



**Item: 9**

**Development and Infrastructure Committee: 4 June 2024.**

**Local Transport Strategy.**

**Report by Corporate Director for Enterprise and Sustainable  
Regeneration.**

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## **1. Overview**

- 1.1. The existing Local Transport Strategy, which was published in 2007, is now out of date, with some significant developments since it was produced, particularly the COVID-19 pandemic, Brexit and the declaration of a global and local climate emergency.
- 1.2. During 2022/23, consultants were appointed to update the existing Local Transport Strategy, utilising funding from the Scottish Government's Smarter Choices, Smarter Places initiative.
- 1.3. The revised Local Transport Strategy has been aligned with the National and Regional Transport Strategies, which were recently updated by Scottish Government and HITRANS, the regional transport partnership, following consultation with various stakeholders as outlined at section 9 of this report.
- 1.4. Following an Elected Members Seminar and period of consultation, an initial draft of the Local Transport Strategy was presented to the Development and Infrastructure Committee on 7 February 2023. The Committee deferred approval of the Strategy to enable officers to undertake further consultation with Elected Members, the public and industry, following which, subject to national political considerations, the Strategy be reconsidered by the Development and Infrastructure Committee, at the November 2023 cycle of meetings.
- 1.5. The Local Transport Strategy, together with the associated Local Transport Strategy Delivery Plan, are attached as Appendices 1 and 2 respectively to this report.
- 1.6. The Delivery Plan considers how the actions outlined in the Strategy would fit with the objectives, provides an indicative timeline, estimated costs and suggests the lead organisations to take these projects forward, subject to resource and funding. The Delivery Plan also considers key indicators to be monitored within each key

heading to establish if there has been any change in trends i.e. increases in walking, cycling etc.

- 1.7. Further consideration will be required regarding investment in resources, both human and financial, to meet the short, medium and long-term goals outlined in the Delivery Plan.

## **2. Recommendations**

- 2.1. It is recommended that members of the Committee:
  - i. Note that approval of the Local Transport Strategy and associated Delivery Plan does not confirm any right of access to Council funding, with any funding requests submitted on a case-by-case basis through the relevant routes defined in the Scheme of Administration and in accordance with the Financial Regulations.
  - ii. Approve the Orkney Local Transport Strategy and associated Local Transport Strategy Delivery Plan, attached as Appendices 1 and 2 respectively to this report.

## **3. Local Transport Strategy – Vision and Objectives**

- 3.1. As outlined in the Local Transport Strategy, attached as Appendix 1 to this report, the ambition for the Orkney Transport network is that it allows people and goods to get to where they need to be safely and efficiently to support a sustainable economy, and in ways that improves people’s health and wellbeing, and in a way that contributes to the journey to net zero.
- 3.2. The Strategy objective reflects the aims and objectives of key policies, particularly the National Islands Plan (NIP), the National Transport Strategy 2, and the local Orkney Community Plan (incorporating the Local Outcomes Improvement Plan), as well as recognising the issues and opportunities identified through stakeholder and community input.
- 3.3. The Local Transport Strategy objectives are as follows:
  - Enable economic recovery, adaption, resilience and security to build on Orkney’s assets and opportunities.
  - Deliver climate action, decarbonisation and climate change mitigation.
  - Encourage participation and improve health and wellbeing across communities (geographical communities and individuals with shared characteristics) to support community resilience and sustainability.
  - Help prevent the long-term persistence of poverty across Orkney.

3.4. The Strategy specifically sets out key priorities in terms of transport around:

- Growing the network of paths across the islands, including routes to promote connectivity and leisure.
- Enhancing cycle networks across the islands and providing support facilities.
- Enabling and encouraging users of walking and cycling routes through signage and information.
- Supporting electric bike usage.
- Enhancing public bus travel to and from hubs and key attractions.
- Connecting bus transport with active travel routes.
- Integrating bus and ferry transport for visitors.
- Simplifying visitor ticketing for bus and ferry.
- Supporting electric car usage.
- Decarbonising public bus and ferry transport.
- Exploring support for electric planes between islands.

3.5. Decarbonisation is a key driver and core element of the Local Transport Strategy. However, a major challenge will be to respond quick enough to meet the emissions targets set by Scottish Government, whilst also considering that services must be fit for purpose and comply with statutory bodies, as well as providing Best Value.

## **4. Successes, Ambition and Opportunities**

4.1. The Strategy outlines examples of successful and positive policy and projects to recognise and build upon. Some examples of these include:

- New fleet of new low emission Euro 6, low floored buses as part of the School and Public Bus Contract (owned by operator Stagecoach).
- Introduction of evening bus services on Orkney Mainland (funded through external grant funding and the Sustainable and Green Transport Fund).
- Expansion of Community Transport Schemes, including across the isles, for example, the Rousay, Egilsay and Wyre Dial-a-Ride Services.
- Active and Sustainable Travel Developments including Kirkwall Places and Spaces, Arcadia Park and Papdale Park projects.

4.2. There are still however a number of problems to be tackled. Orkney has a dispersed population and therefore transport connectivity in some areas is limited. Internal ferry and air services are not accessible and there is limited walking and cycling infrastructure to support Active Travel.

4.3. However, there are a number of opportunities that the Local Transport Strategy can build on including the growth in public bus passenger carryings across the county, increases in active travel and further investment in infrastructure,

increases in home working, advances in low carbon transport solutions and more community empowerment.

## **5. Policies**

- 5.1. The Strategy provides a clear direction and framework for decision-making and investment up to 2044 in Orkney. This will inform the public, stakeholders and officers but also support funding applications and investment decisions.
- 5.2. There are several overarching principles that guide the nature of the Local Transport Strategy policies:
  - The way we live and work.
  - Funding for change.
  - Tailored approaches.
  - Guiding principles.
- 5.3. The policies within the revised Strategy are outlined under the following key headings with the Delivery Plan, attached as Appendix 2, detailing the proposed projects and indicative timeline subject to resource and budget:
  - Decarbonisation.
  - Active Travel.
  - Public and Community Transport.
  - Inter-Island Connectivity.
  - Ferry and Air Service.
  - Roads and Parking.
  - Harbour Infrastructure.
  - External Ferry and Air Services.
  - Cross Cutting Themes.

## **6. Monitoring and Evaluation**

- 6.1. Monitoring progress is extremely important. It is proposed to annually report on a number of core indicators. It should be noted that there is also ongoing or planned monitoring processes related to other transport and associated areas, such as the work of the Community Planning Partnership Connectivity Delivery Group and anticipated through the Climate Change Strategy and Energy Strategy Action Plan for example.
- 6.2. The Council will continue to explore innovative sources of funding and financing for transport projects in Orkney, working in partnership with Highlands and Islands Transport Partnership (HITRANS), Scottish and UK Governments, Transport Scotland, Sustainable Transport (Sustrans), Community Planning Partners and

local community and community organisations to identify better and sustainable ways to fund transport in Orkney.

## **7. Consultation and Stakeholder Engagement**

7.1. As outlined at the Elected Members' Seminar, held on 11 March 2024, extensive stakeholder engagement and consultation has been completed as part of the Strategy review process including:

- Nineteen officers across various Council services covering climate change, education, transport, fleet, road safety, planning and roads.
- Twenty-eight officers across various other organisations, including:
  - Community Energy Scotland
  - European Marine Energy Centre
  - Highlands and Islands Enterprise
  - Visit Scotland
  - Highlands and Islands Transport Partnership
  - Orkney Renewable Energy Forum.
- Eight transport providers including buses, ferries, taxis and community transport.
- Three Member Seminars and two Corporate Leadership Team presentations.
- Eight focused workshop consultations (young people, older people, HE students, child poverty, community development officers, Orkney Renewable Energy Forum and Community Planning Partnership Delivery Groups).
- Short questionnaire to all Community Councils with detailed responses received from six Community Councils.
- Iterative drafting with key contacts including Community Planning Partnership Delivery Groups, Voluntary Action Orkney, Visit Scotland, Highlands and Islands Enterprise (HIE), Development Planning, Orkney Renewable Energy Forum, Sustrans and HITRANS.
- Further six-week public consultation process on the revised draft Strategy, with fourteen responses received.

7.2. As discussed at the Seminar, some of the key points arising from the most recent consultation carried out during December 2023 – January 2024 on the draft Strategy document were:

- Prioritise pedestrianising Bridge Street and Albert Street (to provide a safe walking route and enhance the retail offering of the town).
- Commitment to deliver a Kirkwall to Stromness segregated Active Travel route.

- Resolve the overtopping issue on Barrier Number 2.
- Effective management of Barrier Closures.
- Strategy needs to understand that in an island people will always need a car.
- Not everyone can afford an electric vehicle.
- External Transport Forum needs to work with Transport Scotland regarding the future Northern Isles Ferry Service Contract.
- Scapa Deep Water Quay should not be a priority of the Local Transport Strategy.
- Better public transport connectivity to Stromness for work.
- Lack of public transport in South Ronaldsay (beyond St Margaret's Hope).
- Extending Kirkwall Airport runway.
- Could kids travel home daily (Outer North Isles) due to new vessels (Electric Orkney project funded through UK Government Zero Emission Vessel Infrastructure Fund)
- Capacity issues on ferries. Lack of frequency, availability and need for longer operating day (ONI).
- Strategy should outline air quality figures which are reported by OIC.
- Emphasis on active travel.
- Consider why people need to travel to explore what resources need to be provided to reduce or remove the need to travel i.e. visiting dentist to the isles to remove the need for all pupils to travel to mainland.
- Focus on good work already done re: electric vehicle infrastructure and uptake of EVs across the county.
- Transport cannot be seen in isolation.

**For Further Information please contact:**

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**Implications of Report**

**1. Financial**

The report is to consider the adoption of a revised Local Transport Strategy. There are therefore no immediate financial implications arising from this report however the Strategy does highlight that additional staff resource and financial input will be required to carry out the actions of the Delivery Plan.

The attached Local Transport Strategy and Delivery Plan includes significant investment requirements which may not be achievable in part or in full. Budgets are constrained and significant funding pressures require Services to make significant savings to achieve a sustainable financial position. Strategies and plans which require investment for growth, or which cannot be funded from approved budgets

will be difficult to achieve. It is important that officers seek to minimise the cost to the Council, and the Orkney public purse, through the leverage of external funding, partnership working, or other approved approaches.

## **2. Legal**

There is no statutory requirement to produce a Local Transport Strategy and therefore no legal implications arising directly from the recommendations of this report. However, it is seen as good practice to have a Strategy that reflects the National and Regional Transport Strategies whilst also considering priorities at a local level.

## **3. Corporate Governance**

The revised Local Transport Strategy now reflects the recently updated National Transport Strategy and Regional Transport Strategy. The strategy sets a policy framework to help guide decision-making on transport with the following overarching outcomes:

- Transport contributes to a successful and just transition to a net-zero carbon and sustainable community. Transport plays a positive role in tackling the dispersed pattern of poverty across Orkney, and in improving health, reducing inequalities and isolation.
- Transport supports continued and inclusive economic development and innovation across all sectors.
- Our communities are places where people can thrive, regardless of mobility or income; with liveable and inclusive communities.

## **4. Human Resources**

None related to the report recommendations.

## **5. Equalities**

An Equality Impact Assessment has been carried out and is attached as Appendix 3 to this report.

## **6. Island Communities Impact**

An Island Communities Impact Assessment has been carried out and is attached as Appendix 4 to this report.

## **7. Links to Council Plan**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Council Plan strategic priorities:

- Growing our economy.

- Strengthening our communities.
- Developing our Infrastructure.
- Transforming our Council.

## **8. Links to Local Outcomes Improvement Plan**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Local Outcomes Improvement Plan priorities:

- Cost of Living.
- Sustainable Development.
- Local Equality.

## **9. Environmental and Climate Risk**

Decarbonisation is a key focus of the revised Local Transport Strategy.

## **10. Risk**

Whilst a Local Transport Strategy is not a statutory document, it ensures that Council policy followed is up to date and reflects the National and Regional Transport Strategies which should be advantageous when applying for external funding.

## **11. Procurement**

A competitive tender process was completed when awarding the Local Transport Strategy Contract to consultants.

## **12. Health and Safety**

None directly related to the recommendations in this report.

## **13. Property and Assets**

None directly related to the recommendations in this report.

## **14. Information Technology**

None directly related to the recommendations in this report.

## **15. Cost of Living**

Considered within the revised Local Transport Strategy.



## **List of Background Papers**

National Transport Strategy 2: [National Transport Strategy 2 | Transport Scotland](#)

Regional Transport Strategy: [HITRANS - Highlands and Islands Transport Partnership](#)

Council Plan (2023 – 2028): [Council Plan 2023 - 2028 \(orkney.gov.uk\)](#)

Delivery Plan: [Delivery Plan \(orkney.gov.uk\)](#)

Sustainable Orkney Energy Strategy 2017 – 2025: [Sustainable Orkney Energy Strategy 2017 - 2025](#)

Orkney Development Plan Scheme 2024/25: [Development Plan Newsletter 2024 \(orkney.gov.uk\)](#)

Orkney Local Development Plan (2017-2022): [Orkney Local Development Plan 2017 - 2022](#)

Review of Local Development Plan: [Review of Local Development Plan \(orkney.gov.uk\)](#)

Roads Management and Maintenance Plan (2023-2028):

[Roads Management and Maintenance Plan.pdf \(orkney.gov.uk\)](#)

Parking Strategy for Orkney: [Parking Strategy for Orkney](#)

## **Appendices**

Appendix 1 Local Transport Strategy.

Appendix 2 Local Transport Strategy Delivery Plan.

Appendix 3 Equality Impact Assessment.

Appendix 4 Island Communities Impact Assessment.



# Local Transport Strategy

2024-2044



# Contents



## 1. Forewords

Forewords to the Local Transport Strategy by the Chair of the Development and Infrastructure Committee and the Corporate Director of Enterprise and Sustainable Regeneration

## 2. Introduction

What is this LTS Policy Framework, the structure and status of this document.

## 3. Our vision for transport in Orkney

Provides an overview of our vision for transport for Orkney.

## 4. The context for transport in Orkney

Describes an overview of the transport context that creates the challenges and opportunities for transport; and what this LTS is shaped around.

## 5. Local Transport Strategic Policies

This section sets out the technical policies and any related actions. These are overarching policy directions to shape and inform future activity.

## 6. Funding, Partnership & Governance

This summary presents an overview for the governance arrangements in respect to the LTS, and the funding context to deliver on the ambitious vision for transport.



# Foreword by Chair of Development & Infrastructure Committee

Transport touches all our lives. It affects our life chances, livelihoods, our health and wellbeing, our climate, and our communities.

Social inclusion cannot be achieved without transport that enables all communities, geographical or those with shared characteristic across Orkney, to participate fully in the opportunities Orkney offers.

We must now change the way people and goods move in response to the climate emergency. Transport emissions reduction will be crucial if we are to meet commitments to net zero.

Equally, we must ensure that our transport systems work for our local economy and enable businesses to thrive and develop in line with new opportunities, in a significantly changed economic context. An effective transport system is crucial for local businesses to prosper, especially if they are at the end of international supply chains.

This strategy sets out the policy direction that supports tackling inequality alongside climate action; that embeds accessibility and equality; that acknowledges the significant shift we must make in several areas of transport if we are to collectively prosper.

**Kristopher Leask**  
**Chair of Development and Infrastructure Committee**



# Foreword by Corporate Director of Enterprise and Sustainable Regeneration

Orkney is a dynamic, diverse, enterprising and resilient place. Throughout our history, we have responded to challenges and opportunities with innovation and determination.

Transport provides a key role within a small island community to connect people for work, education, key services and social and leisure activities. It is also essential for the timely shipment of goods and services to and from the islands, where a fit for purpose transportation network is required to promote and sustain economic growth.

We continue to focus on the future needs of our communities and how we can work towards a low emission transportation network in the medium to long term.

**Gareth Waterson**  
**Corporate Director**  
**Enterprise and**  
**Sustainable Regeneration**





# Summary of this document

## The Local Transport Strategy

- Orkney's updated Local Transport Strategy sets a policy framework to help guide decision-making on transport over the next period, with the goal of working towards four overarching outcomes:
  1. Transport contributes to a successful and just transition to a net-zero carbon and sustainable community.
  2. Transport plays a positive role in tackling the dispersed pattern of poverty across Orkney, and in improving health, reducing inequalities and isolation.
  3. Transport supports continued and inclusive economic development and innovation across all sectors.
  4. Our communities are places where people can thrive, regardless of mobility or income; with livable and inclusive communities.

## What we want to achieve

- The strategy supports Orkney's net zero aspirations, as well as our intentions to reduce car vehicle kilometres where possible in the context of a dispersed population.
- The strategy builds upon the evidence that has been gathered on the problems and opportunities that face Orkney, our communities and economy.
- Technical appraisal work, including the Island Community Impact Assessment, has been used to shape the detail of the LTS, and will inform the delivery of actions within the policy areas described.
- The LTS will be subject to ongoing monitoring and future reviews as progress is made across the policy areas, and periodically in conjunction with substantive changes and development in wider national policy, in respect to funding availability, technological advancements, and as we progress towards net zero ambitions.
- The success of the LTS going forward will be supported and enhanced through maintaining and maturing the dialogue that was developed through the LTS development and through other ongoing community and stakeholder dialogues in a wider range of contexts.

## 2. Introduction

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Rural, remote and island communities have fewer public transport options and are particularly vulnerable to climate related disruptions to networks. The cost of transport on the islands and in remote rural areas is much higher, relative to income, than in the rest of Scotland. Journey times are often long and can require multiple interchanges, including an overnight stay, adding further cost.

*Just Transition Transport, Scottish Government, 2023*



*Photo credit: Robbie Thomson*



# Introduction

## What is this Local Transport Strategy (LTS) Framework?

- The Orkney LTS aims to set a clear direction for transport policies, projects and investment up to 2044. It is the overarching transport strategy for Orkney by Orkney Islands Council.
- Replacing and updating the Council's existing LTS from 2007 it responds to several challenges and opportunities for Orkney, in particular, the role of transport in planning, economic development, social inclusion and addressing poverty, and the climate emergency.
- It draws on:
  - Evidence gathered from a range of other work and programmes.
  - Targeted stakeholder engagement with community-based groups and with people with shared characteristics.
  - Collaborative working with key contributors including elected members, Community Planning Partnership Delivery Groups, Orkney Renewable Energy Forum, community development officers, young people, older people and others.
- The Orkney LTS forms a material consideration in the planning process in Orkney and will feed into the ongoing update to the Orkney Local Development Plan. The later adoption of the Development Plan may necessitate an initial review of this LTS, together with any relevant changes to national policy.

# Structure of this Document

Section	Title	Summary
3.	Our vision for transport in Orkney	The Local Transport Strategy presents a coherent structure for transport decision making by the Council and its partners over the next period, through a transport vision for Orkney, outcomes (or goals) and a set of detailed objectives. These have been consulted on with stakeholders. They have guided the development of policies and actions in this document.
4.	The context for transport in Orkney	<p>Transport plays a role in helping to deliver wider outcomes and can also act as a barrier. The wider policy context for this set of transport policies and how they contribute to other goals is summarised in this section.</p> <p>This section also highlights some key issues to be tackled, opportunities to build upon, some successes so far and how we need to consider future uncertainty.</p> <p>Finally, the issues, challenges and opportunities drawn from the policy review are summarised in this section.</p>
5.	Local Transport Strategic Priorities	Through evidence gathering which has included stakeholder engagement, a series of technical policies supported by policy actions to guide decision-making over the lifetime of the strategy is presented in this section.
6.	Funding, Partnership and Governance	A consideration of delivery in terms of funding, partnerships and governance is presented in in Section 6. Finally, the progress of any Strategy must be continually reviewed, monitored and evaluated. The monitoring plan is also described in this section.



# 3. Our vision for transport in Orkney

The Scottish Government has made one of the most ambitious climate commitments in the world to achieve net-zero greenhouse gas emissions by 2045.

We will have a sustainable, inclusive, safe and accessible transport system, helping to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

***National Transport Strategy: Protecting our Climate and Improving Lives, Scottish Government, 2019***

In all our work we need to make sure that everything we do contributes towards us becoming 'net zero', where we achieve a balance between the amount of greenhouse gas we produce and the amount removed from the atmosphere.

Orkney is on track to become net zero by 2030.

***Council Plan 2023 – 2028.***

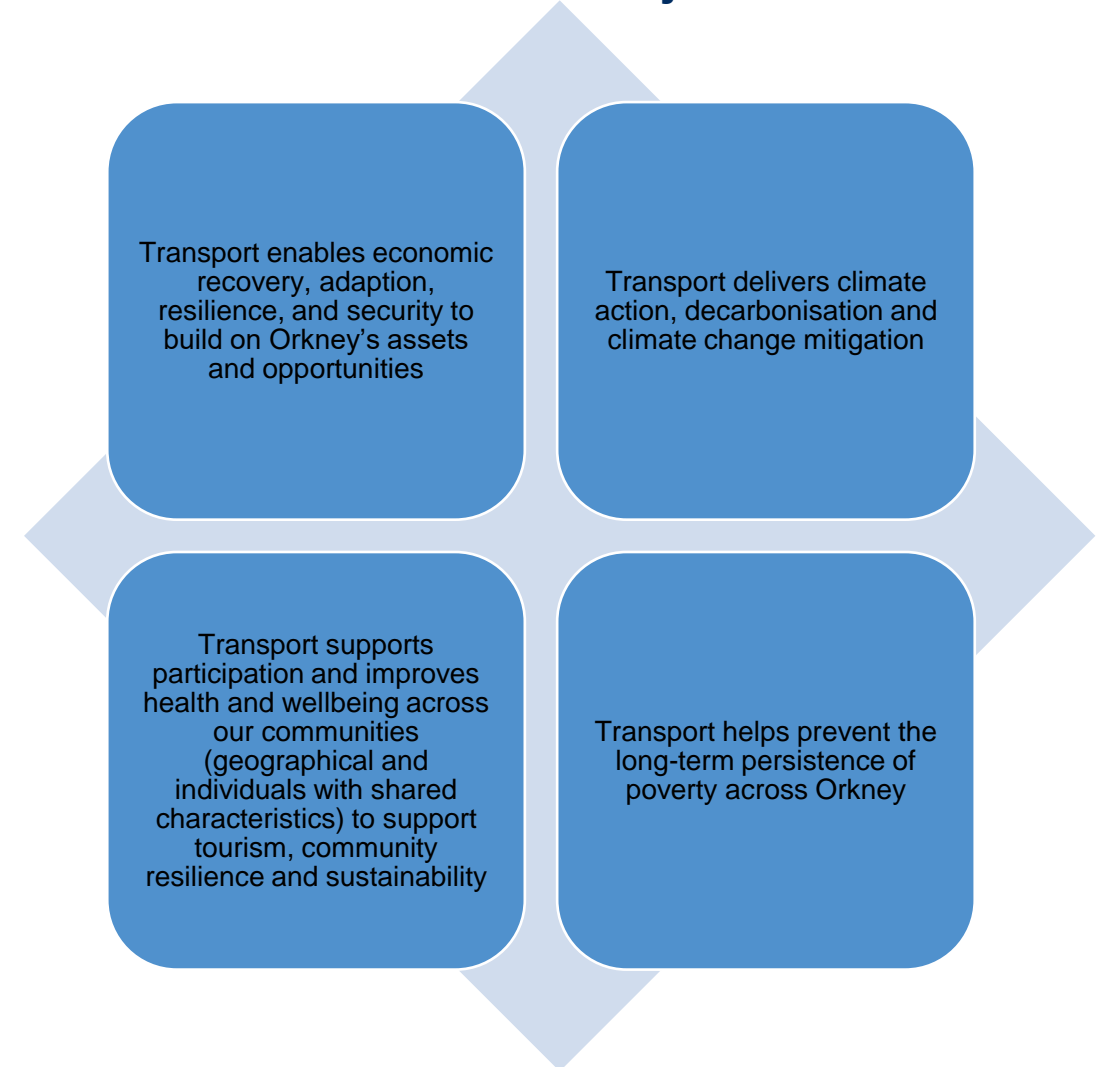
# Our Vision for Transport

## A vision for transport in Orkney

- The purpose of any transport network is to allow people and goods to move around safely and efficiently whether by walking or cycling, passenger transport, lorry, van, car, tractor, or across or over the sea that binds our island community.
- The ambition for the Orkney transport network is that it allows people and goods to get where they need to be safely and efficiently in ways that improve people's health and wellbeing and in a way that contributes to the journey to net zero.

These objectives were developed for, and tested in the engagement with stakeholder groups, where they received strong support. They were further cross-referenced with Orkney Local Outcomes Improvement Plan, the National Islands Plan and the National Transport Strategy (NTS2).

## Outcomes and objectives





# What does our transport future look like in Orkney?

- By 2030, Orkney will have made significant progress on using transport policies and projects to tackle poverty, improve health, reduce inequalities and address Climate Change and net zero targets primarily through:
  - Policies and projects that support and deliver better walking, cycling, wheeling and public transport choices for residents and visitors to Orkney.
  - Policies and projects to support all to use affordable and sustainable transport to access work, education and training, and including projects to support those who feel differential impacts from transport.
  - Policies to continue to support communities to drive their own projects on affordable, accessible, low and zero carbon transport, with capacity building support.
  - Positioning of Orkney as a leading island community, innovating the route to an accessible, sustainable and resilient transport network.
  - Policies that support the Council's core principles of protecting our environment and combatting climate change.
- By 2045, Scotland will be net zero with a 75% reduction in greenhouse gases by 2030. Transport of people and goods will have played a key role in achieving this goal, primarily through:
  - A reduction in the need to travel unsustainably through the principles of using place planning to increase the attractiveness of active travel for short essential trips and removing the need to travel at all for some purposes.
  - Some households will feel less need to own a car or multiple cars because they can travel about in other ways or do not need to travel so frequently.
  - A large proportion of goods moved locally will be by zero carbon methods such as cycles, zero or low carbon vehicles, vessels and aircraft.
  - Increased use of walking & wheeling, cycling and public transport, shared mobility for everyday journeys, particularly replacing shorter trips previously made by car.
  - A higher proportion of zero carbon vehicles and vessels in the Council fleet, in delivery vehicle fleets, taxis, bus and community transport fleets and amongst private vehicles.
  - Transport will directly benefit from renewable and clean energy transition and production.

An aerial photograph showing a long, narrow stone causeway bridge extending from a large island on the right towards a smaller, greener island on the left. The water is a vibrant turquoise color, and a large, rusted metal structure, likely a shipwreck, is visible in the lower-left quadrant. The sky is blue with scattered white clouds. The text '4. The context for transport in Orkney' is overlaid in white on the right side of the image, underlined.

## 4. The context for transport in Orkney



# The role of Transport

- Transport is important to all our daily lives. We often travel to get to work, to education and learning, to healthcare services, to shop, to take part in sports and activities, and to visit friends and family. Businesses and industry, as well as individuals, also rely on transport for the movement of their goods and for access to their services. Transport can also be an activity in itself, such as running, walking and leisure cycling.
- It is recognised that there are different needs in transport terms for different types of areas (town, remote and rural areas and islands) and for different communities, both geographical and for people across our community with shared characteristics.
- The strategy therefore intends to mirror the National Transport Strategy in that it is a strategy for the whole transport system (people and freight) and considers why we travel and how those trips are made, including walking, wheeling, cycling, and travelling by bus, ferry, car, lorry, and aeroplane. It is intended to be a strategy for all communities and for all users: those travelling to, from and within Orkney.



Photo credit: Robbie Thomson



# The role of Orkney Islands Council

- The operation of lifeline inter-island air and ferry services, associated piers, harbours and inter-island airfields are the responsibility of Orkney Islands Council.
- The road network and associated infrastructure, subsidised public bus services and community transport funding is also the responsibility of the Council.
- These assets are of vital importance as the transport of people and goods is essential to the economic and social wellbeing of Orkney.
- The Council plays a significant role in delivering sustainable transport projects on the network, from bus infrastructure, active travel provisions, signals and signs and crossing facilities. The Council applies best practice guidance in delivering its duties, and must pay particular regard to future proofing the network, particularly in respect to technological change and climate change issues.
- The maintenance of our transport infrastructure and vessels is of the utmost importance and is crucial in supporting safe and inclusive travel. Funding for maintenance is increasingly a challenge for any local authority – assets are getting older and need repair or replacement; while, the ongoing maintenance of new infrastructure, such as footpaths and cycleways, needs to be considered and planned upfront, and built into the whole life costing of a project.



*Photo credit: Robbie Thomson*

# Successes

Notwithstanding the challenges that Orkney will face, now and in the coming years, there have been many examples of successful and positive policy and projects to recognise and build upon. These include:

- In 2021 OIC welcomed a lower emission fleet of new buses with Euro 6 engines for public and school buses (owned by operator Stagecoach).
- OIC runs the county's largest EV fleet and has made large strides in decarbonising, as have partner organisations such as NHS Orkney.
- The roll out of EV infrastructure across the county following external funding from Scottish Government.
- The Sustainable Aviation Test Environment (SATE) demonstration project trialling low carbon aviation solutions, based at Kirkwall Airport.
- Introduction of evening bus services on Orkney Mainland (funded through the Sustainable and Green Transport Fund).
- Expansion of Community Transport Schemes, including across the isles; for example, the Rousay, Egilsay and Wyre Dial-A-Ride services.
- School Travel Plans progressing small-scale active travel-focussed initiatives.
- Active and Sustainable Travel developments including Kirkwall Places and Spaces, Arcadia Park and Papdale Park projects.
- Two electric hydrofoil vessels are set to be trialled in Orkney, after the council secured £15.5million of funding from the UK Government's Zero Emission Vessels and Infrastructure fund.






# Problems to be tackled

- There are differential impacts across Orkney. Those on lower incomes and in poverty generally are affected in a multitude of ways by transport barriers and are also more likely to suffer from other aspects such as health inequalities.
- Orkney has a dispersed population which represents key challenges for good transport connectivity. Hidden deprivation across the community results in transport barriers and limitations on access to key services.
- The cost of transport and public transport in particular, and the impact of this on people on low incomes and young people.
- The Scotland-wide National Concessionary Travel Scheme provides free unlimited bus travel across Scotland for older people, people with disabilities and young people (Under 22). Discussions are ongoing to extend the existing scheme to ferry services.
- The lack of accessible services are still an issue across Orkney. Inaccessible lifeline inter-island ferry and air services remain a key issue, as well as the lack of accessible taxis and adequate provision of disabled parking spaces. Specific needs for those with hidden disabilities must also be considered.
- Conflicts between cyclists, pedestrians and other road users, particularly in the context that much of the transport network is shared space with no footpaths or dedicated cycle ways.
- Lack of integration in some of the public transport network, with a confusing and complicated network for some.
- Transport cannot be seen in isolation. The reason for travel should be taken into consideration and whether services could be delivered closer to where people live. This includes working at or closer to home, removing the need to travel, or travel as far, or allowing people to travel more sustainably, and opening up accessible employment opportunities.
- Challenges in terms of road safety including: active and sustainable transport, speed management, enforcement and deterrence.
- Capacity constraints on services, particularly on ferry and internal air services, and on the availability of cabins on the ferry service to Aberdeen.
- Staffing constraints in a tight labour market and in the isles with a sometimes limited pool of available staff to, for example, run the island airfields and drive buses.
- Reliance on the private car for many in order to access all manner of trip purposes with a thin public transport network that does not reach all people in all places.
- Tourism is an important element of the Orkney economy, with approximately 394,000 visitors in 2019. This includes independent travellers, tours and cruise passengers, with people staying for a single day to much longer trips. Visitors are concentrated in the summer months and putting pressure on transport infrastructure and services.
- Transport accounts for a significant share of carbon emissions, which have not been reducing as much as in other sectors. Passenger cars are one of the largest sources of CO2 in Scotland. The costs of progressing with the decarbonising programme of fleet and for private households can often be prohibitive. There are particularly high costs associated with the heavy vehicle fleet.


# Orkney's Ambition and Opportunities

There are a number of opportunities the Orkney LTS can build on. These may be existing initiatives, trends, targets, and funding streams:


Growth in public bus passenger carryings across the county.



Increases in active travel and substantial investment in active travel infrastructure.



Increases in home working, particularly in remote locations, removing the need to travel.



Technological improvements including future fuels.




Policy direction of LTS is aligned with National and Regional Transport Strategy with the view to access external grant funding.

More community empowerment addressing the needs and realising the full potential of communities.




Roll out of various projects across Orkney with funding from Scottish Government and UK Government.



Hydrogen and battery technology are an opportunity being explored in Scotland and in the Highlands and Islands Region drawing on international expertise.

Large number of short journeys in and around town which could be carried out by active travel.



## Collaborative Working:

- There has been extensive and recent consultation and engagement through a number of other plans, policies and groups, with content substantively relevant to the development of the LTS for Orkney.
- An early task during the development of the LTS and building on the evidence from earlier and ongoing work programmes was engagement with stakeholders, including Highlands and Islands Enterprise, HITRANS, NHS Orkney, Orkney Renewable Energy Forum, Destination Orkney, Voluntary Action Orkney and the Community Planning Partnership Delivery Groups.
- The final element of LTS development has focused around engagement with a variety of key contributors, this has been particularly valuable where other plans, strategies and workstreams are developing over a parallel period to the LTS development.
- This collaborative approach should be the foundation upon which to successfully deliver the optimum output from the foundation of the Local Transport Strategy.
- Working with the Sustrans Embedded Officer through Sustrans Strategic Partnerships Programme and HITRANS officers to seek external grant funding and establish Active Travel projects across the county.

# Changes and risks we face

## Governance

- More localised decision making and community empowerment is expected, with also more funding streams linked to the low carbon economy, regulatory framework and wider governance changes.



Photo credit: Robbie Thomson

## Technology and energy

- There will be more automation and digital services, including in healthcare and education. Mobility as a Service (MaaS) may be considered to deliver multi-modal journey planning with real-time data to enhance individuals' mobility options.
- There will be new modes of mobility, complexities in the marketplace across all modes of transport, and we might expect to see the full advent of autonomous vehicles.
- There are energy targets for renewable energy and for the phasing out of petrol and diesel cars. There are challenges around the supply and price of electricity, and for the role and mix of future fuels across all transport means.
- The roll out of additional EV infrastructure across the county will be subject to external grant funding although the majority of charging will be carried out at home. The long-term management of Orkney's EV infrastructure shall require further consideration by the Council.
- The Orkney EV Strategy will be updated by the Orkney Renewable Energy Forum (OREF) to reflect changes.

## People, population and jobs

- The future is never certain, and the LTS has considered some of these uncertainties in the appraisal of options to inform the policies that follow.
- Orkney has an ageing and growing population. Between 1998 and mid-2020 Orkney's population increased by 14%. The 75-and-over age group saw the largest percentage increase in Orkney (of +72.2%) during this period. An overall increase in Orkney's population is predicted going forward, but not necessarily across all areas, according to Government statistics, with a very variable picture across the isles forecast in particular.
- More flexible working practices, more job uncertainty and new models of employment are expected. Orkney is set to see a number of major projects in the coming years; including the new interconnector project and onshore and offshore wind projects. This will see changes in the type of jobs on offer, with a mix of resident and commuting (to Orkney) employees expected.

# Duties and Targets of relevance to the LTS

## Statutory Duties of Relevance

- Local roads authority with legal requirements in relation to managing and maintaining the road network and consideration of footways alongside roads for convenience and safety of pedestrians.
- Equality duty from the Equality Act 2010.
- Fairer Scotland Duty and human and children's rights duties.
- Local planning authority with requirement to produce a Development Plan and manage development. Work on the evidence base for the new Development Plan is being undertaken with an anticipated adoption of the Plan in 2027.
- Development of Climate Change Strategy and Action Plan to reflect the Council plan and Local Outcome Improvement Plan (LOIP) ambition for Orkney to become net zero by 2030.
- Climate Change (Scotland) Act 2009 places duties on the Council, in the exercise of its functions, to act in the way best calculated to contribute to the delivery of emissions reduction targets and any statutory climate change adaptation programme, and in a way that it considers is most sustainable.
- Duties relating to managing and reducing flood risk, and to further the conservation of biodiversity.
- Access authority under the Land Reform (Scotland) Act and requirement to identify core paths which have shared access rights.
- The Islands (Scotland) Act 2018 intended to improve outcomes for islands communities.

## National Targets of Relevance

- Vision Zero, where no one is seriously injured or killed on our roads by 2050, with 50% reduction in people killed and people seriously injured to 2030 (Scotland's Road Safety Framework to 2030)
- Reduce car kilometres by 20% by 2030 (update to the Climate Change Plan, Scottish Government, Dec 2020)
- By 2030, the equivalent of 50% of the energy for Scotland's heat, transport and electricity consumption to be supplied from renewable sources; an increase by 30% in the productivity of energy use across the Scottish economy (Scotland's Energy Strategy 2017 sets two new targets for the Scottish energy system by 2030)
- Phase out the need for new petrol and diesel cars and vans by 2035 and public bodies to lead the way by phasing out the need for new petrol and diesel light commercial vehicles by 2025 (Update to the Climate Change Plan, Scottish Government, Dec 2020)
- Net zero greenhouse gases (which includes carbon) by 2045; and 75% reduction of greenhouse gas emissions by 2030 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019)
- Decarbonise scheduled flights within Scotland by 2040 (Update to the Climate Change Plan, Scottish Government, Dec 2020)
- Halting biodiversity loss by 2030 and substantially restoring it by 2045 (draft Scottish Biodiversity Strategy)





# 5. Local Transport Strategic Policies



# The purpose of the LTS policies

## Purpose of the LTS policies

The Transport Strategy Policy Framework provides a clear direction and framework for decision-making and investment up to 2044 in Orkney through a set of policies. As well as giving the public and stakeholders a clear idea of how the Council will make decisions on transport, these policies will also be used by Council Officers. The Policy Framework will also support funding applications and investment decisions.

## A whole systems approach

Thinking from a “whole systems approach” to the development of this transport strategy has been applied. Specifically, this means:

- Transport is part of a wider system – a much wider range of individuals, organisations and policy areas are at play.
- We have engaged with community planning partners and community organisations, and have drawn from earlier consultations, to establish the problems that need to be tackled, the kind of future we want for Orkney in terms of transport, and the solutions that folk would like to see.
- We have taken a long-term view, with many policy areas requiring a long-term effort relying on various aspects coming together.

## LTS Delivery principles

There are several overarching principles that guide the nature of the LTS Policies:

### The way we live and work

- Communities are the core of design, decision-making and delivery - empowerment
- Decentralise services and jobs – removing the need to travel/ travel as far
- Establish community hubs particularly in remote rural locations – reducing the need to travel / travel as far

### Funding for change

- Review Management and Governance Arrangements
- Make the case for funding for community-based capacity building

### Tailored approaches

- Innovative and creative thinking about future of transport
- Focus on community wealth-building

### Guiding principles

- Transport is accessible for all
- Transitioning to Net Zero
- Locality-based planning approach
- Cross-sectoral working: transport is an enabler



# Sustainable Transport Hierarchy

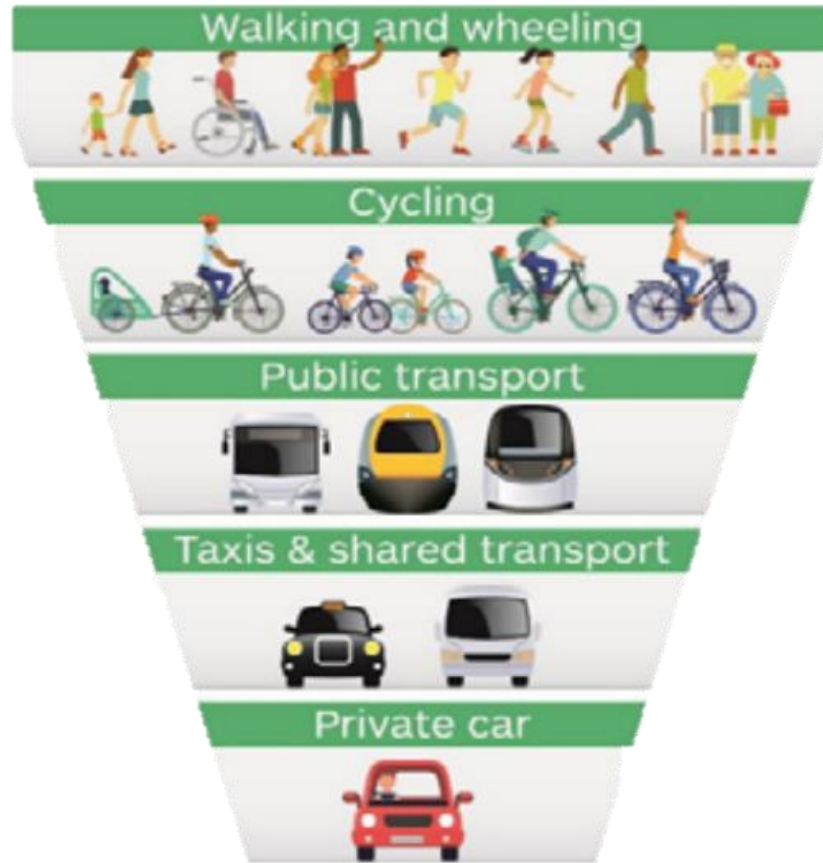


Image: National Transport Strategy

Built on the principle of 'place' Transport Scotland's *Sustainable Travel Hierarchy* for personal travel which is enshrined in planning policy, roads development and the National Transport Strategy, puts people walking, wheeling and cycling at the top, then public transport, shared transport and taxis, ahead of private vehicles at the bottom.

In Orkney, ferry and air services are fundamental to our transport hierarchy, particularly lifeline inter-island services to and from some of our most fragile and enterprising island communities.

Due to the dispersed nature of our population, walking, wheeling, cycling and public transport (for those residing in areas without a bus route) can be unsuitable for everyday journeys. Active travel can however be encouraged at trip ends as well as measures which reduce the need to travel or travel as far i.e. community hubs.

The LTS embraces this context, looking for opportunities to advance the hierarchy, while also ensuring the provision to safeguard the whole communities' ability to participate fully in Orkney life.

# Decarbonisation



## Rethink, reduce and refuel

- Orkney is well known as a trailblazer in innovation around decarbonisation and the green economy. There are several initiatives underway in this area and in the uptake of zero tailpipe carbon fuels.
- Significant progress has been made in the role out of EV infrastructure across the county which has supported the fleet of Council e-vehicles and the tremendous uptake of EV's from residents and local businesses. Orkney remains the perfect test bed for EV's due to the relatively short distances incurred daily. The ReFLEX project brought around 200 more EVs to the county which has further increased the uptake across the county.
- Orkney is playing a pivotal role in the development of green hydrogen technologies through a variety of projects covering ferries, planes, vehicles, and for the movement of people and goods.
- Hoy is one of six islands in Scotland that is being supported by the Scottish Government to be carbon neutral by 2040.
- An Energy Strategy Action Plan for Orkney is in production.
- The SATE (Sustainable Aviation Test Environment) Project is focused on new sustainable aviation solutions providing greater optionality for enhanced connectivity. This should see the introduction of technology that can be incorporated into the Orkney transport system in the next 3-6 years. With a blueprint of a net zero aviation region by 2040 and making an increased contribution to economic and social development.
- Two electric hydrofoil vessels are set to be trialled in Orkney, after the council secured £15.5million of funding from the UK Government's Zero Emission Vessels and Infrastructure (ZEVI) fund. A twelve-passenger version is set to arrive in August 2024, and will travel between Kirkwall, Shapinsay, Rousay, Egilsay and Wyre, while a larger vessel, capable of carrying 50 passengers plus some light cargo will be delivered in 2025. It will be on a route between Kirkwall, Westray, Eday, Sanday and Stronsay.

## Decarbonisation Policies

### ▪ Policy 1:

- Enhancing the quality of local places and environments for active travel; working to secure a fit-for-purpose design guide approach for our historic town environment and rural and island communities.
- Supporting long term delivery of active travel infrastructure through Place Planning and School Travel Plans, and in collaboration with Development Trusts and other community partners; focus on improved active travel networks and connections at a community level; with inclusive and accessible design.

### ▪ Policy 2:

- Decarbonise the OIC and public sector transport fleet with re-fuelling to greener fuels (as is possible) and new fleet:
  - Land-based vehicles; ferry services (hull form / type of vessel / fuelling), air services, bus services, community transport and e-bikes/bikes, associated infrastructure to support decarbonisation of vehicles and fleets.
- Continue to work with, support and encourage bus and community transport operators and the wider private sector to move towards a low carbon fleet.
- Further roll out of bikes/e-bikes for Council staff use as an alternative to vehicles and consideration of e-bike hire across the wider community, with support from local development trusts and external grant funding.

### ▪ Policy 3:

- Support *Just Transition*: targeted support through transport-related projects / services to enable all members of society to participate in social and economic health and wellbeing. Co-designed and co-delivered by communities, businesses and all in society.
- Explore opportunities for developing / growing an Orkney pool of EV vehicles / e-bikes – available either as a library or car club scheme – the aim to target low-income households and / or those that do not have access to conventional public transport, and where the availability could support access to employment or linking households with health / leisure / caring needs etc.

# Active Travel

## Walking, cycling & wheeling to a healthier, fairer, accessible Orkney

- Walking, wheeling and cycling are well recognised for their wider benefits, especially when integrated into people’s daily lives, for leisure, to get about to where folk need to travel to, and as part of visitor experiences. The Orkney Travel matters survey tells us that 1 in 6 Orcadians are making short journeys by car 15 or more times per week. This shows significant potential for shifting people’s habits to more sustainable modes.
- We want our communities, green spaces and towns, villages and settlements to be connected and easily accessed by active travel, with a focus on people rather than private vehicles. Active travel options offer safe, affordable and enjoyable choices for residents, employees and visitors alike, regardless of location, income level, or stage in life.
- Orkney Islands Council has an Embedded Sustrans Senior Project Officer in place (temporary post). The role of the officer is to facilitate a strategic approach to active travel infrastructure, to increase walking, cycling and wheeling in Orkney communities as a preferred mode of travel, working with the Council and partner organisations to further understand the local barriers to active travel, and to deliver a strategic approach to overcome them. HITRANS funding during 2024/25 will look to establish a new Active Travel/Behaviour Change post which will seek to address a number of actions within this strategy.
- The Council has an Active Travel Strategy to assist in gaining external grant funding for infrastructure upgrades such as walk and cycle paths as well as funding for softer measures such as promotion and education, working towards a more active and sustainable community. The strategy will be reviewed and updated to reflect Transport Scotland’s Active Travel Strategy Guidance 2023.
- The Council is collaborating with and supporting schools across Orkney in developing School Travel Plans to promote health and active travel choices for the journey to school, and for travel within the school day.
- The Council is delivering a number of active travel-focused projects, such as the recently opened Papdale Park project, and before that the Arcadia Park in Kirkwall. The Council’s Sustainable Travel Group, with officers from transport, engineering, development planning, outdoor access, roads, education, leisure and economic development progress active travel projects and other works to promote active travel.
- The national Place Principle recognises that: *“Place is where people, location and resources combine to create a sense of identity and purpose and is at the heart of addressing the needs and realizing the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enabled better outcomes for everyone and increased opportunities for people and communities to shape their own lives.”*

## Active Travel Policies

### Policy 4:

- Enhancing the quality of local places and environments for active travel; working to secure a fit-for-purpose design guide approach for our historic town environment and rural and island communities.
- Supporting long term delivery of active travel infrastructure through Place Planning and School Travel Plans, and collaboration with Development Trusts and other community partners.
- Focus on improved active travel networks and connections at a community level; with inclusive and accessible design.
- Review and update the Active Travel Strategy for Orkney to reflect the infrastructure developments and social and community aspects highlighted by Orkney residents through the Orkney Travel Matters survey.

### Policy 5:

- To ensure Orkney remains attractive and vibrant and supports sustainable travel choices, the Council will redesign roads, parking and vehicle space in the towns to support sustainable transport where possible (to be considered in roads and parking policies also).
- Including, specifically, public realm enhancements and additional restrictions to vehicular access.
- Explore opportunities to create St Margaret's Hope – Kirkwall – Stromness segregated active travel route.

### Policy 6:

- Consider and promote shared mobility options, particularly in terms of active travel, access to bike hire or a bike scheme for Orkney (as per Policy 3).



Arcadia Park is a community-designed green space and active travel network in Kirkwall. Credit: Sustrans 2022.



# Public & Community Transport

## Innovative partnership to tackle rural isolation

### Supporting more people to travel by public transport

- Orkney has seen steady growth in bus passenger figures over the past decade compared with significant decline across the rest of Scotland. The Council remains committed to providing a fit for purpose bus network across the county to enable people to travel to/from work, education, medical appointments, shopping, social and leisure purposes and to reduce the number of car journeys.
- Significant investment was made by the Council during the award of the School and Public Bus Contract in 2021 where quality of service was emphasised as priority. This resulted in the main operator investing in a brand-new fleet of low emission accessible vehicles. As a result, the services across Orkney are reliable, efficient and comfortable, encouraging a step change from car use to bus. The low carbon innovation clause within the Contract allows the Council to work with the operators on moving towards zero emission fleet, subject to availability of external grant funding.
- Evidence shows that a greater proportion of people in remote rural areas find accessing services less convenient. Further consideration will be given to community transport services and on-demand transport for people without access to existing services.
- OIC retains the passenger revenue from Orkney mainland subsidised public bus services – this revenue has been secured as a *Sustainable & Green Transport Fund* delivering measures such as:
  - Establishing evening bus services targeted at young people to access leisure and other opportunities in Kirkwall, which was trialled with Smarter Choices, Smarter Places funding.
  - Development and enhancement of Community Transport services across Orkney.
  - Improvements and enhancements to existing infrastructure such as bus shelters, bus timetable displays, timetables and promotion.
  - The roll out of active travel projects across the county and providing match funding to external grants.
- Travel by coach, particularly for visitors, is a dominant means of travel, particularly in the summer months. The Council Shuttle Bus Contract, provides connectivity for visiting cruise liners which berth at Hatston pier, providing a drop off at Kirkwall Travel Centre and for connecting onwards travel.

## Public and Community Transport Policies

- **Policy 7:**
  - Ensure that public bus services and community transport are developed to facilitate people to access opportunities, get around, and live their lives well, supporting health and wellbeing, community cohesion, resilience and sustainable economic development by:
    - promoting inclusive and affordable travel for all;
    - improve active travel infrastructure and facilities connecting with bus stops, travel centres, ferry terminals and airfields to help encourage more walking, wheeling and cycling;
    - retaining and enhancing existing scheduled services where possible;
    - improving accessibility to jobs, services and facilities;
    - working with communities to identify the best means of linking communities, people, places of business and employment and essential services.
    - continue to explore the possibility of filling timetable gaps where possible and practicable.
    - reducing the need to travel by car.
- **Policy 8:**
  - Continue to recognise the important role of community transport in Orkney, particularly the opportunity to fill gaps in local transport provision. Focus on developing solutions to make use of underutilised local authority and other fleet vehicles to complement existing services.
  - Continue to work collaboratively to explore and develop new demand responsive transport where there are no existing services, as demand may change and to plug gaps in provision, with services which are open to all.
- **Policy 9:**
  - Ensure compliance of the Civic Government (Scotland) Act 1982 in respect of Vehicle Operators Licencing and Schedule of Conditions for Taxi and Private Hire Car Operators. Work with providers to raise standards of provision where required and support the offering of services where appropriate.
- **Policy 10:**
  - Work with communities, bus operators and regional transport partnership HITRANS in providing a fit for purpose bus network, infrastructure and timetable information which meets the needs of communities across Orkney.

# Inter-Island Connectivity

## Supporting economies, enabling participation

### Lifeline Inter-Island Air and Ferry Services

- The need to replace the ageing ferry fleet and address the multitude of built-in problems and constraints, coupled with the probable need to increase inter-island air connectivity has led to a considerable amount of work over the last 20 years.
  - Lack of parity with other ferry services in Scotland with regard to connectivity, costs and quality.
  - Lack of capacity on specific routes / sailings, particularly for vehicles and in terms of available tonnage.
  - Limited capacity and frequency on inter island air services – need for third aircraft outlined in business case work.
  - Timetables do not fully meet community needs – longer operating day and more frequency required (as outlined in Routes and Services Methodology work).
  - Length of commuting times with ageing fleet and multi-leg journeys with islands sharing services.
- The vision taken from the Orkney Partnership Connectivity Delivery Group is simply put: *integrated, sustainable and affordable inter island transport services which meet the needs of isles residents, businesses and visitors.*
- The Orkney Inter-Island Transport Study (OIITS) work is progressing to Final Business Case stage, following earlier STAG Appraisals. In February 2023 OIC and the Scottish Government established a Ferry Replacement Task Force to work jointly on proposals to support OIC's consideration of options for the long-term renewal of the Orkney internal ferry fleet – considering potential funding models and sources available and the businesses cases for replacement to inform the 2024-25 budget discussions within Scottish Government.
- New terminal buildings, which meet CAA requirements, have already been built at the airfields in North Ronaldsay and Sanday, and there are now plans to build new airfield terminal buildings at the four remaining airfields in the North Isles. The roll out of Wi-Fi connectivity at Eday, Stronsay, Westray and Papa Westray airfields during 2023 means key reporting and training at the airfields can move away from paper recording to electronically logged.



## Ferry and Air Service Policies

### ▪ Policy 11:

- Collaborate and co-design with communities to identify improvement opportunities to the existing provision and services within the inter-island network of ferry and air services, while looking to future needs on an island-by-island basis:
  - Improve user interface with services – online booking, payments etc.
  - Improve active travel infrastructure and facilities connecting to ferry terminals, airfields and Kirkwall airport.
  - Provide additional capacity within the inter-island air service with a third aircraft in the network.
  - Consider frequency and length of operating day of ferry services as per Routes and Services Methodology (RSM) and in conjunction with the Ferry Replacement Programme.
  - Review ferry fare structure to reflect Scottish Government.

### ▪ Policy 12:

- Progress with design work for the inter-island ferry network vessels and associated harbour infrastructure; subsequent roll out of the Ferry Replacement Programme across the network as expediently as possible; being mindful to decarbonisation (including hull form and fuelling) (Policy 2) and accessibility (Policy 28).
- Complete the upgrade of the airfield terminal buildings and facilities across the outer north isles network.

### ▪ Policy 13:

- Recognises that the inter-island air and ferry services are the equivalent to the bus network for island communities in terms of accessing key goods and services.
- Continue to lobby Scottish Government that eligible people should be able to access free travel under national concessionary travel schemes on these services in keeping with their peers that live in urban and mainland areas.

# Roads and Parking

- The county's roads enable people and businesses to undertake their daily activities in a manner which does not hinder the ability of communities served by the network to prosper or lead to undue environmental degradation.
- While the overarching policy objective is to reduce carbon-based travel, it is imperative that the existing road network is maintained and developed to meet the future social and economic needs of Orkney. Indeed, the Scotland Route Map to achieve a 20% reduction in car kilometres by 2030 does not aim to eliminate all car use, it recognises that would not be realistic or fair, especially for journeys undertaken by disabled people or in rural areas where sustainable travel options may not always be available or practical. Instead, the Route Map encourages all of us to reduce our overreliance on cars wherever possible and identifies four key behaviours:
  - making use of sustainable online options to reduce your need to travel;
  - choosing local destinations to reduce the distance you travel;
  - switching to walking, wheeling, cycling or public transport where possible; and
  - combining a trip or sharing a journey to reduce the number of individual car trips made, if car remains the only feasible option.
- Further development and improvements to path and cycle networks are required across the county to encourage the uptake of active and sustainable travel, particularly for purposeful journeys, (i.e. to work) as opposed to short journeys made by car.

*Sustainable travel projects (and walking and cycling in particular) regularly offer high and very high value for money with every £1 spent on walking and cycling resulting in £13 of benefits returned to the economy.*

**Department for Transport**

# Roads and Parking Policies

## ▪ Policy 14:

- Continue to review the Roads Asset Management Plan and Roads Management and Maintenance Plan including attention to verges and offlets, for example, where condition is considered to be deteriorating. Including the work to ascertain the current condition of the Churchill Barriers and any remedial works required.

## ▪ Policy 15:

- Undertake a Traffic Management Review for Kirkwall and other towns.
  - Kirkwall experiences high volumes of pedestrians; there is growth in housing and other development, which generates additional traffic; and there is a need to consider capacity at a number of junctions.
  - Your Kirkwall Place Plan identified a number of traffic-related issues and sets out several potential solutions, which could be taken into consideration.

## ▪ Policy 16:

- Provide cycle parking through minimum cycle parking standards for new development and roll out secure and appropriate shelters across Orkney in collaboration with communities through Place Planning.
- The Council will redesign roads, parking and vehicle space in the towns to support sustainable transport where possible (as per policy 5).

## ▪ Policy 17:

- Orkney-wide parking strategy to take into account new sites for parking, including visitor sites, Park & Ride / Stride, campervan parking and ducting for EV transition.
- Charge for designated parking: Set parking charges to meet costs of administering, maintaining and enforcing provisions; review charges with a view to managing demand to use a car and ensuring car parking is not cheaper on average than public transport fares.

## ▪ Policy 18:

- Consideration of the Transport (Scotland) Act 2019, in respect of national pavement parking prohibitions as appropriate.

# Harbour Infrastructure

## Positioning Orkney as a world leading maritime hub

### Orkney Harbours Masterplan

- The masterplan is a blueprint that provides a framework for the long-term maritime future in Orkney. The first phase details the vision for the physical transformation of Orkney's harbours across five locations on the Orkney Mainland and Hoy. The second phase will consider the development of smaller harbours and piers across the entire archipelago.
- Orkney Harbours Masterplan Phase 1 was approved in April 2020 with proposals to enhance several piers and harbours— a new deep-water quay in Scapa as well as quayside extensions at Hatston, and enhancements at Lyness.
- The Orkney Harbours Masterplan Phase 1 proposals are as follows:
  - Scapa Deep Water Quay is a new deep-water port for the offshore wind sector; subject to approval and funding.
  - Hatston Pier (Orkney Logistics Base) will be extended by 300m and reclamation will provide laydown area to play a key role in accommodating offshore wind activities; subject to approval and funding.
  - Creation of hard standing at Lyness to support offshore wind deployment; subject to approval and funding.
  - The marina in Stromness is to be expanded and there will be new pontoons for cruise use; subject to approval and funding.
- Scotland's fourth National Planning Framework (NPF4) (adopted by the Scottish Ministers on 13th February 2023) includes the new quay in Scapa Flow and recognises the national importance of Scapa Flow.

## Harbour Infrastructure Policies

### ▪ Policy 19:

- The Orkney Harbours Masterplan Phase 1 – Subject to approval and funding, the development of a new deep-water quay and terminal in Scapa Flow, and associated wet storage offer in Scapa Flow to service the offshore wind sector; extension of the Hatston Pier and creation of quayside laydown area to support commercial activities and enhance interchange with the lifeline ferry services; works at Lyness to secure its role in offshore wind; and the Stromness marina extension with new pontoons and dedicated space for cruise tenders.

### ▪ Policy 20:

- The Orkney Harbours Masterplan Phase 2 will consider all the smaller piers and harbours across the islands and on the Orkney Mainland. The work will be aligned with OIITS work (Policy 12) to determine what infrastructures will be required to accommodate new inter-island vessels.
  - The initial outcome will be a Masterplan for each of the harbours and piers identified during the process, which will also align with Place Plans.





# External Ferry Services

## Safeguarding and enhancing connectivity for Orkney

- The current Northern Isles Ferry Service (NIFS) contract is due to be renewed in 2028. It is essential that OIC collate and prepare their own evidence to inform how future contracts are designed and determined; what is the optimal service configuration for Orkney; and how proposed new services align with Orkney's harbour infrastructure, existing or proposed.
- OIC along with the External Transport Forum should work together to build an evidence base and case for enhancing external ferry services for the benefit of Orkney (Pentland Firth and Aberdeen network). This will include capacity analysis, demand forecasting and evidenced lobbying for service enhancements.
- The lifeline services operated under the Transport Scotland Northern Isles Ferry Service (NIFS) Contract, needs to consider the resident, business and tourism needs for Orkney which includes additional sailings for passengers and freight at peak periods and specific events throughout the Orkney calendar. The freight needs to and from Orkney to Aberdeen and the extended tourist season should be recognised by extending the 'peak' timetable across the Aberdeen and Pentland Firth network.



## External Ferry Service Policies

### ▪ Policy 21:

- Make the case to ensure adequate capacity on external ferry services to support economic growth and travel needs: a study commissioned by Transport Scotland in 2018 reported that deck and cabin capacity were the largest concerns cited by resident and stakeholders.
  - There are reportedly capacity issues for residents and for businesses all year round, though the issue is severe during the summer months and at the backend (Sept/Oct) when livestock are being shipped to the Scottish Mainland from Shetland and Orkney. Capacity issues for freight are mostly centred around demand from aquaculture and fishing sectors in Shetland.
  - A review of the NIFS contract specification is required in advance of the next contract, and to make the case for any enhancement to Orkney's external ferry service.
    - Increased capacity for freight.
    - Increase in services between Orkney and Aberdeen – to provide additional capacity and flexibility, and to provide better integration between Orkney and mainland public transport services.

### ▪ Policy 22:

- Make the case to better utilise the NIFS vessels – vessels in Aberdeen and Shetland are alongside between AM arrival and PM departure, and there is no longer a sailing throughout the year in the middle of the day on the Stromness – Scrabster route.
- This policy would consider more services running out of Aberdeen to Orkney / Shetland and the reinstatement of the middle sailing on the Pentland Firth route.

# External Aviation Services

## Securing the core network of external air services

- While the level of air travel has not returned to pre Covid-19 levels it is important to recognise that air travel will remain an important enabler for Orkney in terms of trade, tourism, health and leisure opportunities – even within the paradigm of reducing the need to travel and climate change action.
- The vision for the external air services is to secure lifeline services to meet the fundamental needs of Orkney to connect with other areas across Scotland, the rest of the UK, and globally. The network out of Kirkwall Airport is operated on a commercial basis, providing a frequent service to Aberdeen and Edinburgh, and *thinner* routes to Inverness, Sumburgh, Glasgow and the addition of a twice weekly connection to London Heathrow via Dundee.
- A reliable and fit for purpose service is key, particularly for health, to Aberdeen but also to Glasgow, Edinburgh and Inverness.
- A number of projects are in progress to drive the shift to low carbon aviation, including the Orkney Sustainable Aviation Test Environment (SATE) project.
- The cost of air travel continues to be a concern for the travelling public, and for business. The Air Discount Scheme is available for leisure travel only, offering a 50% discount on the core air fare on eligible services. The aim of the scheme is to tackle the problem of high air fares in the most peripheral parts of the Highlands and Islands region to improve social inclusion in the areas it covers. It does not cover any visitor travel, NHS-funded trips or people travelling on business.
- Sustainable onwards travel has been established via the half hourly public bus service, providing a fast and frequent service into Kirkwall.



## External Air Services Policies

- **Policy 23:**
  - Secure and extend Air Discount Scheme to include business / all travel.
- **Policy 24:**
  - Explore development of Public Service Obligation (PSO) Kirkwall – Inverness / across Orkney / Highland and Islands routes.
- **Policy 25:**
  - Secure appropriate airport infrastructure at Kirkwall Airport, including supporting Highlands and Islands Airports masterplan in respect to the extension of the runway and the design of the passenger facilities at Kirkwall Airport.

# Cross Cutting Themes, Policies and Partner Projects

- This Local Transport Strategy recognises the importance of connectivity to support sustainable communities and wider planning to consider transport, barriers and connectivity in planning for the delivery of services, community and economic outcomes.
- The basic principles are to develop a network to co-design and co-implement transport (and wider solutions) tailored to community needs, aspirations and opportunities.
- Through this theme the intention is to focus on:
  - Capturing and building upon community unique perspectives through collaboration and to include user and stakeholder opinions in key design and decision making.
  - Tailoring solutions to the Orkney context, including flexing and fitting to different community needs around Orkney.
  - Decentralising services and employment to island and community hubs outside of the main towns of Kirkwall and Stromness.
  - Embedding the principal of full accessibility into any design throughout the LTS, and championing through allied transport initiatives.
  - Embedding the principal of transition to net zero through the design of future transport provision as expediently as possible.

## Cross Cutting Policies

- **Policy 26:**
  - Transport is a material consideration in the planning process, and the sustainable travel hierarchy (in an Orkney context) and should be a core principle in development management decision-making.
- **Policy 27:**
  - Continue to make the case to secure the funding that rural / remote / island places need to address transport challenges.
    - Including additional funding for community-based solutions; in the context of reviewing the management and governance arrangements for transport development and service delivery.
- **Policy 28:**
  - Ensure that accessibility is an integral feature of the design of our places, and the design for future ferries, aircraft, buses, community transport, taxis and other transport and travel infrastructure.
- **Policy 29:**
  - To reduce the environmental impact of travel to, from and around Orkney, organisations, employers and service providers across Orkney should seek to increasingly provide an option to access work, services and facilities remotely where possible, where this is not detrimental to service provision, staff or users. Organisations should be supported to consider sustainable transport accessibility in their decision-making around the location of goods and services, including providing increased services closer to where people live / work, and the Council will work to support this in collaboration with communities. This could be at home, or closer to home in Community Hubs.
  - Decision-making around the location of goods and services, including providing increased services closer to where people live / work, and the Council will work to support this in collaboration with communities.

# 6. Funding, Partnership and Governance

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# Monitoring and Evaluation of the LTS

## Monitoring LTS Objectives

Focused on enhancing the economic, social and environmental fabric of Orkney, the LTS will be monitored and evaluated using available national, regional and local datasets.

## Governance, Monitoring & Appraisal Framework

Monitoring progress is extremely important. It is proposed to annually report on a number of core indicators. It should be noted that there is also ongoing or planned monitoring processes related to other transport and associated areas, such as the work of the Community Planning Partnership Connectivity Delivery Group and anticipated through the Climate Change Strategy and Energy Strategy Action Plan for example.

## Monitoring Policy Progress

A set of indicators for each theme has been prepared to monitor overall progress via a series of proxies. This should be supplemented with the development of bespoke monitoring and evaluation of individual projects commensurate with the nature of the projects, and would often relate to, where necessary, any requirements from particular funders.

## Funding Policy Commitments

The Council will continue to explore innovative sources of funding and financing for transport projects in Orkney, working in partnership with HITRANS, Scottish and UK Governments, Transport Scotland, Sustrans, Community Planning partners and local community and community organisations to identify better and sustainable ways to fund transport in Orkney.



# Orkney Local Transport Strategy

Transport transformation to improve life chances, livelihoods, our health and wellbeing, our climate and our communities.

**Orkney Islands Council**

[transport@orkney.gov.uk](mailto:transport@orkney.gov.uk)







# Local Transport Strategy Delivery Plan

2024-2044



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# Introduction



## **Delivery Plan**

This Delivery Plan complements and supports Orkney Islands Council's Local Transport Strategy for the period 2024 – 2044. Whilst the Local Transport Strategy outlines the strategic priorities and aims, this Delivery Plan describes some of the proposed projects, services and policies which will progress those priorities, subject to resource and funding.

The Local Transport Strategy outlines a number of priorities with focus on decarbonisation, active travel, public and community transport, ferry and air service policies, roads and parking, harbour infrastructure, external air and ferry services and cross cutting themes.

## **Summary of LTS Actions:**

- Establish Fit-for-purpose Design Guide with Sustrans
- Decentralise Services / Jobs: Develop Community Hubs
- Ensure Accessibility is Integral to Design for Ferries, Aircraft, etc
- Bring More Health (and other) Services to Remote / Island Communities

## **Monitoring Baseline**

Monitoring and evaluation of individual projects will be carried out and reported annually to the Council.

Bespoke monitoring and evaluation of individual projects will be commensurate with the nature of the projects, and would often relate to, for example, any requirements from particular funders for example.



# Summary of LTS Actions

## Decarbonisation

Develop Plan for EV Charging Infrastructure  
Decarbonise OIC and Public Sector Vehicle Use  
Develop Community Hubs  
Re-fuel Aviation  
Re-fuel Inter-Island Ferries & Harbour Infrastructure  
Support a Just Transition

## Active Travel

Active Travel Strategy and Action Plans  
Active Travel Network Maintenance Programme  
Fund for Active Travel Improvements  
Public Realm Enhancements / Further Vehicular Restrictions in Kirkwall Town Centre  
Kirkwall Bike Scheme  
St Margaret's Hope – Kirkwall – Stromness Cycle /Walk Route

## Bus and Community Transport

Plug Geographical Gaps in Services  
Bus / Community Transport Strategy  
Work with Dial-A Bus (DAB) to Improve Services  
Merge Community / Social Transport Assets and Provision  
Develop Orkney Strategy for Flexi MaaS  
Develop Orkney EV-based Car Club Scheme / EV Library / Wheels to Work

## Internal Air and Ferry Services

Final Business Case – Orkney Inter Island Transport Study  
Ferry Replacement Programme including designs, surveys and design and build  
Increase Inter-Island Air Capacity  
Consider Yield Management Options  
Extend Under 22 Concessionary Scheme to Ferry and Air Services

## Roads and Parking

Long-term Road Maintenance Strategy / Funding  
Address Roads in Particularly Poor Condition  
Undertake Traffic Management Review: Kirkwall and Other Towns  
Town Centre Parking Strategy for Kirkwall  
Parking Strategy for Orkney

## Harbours

Orkney Harbours Masterplan Phase 1  
Orkney Harbours Masterplan Phase 2

## External Ferry Services

Increase Ferry Services Between Orkney and Aberdeen  
Extend 'peak' timetable on Pentland Firth route  
Increase Utilisation of Northern Isles Ferry Services (NIFS) Fleet  
Provide Additional Freight Vessel to Build Resilience Across Network / Refit

## External Air Services

Extend Air Discount Scheme  
Implement PSO on Kirkwall – Inverness Route  
Implement PSO across Orkney / Highlands & Islands  
Support Removal of ADP from Incoming Flights  
Lengthen Runway at Kirkwall Airport

## Cross Cutting Themes

Make Case for Additional Funding for Community-based Solutions  
Develop Locality-based Travel Plan Approach



# Decarbonisation

Being able to progress decarbonisation in a just and inclusive manner will be important for Orkney's communities.

**Vision:** To set out and progress with Orkney's role in reducing harmful climate emissions. Specifically, in response to the climate emergency, as declared by OIC, this aspect of the Delivery Plan will set out Orkney's role in reducing our emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

**Objectives:** Decarbonisation of transport specific objectives:

- Harness the full potential of low carbon technology across all transport modes
- Support decarbonisation in the public sector
- Engage the public and encourage individuals to move towards low carbon living
- Support communities to tackle climate change
- Deliver a just transition, by working with communities, businesses, industry and the people of Orkney to plan for our net zero future.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Develop Plan for EV Charging infrastructure & operating models	✓	✓ ✓	✓ ✓	✓	Short	£5k	OIC with support from HITRANS, OREF etc
Decarbonise OIC and Public Sector Vehicle Use	✓	✓ ✓ ✓	✓	✓	Medium	£750k	OIC/Other Public Sector Bodies i.e. NHS Orkney
Develop Community Hubs	✓ ✓	✓ ✓	✓ ✓ ✓	✓ ✓	Short	£50k	OIC/Various including CPP
Re-fuel Aviation	✓	✓ ✓ ✓	✓	✓	Medium	£500k	SATE/Others
Re-fuel Internal Ferries & Harbour Infrastructure	✓	✓ ✓ ✓	✓	✓	Medium	n/a	OIC/ Others
Support a Just Transition	✓	✓ ✓ ✓	✓	✓	Medium	£500k	OIC <sup>5</sup>

## Decarbonisation – Rethink, Reduce and Refuel

<b>Policy Highlights</b>	Scotland's Climate Change Update, NTS2, NPF4 and NIP, along with any emerging policies and plans associated with decarbonisation. Decarbonisation of transport is prominent as part of the STPR2 draft recommendations; Scotland's Aviation Strategy is also in development and decarbonisation is expected to be a major theme.
<b>Feasibility/Deliverability</b>	Most actions are feasible and deliverable, apart from the major decarbonisation measures relating to ferries and aircraft. These actions are dependent on the viability and commercial readiness of net zero fuel technologies, and this must align with aspects such as vessel and aircraft replacement timescales and affordability.
<b>Funding</b>	It is envisaged that there will be Scottish Government funding available for decarbonisation of fleet, ferries, aircraft and infrastructure, in addition to OIC budgets already in place for vehicle replacement. There may also be funding available at UK Government level, through initiatives such as the Levelling up Fund. A new Public EV Charging Fund is due to be launched by the Scottish Government which will provide each local authority with £60,000 in 22/23 and £80,000 over the subsequent three years to help develop strategies for a commercial model. The Scottish Government is focussed on decarbonising the public sector car fleet by 2025: Transport Scotland's Switched on Fleets invested more than £16 million in public sector fleet decarbonisation, supporting the procurement of over 700 vehicles in 2021.
<b>ICIA</b>	All projects within this package will impact on island communities, particularly the research projects looking into decarbonisation of aircraft as some of the smaller islands might benefit from increased air services. Of key importance will be ensuring that any Orkney-wide plans incorporate all islands where possible.
<b>Responsibilities</b>	OIC will play a key role in driving decarbonisation internally; at the same time, however, there will be a high level of collaboration with other partners, especially HIAL, and particularly those associated with the development of new fuel technologies.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Plan for EV Charging Infrastructure & Operating Models							
Decarbonise OIC and Public Sector Vehicle Use							
Develop Community Hubs							
Re-Fuel Aviation							
Re-Fuel Internal Ferries & Harbour Infrastructure							
Support a Just Transition							

## Decarbonisation – Action Plan

<b>Plan for EV Charging Infrastructure &amp; Operating Models</b>	<p>This action comprises the development of an OIC Plan for EV charging infrastructure in Orkney, taking into account technology as it advances, operating models, maintenance and renewals. The Plan should be cognisant of the work undertaken by OREF, with a view to also developing an OIC Strategy for EVs alongside the plan for charging infrastructure.</p>
<b>Decarbonise OIC and Public Sector Fleet</b>	<p>In Scotland public sector fleets must phase out the need for new petrol and diesel cars and light commercial vehicles by 2025. The fleet replacement programme will need to be reviewed to consider how to decarbonise the larger vehicles within the fleet. The outcome of this option will be to have a costed road map in place for the full transition of the fleet to net zero fuels. Another component is to review the current cost of mileage associated with particular sectors and employees – in particular a cost comparison of mileage associated with care workers against the cost of providing an EV.</p>
<b>Develop Community Hubs</b>	<p>This action ties in with the development of community-based plans, creating the Orkney equivalent of the 20-minute neighbourhood concept where people can easily access their needs and opportunities thus reducing the need to travel far or at all. The aim is to create plans that are driven by what the community wants and needs; it will also tie in with other developments, such as school replacements and provision of transport.</p>
<b>Re-Fuel Aviation</b>	<p>There are a number of zero emission initiatives underway in the aviation sector under the Sustainable Aviation Test Environment (SATE). Project Fresson is being led by Cranfield Aerospace Solutions which comprises of research into hydrogen and electric technology with the possibility of initial trials in Orkney.</p>
<b>Re-Fuel Ferries &amp; Harbour Infrastructure</b>	<p>The Ferry Replacement Programme will consider fuel technologies and/or the ability to convert vessels at a later date if the technology is not proven at the time of going to design and build of replacement vessels. The Zero Emission Vessel Infrastructure (ZEVl) project operating two electric hydrofoil vessels will trial suitability in Orkney waters which may change the way services are operated in the future.</p> <p>The Orkney Harbours Masterplan Phase 1 proposed that shore power be provided at key piers and harbours in Orkney, particularly Hatston, Kirkwall and Scapa Deep Water Quay, in addition to Stromness where shore power is already provided.</p>
<b>Support a Just Transition</b>	<p>The principle of just transition is that the vision of achieving a clean environment should be a fair and equitable one for all members of our community. It will be important to consider those that do not currently have access to transport or have poor connectivity and those who might have insufficient income so as to afford a more efficient or electric vehicle.</p>

# Active Travel

**Vision:** Our communities, green spaces and towns, villages and settlements are connected and easily accessed by active travel, with a focus on people rather than private vehicles. Active travel options offer safe, affordable and enjoyable choices for residents, employees and visitors alike, regardless of location, income level or stage in life.

**Objectives:** Active Travel supports delivery of the core LTS Objectives particularly around participation and improving health and wellbeing across communities and helping to deliver climate change; all this to achieve an active and sustainable Orkney by encouraging and enabling more trips to be made by walking, cycling and connecting to public transport. The specific objective in respect to Active Travel in Orkney is to increase the percentage of people walking, wheeling and cycling in Orkney.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Active Travel Strategy & Action Plans (and long-term Delivery Plan)	✓ ✓ ✓	✓ ✓	✓ ✓	✓ ✓	Long	£100K	OIC
Active Travel Network Maintenance Programme	✓ ✓	✓ ✓	✓ ✓	✓	Long	£50k p.a.	Communities/OIC
Fund for Active Travel Improvements/Small-scale Intervention Fund	✓ ✓ ✓	✓ ✓	✓ ✓ ✓	✓ ✓	Medium	£1m over 10 years	OIC/Other Sources
Public Realm Enhancements and Further Restrictions to Vehicular Access through Kirkwall Town Centre	✓ ✓	✓	✓ ✓ ✓	✓ ✓	Short	£500k	OIC
Kirkwall Bike Scheme	✓ ✓	✓ ✓	✓ ✓	✓ ✓	Short	£350k over 3 years	OIC
St Margaret's Hope – Kirkwall – Stromness Segregated Cycle/Walk Route	✓ ✓	✓ ✓	✓ ✓	✓	Medium	£47m	OIC



Active Travel	
<b>Policy Highlights</b>	Walking, wheeling and cycling support many environmental and social objectives and so the aspiration to have more people walking and cycling in Scotland is enshrined in a number of Scottish Government policies and strategies, most recently a strong emphasis in National Transport Strategy 2 (NTS2), Strategic Transport Projects Review 2 (STPR2) and the Climate Change Plan (2018 – 2032). The Orkney Local Development Plan also reflects the aspirations of Scottish Government through NPF4 to decarbonise travel and the role that land use planning will play in planning new development, promoting place making and active travel as a mode of transport.
<b>Feasibility/Deliverability</b>	Actions comprise a mix of easier to deliver and those that will take significant feasibility work and planning to devise a detailed plan. It is important to highlight that this will require significant resource and time in the planning, and that mixed views on developments and initiatives should be expected and planned for. Some initiatives will be lower cost, while others will require significant investment, more than likely necessitating the securing of external funds to develop and deliver.
<b>Funding</b>	Funding streams are in the process of changing during 2024/25, with some direct awards to Local Authorities and via the Regional Transport Partnership HITRANS. This should result in an increase in Active Travel funding available for projects.
<b>ICIA</b>	The Active Travel approach requires a whole of Orkney approach, with tailoring of method to suit different geographical locations, including differing needs of different isles. Work with communities, community groups and young people and older people to assess needs etc. for active travel within communities through Place Planning approaches.
<b>Responsibilities</b>	It is recommended that the existing Sustainable Travel Group continues to decide the priorities of the Active Travel programme, and be responsible for the tracking and reporting of progress. A review of governance and pipeline connections with the Council, other partners, and the Community planning Partnership should be undertaken.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Active Travel Strategy & Action Plans							
Active Travel Network Maintenance Programme							
Fund for Active Travel Improvements							
Public Realm Enhancements/Restricted Vehicular Access through Kirkwall Town Centre							
Kirkwall Bike Scheme							
St Margaret's Hope – Kirkwall – Stromness Segregated Cyle/Walk Route							

## Active Travel – Action Plan

<b>Active Travel Strategy and Action Plans</b>	<p>The Orkney Active Travel Strategy will be reviewed and updated to reflect the infrastructure developments and social and community aspects highlighted by Orkney residents through the Orkney Travel Matters survey.</p> <p>Roll out of Active Travel Action Plans as part of wider Place Plans for main settlements, villages and smaller settlements, areas and islands. This would work on the basis of developing and providing the capacity within communities to develop their own plans for active travel – for example, Active Travel officers trained and embedded within communities.</p>
<b>Active Travel Network Maintenance Programme</b>	<p>There is planned a notable increase in the proportion of Transport Scotland’s budget that is spent on active travel, so that during 2024-25 at least £320 million or 10% of the total transport budget will be allocated to active travel.</p>
<b>Fund for Active Travel Improvements/Small-scale Intervention Fund</b>	<p>Ring-fenced funding secured to provide the necessary resources to deliver Active Travel actions identified through earlier actions, delivering an Orkney-wide long term strategy. This could be for small-scale interventions. Funding for this could come from Scottish Government, Sustrans, Hitrans or other sources as identified under ‘Funding’.</p>
<b>Public Realm Enhancements and Further Restrictions to Vehicular Access through Kirkwall Town Centre</b>	<p>Public realm enhancements through Kirkwall Town Centre to further prioritise the pedestrian, cyclist and wheeler over vehicles. The action would comprise further restrictions to vehicles over the present arrangements in the town. The aim would be to increase the attractiveness of the town centre, the shopping area, for those accessing the town centre and shops on foot and by bike. This would include consideration of options to provide, for example, additional seating and bike parking facilities, building on the developments from the Your Kirkwall Place Plan.</p>
<b>Kirkwall Bike Scheme</b>	<p>A scheme to develop the infrastructure, cycles and management arrangements to roll out a bike hire scheme for Orkney. This will make cycles / e-bikes easily available to all, and with the right critical mass will support an increase in the attractiveness of cycling for both residents and visitors.</p>
<b>St Margaret’s Hope – Kirkwall – Stromness Segregated Cycle/Walk Route</b>	<p>A segregated active travel route St Margaret’s Hope – Kirkwall – Stromness, which has been a long-held aspiration for many in Orkney, with an early study that was inconclusive, further work is required to consider the options for the route, which could comprise adjacent as far as possible as well as alternative routeing where particular built or other issues create challenges or barriers. This project could be developed in phases, taking into consideration improved links in and around historic sites.</p>

# Public and Community Transport

**Vision:** to ensure that public, community and shared transport is developed so everyone can access opportunities, get around, and live their lives well; supporting health and wellbeing, community cohesion and resilience and sustainable economic development.

**Objectives:** Public and Community Transport development supports the delivery of the core LTS objectives across all four strands – economic recovery, climate action, enabling participation, improving health and wellbeing and helping prevent the long-term persistence of poverty across Orkney. The specific objectives in respect of Public and Community Transport Development are:

- Promote inclusive and affordable travel for all.
- Improve accessibility to jobs, services and facilities.
- Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health.
- Promote integration across and between different modes, polities and land-use planning.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Airport Bus – Complete Timetable Gap (PM term-time)	✓	✓ ✓	✓ ✓	✓ ✓	Short	£25k pa	OIC
Work with ODF & Others to Improve Services/Value for Money	✓ ✓	✓	✓ ✓ ✓	✓ ✓ ✓	Short	/	OIC
Plug geographic Gaps in Services	✓	✓ ✓	✓ ✓ ✓	✓ ✓	Long	£1m pa	OIC
Merge Community/Social Transport Assets and Provision	✓	✓	✓ ✓	✓ ✓	Medium	TBC	OIC/NHSO/OHAC
Develop Orkney EV Car Club Scheme	✓ ✓	✓	✓ ✓	✓ ✓ ✓	Medium	£1/2m	OIC/Others
Develop Orkney Strategy for Flexible Mobility as a Service (Maas)	✓	✓ ✓	✓ ✓	✓ ✓	Long	£50k	OIC

## Public and Community Transport

<b>Policy Highlights</b>	The STPR2 report identifies how and where we should make changes to our transport networks that will encourage more of our short to medium-length trips to be made by public transport. From a local perspective, the Orkney Partnership Connectivity Delivery Group describes their aim to improve Orkney's connectivity by resolving the issues holding up the delivery of 21st century mobile, broadband and transport networks to all of Orkney's communities. With target outcomes including to achieve integrated, sustainable and affordable transport services which meet the needs of Orkney's residents, businesses and visitors.
<b>Feasibility/Deliverability</b>	It is accepted that to really reduce inequalities there is need for investment in improving public transport networks, particularly buses. To reduce the inequalities that exist, and to meet climate targets, there is a need to deliver a public transport system that enables everyone to get to where they need to go as quickly, reliably and affordably as possible, without needing to own a car. In terms of community transport, it is widely accepted and demonstrated that there are wide ranging benefits from community transport - as well as promoting accessibility and social inclusion, social interaction, independence, rural sustainability and other policy areas, community transport providers themselves act as employers and local buyers, supporting the whole local community in which they operate.
<b>Funding</b>	Transport provision is non statutory however the local authority does have a duty to provide a suitable level of provision. Significant investment has been made to improve the quality of School and Public Bus Services and further investment will be required should services be expanded further. The retention of bus passenger fare income has seen re-investment in services, including the trial of evening bus services and supporting the role out of Community Transport in areas not currently served by public bus services.
<b>ICIA</b>	Future development of services to new locations should be identified early in the life of the LTS, and options should be developed and available to all communities to ensure the benefits are accrued to more and more geographical locations in time. Specifically, the Options should be developed and co-designed with communities, including identifying and developing the skills and resource within islands (and communities) that they can lead the development of public and community transport in their location.
<b>Responsibilities</b>	The Local Authority currently subsidises all public bus services across the county with the exception of the X1 service which is operated on a commercial basis. Community Transport grants are available annually for small projects largely operated by the Trusts in each community and also to Orkney Disability Forum towards the Dial a Bus operation. These are provided and supported on a non-statutory basis.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042
<b>Internal Processes/Approvals</b>							>
<b>Community Planning/Feasibility/Dialogue</b>							
<b>Detailed Design/procurement</b>							
<b>Delivery/Construction</b>							
Airport Bus – Complete PM Timetable Gap							
Work with DAB/Others to Improve Services/Value for Money							
Plug Geographical Gaps in Services							
Merge Community/Social Transport Assets and Provision							
Orkney EV-based Car Club/EV Library/ Wheels to Work							
Develop Orkney Strategy for Flexi MaaS							



## Public and Community Transport – Action Plan

<b>Airport Bus – Complete PM Timetable Gap</b>	This action comprises providing services between the Kirkwall Airport and Kirkwall Town Centre during the timetable gap on Monday to Thursday afternoons during school term, when the bus is otherwise engaged on providing home to school transport services.
<b>Work with DAB/Others to Improve Services/Value for Money</b>	This action centres on working in partnership with Community Transport providers, existing and prospective, and including the largest DAB, to support the sustainability and development of their service. This action will dovetail with several other relevant options as providers should be pivotal to the community-based approaches and should be part of the development and indeed delivery of solutions.
<b>Plug Geographical Gaps in Services</b>	There are known gaps with regards to geographical provision of public transport services, particularly across the Orkney Mainland. This action will involve analysis to identify such gaps in more detail and to define additional services to fill these gaps as appropriate.
<b>Merge Community/Social Transport Assets and Provision</b>	This action follows the recommendations of the 2017 Community Transport Review which included the merge of cross-sector elements of community transport, including covering Social Services, NHS services and with wider Community Transport provision.
<b>Orkney EV-based Car Club/EV Library/Wheels to Work</b>	This action considers supplying a pool of EV vehicles that would be available either as a library or through a car club scheme – with the aim to target towards low income households/those without access to public transport and to connect with onwards travel such as the inter island air or ferry services.
<b>Develop Orkney Strategy for Flexi MaaS</b>	This action would comprise a package of measures delivered through a Mobility as a Service (MaaS) model and interface (App) to match the needs of communities across Orkney. This could build on the Go-Hi (HITRANS) model with the platform offering instant access to book buses, taxis, community transport / DRT, car clubs, air travel and car hire, bicycle hire and ferries.

# Inter Island Connectivity

**Vision** taken from the Connectivity Delivery Group: integrated, sustainable and affordable inter-island transport services which meet the needs of isles residents, businesses and visitors.

**Objectives:** the specific objectives for inter-island transport and connectivity comprise:

- Ensure capacity of services do not act as a constraint to regular and essential personal, vehicular and freight travel between islands and Orkney Mainland.
- Ensure timetables enable an appropriate mix of shorter and longer days on the Orkney Mainland to suit the needs of each island.
- Maximise links to onward connections without the need for an overnight stay on Orkney Mainland.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Final Business Case – Orkney Inter Island Transport Study	✓ ✓ ✓	✓	✓ ✓ ✓	✓ ✓	Short	£40k	OIC
Ferry Replacement Programme – Operability Analysis & Vessel Design							
Ground Investigation, Hydrographic Survey & Hydraulic Investigation	✓ ✓ ✓	✓ ✓ ✓	✓ ✓	✓	Short	£3m	OIC
Engineering Design – Concept, Outline and Detailed							
Tender of Vessels/Infrastructure Works, Design and Build Programme	✓ ✓ ✓	✓ ✓ ✓	✓ ✓	✓	Medium	TBC	OIC
Increase Inter-Island Air Capacity (Third Aircraft)	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓	✓	Short	£250k pa	OIC
Extend Under 22 Concessionary Scheme to Inter Island Ferry and Air Services (residents)	✓ ✓	✓	✓ ✓	✓ ✓ ✓	Short	Subsidy from SG	SG

## Inter-Island Connectivity

<b>Policy Highlights</b>	<p>NPF4 sets out that Scottish Government wish to enable more people to live and remain in rural and island areas, and to actively transform areas of past decline so that we can make best use of our assets.</p> <p>The Connectivity Delivery Group of the Orkney Partnership has set out the aim to improve Orkney's connectivity by resolving the issues holding up the delivery of 21st century mobile, broadband and transport networks to all of Orkney's communities.</p>
<b>Feasibility/Deliverability</b>	All actions are feasible and deliverable, with modest financial impact compared in the short to medium term, but with the accepted recognition that there is the need for significant investment in future years to replace and develop the ageing fleet and infrastructure of inter-island connections.
<b>Funding</b>	It is envisaged that as the actions provide a good local fit with policy and priorities, and a good fit with wider national initiatives and priorities around island planning, sustainability and population retention and growth, that funding should be identifiable and applicable from a number of sources that should be secured in the short term.
<b>ICIA</b>	All measures will benefit the isles of Orkney, rather than a focus on Orkney Mainland, although there is a strong correlation between the economies of the Orkney Mainland and the isles. For example, there is an accepted need to distribute for example visitors to the isles, including to address issues such as availability of visitor accommodation.
<b>Responsibilities</b>	OIC, with Orkney Ferries and HITRANS support is envisaged to lead on all initial measures. Others will need to be key collaborators in the journey, including the communities themselves and Scottish Government. The existing Community Council-based Air and Ferry Service Consultative Forums and links with island Development Trusts will be useful channels for progress.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Final Business Case – Orkney Inter Island Transport Study	Yellow	Light Green	Dark Green	Grey	Grey	Grey	Grey
Ferry Replacement Programme – Operability Analysis & Vessel Design	Grey	Yellow	Light Green	Dark Green	Grey	Grey	Grey
Ground Investigation, Hydrographic Survey & Hydraulic Investigation	Grey	Yellow	Light Green	Dark Green	Grey	Grey	Grey
Engineering Design – Concept, Outline and Detailed	Grey	Yellow	Light Green	Dark Green	Grey	Grey	Grey
Tender of Vessels/Infrastructure Works, Design and Build Programme	Grey	Grey	Yellow	Light Green	Dark Green	Dark Green	Dark Green
Increase Inter-Island Air Capacity (Third Aircraft)	Grey	Grey	Light Green	Dark Green	Grey	Grey	Grey
Extend Under 22 Concessionary Scheme to Inter Island Ferry and Air Services (residents)	Grey	Yellow	Dark Green	Grey	Grey	Grey	Grey

## Inter-Island Connectivity - Action Plan

<b>Final Business Case – Orkney Inter Island Transport Study</b>	Following on from the Strategic Business Case (SBC), Outline Business Case (OBC) and review of OBC, a Final Business Case will be completed prior to the procurement process for vessel replacement and associated infrastructure upgrades. The Final Business Case will summarise the Ferry Replacement Programme actions outlined below.
<b>Ferry Replacement Programme – Operability Analysis &amp; Vessel Design</b>	An operability analysis will be completed to consider the Outer North Isles network in more detail. This will consider the existing pier infrastructure when recommending the future vessel size and type. The operability analysis will consider a conventional monohull, double-ender and catamaran vessel with the view to recommend a preferred vessel type to take forward to design and build phase.
<b>Ground Investigation, Hydrographic Survey &amp; Hydraulic Investigation</b>	This action requires extensive review of the existing pier infrastructure and harbours to accurately establish the works required in conjunction with the Ferry Replacement Programme. The revised OBC considers a fleet on the basis of minimal upgrades to existing infrastructure however the existing condition of piers is not yet known without further investigation.
<b>Engineering Design – Concept, Outline and Detailed</b>	Following completion of the above works, detailed designs for vessels and associated infrastructure will be completed prior to procurement stage.
<b>Tender of Vessels/Infrastructure Works, Design and Build Programme</b>	The procurement process will commence following conclusion of the Final Business Case and completion of the above works. Discussions with Scottish Government on capital funding to commence the Ferry Replacement Programme will be crucial prior to this stage of works to ensure award of Contract.
<b>Increase Inter-Island Air Capacity (Third Aircraft)</b>	Previous STAG base studies have identified the need for a third aircraft to increase capacity to the Outer North Isles. This would provide increased connectivity to Eday which currently only has a return service one day per week and would reduce the number of shared flights to islands. This would be an efficient and effective way to some of our most fragile island communities.
<b>Extend Under 22 Concessionary Scheme to Inter Island Ferry and Air Services (residents)</b>	Outlined in the draft Islands Connectivity Plan Transport Scotland plan in the short term to provide free foot passenger travel on inter-island ferries for under 22-year-old island residents within the Outer Hebrides, Orkney and Shetland Island Groups.



# Roads and Parking

**Vision:** To continually improve the safety and protective quality of roads for the benefit of all road users now and in the future.

**Objectives:** In terms of the local roads network the specific objectives are:

- To improve the condition of the road, footway and cycle networks
- To ensure the efficient movement of people, goods and freight across Orkney.
- To ensure parking approaches best support Orkney's economy and mobility.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Long-term Road & Infrastructure Development & Delivery Plan	✓ ✓ ✓	✗	✓	✓	Medium	£15k	OIC
Long-term Road Maintenance Strategy & Funding	✓ ✓	✓	✓	✓	Medium	£2.5m	OIC
Address Roads in Particularly Poor Condition	✓	✓	✓	✓	Short	£3m	OIC
Undertake Traffic Management Review: Kirkwall & Other Towns	✓	✓	✓	✓	Short	£150k	OIC
Develop Town Centre Parking Strategy for Kirkwall	✓ ✓	✓	✓ ✓	✓ ✓	Medium	£25k	OIC
Parking Strategy for Orkney	✓ ✓	✓	✓ ✓	✓	Medium	£20k	OIC

## Roads and Parking

<b>Policy Highlights</b>	NPF4 flags that roads will continue to be arteries upon which local communities and businesses depend. Critically it sets out that Local Development Plans should aim to reduce the need to travel unsustainably by prioritising locations for future development, and furthermore that development proposals should put people and place before unsustainable travel where appropriate and respond to characteristics of the location of any proposal. NTS2 highlighted that rural areas have particular challenges compared to urban areas due to a relatively poor footpath network and the nature of the roads. Some schoolchildren can be at risk walking to school and there's the added challenges around farm machinery using rural roads.
<b>Feasibility/Deliverability</b>	It is envisaged that there are no issues with regards to feasibility or deliverability, the main issue relates to any outputs arising from the various plans and strategies and how these would and could be funded.
<b>Funding</b>	Tighter budgets coupled with a high level of inflation for construction materials is reducing the level of maintenance and replacement that can be carried out on the network. That said, in March 2021 Members approved a £2.1m from the Repairs and Renewals Fund to progress with repairs and improvements, particularly where these had been stalled and conditions therefore worsened as a consequence of the COVID-19 pandemic.
<b>ICIA</b>	Any plans need to be Orkney wide with due consideration to island, locality and community requirements – the ICIA key criteria can be used as part of the development approach to testing the performance of the emerging plans and reviews to ensure the distributional impacts are fully considered and not areas or locations are excluded from review and developments.
<b>Responsibilities</b>	OIC Roads will be responsible for the delivery of all actions in this package.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Long-term Road & Infrastructure Development & Delivery Plan							
Long-term Road Maintenance Strategy & Funding							
Address Roads in Particularly Poor Condition							
Undertake Traffic Management Review: Kirkwall & Other Towns							
Develop Town Centre Parking Strategy for Kirkwall							
Parking Strategy for Orkney							

## Roads and Parking - Action Plan

<b>Long-term Road &amp; Infrastructure Development &amp; Delivery Plan</b>	There is a lack of local funding available to plan budgets for long-term road and infrastructure projects. However, with a long-term (e.g. 30 year) plan in place it will support the Council to make the case for increased funding, either from Scottish Government or other sources.
<b>Long-term Road Maintenance Strategy &amp; Funding</b>	The development of a long term strategy (minimum of 10 years) for road maintenance throughout Orkney including attention to verges and offlets where condition is considered to be deteriorating.
<b>Address Roads in Particularly Poor Condition</b>	Several sections of road have been highlighted as in very poor condition. This action comprises of a review to identify where the worst affected sections of road are and measures to address them.
<b>Undertake Traffic Management Review: Kirkwall &amp; Other Towns</b>	Undertake a review to take into consideration new housing developments in key areas with the view to improve active travel access.
<b>Develop Town Centre Parking Strategy for Kirkwall</b>	A review of the current parking regime is required, along with the setting of new objectives to guide the development of a new town centre parking strategy.
<b>Parking Strategy for Orkney</b>	This action comprises the development of an Orkney-wide parking strategy which will take into account new sites for parking such as visitor sites and park and ride. The strategy should be developed in the concept reducing car travel by 20%.

# Harbour Infrastructure

**Vision:** Orkney has a world-renowned reputation for leading innovation in energy and renewables. By improving and expanding our existing harbours and marine assets, we can meet the needs of changing markets and position Orkney as a world leading maritime hub, open to new business and opportunity.

**Objectives:** The Orkney Harbours Masterplan Phase 1 set out the following objectives:

- **Commercial:** to establish a strategic framework and vision that will guide future infrastructure investment decisions towards a coordinated and sustainable future.
- **Financial:** to safeguard and enhance the financial sustainability of the harbour business within the context of a competitive business environment.
- **Social-economic:** to support and enhance the socio-economic prosperity and social wellbeing of local communities.
- **Environment:** To safeguard and support the long-term productivity of the coastal and marine environment through best practice and strong environmental stewardship.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Orkney Harbours Masterplan Phase 1	✓ ✓ ✓	✓ ✓	✓ ✓	✓	Medium	£300m+	OIC
Orkney Harbours Masterplan Phase 2	✓ ✓ ✓	✓	✓ ✓ ✓	✓	Medium	£100m+	OIC



## Harbour Infrastructure

<b>Policy Highlights</b>	<p>NPF4 (draft) sets out an action to create carbon neutral coastal and island communities, with a specific activity to protect and enhance blue and green infrastructure, whereby, the coast and islands' natural and cultural assets will require careful planning and management so that their special qualities can continue to form a strong foundation for future development and investment. Furthermore, it sets out the need to strengthen resilience and decarbonise connectivity.</p> <p>The Update to Climate Change Plan 2018 – 2032 sets out that Scottish Government will work with Enterprise Agencies to support the required infrastructure improvements to ports and harbours to ensure that Scotland's supply chain companies can benefit from the continued growth of renewable energy.</p> <p>The National Islands Plan sets out that transport links between mainland ports that serve the islands and Scotland's urban centres are also important in enabling access for the islands to services and markets.</p>
<b>Feasibility/Deliverability</b>	Harbour infrastructure projects are generally more complex and require a significant amount of feasibility work prior to implementation, as well as full Environmental Impact Assessment and consenting from Marine Scotland. The Masterplan exercise considers these elements along with market opportunities, benefits and funding.
<b>Funding</b>	Funding is currently being sought for several Masterplan Phase 1 projects – Crown Estate Scotland, Scottish Government, UK Government and potential private sector users and developers.
<b>ICIA</b>	Masterplan Phase 2 must incorporate all island communities within its scope to ensure benefits are fairly felt across all island locations.
<b>Responsibilities</b>	OIC Marine Services is responsible for the Masterplan process.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Orkney Harbours Masterplan Phase 1 – SDWQ/Hatston (construction)							
Orkney Harbours Masterplan Phase 1 – Stromness/Lyness (construction)							
Orkney Harbours Masterplan Phase 1 – Kirkwall (construction)							
Orkney Harbours Masterplan Phase 2 – all of Orkney (masterplan)							

## Harbour Infrastructure – Action Plan

### Orkney Harbours Masterplan Phase 1

The Orkney Harbours Masterplan Phase 1 comprises several key projects involving enhancements to several key harbours in Orkney: a new deep water quay and terminal in Scapa Flow (Scapa Deep Water Quay), Hatston, Stromness, Kirkwall and Lyness.

Scapa Deep Water Quay and Hatston projects are being developed at present with a view to being constructed by end of 2026 and 2027 respectively when they will be pivotal in accommodating offshore wind assembly and Operations & Maintenance services. Lyness will also be potentially used as a storage site. At Stromness an extension to the marina is proposed and new pontoons dedicated for cruise tenders will be installed.

The final Masterplan proposal is for the reconfiguration of Kirkwall Pier area, a new marina and a major quay extension. It is envisaged that this project will be taken forward in the medium term following the construction of Scapa Deep Water Quay.

Proposals are subject to approval and external funding.

### Orkney Harbours Masterplan Phase 2

The Orkney Harbours Masterplan Phase 2 will consider all smaller piers and harbours across the islands and on the Orkney Mainland. The work will be aligned with the OIITS work to determine what infrastructures will be required to accommodate the new inter-island ferry vessels.

The initial outcome will be a Masterplan for each of the harbours and piers identified during the process.

# External Ferry Service

Strengthening and improving the ferry services provided to island communities based on evidence of established needs and opportunities.

**Vision:** To increase demand for ferry services by making ferry travel more affordable and more accessible.

**Objectives:**

- Increase demand for ferry services by making ferry travel more affordable and more accessible (by sector).
- Increased tourism to Orkney and support existing tourism markets.
- Enhance the local Orkney economy and wider national economy.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Ensure Adequate Capacity on External Ferry Services to Support Economic Growth & Travel Needs	✓ ✓ ✓	✓	✓ ✓	✓ ✓	Short	£25k	OIC/HITRANS/TS
Increase Ferry Services Between Orkney & Aberdeen	✓ ✓ ✓	✓	✓ ✓	✓ ✓	Short	As Above	OIC/HITRANS/TS
Increase Utilisation of NIFS Fleet	✓ ✓	✗	✓	✓	Short	As Above	OIC/HITRANS/TS
Provide Additional Freight Vessel to Build Resilience Across Network & Refit	✓ ✓ ✓	✗	✓ ✓	✓	Short	£50m	TS

## External Ferry Service

<b>Policy Highlights</b>	National Transport Strategy 2 – strategic objective to ‘minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas, including safeguarding of lifeline services’ and commits to provide ‘appropriate capacity levels on the NIFS network’. The Island Connectivity Plan is heralded as the next policy driver for investment in island connectivity, when published – and as NIFS is part of Transport Scotland’s responsibility it should be included therein. STPR2 Recommendations Report also includes the recommendation for NIFS and CHFS ‘Ferry vessel renewal and replacement and progressive decarbonisation’.
<b>Feasibility/Deliverability</b>	All actions are feasible but may not be a priority from the point of view of Transport Scotland when it comes to ferry service contract specification and cost. Shetland has a much louder ‘voice’ with a variety of stakeholders and users coming together to gather evidence and provide advocacy statements for enhanced services for Shetland. A similar approach in Orkney could be beneficial in the run up to contract tender.
<b>Funding</b>	Funding is the responsibility of Transport Scotland. A robust business case would need to be presented by Orkney for any options that involve an increase in costs. With regard to proposals for a new larger freight vessel, the cost of any required upgrades would be borne by Transport Scotland.
<b>ICIA</b>	It is important that the NIFS contract equally considers the needs of Orkney and Shetland across all aspects, as well as distributional impacts across the island within Orkney and Shetland, including for example the way in which these external services are integrated with internal ferry and air services to the Outer Isles.
<b>Responsibilities</b>	The responsibility for any changes to contract specification lie with Transport Scotland. OIC along with the External Transport Forum need to work together to build an evidence base and case for enhancing external ferry services for the benefit of Orkney. While this Group has worked together for some time now, there is a need to replicate what is being done in Shetland with regard to capacity analysis, demand forecasting and lobbying for service enhancements.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Ensure Adequate Capacity on External Ferry Services to Support Economic Growth & Travel Needs.							
Increase Ferry Services Between Orkney & Aberdeen.							
Increase Utilisation of NIFS Fleet.							
Provide Additional Freight Vessel to Build Resilience Across Network & Refit.							



## External Ferry Service – Action Plan

<b>Ensure Adequate Capacity on External Ferry Services to Support Economic Growth &amp; Travel Needs</b>	<p>A study commissioned by Transport Scotland in 2018 reported that deck and cabin capacity were the largest concerns cited by residents and stakeholders.</p> <p>There are reportedly capacity issues for residents and businesses all year round, though the issue is severe during the summer months and the season when livestock are being shipped to market on the Scottish Mainland from Shetland and Orkney. Capacity issues for freight are mostly centred around demand from aquaculture and fishing sectors in Shetland.</p> <p>A review of the NIFS contract specification is required in advance of the next contract, and for OIC to make the case for any enhancements to Orkney's external ferry service.</p>
<b>Increase Ferry Services Between Orkney &amp; Aberdeen</b>	<p>This measure could include decoupling Shetland and Orkney ferry services and would provide additional capacity and better integration with Orkney Mainland public transport services through having more calls between Orkney and Aberdeen.</p> <p>A thorough analysis would be required to ascertain whether this is feasible or not, and if it is what kind of configuration would work. This could be undertaken as part of an independent review of the NIFS contract specification.</p>
<b>Increase Utilisation of NIFS Fleet</b>	<p>This measure comprises utilising the NIFS vessels more often than at present: vessels in Aberdeen and Shetland are alongside between AM arrival and PM departure, and there is no longer a sailing in the middle of the day on the Stromness – Scrabster route. It is proposed that there are more services running out of Aberdeen to Orkney / Shetland and that the middle sailing is reinstated on the Pentland Firth route during the summer months.</p> <p>This could be looked at as part of the independent review of the NIFS contract specification suggested above.</p>
<b>Provide Additional Freight Vessel to Build Resilience Across Network &amp; Refit</b>	<p>The provision of an additional freight vessel would provide increased capacity for freight, which might also relieve passenger / vehicle capacity during peak times, as well as providing an additional vessel that could be used during refit periods on both routes.</p>

# External Air Services

**Vision:** To secure lifeline services to meet the fundamental needs of Orkney to connect with other areas across Scotland, the rest of the UK and globally.

**Objectives:**

- Securing the sustainability of a core network of external air services availability, at affordable prices at the point of use, for island communities and businesses.
- Leading the progress to reducing harmful emissions and reducing costs of air operations to the point that routes become more viable, leading to possible increases in schedules or reductions in the cost of services.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Extend Air Discount Scheme to include Business/All Travel	✓ ✓ ✓	✗	✓ ✓	✓	Short	£860k	Transport Scotland
Implement PSO on Kirkwall-Inverness Route	✓ ✓ ✓	✗	✓ ✓	✓	Medium	£4m	Transport Scotland/HITRANS
Implement PSO across Orkney/Highlands & Islands Routes	✓ ✓ ✓	✗	✓ ✓ ✓	✓	Medium	£8m	Transport Scotland/HITRANS
Support Removal of APD from Incoming Flights to the Islands	✓ ✓	✗	✓ ✓	✓	Short	£1m	Transport Scotland/HITRANS
Lengthen Runway at Kirkwall Airport	✓ ✓ ✓	✓ ✓	✓	✓	Short	£70m	HIAL

## External Air Service

<b>Policy Highlights</b>	Island Connectivity Plan and the National Islands Plan are the most relevant established policies, with external air services actions focussing on securing and enhancing air connectivity between Orkney and the Scottish Mainland which will in turn have positive social and economic impacts for Orkney.
<b>Feasibility/Deliverability</b>	Apart from extending the Kirkwall runway, actions are ultimately policy drivers that will require approval from Scottish Government in one form or another, as well as a Government agreement to fund these initiatives – which may make them harder to deliver given the current financial climate. A key focus will therefore be on gathering evidence and making the case to Scottish Government, including through the development of the Aviation Strategy and through work with partner local authorities and HITRANS.
<b>Funding</b>	The majority of funding responsibility rests with the Scottish Government and Transport Scotland (PSO, ADS, APD removal) with some funding likely to be required from OIC (e.g. in making the case for PSOs). A runway extension may be a priority of HIAL though it may be necessary for HIAL to seek funding support from the Scottish Government.  Given the national targets for net zero supporting aviation may be politically difficult at Government level; however this will be mitigated through the advent of low emission aircraft, which should also in time deliver a reduction in operating costs.
<b>ICIA</b>	All improvements to external air services will benefit communities across Orkney, while the design of the network (timetabling etc.) can place barriers on accessibility particularly for those living on the Outer Isles. Any change or enhancement of the network should consider these differential impact for different islands. At present the lack of frequency make travelling south from the isles difficult – it can take three days away from home to attend one hospital appointment, for example. Thus any policy levers that can safeguard pre-COVID-19 frequencies or reduce costs will be of significant benefit, and perhaps offering even greater benefit to these islands.
<b>Responsibilities</b>	In most cases Transport Scotland will be responsible for delivery (e.g. policy developments). HIAL will be responsible for delivering an extension to the runway. OIC will work with HITRANS to provide the necessary evidence base and business cases to make the case for policy changes.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Extend Air Discount Scheme to include Business/All Travel	Yellow	Orange	Green	Grey	Grey	Grey	Grey
Implement PSO on Kirkwall-Inverness Route	Grey	Yellow	Orange	Green	Grey	Grey	Grey
Implement PSO across Orkney/Highlands & Islands Routes	Grey	Grey	Yellow	Orange	Orange	Green	Grey
Support Removal of APD from Incoming Flights to the Islands	Yellow	Orange	Green	Grey	Grey	Grey	Grey
Lengthen Runway at Kirkwall Airport	Grey	Yellow	Orange	Green	Green	Grey	Grey

## External Air Service – Action Plan

<b>Extend Air Discount Scheme to include Business/All Travel</b>	<p>At present people travelling on business cannot utilise the scheme. Given the high cost of air travel to and from Orkney and throughout the Highlands and Islands this action to include business travel would create economic benefit for island-based businesses lower cost access to markets and business opportunities. Anecdotally, many business travellers already use the scheme but do not record their journey purpose as business – businesses cannot afford the current high cost of travel in the Highlands and Islands.</p>
<b>Implement PSO on Kirkwall-Inverness Route</b>	<p>The route Sumburgh – Kirkwall – Inverness is the most costly to operate within the Highlands and Islands network, primary reasons for this being the cost of fuel outside of Inverness and the cost of crew overnighting in Shetland or Orkney. In 2017 the Sumburgh – Inverness and Sumburgh – Kirkwall routes were highlighted as a ‘moderate risk’ in a HIAL analysis of business risk and resilience alongside the Edinburgh – Wick route. The report concluded that profitability on these routes was marginal. A review of the route is now required to ascertain whether or not a PSO might be applicable, along with the necessary business case and evidence to present to the Scottish Government.</p>
<b>Implement PSO across Orkney/Highlands &amp; Islands Routes</b>	<p>People are generally travelling less and there has been a concerted move to home-working and the use of technology to hold virtual rather than face-to-face meetings. There are significantly less flights available to and from Orkney, with many Edinburgh and Glasgow flights combined with Shetland, making journey times significantly longer.</p> <p>There is a danger that if passenger volumes do not return to previous levels that the routes become even less viable from the commercial operator’s perspective leading to further reductions in frequency and routes. HITRANS could play a role in supporting this action.</p>
<b>Support Removal of APD from Incoming Flights to the Islands</b>	<p>Under current rules passengers flying from airports in the Highlands and Islands are exempt from Air Passenger Duty (APD). This action concerns the removal of APD applied to inward flights to the region. The Scottish Government is due to replace APD with an Air Departure Tax but this has been deferred until an appropriate solution has been found to maintain the exemption applied in the Highlands and Islands. HITRANS could play a role in supporting this action.</p>
<b>Lengthen Runway at Kirkwall Airport</b>	<p>Extending the runway is one measure that will future-proof air services to and from Kirkwall for the next 10 – 20 years. The runway extension would need to be of 200m – 250m in length, both for current aircraft carrying a full payload and to enable larger aircraft more generally. Exploring the options for the airport to have more than two ATR on the ground at any one time should further be progressed with HIAL and the CAA.</p>

# Cross Cutting Themes

**Vision:** To develop a network to co-design and co-implement transport (and wider solutions) tailored to community needs and opportunities.

**Objectives:**

- Capture and build upon community unique perspectives through collaboration and to include user and stakeholder opinions in key design and decision making.
- Tailor solutions to the Orkney context, including flexing and fitting to different community needs around Orkney.
- Decentralise services and employment to island and community hubs outside of the main towns of Kirkwall and Stromness.
- Embed the principle of full accessibility in any design throughout the LTS, and champion through allied transport initiatives.
- Embed the principle of transition to net zero through the design of future transport provision as expediently as possible.

ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Make the case to establish Rural/Remote/Island-focused Funding & Support	✓ ✓	✓	✓ ✓	✓ ✓	Short	Staff Time	HITRANS/OIC
Make the case for/establish additional funding for community-based Solutions & Review management and governance arrangements for Transport Development and Service Delivery	✓ ✓	✓	✓ ✓ ✓	✓ ✓ ✓	Medium	Staff time	OIC
Develop Locality-based Travel Plan Approach	✓ ✓	✓ ✓	✓ ✓	✓	Short	£30k	OIC
Establish fit-for-purpose Design Guide with Sustrans	✓	✓ ✓	✓ ✓	✓	Short	£20k	OIC/Sustrans Embedded Officer/HITRANS
Decentralise Services/Jobs: Develop Community Hubs	✓ ✓ ✓	✓ ✓	✓ ✓ ✓	✓ ✓	Short	£20k	OIC/Other agencies



ACTIONS	FIT WITH LTS OBJECTIVES				TIMING	COST	LEAD
	ECONOMY	DECARBONISATION	PARTICIPATION	POVERTY			
Ensure accessibility is integral part of design for future ferries, aircraft, buses and other vehicles	✓ ✓	✓	✓ ✓ ✓	✓ ✓	Medium	n/a	OIC
Bringing Health and potentially other Services to Remote and Island Communities	✓	✓ ✓	✓ ✓ ✓	✓ ✓	Short		NHS/Other agencies

## Cross Cutting Themes

<b>Policy Highlights</b>	<p>This package of cross-cutting themes and actions aligns strongly with the messages put forward in NPF4 and NTS2 – creating community hubs, enabling more people to live and remain in rural and island areas, reducing the need to travel and an overarching context of reducing emissions and decarbonisation. One of the main issues is that many key objectives and initiatives put forward in these policies are urban-focussed and not necessarily island-proofed or indeed applicable in an Orkney context.</p> <p>Turning to the local context, the Connectivity Delivery Group of the Orkney Partnership has set out the aim to improve Orkney’s connectivity by resolving the issues holding up the delivery of 21st century mobile, broadband and transport networks to all of Orkney’s communities.</p>
<b>Feasibility/Deliverability</b>	The more comprehensive actions around development of community hubs and Orkney-proofed 20-minute neighbourhoods will require multi-stakeholder engagement if to be successfully implemented, with key representation regarding transport aspects.
<b>Funding</b>	It is envisaged that external funding will be required to progress a number of initiatives, while initial stages will be progressed through existing mechanisms, relationships and staffing.
<b>ICIA</b>	Many of the actions set out through this theme focus on redressing the notable challenges for island communities, particularly the Outer Isles of Orkney, and so this theme offers particular benefits for these communities, particularly through co-design with and participation of the communities in development.
<b>Responsibilities</b>	This theme necessitates joint working with a range of partners, and progress should be tracked through a number of mechanisms, including the Council’s role with HITRANS, through the CPP and through liaison with Scottish Government, and including via the Scottish Government Islands Team.

Action Phasing	24/25	25/26	26/27	27/32	32/37	37/42	2042 >
Internal Processes/Approvals							
Community Planning/Feasibility/Dialogue							
Detailed Design/procurement							
Delivery/Construction							
Make the case to establish Rural/Remote/Island- focused Funding & Support	Yellow	Orange	Dark Green	Light Grey	Light Grey	Light Grey	Light Grey
Make the case for/establish additional funding for community-based Solutions & Review management and governance arrangements for Transport Development and Service Delivery	Light Grey	Yellow	Dark Green	Light Grey	Light Grey	Light Grey	Light Grey
Develop Locality-based Travel Plan Approach	Light Grey	Light Grey	Yellow	Light Green	Dark Green	Light Grey	Light Grey
Establish fit-for-purpose Design Guide with Sustrans	Light Grey	Yellow	Dark Green	Light Grey	Light Grey	Light Grey	Light Grey
Decentralise Services/Jobs: Develop Community Hubs	Orange	Orange	Light Green	Light Green	Dark Green	Dark Green	Dark Green
Ensure accessibility is integral part of design for future ferries, aircraft, buses and other vehicles	Yellow	Yellow	Orange	Dark Green	Dark Green	Light Grey	Light Grey
Bringing Health and potentially other Services to Remote and Island Communities	Orange	Orange	Dark Green	Light Grey	Light Grey	Light Grey	Light Grey

## Cross Cutting Themes – Action Plan

<p><b>Make the case to establish Rural/Remote/Island-focused Funding &amp; Support</b></p>	<p>Increasingly funding for transport infrastructure and services is targeted towards urban areas, particularly for public transport services but across all modes of transport – with a focus on relieving congestion for example – this leaves little focussed on rural issues.</p> <p>There is then the need to ensure that funding opportunities are developed with this in mind. It is envisaged that this can be done alongside HITRANS and potentially through the Scottish Government Islands Team.</p>
<p><b>Make the case for/establish additional funding for community-based Solutions &amp; Review management and governance arrangements for Transport Development and Service Delivery</b></p>	<p>Many communities across Orkney are now developing their own plans and attracting grant funding towards investment in transport services and infrastructure. However, the grant funding is often short-term – for example only for capital costs or for short period covering revenue costs – leaving communities with the ongoing costs associated with owning vehicles and operating services.</p> <p>It is also the case that resource and capacity constraints are real issues that many communities are dealing with – particularly in terms of managing the delivery of transport services but also finding people to take up driver positions. The solutions are diverse across the Orkney isles in terms of how transport services are delivered also. This makes it difficult for small remote or island communities to establish a service that can operate effectively for the long term.</p> <p>The Action proposes that the whole aspect of community-based ownership /management / delivery of transport services should be looked at thoroughly, particularly in terms of ongoing funding, management and governance.</p>
<p><b>Develop Locality-based Travel Plan Approach</b></p>	<p>This action aligns with the 20-minute neighbourhood concept and is about understanding the overall needs of a place and how people access its assets with regard to travel and transport – how communities can live locally.</p> <p>Alongside the work already underway looking at the 20-minute neighbourhood concept in an Orkney and rural context, this action would enable a clear understanding of how a locality might be appropriately developed and what kind of transport and travel provision might be optimal.</p> <p>The travel plan would focus on the key assets within the locality – school, shops, petrol station, doctors, resident housing, etc. and map existing travel behaviours and identify measures aimed at reducing travel and achieving net zero, for example, in collaboration with other measures, particularly the development of community hubs.</p>
<p><b>Establish fit-for-purpose Design Guide with Sustrans</b></p>	<p>The approach adopted by Sustrans for active travel measures can be considered over-specified with regard to what is required in Orkney, in island, remote and rural areas. It also means that at present schemes are not funded by Sustrans if they do not meet these stringent design standards.</p> <p>This action is about promoting a new way of thinking and developing an approach that is fit for purpose in an island, remote or rural setting.</p> <p>Liaison with HITRANS and other authorities will enable a clear statement on what could be taken forward as new policy with Sustrans and the aim would be to develop a rural best practice guidelines for active travel.</p>
<p><b>Decentralise Services/Jobs: Develop Community Hubs</b></p>	<p>The decentralisation of services and jobs and the creation of Community Hubs as necessary has the potential to transform communities, and to transform the role of the transport network, along with travel behaviour and economic activity in remote and island settings.</p>

<p><b>Ensure accessibility is integral part of design for future ferries, aircraft, buses and other vehicles</b></p>	<p>This action is intended to ensure that the future design specifications for new vessels, aircraft and vehicles are cognisant of Orkney's community needs with regard to accessibility. This also carries as a principle across all other actions set out in this LTS, including Active Travel and Community Transport.</p>
<p><b>Bringing Health and potentially other Services to Remote and Island Communities</b></p>	<p>This action comprises expediting of the delivery of health (and other public) services within remote and island communities, so as to reduce the need to travel to locations outside of Orkney or the Orkney Mainland / Kirkwall.</p> <p>As well as looking at how services can be better brought to the isles, it would also be pertinent to review the health travel cost scheme to better promote and encourage sustainable travel where possible.</p> <p>A review of public service provision should also be undertaken to ascertain potential for other similar initiatives.</p>

# Local Transport Strategy Monitoring Baseline



The Delivery Plan sets out packages of measures generally by mode or theme. A set of indicators has been prepared to monitor overall progress via a series of progress proxies. This should then be supplemented with the development of bespoke monitoring and evaluation of individual projects that is commensurate with the nature of the projects, and would often relate to, for example, any requirements from particular funders for example.

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>DECARBONISATION</b>						
Plug-in cars & LGV licensed	341	Q3 2021	n/a	37,805	DfT Vehicle Licensing Statistics	Annual/Quarterly
Plug-in cars & LGV licensed per head of population	0.015	Q3 2021	n/a	0.007	DfT Vehicle Licensing Statistics	Annual/Quarterly
Plug-in cars & LGV as % of total cars & LGVs	3%	2020	100%	1%	DfT: Vehicle Licensing Statistics	Annual
Share of inter-island fleet (ferry/air) that is 'decarbonised'	None	2022	100% by 2040	n/a	OIC/Orkney Ferries/Loganair	Annual



INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>ACTIVE TRAVEL</b>						
% children walking to secondary or primary school	30.2	2021	35.0	43.6	Sustrans: Hands Up Scotland Survey	Annual
% children cycling or scooting to secondary or primary school	6.6	2021	7.0	6.7	Sustrans: Hands Up Scotland Survey	Annual
Walk to work mode share %	27%	2019	>30%	12%	Transport – Travel to Work and Other Purposes	Annual
Roads and paths are safe for cycling: agree/strongly agree	Orkney Mainland 36.3% Outer Isles 56.2%	2020	50%  66%	All (Scottish) Islands 25.0%	National Islands Plan Survey	Every 2 years (expected)

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>BUS &amp; COMMUNITY TRANSPORT</b>						
Annual vehicle kms by route/across network – by bus & community transport	1.293 Million	2021		n/a	OIC/Operators	Annual
Passenger boardings by route/across network	119,561	2019		n/a	OIC/Operators	Annual
Mode share of bus on journey to work	1.9%	2011	3.5%	10%	Scotland's Census 2011	Every 10 years
% of people very or fairly satisfied with quality of public transport	46%	2018	50%	65%	Scottish Household Survey	Annual
% of people very or fairly satisfied with quality of public services delivered (public transport) – remote small town	62%	2018	65%	61%	Scottish Household Survey	Annual
% of people very or fairly satisfied with quality of public services delivered (public transport) – remote rural	38%	2018	45%	46%	Scottish Household Survey	Annual

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>INTER-ISLAND CONNECTIVITY</b>						
Frequency of air services between isles and Kirkwall (summer)	<b>North Ronaldsay – Kirkwall</b> 3 return trips (Mon-Fri, Sun) <b>Papa Westray – Kirkwall</b> 3 return trips (Mon-Fri) 2 return trips (Sat, Sun) <b>Sanday/Stromsay/Westray – Kirkwall</b> 2 return trips (Mon – Fri) 1 return trip 9Sat, Sun) <b>Eday – Kirkwall</b> 1 return trip (Wed)			n/a	Loganair	Annual
Inter-island connections by ferry/air (ability to make a day trip – summer)	<b>Day return trips (air)</b> Westray – Papa Westray (Mon – Fri) <b>Day return trips (ferry)</b> Eday – Sanday (Tue, Thur) Stromsay – Eday (Mon, Wed, Fri)			n/a	Orkney Ferries/Loganair	Annual
Ferry-linked isles population	Population estimate 2021: 2,743 0-15: 393 16-59: 1,250 60-74: 700 75+: 400 2,862 (2011)	2021 2,743  2011 2,862	0.6% growth per annum	n/a	Orkney Community Plan & LOIP/National Records for Scotland	Census 2022 and then every 10 years
Is it easy for young people (under 40) who want to live & work here to do so? (Orkney outer Isles) – agree or strongly agree	21.27%	2020	35%	53.44% on Orkney Mainland	Scottish National Islands Plan Survey	Every 2 years (expected)

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>ROADS &amp; PARKING</b>						
A roads with red or amber repair alerts	2% red 24% amber	2019 2020	Reduce	5% red 26% amber	Scottish Road Maintenance Condition Survey	Annual
B-roads with red or amber repair alerts	2% red 19% amber	2019 2020	Reduce	6% red 29% amber	Scottish Road Maintenance Condition Survey	Annual
Road accidents by severity (killed/serious/all severities)	1/3/10 2020	2/5/27 2019	Reduce	n/a	Reported Road Casualties Scotland	Annual

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>HARBOUR INFRASTRUCTURE</b>						
Harbours with developed masterplans, including isles	5	2019	10+	n/a	Data available from OIC Marine Services	Annual
Masterplan proposals developed/under development	3	2022	10+	n/a	Data available from OIC Marine Services	Annual

INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>EXTERNAL FERRY SERVICES</b>						
<b>Sailings to/from Orkney</b>	Aberdeen to Kirkwall Summer:4/ Winter:3 Kirkwall to Aberdeen Summer: 3 /Winter: 2 Lerwick to Kirkwall Summer: 3/ Winter: 2 Kirkwall – Lerwick Summer: 4 / Winter: 3		Increase	n/a	Serco NorthLink ferries Timetable	Annual
<b>NIFS passenger carryings</b>	Aberdeen-Kirkwall 36,800 Aberdeen – Lerwick 129,800 Lerwick – Kirkwall 19,200 Scrabster – Stromness 161,900	2019	Increase	n/a	Scottish Transport Statistics	Annual
<b>NIFS car carryings</b>	Aberdeen-Kirkwall 5,600 Aberdeen-Lerwick 22,300 Lerwick – Kirkwall 3,300 Scrabster – Stromness 45,000	2019	Increase	n/a	Scottish Transport Statistics	Annual
<b>NIFS Commercial/bus carryings</b>	Aberdeen-Kirkwall 100 Aberdeen-Lerwick 100 Lerwick – Kirkwall 100 Scrabster-Stromness 300	2019	Increase	n/a	Scottish Transport Statistics	Annual



INDICATOR	ORKNEY	BASELINE	TARGET	SCOTLAND	SOURCE	REPORTING
<b>EXTERNAL AIR SERVICES</b>						
Terminal passengers Kirkwall	55,000 (2020)	162,000 (2019)	162,000 (2019)	n/a	Civil Aviation Authority	Annual
Air transport movements	8,821 (2020)	12,819 (2019)	13,000	n/a	Civil Aviation Authority	Annual
Cost of air travel	KOI-EDI Day Return Booked 1 wk in advance (11/5) Non ADS: £450	2021	Reduce	n/a	Analysis of Loganair fares	Every 2 years
ADS usage by type of trip	142,679 (2006)	2006	Increase	n/a	Scottish Government	Every 2 years



## Equality Impact Assessment

The purpose of an Equality Impact Assessment (EqIA) is to improve the work of Orkney Islands Council by making sure it promotes equality and does not discriminate. This assessment records the likely impact of any changes to a function, policy or plan by anticipating the consequences, and making sure that any negative impacts are eliminated or minimised and positive impacts are maximised.

<b>1. Identification of Function, Policy or Plan</b>	
Name of function / policy / plan to be assessed.	Local Transport Strategy
Service / service area responsible.	Marine Services and Transportation
Name of person carrying out the assessment and contact details.	Laura Cromarty Service Manager (Transportation) Ext. 3638
Date of assessment.	30/11/22
Is the function / policy / plan new or existing? (Please indicate also if the service is to be deleted, reduced or changed significantly).	To consider the new Local Transport Strategy for Orkney.

<b>2. Initial Screening</b>	
What are the intended outcomes of the function / policy / plan?	To update the Local Transport Strategy to align with national and regional strategies.
Is the function / policy / plan strategically important?	Yes, as outlined in report.
State who is, or may be affected by this function / policy / plan, and how.	Transport connectivity across Orkney will impact the whole community.

How have stakeholders been involved in the development of this function / policy / plan?	Yes, as outlined in the report.
Is there any existing data and / or research relating to equalities issues in this policy area? Please summarise. E.g. consultations, national surveys, performance data, complaints, service user feedback, academic / consultants' reports, benchmarking (see equalities resources on OIC information portal).	Yes, as outlined in the report.
Is there any existing evidence relating to socio-economic disadvantage and inequalities of outcome in this policy area? Please summarise. E.g. For people living in poverty or for people of low income. See <a href="#">The Fairer Scotland Duty Guidance for Public Bodies</a> for further information.	17.6% of households in Orkney (2016) do not have access to a private car. A higher percentage of elderly people and those in lower income households have a car.  Due to a lack of personal travel options and possibly reduced mobility, residents from these households tend to be more at risk of social isolation and associated problems and challenges, and more dependent on public transport and community transport services.
Could the function / policy have a differential impact on any of the following equality areas?	(Please provide any evidence – positive impacts / benefits, negative impacts and reasons).
1. Race: this includes ethnic or national groups, colour and nationality.	n/a
2. Sex: a man or a woman.	Yes – statistically more women travel on public transport than men.
3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.	n/a
4. Gender Reassignment: the process of transitioning from one gender to another.	n/a
5. Pregnancy and maternity.	n/a
6. Age: people of different ages.	Yes – provision of community transport and public transport services is positive towards people who are older and younger. People who are older and

	younger people are less likely to have access to their own car and are therefore more dependent on public and/or door-to-door transport. The continuation of funding during 2023/24 would therefore support these connections and tackle isolation.
7. Religion or beliefs or none (atheists).	n/a
8. Caring responsibilities.	Yes – positive. People with disabilities are more likely to make use of the services provided by some of the organisations receiving grant funding and any reduction in these services will impact upon carers. The continuation of funding during 2023/24 would safeguard connections.
9. Care experienced.	n/a
10. Marriage and Civil Partnerships.	n/a
11. Disability: people with disabilities (whether registered or not).	(Includes physical impairment, sensory impairment, cognitive impairment, mental health) Yes – positive towards people with disabilities as they are more likely to be in need of specialist door-to-door transport, as standard public transport services are often unsuitable.
12. Socio-economic disadvantage.	Public transport services (air, ferry, bus, community transport) help address the socio-economic disadvantage across the county.

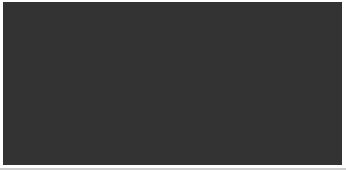
### 3. Impact Assessment

Does the analysis above identify any differential impacts which need to be addressed?	Yes (positive) action plan outlines a number of improvements to be made subject to budget and resource availability.
How could you minimise or remove any potential negative impacts?	Work closely with stakeholders.
Do you have enough information to make a judgement? If no, what information do you require?	Yes



## 4. Conclusions and Planned Action

Is further work required?	Yes/No.
What action is to be taken?	Ongoing monitoring of air, ferry, bus and community transport services.
Who will undertake it?	Marine Services and Transportation
When will it be done?	Ongoing monitoring during 2023/24 and beyond
How will it be monitored? (e.g. through service plans).	Officers will engage with operators on a regular basis and will expect monthly passenger figures to be submitted.



Date: 14/5/24

Signature:

Name: LAURA CROMARTY

(BLOCK CAPITALS).

Please sign and date this form, keep one copy and send a copy to HR and Performance. A Word version should also be emailed to HR and Performance at [hrsupport@orkney.gov.uk](mailto:hrsupport@orkney.gov.uk)



## APPENDIX 1: ISLAND COMMUNITY IMPACT ASSESSMENT (ICIA)

As part developing the LTS the requirements of The Islands (Scotland) Act 2018 have been considered. The Act places a duty on the Scottish Ministers and other relevant authorities, including local authorities, to have regard to island communities in exercising their functions.

Section 8 of the Act states that relevant authorities must prepare an ICIA in relation to a policy, strategy, or service, which, in the authority's opinion, is likely to have an effect on an island community which is significantly different from its effect on other communities (including other island communities) in the area in which the authority exercises its functions. These provisions came into force on 23 December 2020.

The 2018 Act lists the following areas that are relevant considerations for islands and islands communities:

- Depopulation.
- Economic development.
- Environmental protection.
- Health and wellbeing.
- Community empowerment.
- Transport.
- Digital connectivity.
- Fuel poverty.
- Land management.
- Biodiversity.

In December 2019, the Scottish Ministers published the first ever National Islands Plan. The plan sets out 13 strategic objectives which seek to improve the quality of life for island communities. The plan recognises that every member of society has a right to live with dignity and to enjoy high quality public services wherever they live.

The ICIA process is intended to describe the likely significantly different effect of a policy, strategy or service on island communities. It must also assess the extent to which the authority considers that the policy, strategy or service can be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes resulting from it.

In the context of the LTS for Orkney, the Impact Assessment should consider impacts on the isles around Orkney – to validate that policies and actions contained within the LTS are fit for purpose for all inhabited locations across Orkney, and the ICIA should assist in shaping the LTS Delivery Plan to address the factors that can disadvantage isle communities. The ICIA was hence used as part of the



options appraisal toolkit of the long list of possible LTS actions, assisting with the development, sorting and refinement of these options.

Through this approach relevant island duties and an understanding of island issues have been used as tools to inform and embed key island issues within the emerging LTS from the outset and throughout the development process.

Key island issues were flagged through the preparatory work for the LTS, including through the policy review and in reviewing and describing issues to amplify a variety of key data from earlier Census, Scottish Neighbourhood Statistics, National Islands Plan Survey, and other sources. This included highlighting particularly issues of ageing populations, under-employment, low wages and a seasonal economy, high costs of living, fuel poverty, limited affordable housing, limited transport and digital connectivity, as well as constrained access to essential services for islanders, and these issues more pronounced often on some of the more remote islands. Plus other challenges affecting island economies generally brought about by geographical location – the cost and / or time associated with external transport connectivity to the Central Belt and other key centres, distance to and from markets and suppliers and government centres. The issues and impacts felt at the periphery are often underestimated and poorly understood by the centre.

The objectives of this ICIA then were to integrate the consideration of relevant island issues and impacts into the development of the LTS and to demonstrate compliance with the Islands (Scotland) Act. Specifically the process and LTS development has considered the following questions to confirm, from a process perspective, that the LTS can demonstrate compliance with, and progress in the spirit of, the Islands Plan and the *islands proofing* concept through the development of the LTS:

ICIA TEST	LTS APPROACH
<p>Are islands, including Orkney Mainland, connected South Isles, inner and south isles, and outer north isles, and their communities kept in mind throughout the development of the strategy?</p>	<p>Engagement throughout the development of the LTS, with targeted groups, including Isle Development Trusts, older people and young people, together with utilising a wide range of recent consultation material and data and policy sources has enabled the LTS to be developed to reflect the wide-ranging issues and challenges that are faced by communities across Orkney, including considering particular issues faced by the isles.</p>
<p>Do the LTS / actions / policies etc. help to support strong, resilient, and vibrant island communities?</p>	<p>Each LTS long list action has been considered in terms of its prospective contribution to these aims, and aspects have been set out that in the LTS Delivery Plan that will support realisation of full benefits for all communities across Orkney, and including the outer isles and any tailoring required as necessary.</p>
<p>Does the LTS / actions / policies help to meet the 4 principles of fairness, integration, environmental protection, and inclusiveness that underpins work to support island communities.</p>	<p>The LTS objectives are cognisant of these principles, and these objectives have been used to shape and appraise the LTS, and the LTS Delivery Plan. These aspects will be subsequently considered and reported on as part of the monitoring and evaluation of the LTS.</p>

## ICIA TEST

## LTS APPROACH

Have island voices been employed to shape the LTS?

Section 6 describe the mechanisms that have been used to ensure that island voices have shaped the LTS, building on extensive earlier consultations and engagements and supplementing this with targetted community engagement, which has been ongoing throughout the development process. Much of the LTS Delivery Plan focusses on subsequent co-design and co-delivery of projects with and within communities and embedding principles of community wealth building, including for example developing capacity within communities to develop, deliver and manage these projects.

Does the LTS recognise that every person in Scotland has a right to live with dignity and to enjoy high quality public services wherever they live.

This is central to the LTS vision and objectives, and as drawn out throughout the LTS Delivery Plan across the various themes. The principles of community co-design and co-delivery will support the embedding of this right throughout the delivery of the LTS, in so far as the detail of measures, projects etc. will be shaped to best match the needs of every person within a community.

The following criteria were applied to testing the performance of the emerging LTS actions in relation to implementing the duties under the Act. This provided a transparent framework to assess the extent to which emerging LTS components ensured no disadvantage to people living and working on islands, including all geographical areas of Orkney, and further has focussed actions on addressing island specific challenges and opportunities that have been identified:

- Are there potential island impacts that differ from mainland impacts? And are there potential island impacts that differ from impacts on other islands?
- Does the policy / action effectively address the unique transport challenges face by island communities?
- Does the policy / action protect and increase the economic prosperity of island communities?
- Does the policy / action address the unique social challenges faced by island communities?
- Does the policy / action impact on the islands' infrastructure or natural environment and biodiversity?
- Can the policy / action be developed or delivered to improve or mitigate, for island communities, the outcomes arising from it?

These criteria were used to firstly assess every item as part of the long list of LTS actions, and then to support the refinement, development and appraisal of options, and hence the judgement as to whether long list actions progress to be part of the LTS delivery plan or whether options are parked or rejected from the LTS.