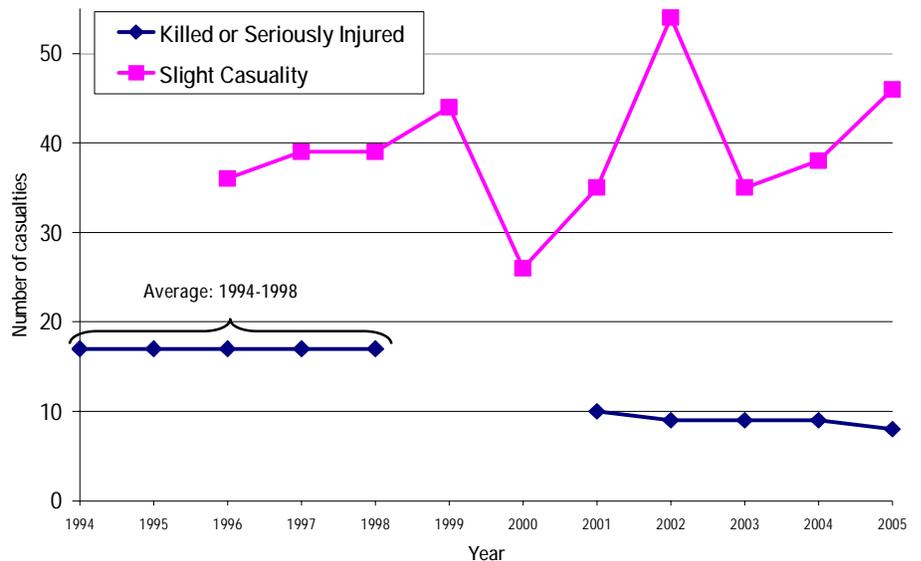
| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|------------|-----------|-----------|---------------|--------|-------|-----------|
| TP1 | ☺ | ☺ | ☺ | | ☹ | |
| TP2 | ☺ | ☹ | ☺ | | ☹ | |
| TP3 | ☺ | ☹ | ☺ | | ☹ | |

☺ Unambiguously positive contribution to objective; ☹ partial contribution to objective

Travelling safely

Orkney Islands Council's statutory duties and responsibilities in the promotion of road safety are drawn from the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988. Orkney Islands Council shares responsibility for road safety with the Chief Constable of the Northern Constabulary.

The figure here shows that the number of killed or seriously injured casualties per year on Orkney roads has been declining over the last 10 or so years, to eight such casualties in 2005. However, we are seeing a general increase in the number of slight casualties on the roads, though the figures fluctuate. We cannot however be complacent.



Orkney Local Authority Area – Road Casualties
(Source: Road Accidents Scotland 2005: Table 36 and 41a)

Orkney's Road Safety Plan is divided into key sections as follows:

Safety at school – the implementation of variable 20mph limits at schools is continuing following introductions in Kirkwall and Stromness. Innovative signing at rural school bus stops to encourage drivers to slow down has been introduced and could be extended following evaluation. **Tourism and agriculture** – conflict can exist between sightseers and local traffic in the summer and lay-bys have been constructed at viewpoints to increase safety. More of these lay-bys can be considered in the future. **Traffic management** – full consideration is being given to how safety can be enhanced in the urban setting, notably currently in Kirkwall. Developments with Pentland Ferries has given rise to increased traffic volumes in St Margaret's Hope and highlighted the need for an improved access. **Accident investigation** – the Police with the Council undertake previous accident appraisal. Where accident hotspots are identified, full consideration is given to how, or if, improvements can be carried out to improve the inherent safety of the road. New roundabouts at Kirkwall and Stromness have been constructed following previous accident appraisal. **Route strategies** – a review of routes within Orkney will determine the fitness for purpose and identify any measures, such as engineering, signage, lighting and changes to speed limits that require review. **Development control** – the Council's Road Development Guide places an emphasis on developers designing new roads that control vehicles speeds without the need for road humps or aggressive measures. **Maintenance plan** – the state of

the road can have a much greater affect on more vulnerable road users, such as pedestrians, cyclists and motorcyclists. The Council makes every effort to ensure that roads are safe for vulnerable road users, including by treating snow and ice and taking action to reduce occasions of mud on the road.

The Orkney Area Command Policing Plan 2005/06 identifies the overall goal for the Orkney Area Command, which continues to be: *to make a positive contribution to the well-being of Orkney through a problem solving approach to community policing*. One of the priorities in the Plan for 2005/06 is to *'improve road safety and driver behaviour within Orkney, to reduce injuries and vehicle related crime by enforcement of legislation, education and partnership working'*.¹⁵

Road Safety Scotland's remit is to develop and co-ordinate Scotland-wide road safety initiatives and campaigns. The organisation, funded by the Scottish Executive, has produced materials which are available on its website (www.road-safety.org.uk), and aims to work closely with all local authority and police road safety units in an attempt to ensure a co-ordinated approach to road safety in Scotland. Initiatives include:

§ **The Children's Traffic Club Scotland** - road safety resources for pre-school children developed to help parents teach their young children how to stay safe when they are out walking, playing or travelling. The uptake figure for Orkney continues to rise and is currently above the national average figure.

§ **Junior Road Safety Officers** – we are encouraging and supporting participating schools with this national scheme which is intended to enable senior children from Primary 6 or 7 to highlight road safety issues within their schools and the wider community. The Junior Road Safety Officer scheme links to Citizenship, Health Education, Environmental Studies and Information and Communications Technology. The number of schools in Orkney participating in the scheme continues to rise, supported by the School Travel Coordinator.

§ **Scottish Cycle Training Scheme** – this scheme introduces the basic skills and knowledge necessary for competent and safe cycling and is intended as a starting point for lifelong development and consolidation of skills necessary for good cycling practice. Senior primary children receive cycle training from adult volunteer trainers or Community Wardens. The final assessment is undertaken by officers from Northern Constabulary.

§ **Theatre in Education** – Road Safety Scotland has developed a number of theatre tours aimed at different age groups to complement its range of educational resources. In Orkney the plays are scheduled on a 2-yearly basis: 'The Journey' targets Primary 6 pupils, 'The Nine Lives of Roddy Hogg' targets first year secondary pupils who, in the transition stage from primary school, are at an increased risk of involvement in a road accident. 'Legal Weapon' targets the Secondary 5/6 age group and explores the consequences of speeding and 'Urban Roadeo' is for those in the mature road-user category (55+), and raises awareness of issues which affect them.

§ **Streetwise** – was developed locally by Sacro, based on the Care and Respect programme, and covers topics such as the driving test, vehicle roadworthiness, insurance, advanced driver

¹⁵ Northern Constabulary, April 2005: *Orkney Area Command Policing Plan 2005/06*.

training, and hints for better driving. The dangers of speeding, using mobile phones while driving, bad weather/road conditions, driving under the influence of alcohol or drugs (prescription & non-prescription), and local hazards (farm machinery, animals, narrow roads etc.) are all discussed. Streetwise is delivered jointly by a trainer and the Northern Constabulary and involves group discussions, presentations and videos to provide an interactive session. Streetwise is targeted at Secondary 4 pupils and aims to: reduce levels of drink driving in Orkney through proactive educational programmes, improve the knowledge base of young people in relation to responsible road use, and encourage young people to be responsible citizens, aware of their responsibilities when they find themselves in charge of a motor vehicle.

§ **Crash Magnets** - a new resource which will engage young people, between the ages of 15 and 18, with road safety in a different way, focussing on young drivers, speed, drink and drug driving.

§ **First Gear** – a nationally recognised Youth Work programme that develops young people’s skills in decision making in relation to safe and responsible road use and vehicle ownership. The programme covers, through theory sessions, issues such as attitudes, law, substance use, insurance and other running costs, as well as practical sessions covering maintenance and driving techniques. This programme is co-ordinated by the Orkney Association of Youth Clubs and delivered by representatives from various organisations such as motor mechanics, driving instructors, Orkney DASAT and Northern Constabulary.

A range of road safety initiatives were implemented during the life of the first Local Transport Strategy, aimed at improving road safety. The implementation of mandatory part-time 20mph zones at four schools for example, which will continue with the other schools within the County over the next two years. The Council aims to continue to improve road safety by reducing the number of collisions on the roads and also to ensure that people feel safe and secure when travelling by all means of transport.

Travelling safely strategy interventions

è **TS1: review and update the Winter Maintenance Policy and Plan annually**

Orkney Islands Council, through its Department of Technical Services, aims to provide a winter service which allows the safe movement of traffic on roads and keeps to a minimum delays caused by adverse winter weather. Weather forecasts utilising thermal mapping and road sensors in Orkney will be obtained by the Roads Operations section and will form the objective basis on which operational decisions will be made.

è **TS2: improve the safety of travel through a continued combination of road user education, engineering solutions and enforcement**

Orkney Islands Council will work with other parties to achieve a broad-based approach to improving travel safety across the County. By the use of Education, Engineering, Enforcement and

Encouragement of good road safety practices, everyone in Orkney can work together to make our roads safer.

More detailed information on the Council's policies and programmes for road safety are detailed in the Road Safety Plan which will be available on the Orkney Islands Council web-site from April 2007.

ë TS3: review speed limits throughout Orkney by 2011 and introduce appropriate measures

Through this review we will be able to identify any local improvements to the transport infrastructure by varying speed limits, with an objective of creating a safer transport network, especially for vulnerable users such as pedestrians and cyclists.

Travelling safely strategy interventions contribution to strategy objectives

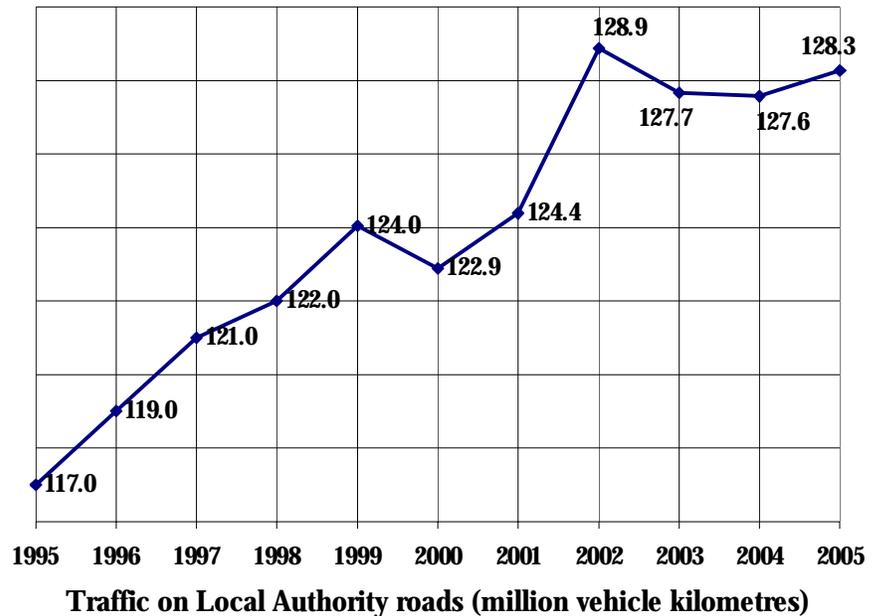
| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|------------|-----------|-----------|---------------|--------|-------|-----------|
| TS1 | ¥ | | ¥ | ¥ | ç | ¥ |
| TS2 | ¥ | | ¥ | ¥ | ç | ¥ |
| TS3 | ¥ | | ¥ | ç | ç | ç |

ç Unambiguously positive contribution to objective; ¥ partial contribution to objective

Traffic and parking

There is increasing concern locally and nationally about the increasing volumes of traffic in towns and rural areas. A major issue is the speed at which drivers choose to travel at, including in sensitive areas – residential areas, areas where road space is shared with pedestrians and cyclists, and around schools for example.

Excessive speeds, and the use of unsuitable routes by through traffic, increases the incidents and severity of collisions, especially for those walking or cycling. The historic streets in our towns provide limited space, which is often shared by a number of types of users, and using routes to travel through or to access directly shops and other facilities.



Across the County as a whole traffic has been growing over the last ten years, although in the last couple of years there appears to be a stabilising of traffic levels. Traffic congestion is still limited (recent research notes that no trips are delayed due to traffic congestion in Orkney) but full consideration must be given to future projected traffic patterns and their impact on the stated objectives.¹⁶

There are also extreme seasonal variations in traffic level, with much more traffic on the roads during the course of the summer when tourists are more likely to be visiting the County.

The Council has been monitoring traffic flows and assessing demand on the network for more than 15 years. While traffic levels are increasing, the Council does not feel it appropriate to set road traffic reduction targets at this time. Traffic has been increasing associated with greater mobility, and increasing population on the Mainland and an increase in the number of visitors to Orkney. Despite rises in traffic levels, the risk of air quality objectives being exceeded for benzene, 1,3 butadiene, carbon dioxide, lead, nitrogen dioxide, particulate matter (PM10) and sulphur dioxide from vehicular sources is considered negligible. The Council is however committed to managing traffic, particularly in sensitive areas, such as in town and in rural areas.¹⁷

¹⁶ Scottish Executive, Social Research 2006, January 15 2007: *Costs of Congestion: Literature based review of methodologies and analytical approaches.*

¹⁷ Air Quality in Orkney, Updating, screening and assessment, April 2003 by Ian G Watson, MPH

Traffic and parking strategy interventions

è **TP1: manage traffic in and around Kirkwall**

This policy seeks to improve the town centre environment in terms of congestion, ensuing pollution, and the attractiveness of the town centre as a pedestrian or cyclist, as a shopper or business, and as a resident or visitor. There is presently conflict between pedestrians and vehicles on Bridge Street, Albert Street and Victoria Street, for example, and this doesn't make for a pleasant town centre environment. Full consultation on all aspects of traffic management in Kirkwall, such as one-way systems, pedestrianisation schemes, roundabouts, traffic lights, speed reducing measures or viability of a relief road is essential. All schemes will be related to the key objectives of the Local Transport Strategy.

è **TP2: manage traffic in rural areas, including at tourist attractions and viewpoints**

Integration of tourist traffic, local traffic and agricultural traffic can be a problem in rural areas. The ongoing provision of improved parking areas at tourist sites and view-points is aimed at reducing instances where tourist vehicles are parked in an obstructive or dangerous position on the road. Other instances of improvement include improved access to St Margaret's Hope, which is intended to alleviate traffic problems connected with the local ferry and at the same time will open a large area to the south of the village for future potential development. The continuing appraisal of rural routes will fully consider where changes can be brought about to realise the objectives identified in the Strategy.

è **TP3: review and develop a parking strategy for Orkney**

Parking is an essential part of the journey when using a car to travel to Kirkwall or Stromness for work, shopping or leisure purposes. By reviewing where parking is available, changes can be introduced that will influence vehicle usage. The introduction of parking charges in sensitive areas can bring about a reduction in local vehicle traffic, while parking restrictions at the urban core can encourage the use of alternative forms of transport such as the bus or walking. The parking strategy will be implemented with full consideration given to how it can contribute to the Strategy objectives.

Traffic and parking strategy interventions contribution to strategy objectives

| | Community | Integrate | Accessibility | Active | Safer | Sensitive |
|------------|-----------|-----------|---------------|--------|-------|-----------|
| TP1 | ¥ | ç | ç | ç | ç | ç |
| TP2 | ¥ | | ¥ | | ç | ç |
| TP3 | ç | ¥ | ¥ | ¥ | ¥ | ¥ |

ç Unambiguously positive contribution to objective; ¥ partial contribution to objective

The action plan

The action plan sets out clearly who will be responsible for delivering each element of the Strategy and will identify sources of funding and other delivery partners

This section provides details on how this strategy will be implemented over the next three years. For each aspect detailed in section 5, a number of actions have been identified. These measures potentially encompass research and development, capital projects, revenue spending and initiatives to be delivered in partnership with other bodies.

We will review and update, as necessary the implementation plan on an annual basis during the lifetime of the Strategy to:

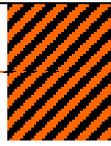
- Demonstrate what has been achieved.
- Refine existing or identify new interventions to reflect changing circumstances.

It is recognised that a number of the measures may take longer than the three year period of this Strategy to be realised. We have therefore included actions for the period up to 2025. It is clear that the Council working on its own will be unable to achieve all of these measures, and that partnership working will be vital in delivering the Strategy. Whilst we have identified a likely project delivery timescale, this is wholly dependent on securing the necessary funds to carry out the work.

Key for the action plan:

| | |
|--|--|
| Project development and research / planning |  |
| Project delivery |  |

| Intervention | Partners we need to work with | Indicative cost (2007-2010) | Indicative timescale | | |
|---|---|-----------------------------|---|---|-----------|
| | | | 2007-2010 | 2010-2015 | 2015-2025 |
| Active Travel | | | | | |
| € AT1: improve, extend and maintain the walking and cycling network | HITRANS, Active Travel Forum, Local Developers | £250,000 | | | |
| € AT2: ensure that all new developments are optimally accessible on foot and by cycle | Local developers, transport operators | ~ | | | |
| € AT3: encourage active travel from an early age | Schools, Police, Sustrans, Scottish Executive | £100,000 | | | |
| € AT4: provide accessible information and encourage and promote active travel | HITRANS, VisitOrkney | £10,000 | | | |
| € AT5: support outdoor access for all through the Core Paths Network | Scottish Natural Heritage, Community Councils | ~ |  |  | |
| Air services | | | | | |
| € A1: encourage network development of direct links to key national gateways | Scottish Executive, HITRANS, air service operator | ~ |  | | |
| € A2: ensure the services meet the social and economic needs of the isles | Air service operator, users of the service | £1.2M per year | | | |
| € A3: improve information and booking and ticketing systems | Transport Scotland, HITRANS, air service operator | ~ |  | | |
| Bus services and community transport | | | | | |
| € BC1: review the Council's existing | Bus service operator, bus | ~ |  |  | |

| Intervention | Partners we need to work with | Indicative cost (2007-2010) | Indicative timescale | | |
|--|--|-----------------------------|---|--|---|
| | | | 2007-2010 | 2010-2015 | 2015-2025 |
| allocation of public transport subsidy | users and prospective users | |  |  | |
| ë BC2: ensure the availability of concessionary travel opportunities for those who are entitled | Transport Scotland, HITRANS, Dialogue Youth | ~ | | |  |
| ë BC3: encourage and support applications to the successor of the Rural Community Transport Initiative | Community Transport Association, HITRANS, Scottish Executive | ~ | | |  |
| ë BC4: Kirkwall Travel Centre | Transport operators | ~ |  | | |
| ë BC5: investigate the opportunities of developing a Transport to Employment scheme and a car sharing scheme | Community Transport Association, HITRANS | ~ |  |  | |
| Ferry services, ports and harbours | | | | | |
| ë FPH1: improve information and booking and ticketing systems for ferry services | Ferry operator, Transport Scotland | ~ |  |  | |
| ë FPH2: rationalise tariff structures | Ferry operator | ~ |  |  | |
| ë FPH3: improve accessibility and connectivity to/from the mainland | Ferry operator, Scottish Executive | £100M |  | |  |
| ë FPH4: secure the ongoing provision of lifeline service to the isles | Ferry operator, Scottish Executive | £5M per year | | |  |
| ë FPH5: sustainable port development | Department for Transport, Scottish Executive | ~ | | |  |
| Freight transport | | | | | |
| ë F1: liaise with neighboring authorities | HITRANS, Shetland RTP, | ~ | | |  |

| Intervention | Partners we need to work with | Indicative cost (2007-2010) | Indicative timescale | | |
|---|---|-----------------------------|----------------------|-----------|-----------|
| | | | 2007-2010 | 2010-2015 | 2015-2025 |
| and regional transport partnerships to provide a consistent approach | Nestrans, Aberdeen Council, Highland Council | | | | |
| ë F2: consult with representatives of the freight transport industry | Freight industry, transport providers | ~ | | | |
| ë F3: improve livestock shipping | Scottish Executive, freight industry, transport providers | £800,000 | | | |
| Land-use planning and development control | | | | | |
| ë LUP1: encourage development in areas that are close to local services and amenities and/or are in areas that are served by public transport | Local developers, transport providers | ~ | | | |
| ë LUP2: ensure that all significant developments are accompanied by a Transport Assessment and a Travel Plan | Local developers, transport providers | ~ | | | |
| ë LUP3: ensure that the access of pedestrians, cyclists and people with mobility difficulties are prioritised in the design of new developments and existing significant car-based developments | Active Travel Forum, local developers, businesses | ~ | | | |
| Local roads and maintenance | | | | | |
| ë LRM1: ensure an up to date inventory is kept of the road network | | ~ | | | |
| ë LRM2: ensure that the road network is inspected | | ~ | | | |
| ë LRM3: sustain and improve connections in the locally significant | HITRANS | £1.5M | | | |

| Intervention | Partners we need to work with | Indicative cost (2007-2010) | Indicative timescale | | |
|---|---|-----------------------------|----------------------|-----------|-----------|
| | | | 2007-2010 | 2010-2015 | 2015-2025 |
| network | | | | | |
| Smarter choices and travel information strategy | | | | | |
| € SMI1: Council Travel Plan, and support for others in following suit | HITRANS, Energy Savings Trust, NHS Orkney, Scottish Executive | ~ | | | |
| € SMI2: develop and implement a transport information strategy | HITRANS | £10,000 per year | | | |
| € SMI3: promote & provide multi-modal information at key sites, including the new Kirkwall & Stromness Travel Centres & at Kirkwall Airport | HITRANS | £20,000 per site | | | |
| Taxi and private hire vehicles strategy interventions | | | | | |
| € TP1: consider the development of a taxi-sharing scheme | Taxi operators, community transport providers | ~ | | | |
| € TP2: consider progress towards an accessible taxi fleet for the County | Taxi operators | ~ | | | |
| € TP3: inclusion of Disability Awareness Training as part of the licensing process | Taxi operators | ~ | | | |
| Travelling safely | | | | | |
| € TS1: review and update the Winter Maintenance Policy and Plan annually | | ~ | | | |
| € TS2: improve the safety of travel through a continued combination of road user education, engineering solutions and enforcement | Road Safety Scotland | ~ | | | |

| Intervention | Partners we need to work with | Indicative cost (2007-2010) | Indicative timescale | | |
|---|-------------------------------|----------------------------------|---|---|-----------|
| | | | 2007-2010 | 2010-2015 | 2015-2025 |
| è TS3: review speed limits throughout Orkney by 2011 and introduce appropriate measures | Police | ~ |  | | |
| Traffic and parking | | | | | |
| è TP1: manage traffic in and around Kirkwall | HITRANS | Dependent on outcome of TP3 |  |  | |
| è TP2: manage traffic in rural areas, including at tourist attractions and viewpoints | Tourist attractions | | |  | |
| è TP3: review and develop a parking strategy for Orkney | HITRANS | £25,000 for strategy development |  |  | |

Monitoring, evaluation and continuous improvement

We need to assess how well we are doing in respect to our Strategy. This monitoring and evaluation plan includes performance indicators, targets and planned outcomes, which will be used to test progress and to continuously improve our performance.

The purpose of this Strategy is to set out clear policies and a programme that will bring about positive changes in travel for the County. Over the period of this Strategy, the policies and measures set out will be progressed and implemented. Over this period, changes are expected in travel behaviour, in perceptions of quality of travel, and in the outcomes that the Strategy objectives relate to.

It is important therefore to set in place a method by which these outcomes can be measured; the monitoring strategy. In this way, the policies and programme can be checked to see that it is working well and, equally importantly, where it may be necessary to change the approach to make sure the objectives and outcomes are achieved.

Progress is measured using a set of Performance Indicators and Targets. Performance Indicators are a description of the outcome being measured, whilst the target is a point we wish to reach, normally numerical.

The annual update to the Action Plan will indicate what we have achieved and where we need to make greater efforts. The Strategy has an initial period of three years, while significant improvements in many areas will take longer than this to achieve.

Transportation is an enabler to improvements in many wider areas of activity and policy, but cannot achieve improvements in isolation. We have tried to include indicators that are already collected and reported, or can be demonstrated through the completion of an intervention in our Action Plan. Some of these indicators may point to the fact that the Strategy needs to be adjusted to reflect changing circumstances. This information will be considered in the Strategy's annual progress report and also when we come to prepare a future update to the Strategy.

Orkney's transport performance indicators

The performance indicators have been grouped under three headings of 'Survival', 'Equality' and 'Sustainability', which relate to the high level desirable outcomes of this Strategy, which in turn are drawn from the Orkney Community Plan.

Survival

| Indicator | Measure | 2007-2010 | 2010-2015 | 2015-2025 |
|--------------------------------------|---------------------|-----------|-----------|-----------|
| Population | Census figures | | P | |
| | GROS annual | P | P | P |
| Employment | Census figures | | | P |
| | Area statistics | | | P |
| Gross Value Added | Area statistics | | | P |
| Commercial traffic on ferries | National statistics | | | P |

Equality

| Indicator | Measure | 2007-2010 | 2010-2015 | 2015-2025 |
|--------------------------------|--|-----------|-----------|-----------|
| Transport accessibility | Proportion of bus, taxi, ferry fleet that is accessible | P | P | P |
| | Uptake of disability awareness training | P | | |
| Travel safety | Road Accidents Scotland | P | | |
| Health | Health statistics from the Director of Public Health Annual Report | P | | |

Sustainability

| Indicator | Measure | 2007-2010 | 2010-2015 | 2015-2025 |
|---|--|-----------|-----------|-----------|
| Active travel: proportion of people walking / cycling to work / school | Travel Plan monitoring Census | P | | P |
| Traffic counts | Changes in traffic levels at designated locations | P | | |
| Public transport usage | Average passengers per journey | P | | |
| Number of schools participating in active travel | Number of school travel plans implemented | P | | |
| Local air quality | Annual Local Air Quality Management Progress Reports | P | | |



Appendix A: Policy Review

National policies and objectives

A Partnership for a better Scotland outlines the work of the Scottish Parliament for the period 2003 to 2006. The strategy outlines its four key aims as growing the economy; delivering excellence in public services; supporting strong communities and developing an ambitious and confident Scotland. Transport issues are a key component within the strategy and this is reflected in its aim to create *“an accessible Scotland, with a modern, safe, efficient and sustainable transport system”*.¹⁸

The **Scottish Executive** set out their aims and objectives for transport in their White Paper *Scotland's Transport Future*, published in June 2004. The overall aim in the White Paper is, *“to promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system”*. The five objectives emerging from this overall aim are then to:

- § Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency.
- § Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.
- § Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport, which minimise emissions and consumption of resources and energy.
- § Improve safety of journeys by reducing collisions and enhancing the personal safety of pedestrians, drivers, passengers and staff.
- § Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

‘Scottish Planning Policy 17’ and **‘Planning Advice Note 75: Planning for Transport’** support the aims of ‘A Partnership for a Better Scotland’ through the integration of land use, economic development, environmental issues and transport planning. The planning system is a central mechanism for improved integration through encouraging a pattern of development that:

¹⁸ Source: Scottish Executive (www.gov.scot)

- § Supports economic growth.
- § Takes account of identified population and land use changes in improving accessibility to public services.
- § Reduces the need to travel.
- § Promotes road safety and safety on public transport.
- § Facilitates movement by public transport including provision of interchange facilities between modes.
- § Encourages and facilitates freight servicing by rail or water.
- § Enables people to access local facilities by walking and cycling.

'Planning Advice Note 75: Planning for Transport' accompanies 'Scottish Planning Policy 17' and aims to create awareness of how linkages between planning and transport can be managed through the provision of good practice guidance. The vision is for a Scotland where the economy can flourish and communities can function without significant environmental and social problems arising from traffic congestion and pollution.

Transport Scotland was established in January 2006 as an executive agency of the Scottish Executive. The purpose of Transport Scotland is *"to support delivery of the Scottish Executive's vision for sustainable transport in Scotland, making a real difference for people and business using the rail and road systems"*. Transport Scotland is to ensure this happens by:

- § Ensuring that Scotland's trunk road and railway systems are managed efficiently, effectively and economically.
- § Ensuring and running the national concessionary travel schemes.
- § Delivering the Scottish Executive's committed programme of enhancements to Scotland's rail and trunk road infrastructure.
- § Helping to build Scotland's National Transport Strategy by setting investment priorities for tomorrow's rail and trunk road networks.
- § Strive towards excellence by building working principles into everything we deliver, and into how we work as an organisation.

The **National Transport Strategy** will guide transport policy formulation and investment over the next 20 years. Throughout its lifetime the national transport strategy will act as a reference point for all those who wish to contribute to transport policy, planning or practice.

The five high level objectives, previously identified in the White Paper, Scotland's Transport Future 2004, were determined to be appropriate for the National Transport Strategy and were therefore retained. There are three key strategic outcomes that must be focussed upon to achieve the objectives. The outcomes are:

- § **Improve journey times and connections**, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety.
- § **Reduce emissions**, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health.
- § **Improve quality, accessibility and affordability**, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

The vision for the national transport strategy covers a 20 year period to around 2025. The expected time horizon of the plans and policies contained within the strategy is around 10-15 years. This is in line with timescales for the **Strategic Projects Review**, which will determine future major transport infrastructure investment in Scotland.

A **Disability Working Group (DWG)** was established in 2004 by the Scottish Equality Unit to look into ways of addressing inequality experienced by disabled people in their daily life. Disabled people make up a fifth of Scotland's population yet, despite progress in some areas, they continue to experience high levels of inequality compared to non-disabled people – to the detriment of all. The resulting report includes a list of 48 recommendations – not just for the Scottish Executive (SE) but for local authorities, employers, educators, community care workers and others. One recommendation is especially pertinent to transport issues: *'The participation by disabled people at all levels of public life should be promoted and resourced.'*

Road Safety Education, A Strategy for Scotland aims to ensure that all children and young people in Scotland receive a minimum amount of Road Safety Education in their school career – covering specific topics at certain times.

Regional policies and objectives

A **Smart, Successful Highlands and Islands, an enterprise strategy for this area**, was launched in 2005 by Highlands and Islands Enterprise (HIE). The expressed aim is: 'to enable people living in the Highlands and Islands to realize their full potential on a long-term sustainable basis'

This will be achieved by pursuing four strategic objectives:

- § Strengthening communities.
- § Developing skills.
- § Growing businesses.
- § Making global connections.

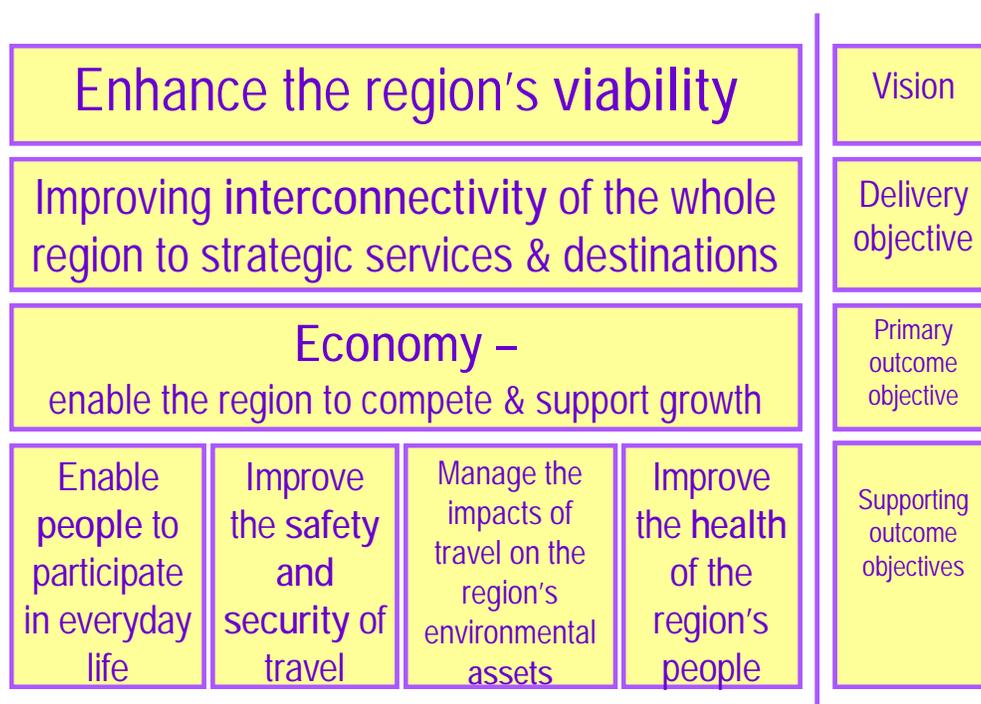
The latter is directly relevant to the LTS and priorities for action on this objective include:

- § Working in partnership on a regional scale to address the area’s quality and range of physical communications, including a strong air services network together with improved road, sea and rail transport facilities.
- § Playing an active role in the development of regional policy within the European Union, including the attraction of additional EU Structural Funds.

Highlands and Islands Enterprise undertook extensive research in preparing their Strategy. As part of this research, a comprehensive survey found that 65% of businesses, 60% of residents and 72% of community and voluntary organisations put “improvements to transport links” in their top three priorities for the HIE network. Across the board this was the highest scoring priority.¹⁹

The Transport (Scotland) Act 2005 required HITRANS, the regional transport partnership, to draw up a strategy for transport in the region by the end March 2007. The **HITRANS draft Regional Transport Strategy** has undergone wide-scale consultation, and the final Strategy has been presented to the Minister for Transport.

The vision and objectives for the HITRANS new Strategy are:



Local policies and objectives

The Community Plan for Orkney, Orkney 2020, was officially launched in 2003 and articulates the vision of the Orkney Community Planning Framework and its three advisory

¹⁹ A Smart Successful Highlands and Islands, Strategy Consultation, Feb-Mar 2005. Available at: <http://www.hie.co.uk/HIE-HIE-corporate-documents-2005-06/strategy-consultation-report-2005.pdf>

groups. It also includes valuable contributions from Community Councils, schools and numerous other individuals and interest groups. The Community Plan has been revised in early 2007. The Community Plan vision is for:

'an Orkney where we all have a place within a caring community, living in a healthy environment and supported by a thriving economy.'

Three key principles underpin the achievement of the ideal:

- § **Promoting sustainability** – enhancing quality of life over time, whilst at the same time trying to prevent problems being created elsewhere as a result.
- § **Promoting survival** – maintaining fragile communities as places where people can live and work.
- § **Promoting equalities** – ensuring that the most remote communities and hard-to-reach individuals feel included.

Seventeen key areas with their own set of aims and objectives are outlined in the Plan; these priorities were selected by partner agencies in consultation with all the members of the community who contributed ideas during the initial stages of the planning procedure. The Orkney Community Plan is currently being updated.

The Orkney Islands Council Corporate Strategic Plan 2005-08 builds upon the previous Corporate Plan, 'A Vision for Orkney' and highlights the needs identified in 'The Community Plan for Orkney, Orkney 2020'.

The Corporate Strategic Plan focuses on how it will improve services within Orkney and provides a link between the decisions which are made in the council chamber, the everyday work of the Council, and the community vision of a strong, sustainable and socially inclusive future for Orkney. Its mission is:

'To promote principles of good governance and to act for the good of all Orkney: its people, communities, culture, environment and economy.'

The aims of the Plan are:

- § **Governance** – that all Council affairs are conducted in accordance with its corporate strategic objectives and in a manner consistent with the principles of openness and accountability whilst promoting excellence, efficiency and innovation in the provision of public services
- § **Survival** – that Orkney's interests are pursued to the highest level, maintaining the viability of fragile communities as places where people can live and work, so changes and developments act for the benefit of all Orkney.
- § **Social inclusion** – that Orkney's people are protected and the opportunities for individuals maximised, through the removal of barriers to inclusion.

- § Sustainability – that all Orkney’s communities are strengthened, sustained, developed and promoted; meeting the needs of the present without compromising benefits for future generations.

Of the Nine Key Priorities for Action two have specific relevance to the LTS. These are:

- § Pursue the development of an integrated transport infrastructure which is economically, socially and environmentally sustainable.
- § Progress modernisation of services in pursuit of continuous improvement in efficiency and best practice.

The Orkney Islands Council Structure Plan sets out the strategic framework for the development of land in the County over the 10-year period. It aims to assist in the creation of an economically, environmentally and socially sustainable set of individual island communities by supporting development which provides opportunities for:

- § Promoting economic growth and access to a range of job opportunities
- § Maintaining and improving the natural heritage and historic environment
- § Promoting access to a range of services and facilities

The plan aims to protect and, where possible, enhance landscape character and areas of nature conservation interest. It also aims to protect areas of built and cultural heritage, along with the coastline of Orkney from inappropriate development.

Key transport objectives of the Plan are:

- § To support the development of an integrated transport system
- § To encourage the maintenance and enhancement of vital air, sea and other public transport services
- § To encourage appropriate traffic management in a manner which is sensitive to the natural heritage and historic environment
- § To encourage the development of non-motorised modes of travel such as walking and cycling
- § To encourage development in locations where it can be served by means other than the private car

The **Orkney Tourism Partnership Plan** is a Strategy and Action Plan, agreed by the Orkney Area Tourism Partnership for the period from 2006 to 2015, which describes some of the key issues that need to be addressed in order to grow tourism in Orkney. The Strategy maps out the key objectives and priorities for the next 10 years and explains the market context, strengths, weaknesses and opportunities for the tourism sector in Orkney. The

Action Plan outlines the actions that will be taken by all partners for the first three years. The Strategy has the following mission:

'To continue to develop Orkney as a high quality tourism destination by building on its history, culture, environment and the hospitality of its people.'

The aims of the Strategy are:

- § Continue to deliver a world-class product that exceeds visitor expectations and delivers a consistently high-quality visitor experience, with high standards of facilities, customer service, career opportunities and income levels.
- § Continue to develop a growing and sustainable tourism sector in Orkney, renowned for its value for money, as well as its respect for the communities and the natural environment that are the centre of its attraction.
- § Improve collaboration and joint working, both within the tourism industry and with other key sectors in Orkney, e.g. craft, food and drink and transport, in order to facilitate information exchange, sharing of best practice and the promotion of training and skills development.
- § Ensure that everyone living and working in Orkney understands the value of tourism to the local economy and actively gets involved in growing tourism.

The Road Safety Plan for Orkney 2006-2008 responds to the March 2000 UK Government, Scottish Executive and National Assembly for Wales announcement of a national road safety strategy, *"Tomorrow's roads – safer for everyone"*, which included three road accident reduction casualty targets for 2010. These targets were introduced to achieve further substantial improvements in road safety, with particular emphasis on child casualties.

This Road Safety Plan, covering the period 2006-08, is produced specifically for Orkney. Orkney is performing well in relation to two of the National Targets; however, further work is required to achieve the third National Target of reducing the number of slight casualties. The Orkney plan reviews our progress towards these targets and sets out our strategies for achieving them by 2010. With this in mind, an associated Action Plan has been produced and will be reviewed on a regular basis by the Road Safety Forum to ensure we continue to achieve significant reductions and meet all our targets.

Orkney Islands Council strongly believes that the only way of continuing to improve safety on the roads throughout the isles is through an inter-agency partnership approach. With this in mind, the Road Safety Forum has been paramount in the production of the Road Safety Plan for Orkney. The Road Safety Forum, a sub-group of the Community Safety Forum, is a multi-agency group consisting of Orkney Islands Council, Northern Constabulary, NHS Orkney, Highlands and Islands Fire & Rescue Service, Orkney Disability Forum, Orkney Drugs, Alcohol and Smoking Action Team (DASAT), driving instructors and other interested parties. The group re-formed in early 2004, meeting on a quarterly basis to promote road safety. Its members attend various events throughout the year raising awareness of road safety to all age groups. Development of this plan has been carried out in close consultation

with other interested agencies in order to achieve a finished document that aims to complement the relevant strategies of those agencies.

Initiative at the Edge²⁰ was established to encourage and support a community-led, multi-agency approach to achieving a sustainable future for selected areas designated as the most economically and socially fragile in the Highlands and Islands.

Initiative at the Edge was launched in March 1998, to concentrate attention and effort on tackling the problems faced by the most fragile rural areas of northern Scotland, including Island locations. The operating principle of Initiative at the Edge gives community groups the power to identify their needs, set their own priorities, outline the actions required and, with the assistance of their local partner bodies, develop projects accordingly.

Six of the Outer Isles are covered by Initiative at the Edge status. Three of the Outer Isles are also designated as Rural Service Priority Areas (North Ronaldsay, Sanday, and Stronsay). All these islands now have Development Trusts, each with a Development Plan for their area. The Plans focus on projects to improve local facilities, and to develop local industries. A flavour of the Development Plans is given in the table below.

| Island | Vision | Economic development priorities |
|------------------------|---|--|
| Eday | To create an economically prosperous self reliant community that is connected with the wider world, that remains a safe, clean environment | Tourism Crafts Agricultural Marketing |
| Stronsay | Stable or increasing population, an increase in work and job opportunities, a community confident in its ability to survive, traditional in its values but not afraid to adapt to future needs | Tourism Renewables (Including Hydrogen Project) Renovation Of Harbour Craft Displays It Infrastructure Culture And Heritage |
| Sanday | To create an economically prosperous, sustainable community that is connected to the wider world, but remains a safe, unspoilt, environment | Diversify From Agriculture And Fishing Tourism Food Processing Crafts Renewables |
| North Ronaldsay | (discussion document only) | Tourism Nr Sheep – Meat And Wool Crafts |
| Papa Westray | In 2020 Papa Westray will be a thriving community sustaining a high quality of life for all while safeguarding our remarkable environment and heritage. By making the island more attractive to young people and families we will create a balanced community of at least one hundred people. | It Based Workers And Companies New Developments Such As Alternative Crops, Energy Production, Seaweed And Lichens Tourism |
| Westray | To develop the economic, social and cultural sustainability of our community by harnessing the quality of our resources, people and island environment. | Agriculture And Fisheries Arts And Crafts Tourism Renewables |

²⁰ <http://www.initiative-at-the-edge.org.uk/>



Appendix B: post-adoption SEA statement

This Post-Adoption Statement summarises the findings of the Strategic Environmental Assessment of the Orkney Islands Local Transport Strategy 2007-2010. It describes the environmental impacts, both negative and positive, identified through the assessment process as outcomes which could result from implementation of the Strategy interventions, and it sets out the measures which have been identified for the prevention, reduction and off-setting of any negative effects. A framework is also presented of the measures that will be taken to monitor significant environmental effects of the implementation of the Strategy

Strategic Environmental Assessment of the LTS and the subsequent consultation process have led to the identification of 7. These are summarised briefly below:

- The LTS promotes consideration of the inclusion of sustainable drainage systems at the planning stage of any new development.
- The LTS promotes the development of a policy on the dumping at sea of dredge spoil, such that dredge spoil should be disposed of in areas where it will not impact negatively upon vulnerable marine habitats or the activities of other users of the sea.
- In the construction of new and upgraded roads the LTS promotes the use of principles of 'Best Practical Environmental Option' to ensure that, where possible, environmental enhancement is included in schemes, rather than simply mitigation and reduction of adverse effects. It also recognises the need for a clear policy on roads maintenance which should acknowledge the potential for impacts on the environment, e.g. coastal protection, but also the potential for environmental enhancement.
- As part of the Strategy, a tailored policy for timing the mowing of roadside verges to allow certain plants to flower has been developed. It is proposed that all main A Class roadside verges will be cut three times per year and all other roads, with the exception of conservation verges, will be cut twice per year.
- In line with the waste management principle of 'reduce, reuse and recycle', quarry and road construction resources are being reviewed which will include

consideration of internal use of recycled materials in preference to making these available to the wider community.

Any new policies or changes to existing policies which result from the LTS will be incorporated into the updated version of the Orkney Local Plan, production of which is about to begin.

Long Term Transport Proposals

In the longer term, in order to comply with improved standards for accessibility and safety, new vessels will be required to replace the present Orkney Ferries fleet. The design of these vessels will necessitate carrying out modifications to or, in some cases, the potential relocation of terminals on the isles. Planning for these works is still at an early stage and the extent of both vessel replacement and terminal alterations will also depend on the availability of funding. The long-term shape of Orkney's future transport service and infrastructure therefore is not yet certain.

However, we are now aware that although the replacement vessels will not enter service until beyond the lifetime of this strategy, the earliest date by which alteration work may commence on one or more terminals/vessels could be during the latter stages of the Strategy period. Each individual terminal development project will be subject to Environmental Impact Assessment, and the entire programme will also be subject to Strategic Environmental Assessment.