



**The Orkney Partnership**

*Working together for a better Orkney*

# Non-linked Isles

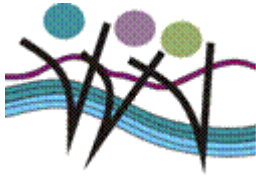


Locality Plan 2018-2021

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# Orkney Partnership Board

## Partners with a duty to facilitate community planning



Highlands and Islands Enterprise  
Iomairt na Gàidhealtachd 's nan Eilean



SCOTTISH  
FIRE AND RESCUE SERVICE  
Working together for a safer Scotland

## Partners with a duty to participate in community planning



Scottish Natural Heritage  
Dualchas Nàdair na h-Alba  
All of nature for all of Scotland  
Nàdar air fad airson Alba air fad

sportscotland



## Local and co-opted partners



Orkney  
Community  
Justice  
Partnership

## Introduction

We are pleased to present the Orkney Partnership's first Locality Plan for our chosen locality: the non-linked isles.

The Community Empowerment (Scotland) Act 2015 placed a duty on community planning partnerships to prepare and publish two types of plan. The first type of plan is a Local Outcomes Improvement Plan (LOIP). [Orkney's Community Plan 2017-20](#) incorporates Orkney's LOIP. This three-year rolling plan is refreshed, updated and reissued every year. It describes what we aim to achieve by working together in partnership, over and above what we could achieve separately.

The second type of plan is a Locality Plan, and every community planning partnership in Scotland must produce one or more of these. For the purpose of locality planning, we are required to identify the local areas within Orkney which are relatively disadvantaged in terms of social and economic opportunities. We must then set out in our Locality Plan what we will do to improve socio-economic outcomes in the area. Locality plans sit alongside and supplement our LOIP.

Having considered the available statistical evidence, and consulted isles residents, it is clear that our non-linked isles have their own unique challenges. For that reason the Partnership has chosen the non-linked isles as the first locality in Orkney to be the subject of a LOIP-related Locality Plan.

Peripherality – being on the edge – is a significant equality issue in Orkney because access to goods and services can depend very much on where you stay. We are disadvantaged in accessing national services due to the high travel costs of crossing water: isles residents doubly so. The 'Our Islands Our Future' campaign has succeeded in putting this issue on the national agenda and the new Islands Bill will embed in legislation a requirement for new national policy to be 'island-proofed' at the developmental stage. While that will help, it will not remove many of the challenges faced by island residents on a daily basis. Equality and fairness do not mean treating everyone the same, but recognising that sometimes we have to treat people differently to allow them the same opportunities in life. We cannot claim to be able to give people on the isles the same access to services as those on the mainland of Orkney, but we can ensure that decisions about services provided to them are made at the most local level possible.

This Plan describes the challenges facing residents of the non-linked isles and the top priorities for action identified by isles residents themselves. To avoid duplication of effort, the Plan acknowledges work which is already taking place in the regional and national arenas and which will benefit the whole of Orkney's economy and workforce, including residents of the non-linked isles. The Plan recognises that there are many other valuable activities already taking place in the non-linked isles, some of which are included in Appendix 1. For the purposes of this Locality Plan, the Partnership will focus its collective effort where it can make the most difference to the non-linked isles specifically, and where it can add the most value. This is particularly important in the current climate of austerity where we have less money to spend, while demand for many of the services we provide continues to grow.

**Orkney Partnership Board**

## Map of the non-linked isles



## What are we aiming to achieve – the priorities

The following themes and outcomes were identified by consultees as their top priorities for the non-linked isles; a conclusion supported by all the independent evidence, some of which is presented in Appendix 2. All of these priorities are linked and are key to achieving our overall target outcome of a sustainable demographic balance in the populations of each of the non-linked isles.



### Digital connectivity

- Digital and mobile infrastructure solutions which reliably meet the present and future needs of all businesses, services, residents and visitors on the non-linked isles.
- By 2021, all premises on the isles will have the option to connect to superfast broadband at a minimum speed of at least 30 Mbps.

### Work and local economies

- An increasing proportion of relatively well paid, full time and permanent employment on the isles.
- Better local access to further and higher education, research and development, and training programmes in key skills.
- Sustainable development which adds value to primary production on the isles and creates new opportunities.

### **Housing and communities**

- Sufficient affordable and attractive housing to accommodate anyone wishing to live and work on the isles.
- Smart housing that meets 21st century requirements for home working, smaller households and ageing populations.
- Greatly reduced fuel poverty among households in the non-linked isles.

### **Influence and engagement**

- Isles residents have regular opportunities to engage with their elected councillors.
- "Isles-proofing" is applied to all new local policy developed by Orkney Islands Council (OIC) and/or national, regional or local partner agencies.
- A well co-ordinated partnership approach to consultation and service provision on the isles.

### **Getting around the islands**

- Flexible and bespoke public transport options within the isles.
- Better co-ordination of inter-island, internal and external transport connections.
- Better reliability, accessibility, affordability and availability of inter-isles flights and ferries.

## Community Consultation and Engagement Results and Priority themes

To help develop our Locality Plan and consult people living in the isles, we conducted a survey using the Place Standard model, which we called 'Your Island Your Choice' (YIYC). The Place Standard was adapted to suit the circumstances of life in the non-linked isles. To avoid duplication, the exercise was run jointly with Orkney Health and Care, which was also engaged in developing a separate locality strategy for the isles. The survey was managed by Voluntary Action Orkney (VAO) on behalf of the Orkney Partnership.

To give something back to the people in the isles, we linked the consultation work to a pilot 'participatory budgeting' (PB) project that meant communities themselves could make decisions over how a pot of funding was spent. The lists of [individual island projects](#) and the [inter-island projects](#) are available on the VAO and PB Scotland websites.

The consultation process involved a paper or online survey which ran initially between 21 October and 18 November 2016. (The end date was extended until the end of the island visits at the request of the communities themselves.) Residents on each island were asked what they thought of 14 aspects of life in their community, to comment on each of these and to score each aspect on a scale from 1 to 7 where:

1 = needs a great deal of improvement

7 = does not need a great deal of improvement

A total of 376 responses were received. Several of these were completed collectively, for example by lunch club members or groups of young people, therefore the number who contributed their views was higher than the number of responses.

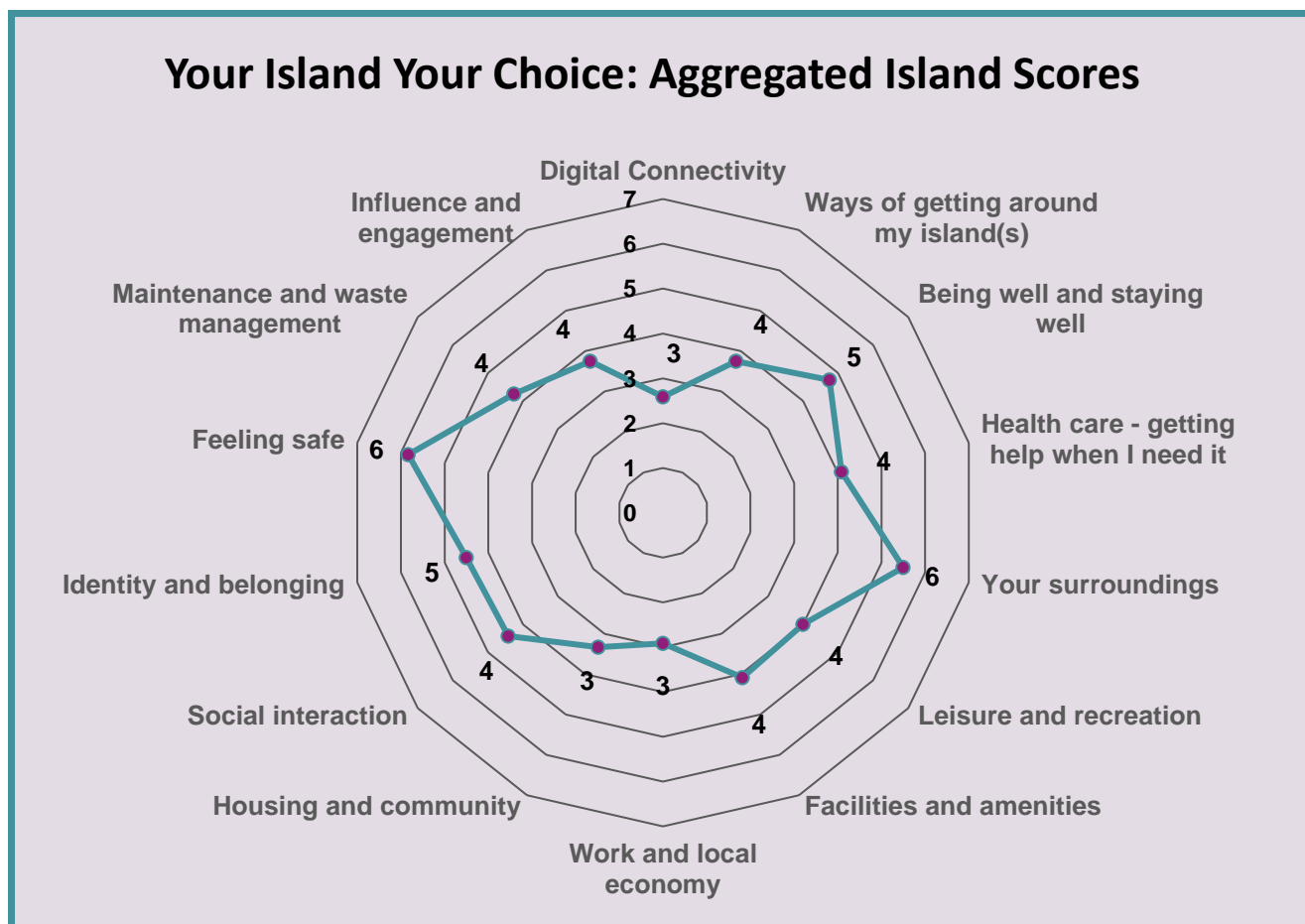
Follow-up meetings were held in each of the non-linked isles between 21 November and 16 December 2016 to agree their local priorities.

Feedback from participants on the consultation method was very positive. They particularly welcomed the choice between online and paper questionnaires followed by visits to discuss, clarify and augment the findings for their island. Communities also welcomed the joint approach taken by incorporating two consultations into one programme and linking with the participatory budgeting exercise.

The aggregate results of the consultation, for all the isles added together, can be seen in Figure 1 which follows. The full results broken down by island can be found on the Orkney Partnership's [web pages](#) on the Orkney Communities website.



Figure 1: Aggregate results of the Place Standard consultation



Five themes scored less than the half-way score of 3.5, making them top priorities for action:

Digital connectivity	2.39
Work and local economy	2.68
Housing and community	2.87
Influence and engagement	3.16
Ways of getting around my island(s)	3.48

All the comments received during the exercise were collated under each theme, and are included in the full report.

The next section of the Plan sets out what we learned from the consultation, what's happening already under each theme and what more needs to be done.

## Digital connectivity

### What outcomes are we aiming for?

- Digital and mobile infrastructure solutions which reliably meet the present and future needs of all businesses, services, residents and visitors on the non-linked isles.
- By 2021, all premises on the isles will have the option to connect to superfast broadband at a minimum speed of 30 Mbps.

### What you told us

*“Broadband connections are slow and unreliable.”*

*“Average broadband speeds are too slow.”*

*“Problems take a long time to be resolved.”*

*“Mobile signals are patchy and unavailable in some areas.”*

*“The lack of connectivity makes it difficult to attract young families to the isles.”*

*“It is challenging to run a business given the speed and reliability issues.”*

### What's happening already?

The Scottish Government's Digital Scotland Superfast Broadband Programme (DSSB) was on target to achieve 95% coverage by the end of 2017, but much of Orkney will be in the 5% which this programme did not reach. The successor programme, Digital Scotland Reaching 100% Programme (R100) was launched in June 2017. Its target is to connect all premises in Scotland with a minimum broadband speed of 30 Mbps by 2021. It must be recognised that this is a challenging broadband infrastructure and, although Orkney is better connected than before, as at October 2016 only 82% of premises in Orkney had access to superfast broadband with the isles clearly being the worst affected areas. If there is a strong take-up the project will go further.

OIC is already lobbying for R100 procurement contracts to specify that premises must be connected from the “outside in”, i.e. those on the periphery should be connected before those in more densely populated areas, which would otherwise be a more attractive target for a service provider. The requirement for an “outside in” contractual commitment is especially important to the non-linked isles which might otherwise remain unconnected when the R100 programme comes to an end.

Although the Scottish Government's R100 programme has a target of full reach, local partners will maintain close links to procurement and fulfilment processes, lobbying where necessary to ensure that Orkney's needs are met.

Community Broadband Scotland (CBS), a Scottish Government initiative led by HIE, was set up five years ago with a mission to inspire, support and empower remote and rural communities across Scotland to gain access to faster broadband by supporting them to create and manage their own infrastructure. HIE has commissioned a review of a range of innovations that CBS has considered to improve its delivery, and is exploring how CBS could optimise its contribution to the Scottish Government's R100 programme.

Local interim wireless solutions will be actively explored and, to further that, OIC is pressing for confirmation from Digital Scotland that the implementation of interim local solutions will not exclude those localities from the 30 Mbps R100 guarantee.

### What more needs to be done?

Action	Lead	Timescale
The Orkney Partnership will work together to develop a compelling business case for those areas in Orkney that do not have affordable and reliable full digital connectivity, including the impacts on: health services, education provision, business opportunities, training provision, employment and social lives.	Vibrant Economy Delivery Group	30 June 2018
The Orkney Partnership Board, along with the Shetland Partnership and the Outer Hebrides Community Planning Partnership, will engage with the R100 programme and add its collective voice to the messages coming from the three Island councils.	Orkney Partnership Board	31 March 2019
The Vibrant Economy Delivery Group will take the lead in exploring interim wireless solutions for those localities on the non-linked isles which are currently without an acceptable broadband service.	Vibrant Economy Delivery Group	30 June 2018
The Orkney Partnership will promote take-up of superfast fibre broadband.	All	Ongoing as it becomes available

## Work and local economies

### What outcomes are we aiming for?

- An increasing proportion of relatively well paid, full time and permanent employment on the isles.
- Better local access to further and higher education, research and development, and training programmes in key skills.
- Sustainable development which adds value to primary production on the isles and creates new opportunities.

### What you told us

*“The lack of full time and permanent jobs leads to residents having to take on multiple jobs.”*

*“There is a lack of access to training for young people.”*

*“The lack of good housing makes it difficult to attract people to the isles or to retain young people.”*

*“There are issues around the viability of starting a business, given the low numbers of isles residents.”*

*“The challenges around the digital infrastructure are barriers to running a business or working from home.”*

*“There is a lack of childcare.”*

*“The ferry timetable makes commuting to work impossible from the isles.”*

### What’s happening already?

The Orkney Partnership’s Vibrant Economy (VE) Delivery Group is progressing an action plan designed to generate lasting improvements to Orkney’s economic infrastructure, encourage innovation and enhance the viability of key business sectors. Most of the projects and initiatives in the VE plan are sectoral, although some focus on smaller localities. The Group recently held a focussed workshop looking at ways in which Orkney can improve current efforts around talent attraction and retention in employment. The ongoing work will consider infrastructure and other constraints as well as issues around unfilled vacancies in health, social care and education.

The Island Development Trusts (IDTs) are active in most of the non-linked isles and have been very successful in developing projects to regenerate their local economies and generate local jobs. The IDTs have successfully increased capacity for management of localised regeneration projects and there are examples from Papa Westray, Stronsay, Sanday, Hoy, Westray, Shapinsay, Rousay, Egilsay and Wyre, Eday and North Ronaldsay. We appreciate that all islands do not have IDTs and small islands, due to their

small populations, are nearly always short of local capacity to start up new initiatives.

The Empowering Communities project, managed by OIC, has successfully increased capacity for managing localised regeneration projects in Papay and Stronsay and is now being rolled out to Hoy and Sanday. Feedback from the Locality Plan consultation has emphasised the benefits that have arisen from the project. It was highlighted that Papa Westray has benefitted tremendously from the creation of the Island Link Officer post as it has greatly added to what can be achieved on the island. This combines very well with the spirit of supportive, collaborative working between island organisations, and the community as a whole, which gives Papa Westray reason to be confident about its future.

Indications are that Brexit may provide opportunities for island communities, particularly in farming and fishing. We are mindful of the fact that the majority of people in the isles work in these occupations. Figure 5 in Appendix 2 shows that in the isles 26% of the population works in agriculture and fishing, compared with 7.88% on mainland Orkney.

#### What more needs to be done?

Action	Lead	Timescale
Collate information on existing groups carrying out community development to identify gaps in capacity and inequalities between islands and explore solutions towards tackling such gaps and inequalities.	Strong Communities Delivery Group	30 June 2018
Keep a watching brief to ensure any opportunities arising from Brexit are seized.	Vibrant Economy Delivery Group	Ongoing
Rollout of Empowering Communities project to Hoy and Sanday.	OIC	March 2018
Rollout of Empowering Communities project to other islands, subject to funding being available.	Strong Communities Delivery Group/OIC	Ongoing
Support isles community organisations to add value to projects undertaken as part of the North Isles Landscape Partnership Scheme.	Strong Communities Delivery Group	2018-2023

## Housing and communities

### What outcomes are we aiming for?

- Sufficient affordable and attractive housing to accommodate anyone wishing to live and work on the isles.
- Smart housing that meets 21st century requirements for home working, smaller households and ageing populations.
- Greatly reduced fuel poverty among households in the non-linked isles.

### What you told us

*“Available housing on the isles is often of poor quality.”*

*“There is a lack of affordable and/or social housing.”*

*“Fuel poverty is a significant issue.”*

*“There is a real need for sheltered housing on the isles.”*

*“The availability of jobs and availability of housing are linked issues.”*

### What’s happening already?

It is recognised that housing, or lack of it, is one of the most important issues for the current and long-term survival of our island communities.

The Island Development Trusts (IDTs) have initiated several projects which have improved housing and community spaces on the isles, including Gateway houses on Eday and Papa Westray, the Westray learning centre, the Rousay playpark, heritage centres in Papa Westray and Sanday, and community centres in Sanday and Shapinsay. One issue is the need for move-on housing after a successful Gateway tenure. Papa Westray and Eday are working on this, while North Ronaldsay is developing Gateway and move-on accommodation together.

OIC’s Housing and Homelessness service and HIE staff are working closely with IDTs in seven islands to access both the Scottish Land Fund and the Islands Housing Fund, to be put towards land / property acquisition, new build housing and the renovation of existing stock. One of the constraints on progress is lack of local capacity in some of the islands to develop the necessary bids.

Shapinsay, Stronsay, Sanday, Rousay, Egilsay and Wyre Development Trusts have accessed Island Housing Fund money to commission a housing needs assessment which will also consider extra care housing as a possibility. They will continue to liaise with both the Housing Service and Orkney Health and Care about regulation of care services and registration of staff, should they set up a building based service that requires staff to deliver personal care. These

IDTs, along with Papay, Eday and Hoy, are working with VAO and HIE to undertake research into community led care. OIC has itself been researching housing needs and exploring new software designed to inform demographic and school roll forecasting to inform future projects.

Earlier in 2017 OIC became the first Scottish island authority to appoint an Empty Homes Development Officer. This officer is currently working with North Ronaldsay Trust, who hope to bring 30 properties on the island back into use over the next 30 years. This project could be a model for other communities and our Empty Homes Development Officer would be happy to work alongside any other island development trusts that wanted to look at developing empty homes.

The Empty Homes Development Officer is also working with households to help them bring their properties back into use and match households who would like to renovate a property with empty properties that may be available for purchase. There are lots of properties that are old and derelict in the island areas and some of these could be brought back into use. Others are ruins that could probably be replaced as they are in too much of a state of disrepair to be brought back into use. This work will provide opportunities to utilise the property stock that is available. If the housing situation on an island is resolved, lots of other needs would become easier to solve.

New legislation on Community Asset Transfer was introduced as part of the Community Empowerment (Scotland) Act 2015. This could potentially be of use to isles wishing to take over OIC or other assets owned by the public sector; there are already examples of this having been done, although local capacity is always needed to progress potential transfers. Support is provided by several organisations and groups such as OIC, VAO, HIE and the Development Trust Association. Support to access the Scottish Land Fund (SLF) is available through HIE's Community Assets Team.

With regard to fuel poverty, the large-scale Home Energy Efficiency Programme for Scotland: Area Based Schemes (HEEPS: ABS) project run by OIC on behalf of the Scottish Government is conducting project work on the isles, particularly Sanday. The scheme offers insulation measures to private sector properties to try to reduce their fuel bills. Some Energy Company Obligation funding for heating replacements is available and OIC has won a further £1.45M in funding for another heating project to deliver central heating systems to households. Much of this work is expected to take place in the isles. In addition, THAW Orkney are working in collaboration with some IDTs and community councils to deliver a European Social Fund project targeting the most vulnerable households in Orkney, with an emphasis on the isles.

OIC has recently established a Fuel Poverty Group. Its aim is to support a strategic, multi-agency approach to help reduce fuel poverty, improve affordable warmth and improve health and well-being, particularly for the most vulnerable groups on the islands. The group also encourages and fosters a partnership approach between stakeholders and its membership is made up of officers from key Partner agencies. The Orkney Partnership is represented on the Fuel Poverty Group.

Several of the IDTs have delivered projects designed to reduce fuel poverty and are active in their support of THAW Orkney.

### What more needs to be done?

Action	Lead	Timescale
The Orkney Partnership will liaise with the Fuel Poverty Group to identify any opportunities for the Partnership to assist.	Living Well Delivery Group	30 June 2018
Individual partner agencies to make referrals to ensure schemes to assist with fuel poverty and housing improvements are catching the most vulnerable households.	Living Well Delivery Group	Ongoing, depending on schemes available
Where communities are successful in accessing funding from the Islands Housing Fund, Partners will support them to gain the maximum benefit from the award.	Strong Communities Delivery Group	31 March 2019 (subject to review of Islands Housing Fund)

## Influence and engagement

### What outcomes are we aiming for?

- Isles residents have regular opportunities to engage with their elected councillors.
- "Isles-proofing" is applied to all new local policy developed by the Council and/or national, regional or local partner agencies.
- We demonstrate a clear commitment to securing effective participation with community bodies, communities of place and communities of interest to secure improved outcomes and reduce inequalities.

### What you told us

*"Isles residents don't feel listened to."*

*"Isles residents don't see their councillors."*

*"People are consulted regularly, but their views are not listened to."*

*"The Council should listen and work better in partnership with other agencies."*



## What's happening already?

A desire for stronger influence and engagement on the national scene was one of the drivers behind the Our Islands, Our Future campaign launched by the three Islands councils in the run-up to the Independence Referendum of 2014. The campaign has spearheaded several new developments, including the Islands Bill.

The Scottish Government's Islands (Scotland) Bill was launched in June 2017 and proposed a number of measures to strengthen and protect Scotland's island communities. Key provisions include the development of a National Islands Plan, flexibility in the configuration of local government electoral wards, and a requirement for national policy to be "island-proofed" at the development stage to avoid unintended or disproportionate impacts in island communities.

Several measures in the Community Empowerment (Scotland) Act 2015 were also intended to improve local influence and engagement. The reform of community planning legislation places a duty to facilitate and/or participate in community planning on a larger number of public agencies than before. There is also an expectation that community planning partners work with community bodies to ensure that they can effectively contribute to community planning. The introduction of Participation Requests empowers local bodies to contribute to improvement processes designed to improve specific public services. The Act introduces an expectation that community planning partners work with community bodies to ensure that, if they can contribute to community planning, they are able to do so.

The Act also makes provision for the future regulation of Participatory Budgeting, a form of representative democracy which is gaining ground in Scotland and which gives every member of a community an equal vote in deciding how a local budget should be spent.

The Orkney Partnership seeks to ensure that the collective weight of the Partnership is brought to bear whenever it can make a difference which will improve outcomes for residents of the non-linked isles.

## What more needs to be done?

Action	Lead	Timescale
Explore options to improve coordination of consultation and engagement on isles by Partner agencies.	Orkney Partnership Board	30 September 2018
With reference to the principle of "island-proofing" in the Islands Bill, consider adopting the principle of "isles-proofing" local policy.	To be actioned on an individual agency basis	Ongoing

Explore new opportunities for participatory budgeting activities to build on the success of the Your Island Your Choice project.	OIC	March 2020
Progress on the Locality Plan actions to be included in The Orkney Partnership quarterly newsletters and other appropriate channels, including islands newsletters.	Community Planning Business Manager	March 2021 and ongoing

## Getting around the islands

### What outcomes are we aiming for?

- Flexible and bespoke public transport options within the isles.
- Better co-ordination of inter-island, internal and external transport connections.
- Better reliability, accessibility, affordability and availability of inter-isles flights and ferries.

### What you told us

*“The lack of public transport within the island causes difficulty for people who don’t have their own transport.”*

*“The lack of joined up transport within Orkney means that the inter-island ferry and flight timetables fail to connect to buses, external ferries or external flights.”*

*“The reliability of ferries is an issue.”*

*“Inter-island ferries have poor accessibility for those with mobility difficulties.”*

*“There can be a shortage of available seats on inter-island flights.”*

*“The summer ferry timetables are better than the winter timetables.”*

## What's happening already?

Issues around transport make life particularly challenging for isles residents. Transport is crucial. Not only is it hugely important to isles residents in its own right, it is critical as an enabler affecting the delivery of numerous other services. For example, as noted already, most comments received in the consultation which related to health were not about the health service itself, but about the difficulty of travelling to access it.

The cost of freight transport affects the availability and cost of goods delivered to the isles, be it directly to the customer or via the isles' shops and traders. The cost of freight transport affects everyone in Orkney, but in the isles doubly so. Our island communities are not only affected by the freight costs for taking goods to and from Orkney but also the additional freight costs for taking goods to and from the isles.

The IDTs have undertaken a range of projects to improve public transport on the isles, including community buses in Hoy, Sanday and Shapinsay, electric vehicles in Shapinsay and Rousay, an out-of-hours ferry service between Shapinsay and Kirkwall, and the Papay ranger service, including guided tours.

As at September 2017, all three of the transport strategies that impact on the isles – national, regional and local – are in a state of flux, with the Scottish Government National Transport Strategy 2 in consultation, the HITRANS Regional Transport Strategy 2 having consulted in the summer of 2017 and now being prepared, and the Local Transport Strategy now 10 years old and under review.

In December 2014, OIC, HITRANS, Transport Scotland, Shetland Islands Council and ZetTrans agreed a Joint Statement establishing Partnership commitments to jointly address ferry replacement issues in Orkney and Shetland. This Agreement was itself linked into the Empowering Scotland's Island Communities Prospectus benefits of close working to establish a fair and effective solution to service requirements for the future. It was recognised in these statements that there was a need for evidence gathering to support future funding and investment decisions.

Subsequently, OIC commissioned the Orkney Inter-Island Transport Study, which is undertaking an options appraisal across the internal Orkney air and ferry network. The overall approach to this study is to analyse each island in turn considering current and future connectivity needs, in the light of the current provision of vessels, harbours, services, aircraft, airstrips and timetables. The final output of this process will be a set of service options for each island. The first stage output was a Strategic Business Case which was completed in two parts during 2016 and presented to the Scottish Government. A further report from the Orkney Inter-Island Transport Study will be drafted during 2017-18 to outline in more detail the level of service and vessels required, focusing particularly on the needs of the Outer North Isles, given that these vessels are in imminent need of replacement.

In the meantime, existing contracts and service level agreements outline the service frequency therefore it is not possible to increase the current timetable structure without an increase in budget. The Orkney Partnership will take every opportunity to publicise the importance of transport services to the non-linked isles, and ideally the need for additional service provision to retain population and encourage new people to the islands.

OIC is currently leading on discussions with the Scottish Government. The Leader of OIC, along with the Leader of Shetland Islands Council, is pressing for better funding in the provision of ferries and ferry infrastructure. Orkney has called for full funding of our internal ferry services. Both Orkney and Shetland have made clear that the cost of current ferry services is unsustainable in the current climate of increasing costs and ongoing cuts in government funding. The request for government intervention is based on fairness across Scotland. The two council leaders have made it clear this is about more than transport. Ferry services impact on health services, care services, education and the very existence of some of our island communities. The two councils have asked all their MSPs and their parties to take up our communities' case for fair funding during the forthcoming national budget negotiations. At the time of writing this work was continuing.

#### What more needs to be done?

Action	Lead	Timescale
Keep a watching brief. Ensure there are regular Board updates to ensure that, if needed, the Orkney Partnership can offer additional support to ongoing issues including in relation to freight costs and ferries.	Orkney Partnership Board	Ongoing
Undertake a review of local co-ordination arrangements in relation to transport connectivity.	Vibrant Economy Delivery Group	30 September 2018

## Conclusion

During development of this plan, at the forefront of our work were the priorities chosen by the isles residents themselves. Having listened to what people in the isles told us and having considered the available statistical evidence it is clear that our non-linked isles have significant challenges and each of the isles is unique. Equality is very important to the Partnership and we recognise that isles residents are doubly disadvantaged by peripherality due to the high travel costs of crossing water for people and goods.

We must also acknowledge that, as service providers, we are all facing our own challenges. Demand for many of the services we provide continues to grow, but resources available to us to provide these are decreasing. Taking this into account, the Partnership will focus its collective effort where it can make the most difference to the non-linked isles and where it can add the most value. To avoid duplication we have acknowledged work that is already taking place, some of which our partners already support.

This Plan has been adopted by the Orkney Partnership Board and the actions in it assigned to the Delivery Groups, with progress reported to, and scrutinised by, the Board. The Board will report regularly on progress against the plan, and these reports will be posted on the Partnership's website on Orkney Communities. We hope that isles residents will also be able to see progress on the ground before too long.

## Glossary and key to acronyms

We're aware we often use acronyms and refer to topics you may not be familiar with. We've prepared this section to cover the main topics and acronyms. In some cases, links to further information are provided for anyone who wants to find out more. If you're not able to access these please get in touch with our Community Planning Business Manager who will be able to provide you with paper copies.

### CBS

Community Broadband Scotland is a Scottish Government initiative led by Highlands and Islands Enterprise (HIE). As part of the initiative HIE has helped communities who will not benefit from the Digital Scotland Superfast Broadband programme to explore their own broadband solutions and has offered advice, guidance and financial support to communities pursuing a community-led broadband solution. More information available [here](#).

### Community Asset Transfer

New legislation on Community Asset Transfer was introduced as part of the Community Empowerment (Scotland) Act 2015. Part 5 of the Act introduced a right for community bodies to make requests to all local authorities, Scottish Ministers and a wide-ranging list of public bodies for any land or buildings they feel they could make better use of. Community bodies can request ownership, lease or other rights. More information available [here](#).

### Community Empowerment (Scotland) Act 2015

The Act was introduced by the Scottish Government to help communities do more for themselves and have more say in decisions that affect them. The Act covers 11 different topics, including community planning. More information is available [here](#).

### Community Planning

Community planning is a process that helps public agencies work together with the community to deliver better services. It is based on the simple idea that if we all work well together then public services will improve for the people who use them.

### DSSB

This is the Scottish Government's Digital Scotland Superfast Broadband Programme. Its aim was to achieve 95% superfast broadband coverage by the end of 2017. R100 (referred to later) is its successor programme.

### Delivery Groups

The Orkney Partnership has three Delivery Groups who report to the Orkney Partnership Board. Their role is to deliver the Partnership's strategic priorities:

- Strong Communities
- Living Well
- Vibrant Economy

## **DTs**

Development trusts are community based organisations. They are charities and have their own independent boards. They have local development plans laying out the priorities for their community and projects that the Trust can undertake or support.

### **Development Trust Association Scotland**

Development trusts can join this Association. It informs, supports and represents trusts and helps them share knowledge and expertise. More information available [here](#).

### **Empowering Communities**

The Empowering Communities initiative was established by Orkney Islands Council to establish pilot projects within island communities to deliver a range of council services. Papa Westray and Stronsay were selected as the two pilot areas and the initiative has since been rolled out to Hoy and Sanday. More information available [here](#).

### **Energy Company Obligation funding**

This is funding to help householders install a range of energy efficiency measures. Before the funding was introduced, many of these were too costly for householders to subsidise. It works alongside HEEPS: ABS (see below.)

### **Gateway houses**

Gateway houses provide a short tenancy for people who are considering moving to an island; normally the initial tenancy is 12 to 18 months. This allows them to try life on the island before they decide whether to buy or rent a property.

### **HEEPS: ABS**

This is the Home Energy Efficiency Programme for Scotland: Area Based Schemes (HEEPS: ABS). It is supported by funding from the Scottish Government and the project is run by OIC. The scheme offers insulation measures to private sector properties to try to reduce their fuel bills

### **HIE**

Highlands and Islands Enterprise is the Scottish Government's economic and community development agency for the Highlands and Islands.

### **HITRANS**

The Highlands and Islands Transport Partnership is the statutory regional transport partnership covering Western Isles, Orkney, Highland, Moray and most of the Argyll and Bute area.

### **IDTs**

Island development trusts.

### **Island Housing Fund**

In September 2016, the Scottish Government launched the new Island Housing Fund which will provide up to £5 Million in additional funding, ring fenced for housing projects on Scottish Islands.

## Island Link Officer

Island Link Officers are employed in the relevant islands to co-ordinate the Empowering Communities project at a local level.

## Island proofing

The island proofing principle, being introduced through the Islands Bill, is where policy and legislation take account of islands' circumstances to ensure the interests of islanders are considered.

## Islands Bill

This is also known as the Islands (Scotland) Bill. It aims to offer greater powers to island local authorities, including the Western Isles, Orkney and Shetland (who have been campaigning for years for greater powers through the Our Islands Our Future campaign).

## Locality Plan

Every community planning partnership in Scotland must produce one or more locality plans. A locality plan identifies local areas which are relatively disadvantaged in terms of social and economic opportunities and sets out what the partnership will do to improve outcomes in the area. A locality plan sits alongside and supplements the LOIP.

## LOIP

This is the term we use to refer to Orkney Community Plan, incorporating Orkney's Local Outcomes Improvement Plan 2017 to 2020. It is a three-year rolling plan that describes what the Orkney Partnership aims to achieve by working together in partnership, over and above what we could achieve separately. The full document is available [here](#).

## Mbps

Mb refers to download and upload speeds. Mbps means megabits per second.

## National Islands Plan

This is one of the proposals in the Islands Bill. Its aim is to set the Scottish Government's strategic direction for supporting island communities.

## Non-linked Isles

These are the islands that are not joined to the Mainland of Orkney by causeways or barriers.

## North Isles Landscape Partnership Scheme (NILPS)

The Scheme is a proposed programme of projects involving the enhancement, promotion and protection of the built, natural and cultural heritage of the North Isles of Orkney. Funding of £4.5 Million was secured in March 2018. Details of the Scheme are available [here](#).

## OIC

Orkney Islands Council.



## **Our Islands Our Future**

This initiative was set up in 2013 by Orkney Islands Council, Shetland Islands Council and Comhairle nan Eilean Siar with the aim of empowering the three island communities.

## **Participation Requests**

The Community Empowerment (Scotland) Act 2015 allows community bodies to make a request to public authorities to take part in an 'outcome improvement process'. This means if a community group has an idea to make services better they can make a participation request to the public body that runs the service. More information is available [here](#).

## **PB**

Participatory Budgeting is a way for people to have a direct say in how and where funds can be used to address local requirements. It engages residents and community groups representative of all parts of the community to discuss spending priorities, make spending proposals and vote on them.

## **PB Scotland**

Acts as a hub for sharing and learning about PB initiatives around Scotland. It provides updates on events, policy and resources relevant to PB in Scotland and profiles good examples of PB in action. More information [here](#).

## **R100**

Reaching 100% (R100) is a programme being led by The Scottish Government as it works towards its target to provide access to superfast broadband to 100% of premises in Scotland by 2021.

## **Scottish Land Fund**

This is a programme, funded by the Scottish Government, that supports community organisations across Scotland to own land, buildings and other assets. Grants of up to £1 Million are available. More information on the [HIE website](#).

## **THAW Orkney**

A charitable organisation that assists people finding it difficult to heat their homes or who want assistance with energy efficiency matters. More information [here](#).

## **The Orkney Partnership**

This is the name for Orkney's community planning partnership.

## **Transport Scotland**

The national transport agency for Scotland. Its purpose is to support and advise the Scottish Government on strategy and policy options for transport in Scotland. It also aims to increase sustainable economic growth through the development of national transport projects. More information [here](#).

## VAO

Voluntary Action Orkney supports the third sector in Orkney. It provides advice, information and practical services. The third sector is made up of voluntary, community and charitable groups, social enterprises and volunteers. More information [here](#).

## YIYC

Your Island Your Choice was a pilot participatory budgeting project run in the non-linked isles on behalf of the Orkney Partnership by Voluntary Action Orkney. By the end of March 2017, £36k was provided to the isles for projects they had voted for. A joint approach had been taken where the information fed back through the initial survey was used by the Orkney Partnership and Orkney Health and Care to help develop their locality plans.

## ZetTrans

This is Shetland's transport partnership. It is a statutory body responsible for the provision and maintenance of public transport services in Shetland.

## **Appendices**

**Appendix 1 - Community development activities and information**

**Appendix 2 –The Evidence: a profile of the isles**