

Minute

Development and Infrastructure Committee

Tuesday, 8 November 2022, 09:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors David Dawson, Gillian Skuse, Graham A Bevan, P Lindsay Hall, Kristopher D Leask, W Leslie Manson, Raymond S Peace, James W Stockan, Mellissa-Louise Thomson, Owen Tierney and Heather N Woodbridge.

Clerk

- Angela Kingston, Committees Officer (for Items 1 to 9, 15 and 16).
- Hazel Flett, Service Manager (Governance) (for Items 10 to 14).

In Attendance

- Gareth Waterson, Corporate Director for Enterprise and Sustainable Regeneration (for Items 1 to 9, 15 and 16).
- Hayley Green, Corporate Director for Neighbourhood Services and Infrastructure.
- James Buck, Head of Marine Services, Transportation and Harbour Master.
- Sweyn Johnston, Head of Enterprise and Economic Growth (for Items 6 to 14).
- Roddy Mackay, Head of Planning and Community Protection (for Items 1 to 10).
- Lorna Richardson, Interim Head of Neighbourhood Services.
- Stuart Allison, Service Manager (Enterprise) (for Items 10 to 14).
- Laura Cromarty, Service Manager (Transportation) (for Items 1 to 8).
- Hazel Flett, Service Manager (Governance).
- Shonagh Merriman, Service Manager (Corporate Finance).
- Kenneth Roy, Team Manager (Roads Support) (for Items 1 to 6).
- James Green, Senior Policy Planner (for Item 10).
- Karen Bevilacqua, Solicitor.

Observing

- Susan Shearer, Service Manager (Development and Marine Planning) (for Item 10).
- Jordan Low, Economic Development Officer (for Items 10 to 14).
- Morag Robertson, Economic Development Officer (for Items 10 to 14).
- Shona Turnbull, Marine Planner (for Item 10).

Apologies

- Councillor Duncan A Tullock.
- Councillor Rachael A King – who had been invited for Item 6.

Not Present

- Councillor Jean E Stevenson – who had been invited for Item 6.

Declarations of Interest

- No declarations of interest had been intimated.

Chair

- Councillor David Dawson.

1. Disclosure of Exempt Information

The Committee noted the proposal that the public be excluded from the meeting for consideration of Items 13 to 15, together with Annex B of Item 11, as the business to be discussed involved the potential disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

2. Performance Monitoring

After consideration of a joint report by the Corporate Director for Enterprise and Sustainable Regeneration and the Corporate Director for Neighbourhood Services, copies of which had been circulated, the Committee:

Scrutinised:

2.1. The performance of Neighbourhood Services and Infrastructure and Enterprise and Sustainable Regeneration for the reporting period 1 April to 30 September 2022, as set out in sections 3 to 5 and Annexes 1, 2 and 3 of the joint report by the Corporate Director for Enterprise and Sustainable Regeneration and the Corporate Director for Neighbourhood Services, and obtained assurance.

The Committee resolved to **recommend to the Council:**

2.2. That the following Service Plan actions, which had been progressed to completion, be removed from the Development and Infrastructure Service Plan:

- 07 – CARS scheme for St Margaret's Hope – undertake survey work and submit application to Historic Scotland.
- 22a – Develop and implement a World Heritage Site (WHS) Strategic Masterplan – approved Masterplan and progression of WHS-related projects.
- 22b – Develop and implement a World Heritage Site (WHS) Strategic Masterplan – dispersal of tourism activity to all of Orkney.
- 22c – Develop and implement a World Heritage Site (WHS) Strategic Masterplan – Gateway facility established – Improved infrastructure.

3. Revenue Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

3.1. The revenue financial summary statement, in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 30 September 2022, attached as Annex 1 to the report by the Head of Finance, which indicated a budget underspend position of £1,305,300.

3.2. The revenue financial detail by service area statement, in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 30 September 2022, attached as Annex 2 to the report by the Head of Finance.

The Committee scrutinised:

3.3. The explanations given and actions proposed, in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the report by the Head of Finance, and obtained assurance that action was being taken with regard to significant budget variances.

4. Road Asset Replacement Programme and Roads Revenue Maintenance Programme

Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

4.1. The summary position of expenditure incurred, as at 30 September 2022, against the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme for 2022/23, as detailed in section 4.1 of the report by the Head of Finance.

The Committee scrutinised:

4.2. The detailed analysis of expenditure figures and programme updates, attached as Appendices 1 and 2 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress made with delivery of the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme.

5. Roads Asset Management Plan

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

5.1. That the Corporate Asset Management Plan required individual asset plans based upon the aims and objectives to be developed.

5.2. That the road and bridge network, together with its associated infrastructure, was a high value asset of the Council and provided direct support for all of Orkney's communities, businesses and economic development.

5.3. The draft Roads Asset Management Plan 2023 to 2028, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, which was based on a nationally developed framework.

5.4. That maintaining the current road asset condition would require additional budget of £2 million, as detailed in section 11.4 of the report by the Corporate Director for Neighbourhood Services and Infrastructure.

5.5. That maintaining current budgeted investment levels would result in a deterioration in the road asset, as detailed in section 7 of the report by the Corporate Director for Neighbourhood Services and Infrastructure.

The Committee resolved to **recommend to the Council:**

5.6. That the Roads Asset Management Plan 2023 to 2028, attached as Appendix 1 to this Minute, be approved on the basis of the current budget position being maintained, noting the impact on the condition of the roads network.

Councillor W Leslie Manson left the meeting during discussion of this item.

6. Finstown Traffic Management Study

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

6.1. That, on 6 September 2022, when considering the outcome and options of the Finstown Traffic Management Study, the Development and Infrastructure Committee recommended:

- That new and revised speed limits be introduced in Finstown at the following locations:
 - New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
 - Extension of the 40mph transitional speed limit on the A966.
 - Extension of the existing part-time 20mph speed limit on the A966 to cover a section of the A965.
 - Extension of the existing 30mph speed limits on the Old Finstown Road, A966 and A965 East.

- That the costs in respect of introducing the new and revised speed limits in Finstown, referred to above, estimated at £40,000, be funded from the Cycling, Walking and Safer Routes grant for 2022/23.

6.2. That, on 4 October 2022, when considering the recommendations of the Development and Infrastructure Committee detailed above, the Council resolved that the outcome of, and options relating to, the Finstown traffic management study be referred back to the Development and Infrastructure Committee for further consideration.

6.3. That, as well as new and revised speed limits, the Finstown Traffic Management Study proposed the following additional measures:

- Within 12 to 18 months – upgrade existing village gateways.
- Within 2 to 3 years – introduce speed indication devices, upgrade existing and introduce new uncontrolled pedestrian crossings.
- Within 3 to 5 years – introduce traffic calming measures and widen a section of footway on the east side of A966.

6.4. The proposal that, should new and revised speed limits in Finstown be approved, those be reviewed, following installation, with the outcome reported to the Committee in due course, together with proposals for implementing the additional measures detailed above.

On the motion of Councillor Kristopher D Leask, seconded by Councillor P Lindsay Hall, the Committee, resolved to **recommend to the Council**:

6.5. That new and revised speed limits be introduced in Finstown at the following locations:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of existing part-time 20 mph limit on the A966 to cover a section of the A965
- Extension of the existing 30mph speed limits on the Old Finstown Road, A966 and A965 East.

6.6. That the costs in respect of introducing new speed limits in Finstown, estimated at £40,000, be funded from the Cycling, Walking and Safer Routes grant for 2022/23.

6.7. That the impact of the new and revised speed limits in Finstown detailed above be reviewed following installation, following which the Corporate Director for Neighbourhood Services and Infrastructure should submit a report, to the Committee in due course, together with recommendations for implementing the additional measures set out at paragraph 6.3 above.

7. Inter-Island Air Services

Proposed Summer 2023 Timetable

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Transportation), the Committee:

Noted:

7.1. That the inter-island air services timetable for summer 2023 was scheduled to operate from 20 February to 29 October 2023 inclusive.

7.2. That the Air Services Consultative Forum met on 24 August and 24 October 2022 to discuss the proposed summer 2023 timetable, with its main comments and representations outlined in section 4 of the report by the Corporate Director for Enterprise and Sustainable Regeneration.

7.3. The proposed timetable, attached as Appendix 1 to the report by the Corporate Director for Enterprise and Sustainable Regeneration, which was mainly consistent with that operated in previous years, and incorporated the following amendments:

- Sanday/Stromsair flights on a Friday afternoon and Monday morning swapped to accommodate a teacher returning to their home isle.
- Operation of Sunday service to Stromsair being subject to availability of ground crew on the island.
- Bookings on the Eday drop on a Monday morning being subject to availability from 12:00 the Friday before departure.

7.4. That, in advance of a service budget being established as part of the budget setting process for 2023/24, the level of service provision was subject to an adequate budget being made available.

The Committee resolved in terms of delegated powers:

7.5. That, subject to an adequate service revenue budget being established for 2023/24, the timetable in respect of inter-island air services, to be operated by Loganair Limited during summer 2023, attached as Appendix 2 to this Minute, be approved.

Councillor W Leslie Manson rejoined the meeting during discussion of this item.

8. Inter-Island Ferry Services

Proposed Summer 2023 Timetables

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Transportation), the Committee:

Noted:

8.1. That the inter-island ferry services timetables for summer 2023 were scheduled to operate from 7 May to 24 September 2023 inclusive.

8.2. That the Ferry Services Consultative Forum met on 24 August and 24 October 2022 to discuss the proposed summer 2023 timetables, with its main comments and representations outlined in section 4 of the report by the Corporate Director for Enterprise and Sustainable Regeneration.

8.3. That, on 27 October 2022, the proposed timetables, together with feedback from the Ferry Services Consultative Forum, were considered by the Board of Orkney Ferries Limited and recommended to the Council for implementation.

8.4. That the proposed timetables for summer 2023, attached as Appendix 1 to the report by the Corporate Director for Enterprise and Sustainable Regeneration, incorporated amendments as a result of requests from communities, including no overnighting of vessels in the isles, which was consistent with the timetables presented for consideration over the COVID-19 pandemic.

8.5. That, in advance of a service budget being established as part of the budget setting process for 2023/24, the proposed Orkney Ferries' timetables for summer 2023 were subject to an adequate budget being made available.

The Committee resolved in terms of delegated powers:

8.6. That the timetable for the South Isles be amended to include serviced Sunday sailings to/from Flotta, namely remove the wording "On Request" from those sailings.

8.7. That, subject to an adequate service revenue budget being established for 2023/24, the timetables to be operated by Orkney Ferries Limited during summer 2023, incorporating the amendment detailed above and attached as Appendix 3 to this Minute, be approved.

9. Harbour Authority Sub-committee

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 25 October 2022, copies of which had been circulated, the Committee:

Resolved, on the motion of Councillor Gillian Skuse, seconded by Councillor Heather N Woodbridge, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 25 October 2022, attached as Appendix 4 to this Minute, as a true record.

10. Orkney Islands Regional Marine Plan

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Senior Policy Planner, the Committee:

Noted:

10.1. That, in terms of The Delegation of Functions (Regional Marine Plan for the Scottish Marine Region for the Orkney Islands) Direction 2020, the Council was required to prepare an Orkney Islands Regional Marine Plan: Consultation Draft and supporting information for approval by Scottish Ministers prior to formal public consultation.

10.2. That the Orkney Islands Regional Marine Plan: Consultation Draft, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, together with supporting information, had been prepared with input from a wide range of stakeholders, including local communities, the Orkney Marine Planning Advisory Group and Marine Scotland.

10.3. That the supporting information comprised the following draft documentation, attached as Appendices 2 to 7 respectively to the report by the Corporate Director for Neighbourhood Services and Infrastructure:

- Children's Rights and Wellbeing Impact Assessment.
- Equality Impact Assessment.
- Habitats Regulations Appraisal Record.
- Island Communities Impact Assessment.
- Partial Business Regulatory Impact Assessment.
- Strategic Environmental Assessment: Draft Environmental Report.

10.4. That the 2020 Direction required that, when preparing the Orkney Islands Regional Marine Plan: Consultation Draft, the Council must pay regard to National Planning Framework 4, which was due to be adopted by Scottish Ministers in Autumn 2022.

10.5. That the Orkney Islands Regional Marine Plan: Consultation Draft, had been prepared to align with Draft National Planning Framework 4, which was published by Scottish Ministers on 10 November 2021, and would be reviewed and updated to align with the adopted National Planning Framework 4 when it was published.

10.6. That, when submitted to Scottish Ministers for approval for public consultation, the Orkney Islands Regional Marine Plan: Consultation Draft and supporting information would be subject to potential amendment in response to feedback from Marine Scotland.

10.7. That it was anticipated that the Orkney Islands Regional Marine Plan: Consultation Draft and supporting information would be deposited for formal public consultation in Summer 2023, subject to approval by Scottish Ministers.

The Committee resolved to **recommend to the Council:**

10.8. That the Orkney Islands Regional Marine Plan: Consultation Draft and supporting information, referred to at paragraphs 10.2 and 10.3 above, be endorsed for submission to Scottish Ministers for approval for public consultation.

10.9. That powers be delegated to the Corporate Director for Neighbourhood Services and Infrastructure, in consultation with the Chair and Vice Chair of the Development and Infrastructure Committee, to amend the Orkney Islands Regional Marine Plan: Consultation Draft, and supporting information, to align with the requirements of the adopted National Planning Framework 4 when published, and thereafter submit the Orkney Islands Regional Marine Plan: Consultation Draft, and supporting information, to Scottish Ministers.

11. Economic Development Grants

Budget Monitoring Statement and Delegated Approvals

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Enterprise), the Committee:

Noted:

11.1. That, for financial year 2022/23, the approved budget in respect of Economic Development Grants amounted to £306,300.

11.2. Spending to 30 September 2022, in relation to Economic Development Grants, totalling £90,125, of which £54,526 related to grant commitments made in previous financial years and £35,599 to current year commitments.

11.3. That, as at 30 September 2022, the budget available for approval from the Economic Development Grants budget, amounted to £148,392, as detailed in Annex A to the report by the Corporate Director for Enterprise and Sustainable Regeneration.

11.4. Grant approvals made in the period 1 April to 30 September 2022, totalling £157,908, which included grants approved under delegated schemes for the same period, totalling £85,838, as detailed in Annex B to the report by the Corporate Director for Enterprise and Sustainable Regeneration.

12. Exclusion of Public

On the motion of Councillor David Dawson, seconded by Councillor Gillian Skuse, the Committee resolved that the public be excluded for the remainder of the meeting, as the business to be considered involved the disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

13. Economic Development Grants – Application Number 0/5/3/97

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Enterprise), the Committee:

Resolved, in terms of delegated powers, what action should be taken with regard to application number 0/5/3/97.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

14. Economic Development Grants – Application Number 0/5/3/110

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Enterprise), the Committee:

Resolved, in terms of delegated powers, what action should be taken with regard to application number 0/5/3/110.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

15. Orkney Ferries Limited – Financial Performance 2021/22

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraph 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Scrutinised the revenue budget and management information for 2021/22 in respect of Orkney Ferries Limited, as contained in sections 4 and 5 and Annex 1 of the report by the Corporate Director for Enterprise and Sustainable Regeneration, and obtained assurance with regard to the financial and operational performance of the company.

16. Conclusion of Meeting

At 12:42 the Chair declared the meeting concluded.

Signed: David Dawson.



Roads Asset Management Plan

2023 to 2028

November 2022.

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Foreword

In Orkney we have a diverse geographical area across 20 populated islands, which presents challenges when providing a holistic roads service. Our Road Infrastructure is vital to these communities and forms an intrinsic part of our economic infrastructure supporting business and tourism alike.

This document sets out the Council's plans for the management of the road asset from 2023 to 2028. It has been produced in accordance with national guidance and recommended good practice, developed through the SCOTS (Society of Chief Officers for Transportation in Scotland) Road Asset Management Project.

This work identifies the strain which is placed on the current road network and how we can look to address this moving forward. Given current challenging budget conditions this requires a balance to be struck between addressing budget constraints and maintaining the road network, as described in the plan. Various asset management tools and techniques are used to ensure we provide a value for money service.

The delivery of this plan focuses on the task ahead to ensure that all road users, be they residents, businesses or tourists are able to use our road network safely and without undue delay or disruption throughout the year. The level of budget sufficient to maintain roads assets at a manageable condition, and ultimately improve this vital infrastructure is clearly defined, together with the impacts of lower levels of investment, noting that the aim is to ensure long-term socio-economic benefits for the local communities we serve and to minimise financial burden on future generations.

D Dawson

Chair

Development and Infrastructure Committee

Document Control and Council Approval

Version Number/Date.	Approved by Council.
v1/November2022.	Full Council XX XXX 2022 (To be updated once approved).
Next Update Due.	April 2028.

Responsibility for the Plan

The persons responsible for the delivery of and updating of this plan are shown below.

Position.	Responsible for.
Orkney Islands Council.	Custodians of the Islands' road assets.
Development and Infrastructure Committee.	Approval of the RAMP and subsequent amendments. Set agreed levels of service and allocate budgets accordingly. Ensure appropriate resources are made available.
Corporate Director for Neighbourhood Services and Infrastructure.	Review existing policies and develop new policies related to roads asset management. Implement corporate asset management strategies and ensure that accurate and reliable asset information is presented to the Council.
Head of Neighbourhood Services.	Delivery of Service to Meet the Plans in the RAMP.
Service Manager Roads and Grounds.	Monitoring of Service to ensure that the Plans in the RAMP are met.
Roads Support Manager.	
Roads Support Officer.	

1.Introduction

Overview

This Roads Asset Management Plan (RAMP) sets out the plans for Orkney Islands Council (OIC) road assets for the period 2023 to 2028. The Council's Corporate Asset Management Plan (CAMP) outlines how OIC aims to apply asset management principles to the management of the Islands' infrastructure. This plan supports the CAMP with a detailed plan for the "road asset" which covers carriageways, footways, structures, street lighting, traffic management, street furniture and road drainage.

The benefits of road asset management planning are widely recognised. Its application is promoted by the Society of Chief Officers of Transportation for Scotland (SCOTS), Audit Scotland and many other relevant Scottish and UK agencies. This plan represents OIC's response to these requirements and formalises OIC's plans for roads.

SCOTS has provided guidance to assist authorities to prepare RAMPs that are appropriate to local conditions. This plan has been produced in accordance with those guidelines. The plan is the output from a process of reviewing condition and performance, reporting the options for future investment to Council and the subsequent choice of appropriate affordable standards.

Future updates of this plan will be guided by Annual Status and Options Reports (ASORs). The delivery of the roads service and works programme will be guided by the RAMP and the Roads Management and Maintenance Plan (RMMP).

Purpose

The purpose of this RAMP is to:

- Define the service standards that customers can expect to be delivered over the plan term.
- Formalise strategies for investment in road asset groups.
- Assist the Council to meet its statutory duty to pursue best value.
- Ensure that investment in different road asset types is based upon assessed need.

The RAMP will help OIC allocate resources to where they are likely to provide the best long-term benefits.

Corporate Asset Management Plan

The Corporate Asset Management Plan sets out the structure for Council asset management plans, and their relationship within the Council Corporate Strategy, as detailed below.



Figure 1 – Council asset management plan structure

RAMP and Other Plans

The RAMP relates to the Council's other strategic documents and plans as illustrated below:

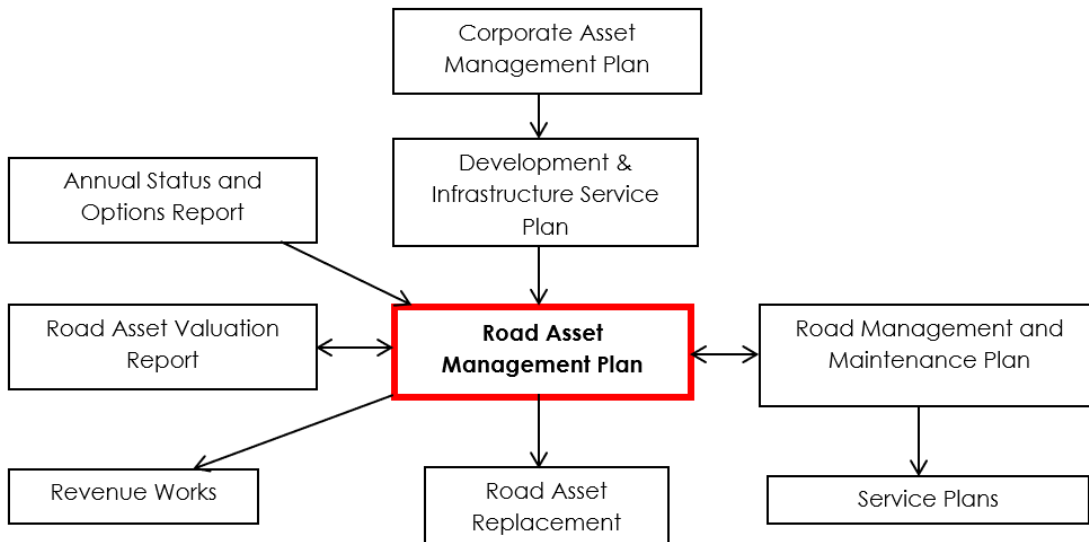


Figure 2 – How the RAMP relates to other Council Documents.

The RAMP is informed directly by the Development and Infrastructure Service Plan, the Annual Status and Options Report (ASOR) and the RMMP. Targets and strategies contained in the RAMP are used to develop works programmes in the road asset replacement programme and to prioritise revenue works once OIC's annual budget for roads has been agreed.

2. Road Assets

Road Assets

The Council's road assets covered by this plan are:

Asset Type.	Quantity.
Carriageways.	<ul style="list-style-type: none"> • 984.51km.
Footways, Footpaths and Cycleways	<ul style="list-style-type: none"> • 127km.
Structures.	<ul style="list-style-type: none"> • 46 Road Bridges, • 1 Foot Bridge, • 4 Causeways, • 9 Cattlegrids, • 18km Retaining walls, • 18km Seawalls, • 39km Embankments, • 4km Parapet Walls, • 1km Gabion Baskets • 1km Headwalls.
Street Lighting.	<ul style="list-style-type: none"> • 3,232 Lighting Columns, • 135 Wall Lights, • 525 Lit signs • 34 Lit Bollards.
Traffic Management Systems.	<ul style="list-style-type: none"> • 12 Zebra Crossings.
Road Drainage Infrastructure.	<ul style="list-style-type: none"> • 1,030km of Open ditches, • 158km of Pipes, • 68km of French drains, • 7km of Channel drainage • 5,575 gullies.
Street Furniture	<ul style="list-style-type: none"> • 6,602 Signs, • 1,106 Bollards/Verge Markers, • 7km Safety Railing • 5km of Railing.
Other Assets	<ul style="list-style-type: none"> • 30 Electric Vehicle Charging Points, • 9 Car Park ticket machines, • 2 Weather Stations.

Table 1 – Roads assets

The asset also includes road markings, car parks, verges, and street furniture such as traffic calming features.

Assets Not Covered

Some related assets that the Roads Services maintain are the responsibility of other Council service areas. The Council owned assets not covered in this RAMP are:

- Footpaths, street lighting and amenity areas managed by other Council services.
- Electric Vehicle Charging Points that are managed by other Council services.
- Bus shelters managed by Transportation.
- Non-adopted roads.
- Non-adopted bridges.
- Public rights of way and Core Paths.

Inventory Data

This plan is based upon currently available road asset data. Although the Council holds substantial data for some asset inventory types such as Carriageways, Footways and Street Lighting there are some asset data that is not currently held or is only partially complete. Where this is the case, this plan uses local estimates and sample surveys. Improvement of this data is key to effective asset management and will continue through the course of this plan.

3. Customer Expectations

Customer Satisfaction

Customer satisfaction statistics will be gathered by ongoing online surveys and reported on an annual basis within the ASOR.

Customer Contacts

Customer contacts regarding roads are recorded as part of the method of logging and responding to queries and requests for service. The statistics below show that the level of customer contact for carriageways has increased over the past 10 years which is indicative of a deteriorating network.

Footway and streetlight contacts however continue to fall which is a result of largescale replacement programmes in recent years in association with streetlight works. This demonstrates the benefit of investment in the asset and highlights the importance of maintained steady state investment to ensure that the benefits of this largescale historical investment are maximised for as long as possible.

The aim of this plan is to continue to deliver a good condition asset and work to minimise the need for members of the public to report defects.

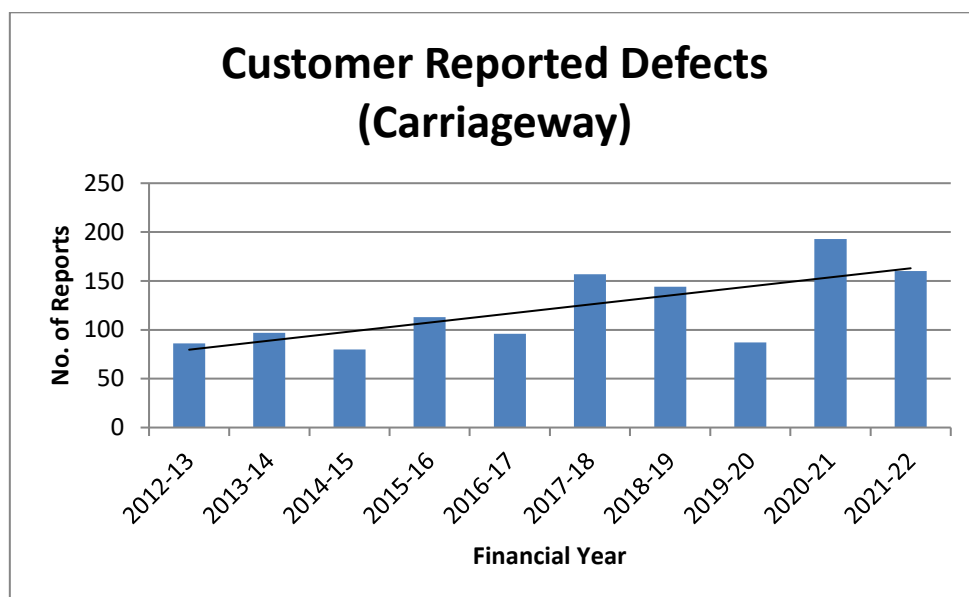


Figure 3 – Customer reported defects on Carriageways

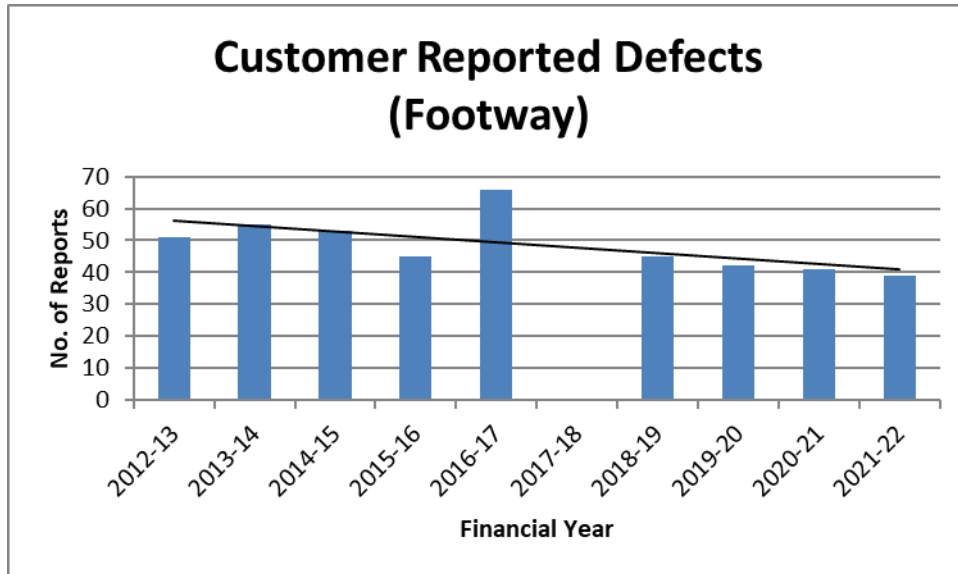


Figure 4 – Customer reported defects on Footways

No data held for 2017/18. This information was stored on an old customer reporting system which is no longer available.

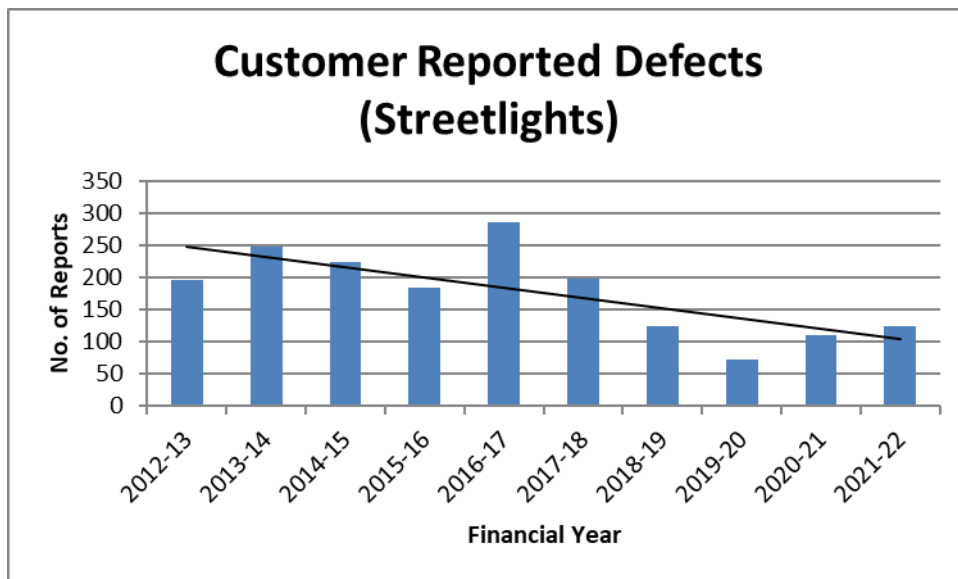


Figure 5 – Customer reported defects on Streetlights

4.Demands

This plan aims to maintain the good condition and performance of the asset. There are increasing demands on the asset that have been noted and, where possible, are being managed. These are:

Asset Growth

The road asset has increased by approximately 5.2km in the last 10 years. This is mainly due to new housing developments complete with associated infrastructure. These new assets create increased maintenance and management costs.

Traffic Growth and Composition

Over the longer term, traffic has significantly increased such that many of our roads carry traffic far in excess of what they were designed for. Some routes are subjected to particular pressure from high levels of HGV traffic and in recent years increasing quantities of tour buses as a result of our thriving tourist sector. This is particularly damaging on single-track roads, such as Brodgar Road, which are not built to facilitate such volumes of traffic. There is a growing need for additional passing places or widened sections on these roads.

The width of the road network in general is not sufficient to deal with the volume of traffic currently experienced. This is becoming increasingly obvious on A-roads such as the A966 through Rendall, Evie and onwards to Birsay, or the A964 through Orphir. The limited widths of these roads mean that traffic must overrun the carriageway edge when passing larger vehicles. The carriageway strategy includes an allowance for edge treatment of these roads, but this need will increase over and beyond the duration of this plan and ultimately consideration should be made for large-scale road widening on certain routes.

Environmental Conditions

Pressure is placed upon the asset from environmental conditions. The nature of cold weather in Orkney with temperatures persistently hovering above and below 0C causes damage to carriageways with a freeze/thaw action resulting in cracking in the road. Particularly cold winters such as experienced in 2019 also significantly impacts available resource as more crews are diverted from carriageway repairs to maintain access to strategic transport routes. Preventative treatments such as surface dressing can assist to make our roads as resilient as possible to such effects, noting that this is most effective on roads that are already in relatively good condition and does not remedy structural damage. It is not however possible to completely prevent the damage that can occur from severe winter weather.

Changes in weather patterns also create pressures in dealing with a higher number of high intensity rain events. This can and does lead to increased demand for reactive maintenance attending sites where surface water flooding occurs. It is possible that a continuance of this may lead to need for remedial measures to increase the network's resilience to such events.

Covid-19

The unprecedented outbreak of the global Coronavirus pandemic in March 2020 presented the Council with exceptional challenges which have not been experienced on this scale for many years. UK wide lockdowns and extended periods of social distancing determined that only essential works were undertaken by Local Authorities, therefore all programmed works faced delay or cancellation. Not only did works undertaken during this period cost more but there is now a substantial backlog of works, which given current resource levels will take many years to recover from.

Utility Activity

Utility activity has a direct effect on road condition. The repairs that users see are a combination of works undertaken by the Council and works carried out by utility operators. Utility companies have statutory rights to install and maintain their apparatus in the public road and are responsible for carrying out their own reinstatements. Even when the utility has reinstated the surface to the required standard there will be long term effect on the road from the disturbance of it having been excavated, though this may not become evident for years.

Structural Backlog

All these factors, as well as natural degradation and damage repair to roads, verges, drainage, signs, lighting etc., contribute to the rate of deterioration of the road network and therefore a structural backlog that is outstripping the available budget for annual maintenance.

5. Service Standards

This plan sets out two different scenarios for service standards. One is based upon maintaining the current steady state, noting that this will require increased funding, as detailed in Section 6. The other sets out the standards that will be achieved if current funding levels are maintained, noting that these will be lower.

Service.	Measured By.	Targets		
		2022	2028 – Steady State, increased budget	2028 – current budget to continue.
	Carriageways.			
Safety.	Percentage of Cat 1 defects made safe within response times.	100%	100%.	100%
	Percentage of safety inspections completed on time.	100%	100%.	100%
Condition.	Percentage of all roads to be considered for maintenance treatment.	<25%	<25%.	<35%
	Footways.			
Safety.	Percentage of Cat 1 defects made safe within response times.	100%	100%.	100%
	Percentage of safety inspections completed on time.	100%	100%.	100%
Condition.	Percentage of footway area to be considered for maintenance treatment.	<25%	<25%	<30%
	Street Lighting.			
Safety.	Percentage of repairs within 7 days.	85%	85%.	85%
Condition.	% of columns which have exceeded their Expected Service Life.	0%	0%.	<10%
	Structures.			

Safety.	Percentage of General Inspections carried out on time.	100%	100%.	100%
Condition.	Bridge Stock Condition Indicator (BSCI ave).	NA.	TBA**.	TBA**
	** During the term of the plan a round of general inspections will be completed. The results of these will be used to calculate a BSCI from which an initial standard will be set.			

Table 2 – Service Standards

6. Financial Summary

This plan is based upon assumed levels of funding. The predictions of future condition used to create the plan use these assumed figures. If actual funding allocated to manage road assets varies significantly from these figures it may be necessary to adjust the standards contained in the plan to align with the actual budget levels.

Sources of Funding and Budget Allocation

Funding for roads to deliver this plan comes from the following primary sources:

- Revenue Funding; is split between a number of service headings based on historical precedence and identified need.
- Capital Funding; capital funding for roads is spent using the asset replacement programme which is based upon achieving levels of replacement of each asset aimed as sustained a reasonable condition into the future.

Further sources of income for works on the public road include the following:

- Grants: Individual grants may be available for specific types of improvement work usually from Government or specialist interest groups. Budget holders produce applications for grant money with any funding allocated being used for the specific projects identified.
- Developer Contributions: when appropriate the Council seeks to obtain costs from developers, or works done by them, as contributions towards improvements to the road infrastructure, required in the local vicinity, as a result of the development.

Asset Valuation

As at April 2022 the road asset was valued by the APSE/SCOTS valuation tool as shown in the table below. This tool is then used to calculate the impact on the network of varied funding levels.

Asset Type.	Gross Replacement Cost £'000.	Depreciated Replacement Cost £'000.	Annualised Depreciation Charge £'000.
Carriageway.	£897,719	£785,920	£10,244
Footway.	£21,865	£14,407	£338
Structures.	£148,427	£145,395	£147
Street Lighting.	£8,236	£4,278	£285
Street Furniture.	£120	£77	£5
Land.	£11,073		
Total.	£1,087,441	£950,075	£11,018

Table 3 – Asset Valuation

Over recent years Local Authorities have been encouraged by APSE/SCOTS to look at asset values based on depreciated replacement cost rather than by historical cost. The valuation figures above illustrate the massive financial value of the road asset.

In theory the annualised depreciation represents the average investment required in planned maintenance (renewal of the asset) required to maintain the asset in its current condition.

Historical Expenditure

The historical expenditure invested in the road asset has resulted in the current condition and level of performance of the road asset. It is worth noting as it provides useful context for future funding levels.

Historical expenditure invested in works on the Road asset is shown below. The budget for 21/22 and 22/23 was increased by an annual contribution of £1.05m, with £366,600 allocated to capital works and revenue budgets increased by £683,400 in each year. Following this, budgets are anticipated to return to previous levels.

Asset.	Works.	Historical Expenditure £,000.				
		18/19.	19/20.	20/21.	21/22 baseline.	21/22 with additional roads renewal funds.
Carriageways.	Capital.	£377	£350	£550	£550	£1,300
	Revenue.	£1,110	£729	£832	£758	£1,100
Footways.	Capital.	£65	£65	£95	£95	£95

Asset.	Works.	Historical Expenditure £,000.				
		18/19.	19/20.	20/21.	21/22 baseline.	21/22 with additional roads renewal funds.
	Revenue.	£49	£56	£57	£58	£58
Structures.	Capital.	£25	£25	£25	£25	£25
	Revenue.	£66	£137	£141	£144	£144
Street Lighting.	Energy Costs.	£110	£110	£110	£110	£110
	Capital.	£811	£592	£230	£230	£230
	Revenue.	£231	£236	£216	£221	£221
Total budget:		£2,844	£2,300	£2,256	£2,191	£3,283

Table 4 – Historical expenditure

Planned Funding

The service standard targets shown in section 5 are based upon two funding scenarios, as shown in the table below. One assumes a budget sufficient to maintain steady state for both Carriageway and Footway assets, noting that this is higher than historical budget levels. The other assumes that funding levels return to 20/21 levels, noting that this will have an impact on service standards and on prioritisation of work.

Any changes to these funding predictions in the future will require an update of this RAMP.

Asset.	Works.	Steady state	Current budget
		Long Term Funding Required £,000.	
		Y1-Y20 pa.	Y1-Y20 pa.
Carriageway.	Capital.	£1,800	£550
	Revenue.	£1,196	£758
Footways.	Capital.	£95	£95
	Revenue.	£80	£58
Structures.	Capital.	£100	£25
	Revenue.	£144	£144
Street Lighting.	Energy Costs.	£110	£110
	Capital.	£200	£200
	Revenue.	£220	£220
Totals:		£3,945	£2,160

Table 5 – Required long-term budget to maintain steady state

7.Asset Investment Strategies

The strategies aimed at delivering the two different service standards scenarios contained in section 5 are set out below. Where possible these strategies aim to minimise the whole of life cost of maintaining the asset. Good asset management planning should ensure that both the short term and long-term needs are considered such that future generations are not left with disproportionate costs to meet.

These costs are as at September 2022.

Investment between Asset Types

In comparison to historical investment, future investment, for the main asset types, will be:

	Increased budget, Steady state asset condition	Current budget, reduced asset condition
Carriageways	Road condition will stay the same in the long-term. Defects expected to remain at similar levels.	Noticeable degradation of the network will quickly occur. Substantially more defects are expected.
Footways	This will allow a greater slurry sealing programme to secure the current good condition of footways. This will maintain the good condition of the network with the aim of encouraging healthier travel options in the long-term.	Condition will begin to slowly deteriorate. More defects are expected.
Structures	Coastal erosion assets are coming under increasing strain due to aging assets and recent storms. There is a backlog of improvements which are required to ensure the long-term protection of adjacent roads. Therefore, an increase in the capital budget is required to address these concerns.	Lack of preventative maintenance and reactive repairs may lead to coastal road networks being closed.

Street lighting	Level of investment to stay the same due to good condition of streetlight network. It is hoped that the strategy for streetlight replacement will change in the term of this plan. At present blanket replacement once columns are above a certain age takes place. This is now an outdated approach given current testing standards. Structural testing will therefore be explored with routine testing determining which columns will be replaced on an annual basis. Although this is expected to save money it is recommended to maintain current budget levels until this strategy is in place.
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Over the duration of the plan additional data will be acquired, specifically for carriageways, footways and structures that may result in changes to how budgets are allocated between asset types.

Carriageways

Category	Description	Basis of Strategy
Routine and Reactive Repair.	Repair of defect to current investigatory standards and response times.	<p>Strategy consists of:</p> <p>Repair of all defects considered to be potentially hazardous (Cat 1 defects) within 24 hours.</p> <p>Repair of all Cat 2 defects within 5 working days. However, due to limited resources, it is not always possible to meet this standard.</p>
Planned Maintenance Preventative.	A programme of preventative treatment of roads in the initial stages of deterioration.	<p>Preventative maintenance treatments are applied to roads in the first stages of deterioration. This assists to prevent minor defects appearing and minimises the need for higher cost resurfacing treatment.</p> <p>Preventative maintenance investment is critical to maintaining good condition roads on the islands. At the time of preparing the plan it was estimated that an investment in the region of £950k pa is required to maintain current condition and translates into a surface dressing programme of approximately 75km pa.</p>

Planned Maintenance Corrective.	Programme of resurfacing where a preventative treatment cannot be applied due to more substantive failure.	<p>There will always be roads that deteriorate to a level whereby surface dressing is insufficient. This element of the strategy involves the resurfacing (with bituminous overlay or inlay) of roads in a deteriorated condition. These are priorities on a worst first basis.</p> <p>At the time of preparing this plan it was estimated that approximately £1.8m pa of investment in reconstruction and resurfacing was required to maintain the roads in their current condition. This translates into a programme of approximately 6.75km pa. Our current Reconstruction and Resurfacing programme is £550,000.</p>
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Table 6 – Carriageway Strategy

Footways

Category	Description	Basis of Strategy
Routine and Reactive Repair.	Repair of defect to current intervention standards and response times.	The strategy for the routine and reactive repair of footways mirrors that of carriageways (see above).
Planned Maintenance Preventative.	A programme of preventative treatment of bituminous footways in the initial stages of deterioration.	Bituminous footways that have been around for many years can begin to deteriorate by fretting stones and beginning to fall apart. For footways in this condition their life can be extended using a thin surface treatment (slurry seal). A programme of slurry sealing is currently in place, but this requires a marginal increase in investment to ensure that current good condition standards are maintained. Should steady state levels not be provided it is expected that footway condition will slowly deteriorate.
Planned Maintenance Corrective.	Programme of resurfacing/renewal of footways.	<p>Recent footway investment through the Asset Replacement Programme has been coordinated with street lighting replacement such that when street lighting has been replaced the footway has been resurfaced to provide a full upgrade of the street.</p> <p>This strategy will continue where possible but on a much smaller scale. The main priority is now to maintain the good condition of the network with preventative treatment.</p>

Table 7 – Footway Strategy

Structures

Category	Description	Basis of Strategy
Routine and Reactive Repair.	Repair of defect to current intervention standards and response times.	Repairs to structures are currently identified during routine inspections or as a result of public notification. Historically most repairs have been minor involving small replacement of blocks and repointing. An annual budget has been sufficient to allow repair of most defects up until recently. There is now a backlog of repairs, particularly on coastal protection assets therefore there is a need for capital budget to be increased to ensure this critical infrastructure is maintained. Failure of coastal protection assets can lead to collapse of carriageway network.
Replacement.	Replacement of deteriorated bridges or those assessed as being weak.	There is currently no identified need to replace any structures.
Refurbishment.	Refurbishment of structures that show signs of deterioration.	Repairs to structures are currently identified during routine inspections or as a result of public notification.

Table 8 - Structures Strategy

Street lighting

Category	Description	Basis of Strategy
Routine and Reactive Repair.	Repair of defect to current investigatory standards and response times.	Repairs to Street lights are currently identified through our public reporting system and routine inspections.
Planned Maintenance Corrective.	Programme of structural renewal. (Asset Replacement Programme)	The strategy is predicted to require approximately 70no. columns replaced pa in the short term however this is to maintain blanket replacement of all columns over 30 years old. In the term of this plan, it is hoped that structural testing will be introduced so that only those columns in need of replacement are replaced.
Invest to save.		95% of lanterns have been replaced by LED alternatives which has seen substantial

		savings in revenue costs due to both electricity and repair need.
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Table 9 – Streetlights Strategy

Traffic Management Systems

There are 12 pedestrian crossings in Orkney, all of which are in good condition and will not need replacement or refurbishment within the duration of this plan. Beyond the end of this plan there will be a need to programme replacement of the older installations as the equipment will reach its end of expected life and the controllers may become obsolete and unable to be repaired.

Street Furniture

A range of other roads assets such as road signs, road marking, safety fences etc. are managed via the road asset replacement programme. The programme makes allowance for the ongoing replacement of a proportion of these assets as they reach the end of their life or have been damaged such that they require replacement.

Drainage

The key priority is functionality of road gullies, drainage ditches, offlets and culverts. The identification and maintenance of key “carrier” pipes in urban centres and rural networks will also be undertaken. Where settlement and ponding arise the resurfacing required will be coordinated with wider geographic surfacing priorities. The data held on urban drainage systems is currently better than that of rural drainage.

Future Refinement

Any successors to this plan will reflect changing budgets and asset conditions.

It is not envisaged that this plan will be amended during its term 2023 to 2028 unless funding levels provided vary drastically from those on which the plan is based.

8.Risks to the Plan

The Council operates a corporate approach to risk management detailed in the corporate risk policy. In accordance with this strategy the risks of this plan not being achieved have been assessed and are recorded below

Plan Assumption	Risk	Action If Risk Occurs
Resources are available to deliver the improvement actions.	Pressures on resources mean that staff are not allocated to service improvement tasks, predicted benefits may not be fully achieved.	Target dates will be revised and reported.
The plan is based upon winters with an average number of frost days.	Adverse weather will create higher levels of defects and deterioration than have been considered.	Budgets and predictions will be revised, and this plan updated if abnormally harsh winters occur.
Available budgets have been assumed as shown in section 6.	Pressures on budgets mean that the Council may reduce the funding available for Roads.	Target service standards will be revised to affordable levels.
Construction inflation will remain at similar level to the last 5 years.	Construction inflation will increase the cost of works (particularly oil costs as they affect the cost of road surfacing materials).	Target service standards will be revised to affordable levels.
Levels of defect and deterioration are based on current data which is limited for some assets (e.g., drainage).	Assets deteriorate more rapidly than predicted and the investment required to meet targets is insufficient.	Split between planned and reactive maintenance budgets will be revised.
Covid-19 protection measures will not return to levels experienced in 2020-2022.	Protection measures such as Lockdowns or Social Distancing can either limit efficiency of the service or greatly increase costs to achieve a similar level of service.	Target service standards will be revised to affordable levels.

Table 10 – Risks to achievement of the RAMP

The risks have been evaluated in accordance with Council policy. The risks are reviewed regularly throughout the year.

Summer 2023 - Inter-Island Air Services Timetable. Monday 20 February - Sunday 29 October 2023 inclusive



		Monday							Tuesday							Wednesday								
	LM	700	702	703	704	705	706	707	701	708	709	719	710	711	707	700	713	714	715	A	710	711	A	B
Kirkwall	dep	07:35	08:40	09:40	10:50	15:30	16:30	17:30	07:35	08:30	09:30	10:30	15:30	16:30	17:30	07:35	08:40	09:40	13:35	14:45	15:30	16:30	17:30	17:30
Eday	arr																		14:55					17:40
Eday	dep																		15:02					17:47
Stronsay	arr			09:53						08:39						08:49								
Stronsay	dep			10:00						08:46						08:56								
Sanday	arr			10:05			16:43			08:51			15:43			09:01					15:43			
Sanday	dep			10:12			16:50			08:58			15:50			09:08					15:50			
Westray	arr		08:55							09:45						09:55								
Westray	dep		09:02							09:52						10:00								
Papa Westray	arr		09:04			15:45				09:54	10:45		16:45			10:02							16:45	
Papa Westray	dep		09:11			15:52				10:01	10:52		16:52			10:09							16:52	
Westray	arr					15:54							16:54										16:54	
Westray	dep					16:01							17:01										17:01	
North Ronaldsay	arr	07:52			11:07			17:47	07:52			11:02		17:47	07:52					13:52			17:47	17:57
North Ronaldsay	dep	07:59			11:14			17:54	07:59			11:09		17:54	07:59					13:59			17:54	18:04
Papa Westray	arr				11:24															14:09				
Papa Westray	dep				11:31															14:16				
Eday	arr	08:09													08:09									
Eday	dep	08:16													08:16									
Stronsay	arr						16:55						15:55										15:55	
Stronsay	dep						17:02						16:02										16:02	
Kirkwall	arr	08:26	09:26	10:21	11:46	16:16	17:11	18:11	08:16	09:11	10:16	11:26	16:11	17:16	18:11	08:26	09:21	10:24	14:31	15:12	16:11	17:16	18:11	18:21

		Thursday							Friday							Saturday					Saturday Refit (25/02/2023 -11/03/2023)					Sunday					
	LM	701	708	709	717	710	711	707	701	718	709	719	710	711	707	720	721	722	723	724	722	723	724	725	726	727	725	726	727		
Kirkwall	dep	07:35	08:30	09:30	14:20	15:30	16:30	17:30	07:35	08:30	09:30	14:20	15:30	16:30	17:30	08:30	09:30	10:30	15:00	16:00	08:00	09:10	10:20	14:00	15:00	16:05	10:30	16:00	17:30		
Stronsay	arr		08:39							08:39							09:38													15:09	
Stronsay	dep		08:46							08:46							09:46													15:16	
Sanday	arr		08:51			15:43				08:51			15:39				09:51													15:21	
Sanday	dep		08:58			15:50				08:58			15:46				09:59													15:28	
Papa Westray	arr											14:35																		10:45	
Papa Westray	dep											14:42																		10:52	
North Ronaldsay	arr	07:52			14:37			17:47	07:52					17:47				10:47	15:17	16:17	08:17									11:02	17:47
North Ronaldsay	dep	07:59			14:44			17:54	07:59					17:54				10:54	15:24	16:24	08:24									11:09	17:54
Eday	arr																													16:15	
Eday	dep																													16:22	
North Ronaldsay	arr																													16:32	
North Ronaldsay	dep																													16:39	
Sanday	arr																													18:00	
Sanday	dep																													18:07	
Westray	arr				09:45						09:45					08:45															
Westray	dep				09:52						09:52					08:52															
Papa Westray	arr				09:54	14:54		16:45			09:54			16:45		08:54				16:34		09:34		14:15						16:15	
Papa Westray	dep				10:01	15:01		16:52			10:01			16:52		09:01				16:41		09:41		14:22						16:22	
Westray	arr						16:54							16:54									14:24							16:24	
Westray	dep						17:01							17:01									14:31							16:31	
Stronsay	arr					15:55																		10:45						18:12	
Stronsay	dep					16:02																		10:52						18:19	
Kirkwall	arr	08:16	09:11	10:16	15:16	16:11	17:16	18:11	08:16	09:11	10:16	15:16	16:11	17:16	18:11	09:16	10:11	11:11	15:41	16:56	08:51	09:56	11:01	14:46	15:41	16:56	11:26	16:46	18:28		

Eday: Monday AM drop during school term only. Bookings on the Eday drop will be subject to availability from 12:00 the Friday before departure (note change to Friday from summer 2023)

Sunday: Flight drop off/pick up on request. Bookings can be made on the Sanday or Stronsay flight, shared with North Ronaldsay, from 12:00 on Friday until 12:00 on Sunday.

PLEASE NOTE - The operation of the Stronsay Sunday service is subject to availability of ground crew on the island. Currently (Oct 2022) there are NO Stronsay crew available. Please check with Loganair.

Saturday Refit: Additional frequency by air provided while the Orkney Ferries ONI vessels are on winter refit.

A: Operates school term only, 20 Feb - 31 March; 17 April - 28 June; and 22 August - 11 October 2023.

B: Operates during school holidays, 03 - 14 April; 29 June - 21 August and 12 - 27 October 2023.

Appendix 3.

Inter-Island Ferry Services

Summer 2023 Timetables

Page 1122 – Graemsay and Hoy (Moaness).

Pages 1123 to 1124 – North Ronaldsay.

Page 1125 – Outer North Isles.

Page 1126 – Westray – Papa Westray Passenger Service.

Page 1127 – Rousay, Egilsay and Wyre.

Page 1128 – Shapinsay.

Page 1129 – South Isles.

Page 1130 – Special Sunday Excursions.

**GRAEMSAY AND HOY (MOANESS)
EFFECTIVE FROM 07 MAY UNTIL 24 SEPTEMBER 2023**

Our service from Stromness to Hoy/Graemsay is a **PASSENGER ONLY** service. Vehicles can be carried by prior arrangement to Graemsay on the advertised cargo sailings.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Stromness dep	0730	0730	0730	0730	0730	0815C	
Hoy (Moaness) dep	0755	0755	0755	0755	0755		
Graemsay dep	0810	0810	0810	0810	0810	0845C	
Stromness dep	1000	1000	1000	1000	1000	0930	0930
Hoy (Moaness) dep	1030	1030	1030	1030	1030	1000	1000
Graemsay dep	1045	1045	1045	1045	1045	1015	1015
Stromness dep	1200A		1200A	1200A			
Graemsay dep	1230A		1230A	1230A			
Hoy (Moaness) dep	1240A		1240A	1240A			
Stromness dep	1600	1600	1600	1600	1600		
Graemsay dep	1615	1615	1615	1615	1615		
Hoy (Moaness) dep	1630	1630	1630	1630	1630		
Stromness dep	1800	1800	1800	1800	1800	1800	1800
Graemsay dep	1815	1815	1815	1815	1815	1815	1815
Hoy (Moaness) dep	1830	1830	1830	1830	1830	1830	1830
Stromness dep					2130B		
Graemsay dep					2145B		
Hoy (Moaness) dep					2200B		

ALL BOOKINGS MUST BE MADE AT LEAST 1 HOUR BEFORE DEPARTURE

- A** Cargo Sailings will have limitations on passenger numbers therefore booking is not guaranteed. These sailings may be delayed due to cargo operations.
- B** ON REQUEST must be booked through the Kirkwall Office by 1600hrs on the day of sailing.
- C** On REQUEST must be booked through the Kirkwall Office by 1600hrs on Friday.

Notes:

- All enquires must be made through the Kirkwall Office. Telephone: 01856 872044.
- Passengers are requested to be available for boarding **5 minutes** before departure.
- Monday cargo to be booked by **1600hrs** on previous Friday otherwise all cargo must be booked before **1600hrs** the day before sailing. Cargo must be delivered to Stromness Pier no later than **1100hrs** on the day of sailing.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
- No show charges** - All cancellations must be made by **1600hrs** Monday to Friday and **1400hrs** Saturday for Sunday and Monday Sailings or full charges may apply.

**For information on this service contact Ferry Services, Shore Street, Kirkwall.
Telephone: 01856 872044, Fax: 01856 872921, E-Mail: info@orkneyferries.co.uk**

Tuesday 09 May 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 13 May 2023

Kirkwall	dep	0915
North Ronaldsay	arr	1155
North Ronaldsay	dep	1225
Kirkwall	arr	1505

Tuesday 16 May 2023

Kirkwall	dep	1300
Papa Westray	arr	1450
Papa Westray	dep	1520
North Ronaldsay	arr	1635
North Ronaldsay	dep	1710
Kirkwall	arr	1950

Saturday 20 May 2023

Kirkwall	dep	0900
North Ronaldsay	arr	1140
North Ronaldsay	dep	1210
Kirkwall	arr	1450

Tuesday 23 May 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 26 May 2023

Kirkwall	dep	0830
North Ronaldsay	arr	1110
North Ronaldsay	dep	1140
Kirkwall	arr	1420

Tuesday 30 May 2023

Kirkwall	dep	1130
Papa Westray	arr	1320
Papa Westray	dep	1350
North Ronaldsay	arr	1505
North Ronaldsay	dep	1535
Kirkwall	arr	1815

Saturday 03 June 2023

Kirkwall	dep	0800
North Ronaldsay	arr	1040
North Ronaldsay	dep	1110
Kirkwall	arr	1350

Tuesday 06 June 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 10 June 2023

Kirkwall	dep	0830
North Ronaldsay	arr	1110
North Ronaldsay	dep	1140
Kirkwall	arr	1420

Tuesday 13 June 2023

Kirkwall	dep	1130
Papa Westray	arr	1320
Papa Westray	dep	1350
North Ronaldsay	arr	1505
North Ronaldsay	dep	1535
Kirkwall	arr	1815

Saturday 17 June 2023

Kirkwall	dep	0800
North Ronaldsay	arr	1040
North Ronaldsay	dep	1110
Kirkwall	arr	1350

Tuesday 20 June 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 24 June 2023

Kirkwall	dep	0800
North Ronaldsay	arr	1040
North Ronaldsay	dep	1110
Kirkwall	arr	1350

Tuesday 27 June 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 01 July 2023

Kirkwall	dep	0700
North Ronaldsay	arr	0940
North Ronaldsay	dep	1010
Kirkwall	arr	1250

Tuesday 04 July 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 08 July 2023

Kirkwall	dep	0730
North Ronaldsay	arr	1010
North Ronaldsay	dep	1040
Kirkwall	arr	1320

Tuesday 11 July 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 15 July 2023

Kirkwall	dep	0730
North Ronaldsay	arr	1010
North Ronaldsay	dep	1040
Kirkwall	arr	1320

Tuesday 18 July 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 22 July 2023

Kirkwall	dep	0700
North Ronaldsay	arr	0940
North Ronaldsay	dep	1010
Kirkwall	arr	1250

Tuesday 25 July 2023

Kirkwall	dep	1030
North Ronaldsay	arr	1310
North Ronaldsay	dep	1340
Papa Westray	arr	1455
Papa Westray	dep	1525
Kirkwall	arr	1715

Saturday 29 July 2023

Kirkwall	dep	0600
North Ronaldsay	arr	0840
North Ronaldsay	dep	0910
Kirkwall	arr	1150



Telephone: 01856 872044 Fax: 01856 872921 E-Mail: info@orkneyferries.co.uk
 For conditions of carriage of passengers and cargo see notices exhibited in vessels, offices and premises.
NORTH RONALDSAY SAILINGS SUMMER 2023

Tuesday 01 August 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 05 August 2023**

Kirkwall dep 0730
 North Ronaldsay arr 1010
 North Ronaldsay dep 1040
 Kirkwall arr 1320

Tuesday 08 August 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 12 August 2023

Kirkwall dep 0600
 North Ronaldsay arr 0840
 North Ronaldsay dep 0910
 Kirkwall arr 1150

Tuesday 15 August 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 19 August 2023

Kirkwall dep 0600
 North Ronaldsay arr 0840
 North Ronaldsay dep 0910
 Kirkwall arr 1150

Tuesday 22 August 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 26 August 2023

Kirkwall dep 0600
 North Ronaldsay arr 0840
 North Ronaldsay dep 0910
 Kirkwall arr 1150

Tuesday 29 August 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 02 September 2023

Kirkwall dep 0600
 North Ronaldsay arr 0840
 North Ronaldsay dep 0910
 Kirkwall arr 1150

Tuesday 05 September 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 09 September 2023

Kirkwall dep 0600
 North Ronaldsay arr 0840
 North Ronaldsay dep 0910
 Kirkwall arr 1150

Tuesday 12 September 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 16 September 2023

Kirkwall dep 0530
 North Ronaldsay arr 0810
 North Ronaldsay dep 0840
 Kirkwall arr 1120

Tuesday 19 September 2023

Kirkwall dep 1030
 North Ronaldsay arr 1310
 North Ronaldsay dep 1340
 Papa Westray arr 1455
 Papa Westray dep 1525
 Kirkwall arr 1715

Saturday 23 September 2023

Kirkwall dep 0800
 North Ronaldsay arr 1040
 North Ronaldsay dep 1110
 Kirkwall arr 1350

**** Subject to change re: Sanday Show**

All North Ronaldsay and Papa Westray departure times are estimates and are subject to alteration due to cargo operations, weather and tide

All arrivals in Kirkwall subject to change due to cargo operations.

Sailings are all weather permitting and subject to confirmation the day before sailing.

Outer North Isles Ro-Ro Service
Effective from 07 May - 24 September 2023 Inclusive

Port	Sunday***			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			
Kirkwall dep	0840A	0920A	0900A	0700A	0720A	0740A	0720B	0700B	0740B	0700B	0720B	0740B	0700B	0720B	0740B	0700B	0720B	0740B	0700B	0720B	North Ronaldsay	
Stronsay arr																						
Stronsay dep																						
Eday arr	0955								0855													
Eday dep	1005A								0905													
Stronsay arr	1040			0840			0855			0840			0840			0840						
Stronsay dep	1050A			0855			0910			0855			0855			0855						
Sanday arr			1025			0905			0925			0905			0905			0905				0925
Sanday dep			1035A			0915			0935			0915			0915			0915				0935
Eday arr				0930						0930			0930			0930						0955
Eday dep				0945						0945			0945			0945					1005	
Westray arr		1045			0845			0825			0845			0845			0845				0845	
Westray dep		1055A			0900			0840			0900			0900			0900				0900	
Kirkwall arr	1230	1220	1200	1100	1025	1040	1050	1005	1100	1100	1025	1040	1100	1025	1040	1100	1025	1040	1100	1025	1040	
Kirkwall dep				1115	1035	1055		1300	1030	1115	1035	1055		1300			1045					
Stronsay arr				1250						1250												
Stronsay dep				1300						1300												
Eday arr												1210										
Eday dep												1220										
Sanday arr						1220						1240										
Sanday dep						1230						1250										
Eday arr						1300																
Eday dep						1310																
Westray arr					1200			1425			1200			1425			1210					
Westray dep					1210			1435			1210			1435			1220*					
P. Westray arr																	1300					
P. Westray dep																	1320**					
Kirkwall arr				1440	1335	1415		1600		1440	1335	1415		1605			1510					
Kirkwall dep	1545A	1620A	1600A	1600	1620	1640	1620		1640	1600	1620	1640	1600	1620	1500	1600	1620	1640	1600A	1620A	1640A	
Eday arr				1715						1715			1715			1715						
Eday dep				1730						1730			1730			1730						
Stronsay arr	1725			1805			1800			1805			1805			1805					1740	
Stronsay dep	1740A			1815			1810			1815			1820			1815					1750A	
Sanday arr			1725			1805			1805			1805			1625			1805			1805	
Sanday dep			1740A			1815			1815			1815			1635			1815			1815A	
Eday arr	1815																				1825	
Eday dep	1825A																				1835A	
Westray arr		1745			1745						1745			1745			1745				1745	
Westray dep		1800A			1755						1755			1755			1755				1755A	
Kirkwall arr	1940	1925	1905	1955	1920	1940	1945	1715*	2005	1955	1920	1940	2000	1920	1800	1955	1920	1940	1955	1920	1940	

A – Vehicles must be booked before 1400hrs on Saturday B – Vehicles must be booked before 1600hrs the day before sailing All other vehicle bookings must be made one hour before the departure from Kirkwall

*** This sailing is not available for vehicle bookings Westray to Kirkwall. ** These sailings may be delayed due to cargo operations.**

RO-RO TIMETABLE 7 MAY – 24 SEPT 2023 INCLUSIVE, excluding the following dates for special excursions, posters are on display advertising local events: 16 & 17 June, 28 & 29 July, 04 & 05 August, 11 & 12 August and 19 & 20 August 2023.

*** On the following SUNDAYS there will be special excursions (North Ronaldsay: 21 May, 25 June, 30 July, 20 August, Papa Westray: 11 June, 16 July). These excursions will not affect all Sunday sailings – please see excursion timetable.

For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

Vehicles **must** be available for boarding **20 minutes** before departure, passengers **10 minutes** before departure.

No Show Charges – All cancellations must be made **at least 24 hours before the intended date of travel** or full charges may apply.

A scheduled feeder service for passengers and light cargo will operate between Pierowall (Westray) and Papa Westray to connect with the above sailings (see overleaf). A private minibus service is also available on request between Rapness and Pierowall.

For information on these services contact Ferry Services, Shore Street, Kirkwall, Orkney, KW15 1LG. Telephone: 01856 872044, E-Mail: info@orkneyferries.co.uk

Westray - Papa Westray Passenger Service
Summer Timetable effective from 7 May until 24 September 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Pierowall dep	0730	0700	0730	0730	0730	0730	
Papa Westray arr	0755	0725	0755	0755	0755	0755	
Papa Westray dep	0800	0730	0800	0800	0800	0800	
Pierowall arr	0825	0755	0825	0825	0825	0825	
Pierowall dep	0845 B	0800 B	0915	0915	0915	0915	0915
Papa Westray arr	0905	0820	0940	0940	0940	0940	0940
Papa Westray dep	0910 B	0825 B	0945	0945	0945	0945	0945
Pierowall arr	0930	0850	1010	1010	1010	1010	1010
Pierowall dep	0945	0855					1115
Papa Westray arr	1010	0920					1140
Papa Westray dep	1015	0925					1145
Pierowall arr	1040	0950					1210
Pierowall dep	1235	1305	1235	1305			1315
Papa Westray arr	1300	1330	1300	1330			1340
Papa Westray dep	1305	1335	1305	1335			1530
Pierowall arr	1330	1400	1330	1400			1555
Pierowall dep	1545 C	1455 D	1545 C	1545 C	1500 E	1625	1630
Papa Westray arr	1610	1515	1610	1610	1525	1650	1655
Papa Westray dep	1655	1520 D	1655	1655	1735	1655	1700
Pierowall arr	1720	1545	1720	1720	1800	1720	1725
Pierowall dep	1815	1550 B	1815	1815	1815	1815	1815
Papa Westray arr	1840	1610	1840	1840	1840	1840	1840
Papa Westray dep	1845	1615 B	1845	1845	1845	1845	1845
Pierowall arr	1910	1640	1910	1910	1910	1910	1910

- A. Are available **ON REQUEST** only (must be booked 24hrs in advance)
- B. Will not operate between 29 June to 21 August inclusive
- C. From 29 June to 21 August inclusive sailings will be replaced by
(dep Pierowall 1625 arr Papa Westray 1650)
- D. Additional sailings from 29 June to 21 August inclusive
- E. From 29 June to 21 August inclusive sailings will be replaced by
(dep Pierowall 1705 arr Papa Westray 1730)

ALL BOOKINGS (INCLUDING FOOT PASSENGERS) MUST BE MADE AT LEAST 1 HOUR BEFORE DEPARTURE EXCEPT OF THOSE MARKED A, B, C, D & E

Notes

All of these sailings with the exception of those marked **A/B/C/D/E** are scheduled and are timed to connect with the arrivals and departures of the ro-ro vessels at Rapness - normal fares will therefore apply. Any sailings outwith these times will be treated as hires and charged accordingly.

- All enquires to the Company's main office, Telephone 01856 872044
- Passengers must be available for boarding **10 minutes** before departure times.
- No Show Charges** - All cancellations must be made at least **24 hours** before the intended time of travel or full charges may apply.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

ROUSAY, EGILSAY AND WYRE RO-RO SERVICE

SUMMER TIMETABLE EFFECTIVE FROM 07 MAY UNTIL 24 SEPTEMBER 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Rousay dep	0650	0650	0650	0650	0650	0650	
Egilsay dep	0710A	0710A	0710A	0710A	0710A	0710A	
Wyre dep	0730A	0730A	0730A	0730A	0730A	0730A	
Rousay dep	0745	0745	0745	0745	0745	0745	
Tingwall dep	0820	0820	0820	0820	0820	0840	
Rousay dep	0850	0850	0850	0850	0850		
Wyre dep	0900	0900	0900	0900	0900		
Rousay dep	0910	0910	0910	0910	0910	0910	0915
Egilsay dep	0930	0930	0930	0930	0930	0930B	0935A
Wyre dep	0950	0950	0950	0950	0950	0950	0955A
Rousay dep	1005	1005	1005	1005	1005	1005	1010
Tingwall dep	1040	1040	1040	1040	1040	1040	1045
Rousay dep	1115	1115	1115	1115	1115	1115	1120
Tingwall dep	1150	1150	1240	1150	1150	1150	1155
Rousay arr	1215	1215	1305	1215	1215	1215	1220
Rousay dep	1315B	1315B		1315B	1315B	1315B	1315B
Egilsay dep	1335B	1335B		1335B	1335B	1335B	1335B
Wyre dep	1355B	1355B		1355B	1355B	1355B	1355B
Rousay dep	1410	1410	1410	1410	1410	1410	1410
Tingwall dep	1445	1445	1445	1445	1445	1445	1445
Rousay dep	1520	1520	1520	1520	1520	1520	1520
Wyre dep	1530	1530	1530	1530	1530	1530	1530
Tingwall dep	1605	1605	1605	1605	1605	1605	1605
Rousay dep	1635	1635	1635	1635	1635	1705B	1635
Egilsay dep	1655	1655	1655	1655	1655		1655B
Wyre dep	1715	1715	1715	1715	1715	1715B	1715B
Rousay dep	1730	1730	1730	1730	1730	1730	1730
Tingwall dep	1800	1800	1800	1800	1800	1800	1800
Rousay arr	1825	1825	1825	1825	1825	1825	1825
Rousay dep	1830B	1830B	1830B	1830B	1830B	1830B	
Wyre dep	1840B	1840B	1840B	1840B	1840B	1840B	
Egilsay dep	1900B	1900B	1900B	1900B	1900B	1900B	
Rousay arr	1915B	1915B	1915B	1915B	1915B	1915B	

A On request **TO and FROM** Egilsay and Wyre. Customers are requested to make advanced bookings by 1700 on the day before travel. For travel Sunday this **must** be made by 1115 on Saturday.

B On request **TO and FROM** Egilsay and Wyre. Can be made up to one hour before the departure from Tingwall either by booking online or calling the Tingwall Office

In the event of an urgent need for "on request" sailings outside of the above please contact the Tingwall Office during normal office hours.

ALL BOOKINGS MUST BE MADE AT LEAST ONE HOUR BEFORE DEPARTURE EXCEPT THOSE MARKED A & B.

NOTES

1. All bookings **MUST** be made through the Tingwall Office Telephone 01856 751360. Or online at www.orkneyferries.co.uk.
2. Vehicles **must** be available for boarding **15 Minutes** before departure and passengers **5 minutes** before departure times.
3. **No Show Charges** - All cancellations must be made by **1600hrs** (1115 on Saturday, for travel on Sunday's and Monday's) on the day before the intended date of travel or charges may be incurred.
4. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

For information on these services contact Ferry Services, Tingwall, Evie.

Telephone 01856 751360, E-Mail: info@orkneyferries.co.uk, website www.orkneyferries.co.uk

Shapinsay Ro-Ro Service

Summer Timetable Effective From 07 May until 24 September 2023

	Monday	Tuesday	Wednesday	Thursda	Friday	Saturday	Sunday
Shapinsay dep	0730A	0730B	0730B	0730B	0730B		
Kirkwall dep	0815	0815	0815	0815	0815		
Shapinsay dep	0900	0900	0900	0900	0900	0900	0900A*
Kirkwall dep	0945	0945	0945	0945	0945	0945	0945A
Shapinsay dep	1030	1030	1030	1030	1030	1030	1030A
Kirkwall dep	1130	1130	1130	1130	1130	1130	1130A
Shapinsay dep	1330	1330	1330	1330	1330	1330	1330A
Kirkwall dep	1415	1415	1415	1415	1415	1415	1415A
Shapinsay dep	1515	1515	1515	1515	1515	1515A	
Kirkwall dep	1600	1600	1600	1600	1600	1600A	
Shapinsay dep	1645	1645	1645	1645	1645	1645A	
Kirkwall dep	1730	1730	1730	1730	1730	1730A	
Shapinsay dep							1730A*
Kirkwall dep							1815A
Shapinsay dep						1900A	1900A
Kirkwall dep						1945A	1945A*

A Must be booked or cancelled before 1400hrs on Saturday.

B Must be booked or cancelled before 1600hrs the day before sailing.

All other bookings must be made at least one hour before departure except for those marked A & B.

* Slight alterations may be made to these sailings on a few Sundays in June, July and August to allow connections with the other ships – details will be advertised by separate notices.

Notes:

- All bookings (including foot passengers) must be made through the Kirkwall Office. Telephone 01856 872044.
- Vehicles **must** be available for boarding **15 minutes** before departure and passengers **5 minutes** before departure.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
- No show charges** - All cancellations must be made by **1600hrs** on the day before the intended date of travel, or by 1400 on Saturday for sailings marked A, or full charges may apply.

For information on this service contact Ferry Services, Shore Street, Kirkwall.
Telephone: 01856 872044, Fax: 01856 872921, E-Mail: info@orkneyferries.co.uk

SOUTH ISLES RO-RO SERVICE

SUMMER TIMETABLE FROM 07 MAY UNTIL 24 SEPTEMBER 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
							1	2
Longhope dep	0625	0625	0625	0625	0625	0800	0800	0800
Lyness dep		0650	0650	0650				
Flotta dep	0650	0710	0710	0710	0650	0830	0825	0825
Lyness dep	0710				0710	0900	0845	0845
Houton arr	0745	0745	0745	0745	0745	0935	0920	0920
Houton dep	0800	0800	0800	0800	0800	0950	0930	0930
Lyness arr								
Lyness dep	0845				0845	1030		1015
Flotta dep	0910	0845	0845	0845	0910	1055		
Lyness dep		0910	0910	0910				
Houton arr	0945	0945	0945	0945	0945			1050
Houton dep	1015	1000	1015	1000	1015			1100
Lyness dep	1100	1040	1100	1040	1100			1135
Flotta arr								1155
Flotta dep							1030	1220
Lyness arr							1050	1240
Houton arr	1135	1110	1135	1110	1135	1130		
Houton dep	1145	1120	1145	1120	1145			
Flotta dep		1200		1200				
Lyness dep	1230	1230	1230	1230	1230			
Houton arr	1305	1305	1305	1305	1305			
Houton dep	1315	1315	1315	1315	1315	1415		
Flotta dep					1400			
Lyness dep	1400	1400	1400	1400	1425		1500	1630
Flotta dep	1425	1425	1425	1425		1500		
Houton arr	1500	1500	1500	1500	1500			1705
Houton dep	1515	1515	1515	1515	1515			1715
Flotta dep	1600	1600	1600	1600	1600		1530	1750
Lyness dep	1640	1640	1640	1640	1640	1530		1815
Houton arr	1715	1715	1715	1715	1715	1605	1605	1850
Houton dep	1730	1730	1730	1730	1730	1615	1615	1900
Lyness dep	1810	1810	1810	1810	1810	1700	1700	1935
Flotta dep	1830A	1830A	1830A	1830A	1830A	1720A	1720	
Longhope arr	1850	1850	1850	1850	1850	1740	1740	1955

A - On Request. At the very latest (except in an emergency) bookings for these services must be made by 12 noon on the day of travel.

ALL BOOKINGS MUST BE MADE AT LEAST 1 HOUR BEFORE DEPARTURE EXCEPT THOSE MARKED A.

NOTES

1. All bookings (including foot passengers) must be made through the Houton Office. **Telephone: 01856 811397, Fax: 01856 811701.**
2. Vehicles **must** be available for boarding **15 minutes** before departure, and passengers **5 minutes** before departure.
3. **No Show Charges** - All cancellations must be made by **1700 on the day before the intended date of travel (or by 1400 on a Saturday for Sunday and Monday travel)** or charges may be applied.
4. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

The Sunday runs are effective as follows:

Sunday 1 – 07/05/23 to 04/06/23 and 20/08/23 to 25/09/23 Sunday 2 – 11/06/23 to 13/08/23

For information on these services contact Ferry Services, Houton, Orphir. Telephone: 01856 811397,

Email: info@orkneyferries.co.uk



www.orkneyferries.co.uk

Telephone: 01856 872044 E-Mail: info@orkneyferries.co.uk

For conditions of carriage of passengers and cargo see notices exhibited in Company's vessels, offices and premises.

**SPECIAL SUNDAY EXCURSIONS 2023 - OUTER NORTH ISLES
(FOR FULL SUNDAY SERVICES SEE BROCHURE/TIMETABLE)**

<p><u>21 May 2023</u></p> <p>Kirkwall dep 0900 Sanday arr 1025 dep 1035</p> <p>North Ronaldsay arr 1155 dep 1600 Sanday arr 1720 dep 1740</p> <p>Kirkwall arr 1905</p>	<p><u>11 June 2023</u></p> <p>Kirkwall dep 0840 Eday arr 0955 dep 1005</p> <p>Stronsay arr 1040 dep 1050</p> <p>Papa Westray arr 1225 dep 1235</p> <p>Pierowall arr 1300 dep 1510</p> <p>Papa Westray arr 1535 dep 1545</p> <p>Stronsay arr 1720 dep 1740</p> <p>Eday arr 1815 dep 1825</p> <p>Kirkwall arr 1940</p>	<p><u>25 June 2023</u></p> <p>Kirkwall dep 0920 Westray arr 1045 dep 1055</p> <p>North Ronaldsay arr 1215 dep 1620 Westray arr 1740 dep 1800</p> <p>Kirkwall arr 1925</p>	<p><u>16 July 2023</u></p> <p>Kirkwall dep 0900 Sanday arr 1025 dep 1035</p> <p>Papa Westray arr 1130 dep 1140</p> <p>Pierowall arr 1205 dep 1550</p> <p>Papa Westray arr 1615 dep 1625</p> <p>Sanday arr 1720 dep 1740</p> <p>Kirkwall arr 1905</p>
<p><u>30 July 2023</u></p> <p>Kirkwall dep 0840 Eday arr 0955 dep 1005</p> <p>Stronsay arr 1040 dep 1050</p> <p>North Ronaldsay arr 1220 dep 1550 Stronsay arr 1720 dep 1740</p> <p>Eday arr 1815 dep 1825</p> <p>Kirkwall arr 1940</p>	<p><u>20 August 2023</u></p> <p>Kirkwall dep 0900 Sanday arr 1025 dep 1035</p> <p>North Ronaldsay arr 1155 dep 1600 Sanday arr 1720 dep 1740</p> <p>Kirkwall arr 1905</p>		

Minute

Harbour Authority Sub-committee

Tuesday, 25 October 2022, 14:00.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Gillian Skuse, Graham A Bevan, P Lindsay Hall, Ivan A Taylor and Heather N Woodbridge.

Present via remote link (Microsoft Teams)

Councillor Mellissa-Louise Thomson.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Gareth Waterson, Corporate Director for Enterprise and Sustainable Regeneration.
- James Buck, Head of Marine Services, Transportation and Harbour Master.
- Shonagh Merriman, Service Manager (Corporate Finance).
- Karen Bevilacqua, Solicitor.

Observing

- David Sawkins, Deputy Harbour Master: Strategy and Support.

Apology

- Councillor David Dawson.

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Gillian Skuse, Vice Chair.

1. Revenue Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Sub-committee:

Noted:

1.1. The revenue financial summary statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers and Harbours for the period 1 July to 30 September 2022, attached as Annex 1 to the report by the Head of Finance, which indicated a budget deficit position of £689,600.

1.2. The revenue financial detail by Service Area statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers and Harbours for the period 1 July to 30 September 2022, attached as Annex 2 to the report by the Head of Finance.

The Sub-committee scrutinised:

1.3. The explanations given and actions proposed, in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the report by the Head of Finance, and obtained assurance that action was being taken with regard to significant budget variances.

2. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Minor Capital Improvement Programmes – Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Sub-committee:

Noted:

2.1. The summary position of expenditure incurred, as at 30 September 2022, against the approved Miscellaneous Piers and Harbours and Scapa Flow Oil Port minor capital improvement programmes for 2022/23, as detailed in section 4 of the report by the Head of Finance.

The Sub-committee scrutinised:

2.2. The detailed analysis of expenditure figures against the approved programmes, attached as Appendix 1 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Miscellaneous Piers and Harbours and Scapa Flow Oil Port minor capital improvement programmes.

3. Miscellaneous Piers and Harbours

Revenue Maintenance Programme – Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Sub-committee:

Noted:

3.1. The summary position of expenditure incurred, as at 30 September 2022, against the approved Miscellaneous Piers and Harbours revenue maintenance programme for financial year 2022/23, as detailed in section 5.1 of the report by the Head of Finance.

The Sub-committee scrutinised:

3.2. The detailed analysis of expenditure figures and programme updates, attached as Appendix 1 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Miscellaneous Piers and Harbours revenue maintenance programme.

4. Port Marine Safety Code

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Transportation and Harbour Master, the Sub-committee:

Noted:

4.1. The principles of safe port operation as set out in section 3 of the report by the Corporate Director for Enterprise and Sustainable Regeneration.

4.2. That, on 7 and 8 December 2020, Marico Marine Limited, as the Designated Person, undertook the annual audit of compliance with the Port Marine Safety Code.

The Sub-committee scrutinised:

4.3. The action plan arising from the Port Marine Safety Code annual audit of compliance, attached as Appendix 1 to the report by the Corporate Director for Enterprise and Sustainable Regeneration, and obtained assurance with regard to action which had been taken or agreed where necessary.

5. Conclusion of Meeting

At 14:49 the Vice Chair declared the meeting concluded.

Signed: Gillian Skuse.