

9. TRANSPORT



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9.1 TRANSPORT INFRASTRUCTURE

Structure Plan Context

<i>Key Objective</i>	<i>Relevant Policy or Proposal</i>
<p><i>To support the development of an integrated transport system.</i></p> <p><i>To encourage the maintenance and enhancement of vital air, sea and other public transport services.</i></p>	<p><i>Policy SP/T1 - Integrated Transport</i></p> <p><i>Policy SP/T2 - Transport Infrastructure</i></p>

Local Plan Policy

<p>POLICY LP/T1</p> <p>AIR AND FERRY SERVICES</p> <p>The Council will support the maintenance and improvement of existing infrastructure, and where appropriate, the provision of new infrastructure which contributes to:</p> <p>a) improving the safety, reliability, punctuality and standard of services;</p> <p>b) enhancing facilities for users of the key ‘tourism gateways’ or ports of entry into the County;</p> <p>c) enhancing facilities for users of inter-island air and ferry services; or,</p> <p>d) the integration of air, ferry and other forms of public transport.</p>
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Background and Issues

9.1.1 National planning policy requires Local Plans to set out proposals for access to ports and airports, including by public transport links, and for the provision of justifiable port and airport related facilities. The Structure Plan aims to support and encourage the development of an integrated transport system and the maintenance of vital air, sea and other public transport services.

9.1.2 Stromness Harbour, Kirkwall Harbour and Airport, together with a large number of smaller ferry terminals and airfields provide the transport infrastructure necessary to maintain external links between Orkney and the Scottish mainland, and the internal inter-island links.

9.1.3 Air services to and from Orkney are centred on Kirkwall Airport, providing links with the major urban centres of Scotland. Inter-island air services are also centred on Kirkwall providing vital links to the North Isles of Eday, North Ronaldsay, Sanday, Stronsay, Westray and Papa Westray. Both internal and external flights are of major importance for business and tourist travel as well as providing key links to medical facilities. The inter-island air service also takes essential service providers such as teachers to and from the outlying islands. Disruption caused, in particular by fog, continues to affect service reliability, and the installation of an Instrument Landing System at Kirkwall Airport will assist in alleviating this problem. Major improvements have been made in recent years to the airstrips on the Isles, with the phased replacement of the grass runways with hard-core runways. The redevelopment of the terminal building at Kirkwall Airport is also due for completion in 2001.

9.1.4 In terms of external ferry services, the Stromness to Scrabster route is the most important, providing a daily ro/ro service with the Scottish mainland. Other weekly links are provided with Shetland and Aberdeen, and in summer a passenger only service operates between Burwick and John O Groats, providing an important link for tourism. A shorter ro/ro ferry link between St Margaret’s Hope and Gills Bay in Caithness commenced this year. Infrastructure improvements are planned for Stromness Harbour to cater for the larger ferry being built for the Stromness to Scrabster route.

9.1.5 Internal ferry services are provided through the Council owned and subsidised company, Orkney Ferries. With the exception of North Ronaldsay, Graemsay and Papa Westray, all other Isles are served by ro/ro vessels. Major improvements to terminals (apart from North Ronaldsay and Papa Westray) were undertaken in the 1980s and early 1990s and it is anticipated that these will require further development to improve the services provided to the island communities during the period of this plan.

9.1.6 Government policy is aimed at providing a more integrated transport system and the preparation by local authorities of Local Transport Strategies are seen as a key element in integrating transport policy at the local level. The first Transport Strategy for Orkney setting out the Council's objectives, strategies and implementation plans for the development of integrated transport in the County was completed at the end of 2000.

Implementation and Monitoring

9.1.7 The Council is committed to investing in new infrastructure, especially the ro/ro ferry terminals, with new and enhanced facilities being provided in Kirkwall and Stromness to cater for the larger vessels planned for the Pentland Firth and Orkney/Shetland/Aberdeen services. Improvements to some of the piers on the Isles are planned, and a programme to replace the eight internal ferries will begin in 2003. Improvements to Kirkwall Airport and the airfields on the Isles are also on-going, with the new terminal building at Kirkwall nearing completion.

9.1.8 The success of the policy will be measured by the number of new projects undertaken, the condition of all infrastructure, adherence to the vessel replacement timetable, and the numbers using the infrastructure/facilities.

9.2 FREIGHT TRANSPORT

Structure Plan Context

Key Objective	Relevant Policy or Proposal
<p>To support the development of an integrated transport system.</p> <p>To encourage the maintenance and enhancement of vital air, sea and other public transport services.</p>	<p>Policy SP/T1 - Integrated Transport</p> <p>Policy SP/T2 - Transport Infrastructure</p> <p>Policy SP/E2 - Oil and Marine Related Development</p>

Local Plan Policy

<p>POLICY LP/T2</p> <p>FREIGHT TRANSPORT</p> <p>The Council acknowledges the importance to the national and local economy of efficient and affordable freight transport to meet the needs of industry and commerce, and in particular;</p> <p>a) recognises the unique qualities of Scapa Flow as a sheltered deep water anchorage, and will support developments to (i) safeguard or expand existing oil transshipment operations; or (ii) allow for the development of new sea freight transshipment operations;</p> <p>b) recognises that coastal shipping provides an environmentally friendly means of moving bulk freight, and will ensure that land which may be required for harbour related uses (including land for marshalling of traffic, and transfer and storage of freight) adjacent to ferry terminals, is safeguarded for such development; and,</p> <p>c) will support the development of additional freight handling facilities where appropriate.</p>

Background and Issues

9.2.1 National planning policy recognises the economic importance of adequate freight access, and encourages the carriage of freight by rail or water rather than by road wherever it can provide a feasible alternative for all or part of the journey.

9.2.2 The strategic importance to Orkney's economy of freight transport is recognised within the Orkney Transport Strategy. Freight transport involves various modes, including road haulage, ferry transport, airfreight, buses, parcel and datapost services. Freight transport, including the transport of crude oil from the Flotta Oil Terminal to elsewhere in the UK and Europe, forms an important element of Orkney's economy. As harbour authority, the Council is responsible for the safe operation of the Scapa Flow Oil Port. There is potential to develop the scope of this operation, using the facilities and skills that already exist.

9.2.3 Freight is also currently shipped by sea through both Kirkwall and Stromness Harbours by a variety of carriers to ports on the Scottish mainland (including Aberdeen and Scrabster) and Lerwick.

Implementation and Monitoring

9.2.4 Limited space for expansion and development at Kirkwall Harbour has resulted in the development of a new harbour facility at Crowness, Kirkwall. This facility will cater for the movement of bulk cargoes and external sea freight, as well as serving as the ferry port for the Aberdeen/Orkney/Shetland service post October 2002.

9.2.5 A major study was recently undertaken into the feasibility of establishing a container transshipment port in Orkney, as part of a North Atlantic route linked to Halifax in Nova Scotia.

The study was based on the increasing trend towards transshipment as container size increases, making it difficult for the larger vessels to use existing ports in Northern Europe. Given Orkney's location, the relatively sheltered and deep water anchorage of Scapa Flow, together with the harbour facilities and services built up for the oil industry, the County is well-placed to exploit this opportunity, which is currently being marketed world-wide.

9.2.6 The owners of the Flotta Terminal, Talisman, are committed to extending the life of the terminal to at least 2020. Other oil transshipments are undertaken in Scapa Flow and the Council is seeking to further develop this area of activity.

9.2.7 The success of the policy will be determined by whether additional opportunities for the movement of freight are developed.

9.3 ROADS

Structure Plan Context

Key Objective	Relevant Policy or Proposal
<p>To support the development of an integrated transport system.</p> <p>To encourage the maintenance and enhancement of vital air, sea and other public transport services.</p>	<p>Policy SP/T1 - Integrated Transport</p> <p>Policy SP/T2 - Transport Infrastructure</p>

Local Plan Policy

<p>POLICY LP/T3</p> <p>ROADS</p> <p>a) <u>Safeguarding of Routes</u></p> <p>Development which would prejudice access into potential future development areas, or opportunities for by-passes, re-alignments, widening or straightening of roads which are required for economic, safety or accessibility reasons will not be permitted.</p> <p>b) <u>Design</u></p> <p>The Council will seek to ensure that: (i) the construction of new roads or (ii) road improvements in environmentally sensitive areas, are undertaken in a manner which is sensitive to the natural heritage (including landscape character) and/or historic environment of the surrounding area. Where appropriate, visual impact assessments will be required in order to identify the most appropriate design.</p> <p>c) <u>Standards</u></p> <p>New roads to be adopted by the Council must be constructed to the standards set out in the Council's "Road Development Guide" (available from the Council's Technical Services Department) or any subsequent update of such standards adopted by Orkney Islands Council.</p> <p>d) <u>Road Improvement Programme</u></p> <p>The Council will continue with its planned improvements to the road network in accordance with the Local Transport Strategy and Capital Project Appraisal System.</p> <p>e) <u>New Private Access/Roadside Developments</u></p> <p>The Roads (Scotland) Act 1984 requires any person, other than the local Roads Authority, who wishes to construct a new road or extension to an existing road to obtain Construction Consent from the Roads Authority. The Council will not permit new private access points onto 'A' class or principal roads (unless a speed limit is in force), or permit any development within an existing road junction, in accordance with the 'Road Development Guide'.</p>
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Background and Issues

9.3.1 National planning policy requires Local Plans to include proposals for the improvement of local roads, together with details of areas where particular sensitivity is required to ensure that road standards reflect the existing character and amenity of the area.

9.3.2 Given the importance of vehicular transport, the provision and maintenance of infrastructure that caters for appropriate traffic flows and access continues to have a high priority. The road network is a vital component of the economy allowing for the efficient movement of goods and services. Improvements to the road network will also allow for issues of road safety to be adequately addressed.

Implementation and Monitoring

9.3.3 Proposals for major and minor road improvement works are listed in the Council's Local Transport Strategy. Implementation will be carried out in line with the Council's Capital Project Appraisal System.

9.4 PUBLIC TRANSPORT

Structure Plan Context

<i>Key Objective</i>	<i>Relevant Policy or Proposal</i>
<i>To support the development of an integrated transport system. To encourage the maintenance and enhancement of vital air, sea and other public transport services.</i>	<i>Policy SP/T1 - Integrated Transport Policy SP/T2 - Transport Infrastructure Policy SP/T3 - Public Transport - Buses</i>

Local Plan Policy

<p>POLICY LP/T4</p> <p>PUBLIC TRANSPORT - BUSES</p> <p>In order to provide an effective and efficient public transport system, the Council will continue to support the provision of new services and the improvement of existing bus services, together with associated improvements to infrastructure which allow for improved interchange between bus, air, ferry and other modes of transport.</p>

Background and Issues

9.4.1 National planning guidance requires Local Plans to provide guidance on public transport requirements.

9.4.2 The bus network in Orkney is largely a traditional one, operating between country areas and towns, particularly Kirkwall, with frequent services also operating between Kirkwall and ferry terminals to the Isles. The purpose of this policy is to promote and facilitate the use of public transport throughout Orkney and reduce reliance on the private car. A greater emphasis is being placed on the use of bus services by the Government in order to achieve the objectives of sustainable development. Although Orkney does not have a severe problem with traffic congestion, as experienced in other parts of Scotland, there is still a need to encourage an increase in the accessibility and use of public transport.

9.4.3 The provision of high quality bus services is key to the development of an integrated transport system. In a rural area such as Orkney options to achieve a shift in transportation mode from private to public transport is much more limited than in urban parts of Scotland. Orkney's bus services are currently under-utilised and generally limited to routes along main roads on the mainland of Orkney. The scattered low density pattern of development together with high levels of car ownership and limited public transport network will result in the private car being the only viable option for most people during the Plan period.

9.4.4 There are however significant groups e.g. young people, women and those with low incomes, who do not own, or have limited access, to a car and face particular difficulties. Improving access and lowering its cost aids local economic development and contributes to the policy goal of preventing depopulation in certain rural areas. It is important therefore that bus services achieve greater rural penetration by reaching relatively isolated communities and disadvantaged groups.

Implementation and Monitoring

9.4.5 The Council commissioned consultants to study the provision of bus services in Orkney in September 2000. Amongst the key findings of the study was the need for better interchange facilities in Kirkwall and in rural parts of the County.

9.4.6 In order to ensure that an integrated public transport network exists, many of the key recommendations of the Orkney Bus Study must be implemented, including a comprehensive review of the existing bus network, provision of travel centre facilities in Kirkwall and Stromness, and rural interchanges in other parts of mainland Orkney.

9.4.7 The provision of new transport interchanges together with the number of passengers who are using bus services will be used to judge the success of the policy.

9.5 TRAFFIC MANAGEMENT

Structure Plan Context

Key Objective	Relevant Policy or Proposal
<p>To encourage appropriate traffic management in a manner which is sensitive to the natural heritage and historic environment.</p> <p>To encourage the development of non-motorised modes of travel such as walking and cycling.</p>	<p>Policy SP/T4 - Traffic Management</p> <p>Proposal SP/T5 - Walking and Cycling</p>

Local Plan Policy

<p>POLICY LP/T5</p> <p>TRAFFIC MANAGEMENT</p> <p>a) <u>Traffic Management</u></p> <p>The Council will promote an effective programme of traffic management measures aimed at ensuring pedestrian safety, maintaining the free flow of traffic and improving environmental quality. Opportunities will be sought to reduce traffic domination and the unnecessary intrusion of motor vehicles, and increase the priority afforded to other non-motorised modes of transport within residential areas, town centres and Conservation Areas.</p> <p>b) <u>Pedestrianisation</u></p> <p>Further pedestrianisation opportunities within town centres will be investigated and progressed where the following can be achieved:</p> <ul style="list-style-type: none"> • adequate diversion of traffic to suitable other routes; • reasonable vehicular servicing of businesses; • alternative public car parking; and • safe pedestrian crossings of those roads liable to experience an increase in traffic flow. <p>In the design and implementation of any traffic management schemes, the Council will consult both with recognised consultees and the local community and commercial interests, and will seek to ensure that important local services are provided for.</p>
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Background and Issues

9.5.1 National planning guidance requires Local Plans to provide detailed arrangements for traffic management. The Structure Plan promotes an integrated and environmentally friendly approach to all traffic management measures.

9.5.2 Orkney does not suffer from the levels of traffic congestion experienced elsewhere in mainland Scotland. Nevertheless localised problems do occur within the main commercial and shopping centres of Kirkwall and Stromness, particularly within the town centres at peak times. Key transport issues relate to traffic management including car parking and pedestrianisation. The narrow streets, the dense traditional residential character of both town centres, and their designation as Conservation Areas can create conflicts between car users and pedestrians which must be kept under constant review. In the rural area, the impact of traffic on environmentally sensitive areas such as the World Heritage Site will require the implementation of sensitive traffic management measures.

9.5.3 The purpose of this policy is to ensure that any traffic issues are appropriately dealt with and that the impact of the car particularly within town centres is reduced. The number of private cars on the road is continuing to increase, and Orkney's dispersed settlement pattern and concentration of retail and other facilities in the urban centres of Kirkwall and Stromness ensures that private vehicles will always remain the dominant mode of transport. There is, however growing concern that an increase in road traffic may cause damage to the sensitive built environment in both Kirkwall and Stromness, and have an adverse effect on the amenity of pedestrians and residents in the town centres.

9.5.4 There is also a need to ensure pedestrian safety. In urban areas there is a need to reduce the potential conflicts between car users and pedestrians. This can be achieved through pedestrianisation and the introduction of safe crossing points such as traffic lights and pedestrian crossings. There is also a need to introduce safety measures for links to schools and key facilities such as the Pickaquoy Sports Centre, in Kirkwall. Footpaths combined with safe cycle routes to schools can achieve this.

9.5.5 Road safety is also an issue in some rural areas, specifically at key tourist sites such as Maeshowe and the Ring of Brodgar, where there are significant conflicts between visitors and road traffic.

Implementation and Monitoring

9.5.6 A Traffic Management Model for Kirkwall was developed in 2000, and has been used to test the existing road network in the town for a number of different development possibilities. The model can be used to test further development scenarios in future and predict any traffic management problems before they occur.

9.5.7 More radical measures such as reducing the impact of the car within the town centres, increasing opportunities for pedestrians, and consideration of more appropriate traffic circulation routes will also be considered. Any amendment to current traffic management arrangements will be the subject of wide consultation, to include both those bodies identified under Traffic Order Legislation, and also local, commercial and community interests.

9.5.8 Traffic Management within the World Heritage Site will be considered as part of the implementation of the Management Plan for the Site.

9.5.9 The Council's policies on road safety are contained in the Orkney Road Safety Plan available from the Technical Services Department.

9.5.10 The success of the policy will be measured by assessing if the environment for pedestrians and cyclists has been improved. Accident statistics will also show whether traffic management measures are improving road safety.

9.6 FOOTWAYS AND CYCLEWAYS

Structure Plan Context

Key Objective	Relevant Policy or Proposal
To encourage the development of non-motorised modes of travel such as walking and cycling.	Proposal SP/T5 - Walking and Cycling

Local Plan Policy

<p>POLICY LP/T6</p> <p>FOOTWAYS AND CYCLEWAYS</p> <p>The Council recognises the contribution that non-motorised modes of transport make to sustainable development and will support and develop opportunities, which enhance walking and cycling as alternative modes of travel.</p> <p>a) <u>Urban Footpaths and Cycleways</u></p> <p>The Council will continue to encourage the development of urban footpaths and cycleways. Opportunities for the creation of a network of urban footpaths and cycleways will be identified which link key recreational, educational, industrial, commercial and public facilities with residential areas and town centres.</p> <p>b) <u>Major New Developments</u></p> <p>When determining planning applications and preparing development briefs for major new developments, the Council will ensure that appropriate provision is made for pedestrians and cyclists (separate from vehicles where necessary) in the interests of safety and convenience, and to include provision for the parking of cycles. Pedestrian and cycle route networks within new developments should be integrated with any external route networks.</p> <p>c) <u>Standards</u></p> <p>New footways and footpaths must be constructed to the standards set out in the Council's 'Road Development Guide' available from the Technical Services Department; or any subsequent update of such standards adopted by Orkney Islands Council.</p> <p>d) <u>Developer Contributions</u></p> <p>Developers may be required to provide dedicated footpath and cycleway access to their developments and may be required to enter into Planning Agreements to provide footpath and cycleway links to the rest of the network of such routes in the area.</p> <p>e) <u>Construction Consent</u></p> <p>The Roads (Scotland) Act 1984 requires any person other than the local Roads Authority who wishes to construct a new footway to obtain Construction Consent from the Roads Authority.</p>

Background and Issues

9.6.1 National planning guidance requires Local Plans to include policies and proposals for provision of infrastructure or other facilities as an integral part of major new developments, or as improvements to local networks, to encourage more people to make journeys by walking and cycling. The Structure Plan supports the development of initiatives that facilitate journeys to be made on foot and by cycle.

9.6.2 Opportunities exist to promote cycling as an alternative to car use for access to schools, recreational facilities and work places. Both cycling and walking provide a healthy and energy efficient means of transport and the landscape and environment of the County, particularly in the Isles, is well suited to both activities. The Government is committed to the development of walking and cycling as a viable alternative to the private car for transport over short distances, especially in urban areas.

9.6.3 The purpose of this policy is to ensure a network of urban footpaths and cycleways. The scale and nature of the urban areas of Orkney lend themselves to non-motorised 'green' modes of transport and promotion of such modes is a key component of sustainable development. The Council continues to develop networks of routes within urban areas and it is important that the presence of these networks is acknowledged and enhanced by new developments.

9.6.4 Improvements to the pedestrian and cycling networks to enable easier and safer access to town centres, places of work, schools, etc. are recognised as ways of increasing local accessibility and discouraging short car journeys. Opportunities can be provided by careful attention to design both within settlements and between related neighbouring settlements and create safe routes for both walking and cycling.

Implementation and Monitoring

9.6.5 The Council will raise the profile of walking and cycling as a healthy and sustainable mode of transport and an alternative means of travel within the towns. A condition survey is presently being undertaken of all footpaths owned and maintained by the Council. These routes are being assessed according to condition, lighting, signing and access, and following completion of this, a structured programme will be developed to maintain and improve facilities. A continual review of pedestrian flows and desire lines will be undertaken to assess any areas where urban footpaths would be an advantage to residents.

9.6.6 Opportunities will also be pursued through the Town Centre Partnerships to increase and extend levels of pedestrianisation within town centres.

9.6.7 In identifying development sites within the towns, preference has been given to sites that are within walking distance of key services and facilities.

9.6.8 The number of cycle routes and footpaths which have been established, together with their usage, will indicate the success of this policy. The establishment of a cycling forum will assist in identifying proposals for cycleways. Provision for cycling will be increasingly promoted by the allocation of land specifically for cycling purposes. The identification of routes that will be popular with both tourists, and more local routes linking up key locations with town centres will also be important.

9.7 VEHICLE PARKING

Structure Plan Context

Key Objective	Relevant Policy or Proposal
To encourage appropriate traffic management in a manner which is sensitive to the natural heritage and historic environment.	Policy SP/T4 - Traffic Management

Local Plan Policy

<p>POLICY LP/T7</p> <p>VEHICLE PARKING</p> <p>The Council will ensure that adequate provision for vehicle parking is maintained, in accordance with the following:</p> <p>a) <u>Standards</u></p> <p>Development proposals should provide for vehicle parking and manoeuvring in accordance with the Council's adopted standards set out in the Council's "Road Development Guide" (available from the Technical Services Department); or any subsequent update of such standards adopted by Orkney Islands Council.</p> <p>b) <u>Design</u></p> <p>The Council will seek to ensure that new vehicle parks are sited and designed in a manner that is sensitive to the landscape character and/or historical nature of the surrounding area, and thereby minimise their impact on the environment. Opportunities also exist to enhance the visual appearance of existing car parks, particularly in the town centres.</p> <p>c) <u>Location</u></p> <p>New vehicle parking shall be well related to the road network, strategically placed to allow integration of transport modes and conveniently located in relation to the principal destination of their users and/or pedestrian/cycling routes to those destinations.</p> <p>Commercial vehicle parks should avoid residential or town centre locations where the vehicle park itself or traffic travelling to or from it, could become a source of nuisance to residents through problems associated with smell, noise, safety and obtrusiveness.</p>

Background and Issues

9.7.1 National planning policy requires Local Plans to provide detailed arrangements for parking management including reference to the Council's parking standards and an outline of the principles on which they are based.

9.7.2 Most new developments will give rise to a need for additional parking provision. On-street parking is undesirable in terms of pedestrian and road safety, visual appearance and the free flow of traffic. The Council currently uses car-parking standards adopted from guidelines produced by Highland Council. Whilst these have proven useful in most cases, there are sometimes unique circumstances for which these guidelines do not cater.

9.7.3 Within town centres, the provision of short-term parking plays an important role in maintaining their accessibility and vitality. There is, however, limited space available to establish new car parks should they be required. Whilst parking policies should discourage car commuting journeys by reducing long-stay parking in the town centres, this will only be viable in instances where sufficiently developed public transport services are available. In

Kirkwall provision is currently made for short stay parking in the town centre, and long stay parking on the edges of the town centre. Town centre car parks are pay and display, giving priority to shoppers and short-term business parking. This is supplemented by a mix of short to medium free on-street parking spaces. Free car parking catering for commuter and tourist traffic as well as those travelling to the Isles is provided at the edge of the town centre. Problems of parking in Stromness are more acute due to the topography and the nature of the built-up area in the town centre, which is characterised by narrow main streets. Pay and display car parks are located as near as possible to the main commercial centre, with a restricted number of short stay on-street parking spaces available in the main shopping streets, in order to maintain the vitality and viability of the shops and businesses. Long stay off-street parking is provided on the outer limits of the town.

9.7.4 The purpose of this policy is to ensure that provision is made for adequate parking in all new developments, and that suitable parking is also available in town centres.

Implementation and Monitoring

9.7.5 In terms of new developments, the most recent national planning guidelines indicate that local authorities should be setting maximum parking standards. The guidelines currently adopted by the Council refer to minimum parking standards and must be revised and made specific to Orkney.

9.7.6 Car parking provision in Kirkwall, and to a lesser extent Stromness, is currently adequate for the needs of both towns. The situation must be monitored, as increasing car ownership levels will result in increasing demand for car parking spaces. Additional pressure is also likely to occur in Stromness with the introduction of the larger ferry serving the Pentland Firth crossing, commencing in 2002. Regular assessment of the demand for parking spaces and monitoring of car park usage is required.

9.7.7 The number of parking spaces made available in new developments will be controlled by the granting of planning consents. Planning applications will be expected to contain the appropriate parking provision relating to the development.

9.7.8 In addition, existing car parks, particularly in Kirkwall, that are not in keeping with the historic environment and environmental improvements will require environmental enhancements.

9.7.9 This policy will be monitored by assessing planning applications to ensure that all new developments have the appropriate number of parking spaces. Increases in the numbers of people travelling into the town centres by public transport, thereby reducing the demand for car parking spaces, can also be used as an indicator to measure the success of the policy.

9.8 TRANSPORT ASSESSMENTS

Structure Plan Context

<i>Key Objective</i>	<i>Relevant Policy or Proposal</i>
<i>None applicable.</i>	<i>Policy SP/DS6 - Impact Assessments</i>

Local Plan Policy

<p>POLICY LP/T8</p> <p>TRANSPORT ASSESSMENTS AND GREEN TRANSPORT PLANS</p> <p>Where the transport impacts of a proposed development are considered by the Council to be significant, by virtue of size, nature or location, developers will be required to:</p> <p>a) submit a Transport Assessment covering the local transport impacts of the development including those during the construction of the development, any impacts on the operation of the public transport network, and those relating to freight and servicing the development; and in addition,</p> <p>b) where appropriate, submit a Green Transport Plan indicating measures to reduce the impact of travel to a particular development.</p>
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Background and Issues

9.8.1 The Government wants to raise awareness of the impacts of travel decisions and to promote the widespread use of Green Transport Plans amongst existing or proposed significant travel generating uses, such as large companies, schools and hospitals. These are plans for the delivery of more sustainable travel patterns, achieved through setting targets for the reduction of road traffic, and promoting walking, cycling and public transport. National planning guidance states that Local Plans should set out requirements in respect of types of development and/or locations for transport assessments and green transport plans to be submitted in support of planning applications.

Implementation and Monitoring

9.8.2 For any significant traffic generating development proposals, the Council will require the submission of a Transport Assessment with the planning application.

9.8.3 As the major employer in Orkney, the Islands Council will investigate the production of a Green Transport Plan to cover its own travel generating activities. It will also encourage other large organisations and business to do likewise.

9.8.4 The number of businesses developing Green Transport Plans will be a measure of the success of this policy, together with their impact in reducing traffic numbers.

