

Minute

Development and Infrastructure Committee

Tuesday, 2 April 2019, 10:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Graham L Sinclair, Andrew Drever, Norman R Craigie, David Dawson, J Harvey Johnston, Rachael A King, W Leslie Manson, Gwenda M Shearer, James W Stockan, Magnus O Thomson, Duncan A Tullock and Kevin F Woodbridge.

Councillor Stephen Sankey, who had been invited for Items 5 and 11.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Gavin Barr, Executive Director of Development and Infrastructure.
- Brian Archibald, Head of Marine Services, Engineering and Transportation (for Items 1 to 15).
- Darren Richardson, Head of Infrastructure and Strategic Projects (for Items 1 to 4).
- Roddy Mackay, Head of Planning, Development and Regulatory Services.
- Colin Kemp, Corporate Finance Senior Manager.
- Karen Bevilacqua, Solicitor.
- Stuart Allison, Economic Development Manager (for Items 10 to 16).
- Peter Bevan, Engineering Services Manager (for Items 7 to 11).
- Naomi Bremner, Transportation Manager (for Items 7 to 15).
- Kenneth Roy, Roads Support Manager (for Items 1 to 4).
- Stuart West, Planning Manager (Development and Marine Planning) (for Items 2 to 8 and 10 to 18).
- James Green, Senior Policy Planner (Development and Marine Planning) (for Items 2 to 8).
- Susan Shearer, Senior Planner (Development and Marine Planning) (for Items 2 to 5).
- Michael Harvey, Policy Planner (Development and Marine Planning) (for Items 2 to 7).

Observing

- David Hartley, Communications Team Leader (for Items 11 to 13).
- Andrew Hamilton, Performance and Best Value Officer (for Items 1 and 2).
- Ross Irvine, Rural Planner (for Items 15 to 18).
- Rebecca McAuliffe, Press Officer (for Items 2 to 5 and 7 to 18).

Apology

- Councillor Owen Tierney, who had been invited for Item 5.

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Graham L Sinclair.

1. Disclosure of Exempt Information

The Committee noted the proposal that the public be excluded from the meeting for consideration of Items 14 to 17, 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. Local Government Benchmarking Framework

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, the Committee:

Noted the performance of the Development and Infrastructure Service against the Local Government Benchmarking Framework Indicators for 2017 to 2018, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

3. Road Asset Replacement Programme

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Infrastructure and Strategic Projects, the Committee:

Noted:

3.1. That, on 11 September 2018, the Committee approved a revised Road Asset Replacement Programme for 2018 to 2019, together with indicative programmes for 2019 to 2020 and 2020 to 2021.

3.2. That a multi-year approach to the replacement of road assets allowed for greater flexibility to vary the timing of individual projects where constraints and/or pressures emerged, such as weather, unplanned events or resource levels.

3.3. The proposed replacement programme for 2019 to 2020, together with indicative programmes for 2020 to 2021 and 2021 to 2022, in respect of the Council's Roads Assets, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, with estimated costs as follows:

- 2019 to 2020 – £1,077,000, including slippage, amounting to £127,000, carried forward.
- 2020 to 2021 – £950,000.
- 2021 to 2022 – £950,000.

3.4. That, although approval was sought for a multi-year programme, the Executive Director of Development and Infrastructure would continue to submit reports, on an annual basis, to provide progress updates of the current year's programme and present an updated programme for subsequent years.

The Committee resolved, in terms of delegated powers:

3.5. That the Road Asset Replacement Programme for 2019 to 2020, together with indicative programmes for 2020 to 2021 and 2021 to 2022, attached as Appendix 1 to this Minute, be approved.

3.6. That powers be delegated to the Executive Director of Development and Infrastructure, in consultation with the Head of Finance, to adjust the three year programme, referred to at paragraph 3.5 above, as variations arose in order to maximise use of the annual capital allocation.

4. Proposed Provision of Zebra Crossing

New Scapa Road, Kirkwall

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Head of Infrastructure and Strategic Projects, the Committee:

Noted:

4.1. That, as part of the development of the new Hospital and Health Care Facilities, NHS Orkney was required to facilitate pedestrian access.

4.2. That an assessment of vehicle and pedestrian movements had been carried out by NHS Orkney, with counts in respect of vehicle movements carried out on New Scapa Road, Kirkwall, outside the new hospital site.

4.3. The request from NHS Orkney to install a zebra crossing on New Scapa Road, Kirkwall, at the entrance to the new Hospital and Health Care Facility, as shown in the drawing attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

4.4. That construction costs associated with the proposed zebra crossing, including all road works, lighting, lining and electrical connections, would be borne by NHS Orkney.

4.5. The requirement for the Council to consult with Police Scotland, publish a public notice and inform Scottish Ministers in respect of the provision of a zebra crossing on New Scapa Road, Kirkwall.

4.6. That, subject to no objections being received during the consultation, the final construction details associated with the new crossing and removal of the existing layby would be approved under powers delegated to the Executive Director of Development and Infrastructure prior to works commencing.

4.7. That, on completion of the works, the new crossing and road realignment would be maintained as part of the public road.

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

4.8. That the request from NHS Orkney to install a zebra crossing on New Scapa Road, Kirkwall, at the location shown in the drawing attached as Appendix 2 to this Minute, be approved, with construction costs being met by NHS Orkney.

5. Supplementary Guidance: Housing in the Countryside

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

5.1. That, in March 2017, the Council agreed to monitor performance of the approved Supplementary Guidance: Housing in the Countryside and present the findings of the monitoring exercise to the Development and Infrastructure Committee in early 2019.

5.2. The Monitoring Report, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, which recorded the monitoring process and its findings.

5.3. The revised draft Supplementary Guidance: Housing in the Countryside, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure, which had been amended to respond to the material planning matters raised through the monitoring process.

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

5.4. That the revised draft Supplementary Guidance: Housing in the Countryside, referred to at paragraph 5.3 above, be approved for consultation.

5.5. That the Executive Director of Development and Infrastructure should submit a report, to the meeting of the Committee to be held on 10 September 2019, detailing the outcome of the consultation exercise, referred to at paragraph 5.4 above, and presenting a final version of Supplementary Guidance: Housing in the Countryside, for adoption by the Council.

6. World Heritage Site Masterplan

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

6.1. That the World Heritage Site Management Plan, the primary document for guiding the future of the Heart of Neolithic Orkney World Heritage Site, prepared by Historic Environment Scotland in partnership with the Council and partner organisations, was subject to review every four years.

6.2. That the current World Heritage Site Management Plan was due to be reviewed in 2020.

6.3. That, in March 2017, the Council agreed that a draft strategic masterplan for the World Heritage Site should be progressed.

6.4. The draft World Heritage Site Masterplan, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

6.5. That the recommendations and proposals contained in the Masterplan were intended to inform and complement the forthcoming update of the World Heritage Site Management Plan.

6.6. The five key elements the Masterplan sought to progress, as detailed in section 4.3 of the report by the Executive Director of Development and Infrastructure.

6.7. That the Masterplan highlighted a number of actions which should take place to assist in resolving the identified challenges that the World Heritage Site was currently facing, as detailed in section 5 of the report by the Executive Director of Development and Infrastructure.

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

6.8. That the World Heritage Site Masterplan, attached as Appendix 3 to this Minute, be approved.

6.9. That the Executive Director of Development and Infrastructure should undertake to progress the next steps of the World Heritage Site Masterplan and thereafter submit a report, to the meeting of the Committee to be held in April 2020, providing an update of progress.

7. Sustainable Transport Project Development Plan

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Noted:

7.1. That, in July 2018, when considering the Sustainable Transport Project Development Plan, the Council approved a project list as the basis of a three year programme for potential applications to the Community Links Programme, operated by Sustrans.

7.2. That, during 2018 to 2019, notable progress had been made with the following projects and plans:

- Arcadia Community Park, Kirkwall.
- Papdale East Park, Kirkwall.
- Stromness Place Plan.
- Kirkwall Townscape Heritage Initiative Places and Spaces.
- World Heritage Site Active Travel Plan.

7.3. That the projects referred to above had been progressed on a fully funded basis or at no additional cost to the Council.

7.4. That Development and Marine Planning officers were committed to carrying out the necessary feasibility studies on projects identified in the project list, referred to at paragraph 7.1 above, to determine which projects were eligible for funding and achievable for delivery during the current financial year and beyond until 2021, with further projects also having been identified.

7.5. The updated project list, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, which would continue to be used as the basis for the remainder of the three year programme for potential applications to the Community Links Programme, and that further projects might be identified, with the possibility that not all projects would be delivered.

7.6. That progressing the projects had been prioritised over core planning work, causing a strain on Development and Marine Planning staff resources.

7.7. That funding of up to £50,000 had been awarded from the Smarter Choices Smarter Places fund towards creation of a temporary post of Programme Manager, for up to one year, to progress the Sustainable Transport Project Development Plan, subject to the Council contributing 25% of costs, as detailed in section 4 of the report by the Executive Director of Development and Infrastructure.

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

7.8. That a dedicated full-time temporary post of Programme Manager, for one year, be established to progress the Sustainable Transport Project Development Plan and associated marketing campaign, subject to the necessary funding being identified within existing Development and Infrastructure budgets.

Councillor Magnus O Thomson left the meeting at this point.

8. Proposed Scapa Flow Historic Marine Protected Area

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Senior Policy Planner (Development and Marine Planning), the Committee:

Noted:

8.1. The proposal by Scottish Ministers, acting on advice from Historic Environment Scotland, to make designation orders for a Historic Marine Protected Area in Scapa Flow, as detailed on the maps attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

8.2. That Historic Environment Scotland was undertaking a formal consultation on the proposals, referred to at paragraph 8.1 above, for which responses were required by 17 April 2019.

8.3. The Council's draft response to the public consultation on the proposals to designate Scapa Flow as a Historic Marine Protected Area, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure.

8.4. That the Scapa Flow Historic Marine Protected Area proposals were considered to accord with the Council's adopted policy principles in respect of any new national or international environmental, natural heritage or marine related designations.

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

8.5. That the designation of the proposed Scapa Flow Historic Marine Protected Area be endorsed.

8.6. That the Council's response, referred to at paragraph 8.3 above, be amended to reflect the following:

8.6.1. To confirm, for the avoidance of doubt, the status of the red lines on the maps, with the understanding being that those were to protect the historic marine assets only, rather than a general area based designation.

8.6.2. To safeguard navigation in Burra Sound in respect of potential movement of historic marine assets.

8.7. That the Executive Director of Development and Infrastructure should submit the Council's amended response, including the additions referred to at paragraph 8.6 above, to the public consultation by Historic Environment Scotland on proposals to designate Scapa Flow as a Historic Marine Protected Area by the deadline of 17 April 2019, with the proviso that any further amendments, following ratification by Council on 2 May 2019, being submitted to, and accepted by, Historic Environment Scotland.

Councillor Magnus O Thomson rejoined the meeting during discussion of this item.

9. Inter-Island Air Services

Proposed Winter 2019 to 2020 Timetable

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

9.1. That the inter-island air services timetable for winter 2019 to 2020 was scheduled to operate from 27 October 2019 to 1 March 2020.

9.2. That the draft timetable in respect of air services to be operated by Loganair Limited during winter 2019 to 2020 was presented to the Air Services Consultative Forum for consideration on 13 February 2019, with main comments and representations from transport representatives outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

9.3. That the proposed timetable, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, was consistent with that operated during winter 2018 to 2019.

The Committee resolved, in terms of delegated powers:

9.4. That the timetable in respect of inter-island air services, to be operated by Loganair Limited during winter 2019 to 2020, attached as Appendix 4 to this Minute, be approved.

10. Inter-island Ferry Services

Proposed Winter 2019 to 2020 Timetables

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

10.1. That the inter-island ferry services timetables for winter 2019 to 2020 were scheduled to operate from 1 October 2019 to 2 May 2020.

10.2. That draft timetables in respect of ferry services to be operated by Orkney Ferries Limited during winter 2019 to 2020 were presented to the Ferry Services Consultative Forum for consideration on 13 February 2019, with main comments and representations from transport representatives outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

10.3. That, on 5 March 2019, 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.

10.4. That the proposed timetables, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, remained broadly consistent with those operated during winter 2018 to 2019, and incorporated the Tuesday and Thursday return link from Eday to Sanday for education purposes as part of the continuation of the trial arrangements.

The Committee resolved, in terms of delegated powers:

10.5. That the timetables in respect of ferry services to be operated by Orkney Ferries Limited during winter 2019 to 2020, attached as Appendix 5 to this Minute, be approved.

11. Churchill Barriers

Wave Overtopping and Tidal Energy Capture

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Head of Marine Services, Engineering and Transportation, the Committee:

Noted:

11.1. That, in December 2014, the Committee noted the lowest cost option for a solution to wave overtopping solution only at Barrier Number 2, at an estimated cost of £13 million, being to reface the east side of the barrier.

11.2. That, in December 2014, Council agreed to investigate developer interest in progressing a wave overtopping and tidal energy scheme at Barrier Number 2.

11.3. Progress made in respect of a tidal energy scheme at Barrier Number 2, as detailed in section 4 of the report by the Executive Director of Development and Infrastructure, with the proposal that no further work be undertaken on this.

11.4. That, between 2006 and 2018, the average number of closures per year due to bad weather was seven, with each closure having an average duration of 3 hours 40 minutes, and 33% of closures being due to wind from the west, as detailed in section 5 of the report by the Executive Director of Development and Infrastructure.

11.5. That, in February 2016, a caisson was placed on the east side of Barrier Number 2, for which a Marine Licence was required, which was due to expire in June 2019.

11.6. The results of investigations into historic sedimentation trends, as detailed in section 6 of the report by the Executive Director of Development and Infrastructure.

11.7. Options for wave overtopping at Barrier Number 2, as outlined in section 10 of the report by the Executive Director of Development and Infrastructure, with the preferred option being Option 3, namely to commission a study to further assess the viability and cost of beach recharge, at an estimated cost of £60,000.

Councillor Andrew Drever, seconded by Councillor David Dawson, moved that consideration in respect of commissioning a study to further assess the viability and cost of beach recharge at Barrier Number 2 be deferred, to enable consultation with the community to take place, through South Ronaldsay and Burray Community Council, to seek opinion of residents in the linked south isles on the proposed options outlined in section 10 of the report by the Executive Director of Development and Infrastructure.

Councillor Kevin F Woodbridge, seconded by Councillor Gwenda M Shearer, moved an amendment that consultation with the community should take place, which would include the Community Council as a matter of course, but without direct reference to the role of the Community Council as part of that process.

The result of a recorded vote was as follows:

For the Amendment:

Councillors Rachael A King, W Leslie Manson, Gwenda M Shearer, James W Stockan and Kevin F Woodbridge (5).

For the Motion:

Councillors Norman R Craigie, David Dawson, Andrew Drever, J Harvey Johnston, Graham L Sinclair, Magnus O Thomson and Duncan A Tullock (7).

The motion was therefore carried.

Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, moved that an extension of the marine licence be sought from Marine Scotland, to allow the caisson to remain in position until an alternative use was found and the potential for its disposal to be explored.

Councillor W Leslie Manson, seconded by Councillor Duncan A Tullock, moved an amendment that an extension of the marine licence should be sought from Marine Scotland, to allow the caisson to remain in position.

The result of a recorded vote was as follows:

For the Amendment:

Councillors Norman R Craigie, J Harvey Johnston, W Leslie Manson, Duncan A Tullock and Kevin F Woodbridge (5).

For the Motion:

Councillors David Dawson, Andrew Drever, Rachael A King, Gwenda M Shearer, Graham L Sinclair, James W Stockan and Magnus O Thomson (7).

The motion was therefore carried.

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

11.8. That no further action be taken in respect of a tidal energy scheme at Barrier Number 2.

11.9. That consideration of commissioning a study to further assess the viability and cost of beach recharge at Barrier Number 2 be deferred, to enable the Executive Director of Development and Infrastructure to undertake consultation with the community, through South Ronaldsay and Burray Community Council, to seek opinion of residents in the linked south isles on the proposed options outlined in section 10 of the report by the Executive Director of Development and Infrastructure, and thereafter submit a report, to a future meeting of the Committee, detailing the outcome of the consultation, together with any financial implications for options going forward.

11.10. That the Executive Director of Development and Infrastructure should apply to Marine Scotland for an extension of the marine licence to allow the caisson to remain in position until an alternative use was found and the potential for its disposal to be explored.

12. Harbour Authority Sub-committee

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019, copies of which had been circulated, the Committee:

Resolved:

12.1. On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019 as a true record.

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

12.2. That the recommendations at paragraphs 3.8, 4.8, 4.9 and 4.10 of the Minute of the Meeting of the Harbour Authority Sub-committee held on 19 March 2019, attached as Appendix 6 to this Minute, be approved.

13. Exclusion of the Public

On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, 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 Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

Councillors J Harvey Johnston and Kevin F Woodbridge left the meeting at this point.

14. Community Transport Services

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 Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

14.1. That, in October 2015, following a review of community transport, the Council agreed to continue supporting the provision of door-to-door community transport services for leisure and social purposes for at least the next five year period to 2021.

14.2. That, from 1 April 2016, for a period of three years, an allocation of £17,500 had been available to the Committee, from the community transport budget, in respect of the Community Transport Grant Scheme specifically from community groups and trusts, with powers delegated to the Executive Director of Development and Infrastructure to make awards from that allocation.

14.3. That, as part of the budget setting process for 2019 to 2020, the Council had established a community transport budget of £100,900.

14.4. The proposal to continue the Community Transport Grant Scheme on an annual basis, subject to an appropriate budget being made available to the Committee.

14.5. That, following advertisement, four applications were submitted for funding from the Community Transport Grant Scheme for 2019 to 2020, as detailed in sections 5 and 6 of the report by the Executive Director of Development and Infrastructure.

14.6. Evaluation of the applications submitted for funding from the Community Transport Grant Scheme for 2019 to 2020, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

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

14.7. That the following grants, totalling £19,783, be awarded towards continued operation of community transport services during 2019 to 2020:

- Shapinsay Development Trust – £2,975.
- Island of Hoy Development Trust – £14,808.
- Papa Westray Development Trust – £2,000.

14.8. That grants be awarded to Orkney Disability Forum, towards continued operation of the Dial-A-Bus service during 2019 to 2020.

14.9. That powers be delegated to the Solicitor to the Council to conclude, where required, grant funding agreements, on the Council's standard terms and conditions, in respect of awards made from the Community Transport Grant Scheme.

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 Internal Air and Ferry Services

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 6, 8 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, the Committee:

Noted:

15.1. That, during 2015 to 2016, the first phase of the Orkney Inter-Island Transport Study was undertaken, resulting in a final report from the consultants, Peter Brett Associates, which formed the Strategic Business Case, being presented to the Committee in November 2016.

15.2. That, in December 2016, a budget was established to progress the second stage of the study work, namely the Outline Business Case, noting that Peter Brett Associates had commenced that work in November 2018.

15.3. That the purpose of the Outline Business Case was to establish the preferred option in terms of vessel and infrastructure mix and services provided and the economic case for that option.

15.4. That several options were being progressed through the Outline Business Case, as detailed in section 4.4 of the report by the Executive Director of Development and Infrastructure, with Phase 1 of the Outline Business Case detailed at section 4.6 of the report.

15.5. That, against an original estimated cost for completing the Outline Business Case, and following a procurement exercise, the proposed costs had increased.

15.6. That Highlands and Islands Enterprise and HITRANS had since confirmed additional funding contributions towards the Outline Business Case.

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

15.7. That the Executive Director of Development and Infrastructure should seek to confirm Scottish Government support for the ongoing work, and validation of the outcomes, of the Outline Business Case.

15.8. That, if required, the budget allocation be increased, to be funded from the Transportation Infrastructure Fund, in order to contribute to completing the next stage of the Orkney Inter-Island Transport Study work, the Outline Business Case, referred to at paragraph 15.3 above.

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.

16. Promoting Orkney: Digital Media Marketing Project

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 6 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from Economic Development Manager, the Committee:

Noted:

16.1. That, in October 2016, the Council successfully applied for grant support of 50% from the LEADER Programme 2014 to 2020, towards a three year digital media marketing project for Orkney, running from January 2017 to December 2019.

16.2. That, in October 2016, subject to approval of a contribution from Highlands and Islands Enterprise, the Council agreed a budget allocation, up to a maximum sum of £130,500, be awarded towards the project referred to at paragraph 16.1 above.

16.3. That the project had been delivered as Digital Media Orkney, in direct support of Orkney Marketing programme activities, which were endorsed by industry partners represented at the Orkney Marketing Advisory Group, with feedback from the Group deeming the project a significant success.

16.4. That, responding to the last competitive call for LEADER programme funding, an application for grant support of 50% had been made by the Council, to fund additional digital media marketing activities, from June 2019 to September 2020, at a total cost of £150,000, which would extend the capability to support Orkney Marketing activities, as outlined in section 4 of the report by the Executive Director of Development and Infrastructure.

16.5. That the project proposal would enhance and enable further integration with the Orkney Marketing programme activity plan for 2019 to 2020, which would be presented to Committee in June 2019, and would outline activities recently endorsed by the Orkney Marketing Advisory Group.

16.6. The proposal that the project, referred to at paragraph 16.4 above, be jointly funded as follows:

- LEADER contribution – 50% of total costs up to a maximum sum of £75,000.
- Council contribution – 43.75% of total costs up to a maximum sum of £65,625.
- Highlands and Islands Enterprise contribution – 6.25% of total costs up to a maximum sum of £9,375.

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

16.7. That, subject to a successful LEADER application based on 50% grant support, together with approval of the contribution from Highlands and Islands Enterprise, referred to at paragraph 16.6 above, a budget allocation of 43.75% of total costs, up to a maximum sum of £65,625, to be met from the Economic Development Grants budget, be awarded towards the Digital Media marketing project for Orkney, to run from June 2019 to September 2020.

16.8. That powers be delegated to the Executive Director of Development and Infrastructure, in consultation with the Head of Finance and the Solicitor to the Council, to conclude arrangements and agreements with appropriate partner organisations, in respect of the funding detailed at paragraph 16.7 above.

17. Land in Stromness

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 6 and 9 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning), the Committee:

Resolved to **recommend to the Council** what action should be taken with regard to land in Stromness.

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.

18. Conclusion of Meeting

At 15:45 the Chair declared the meeting concluded.

Signed: Graham L Sinclair.

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2019-2020
Asset type	Allocated budget	Location	Budget cost	Cost code	Description	Notes
Street Furniture (Signs, Bollards and Railings)		Various	15,000		Replace existing signs, bollards and railings.	Faded/defective signs/bollards replaced. Broken railings replaced.
Footways and Kerbing		Watergate Mount Drive Finstown	40,000 20,000 5,000		Lay new kerbs and surface Lay new kerbs and surface Lay new kerbs and surface	Replace poor bituminous surface/concrete slabs with Stone. Replace poor bituminous surface. Replace poor bituminous surface.
Associated Infrastructure	80,000		80,000	C25205001		
Drainage		Biggings Road, Holm Puldrite Road, Rendall Other	10,000 15,000 5,000		Upgrade existing drainage Upgrade existing drainage Upgrade existing drainage	Existing 'Tile' drainage systems in poor condition, replace and upgrade. Existing 'Tile' drainage systems in poor condition, replace and upgrade. Existing 'Tile' drainage systems in poor condition, replace and upgrade. To be identified throughout year.
Drainage	30,000		30,000	C25207001		
Street lighting system upgrade		Papdale Close, Kirkwall Watergate, Kirkwall Gunns Close Car Park, Kirkwall Sparrowhawk Road, St.Ola Downies Lane, Stromness Village Road, Burray A961, Burray Westshore Road, Burray Pier Road, Burray Stromsay South Walls	9,000 35,000 13,500 27,500 5,000 29,000 9,500 11,500 12,000 165,250 169,750		Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling
Column Replacement		Walls Close, Kirkwall Papdale Close Papdale Crescent Papdale Road Papdale Drive Papdale Place New Scapa Road Holm Branch Road Sparrowhawk Road Stromness	2,000 4,000 12,000 16,000 12,000 8,000 2,000 12,000 34,000 2,000		Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only	Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old
SSE Connections		Various locations	10,000		SSE Connections/Disconnections	SSE works associated with all streetlight works.
Street lights	592,000		592,000	C26101001		
Bridges and structures		Retaining Walls, Sea Walls, Coastal Defences	25,000		Various repairs	To be identified throughout year.
Bridges and structures	25,000		25,000	C25202001		
Surface Treatments		Sparrowhawk Road, St.Ola St Catherines Place, Kirkwall School Place, Kirkwall King Street, Kirkwall Old Scapa Road, Kirkwall Clay Loan, Kirkwall Swordfish Road, St.Ola A967 at Voy, Sandwick Onftoft Road, St Margarets Hope Biggings Road, Holm	40,000 20,000 30,000 20,000 70,000 20,000 35,000 40,000 35,000 40,000		Resurface Resurface Resurface Resurface Resurface Resurface Resurface Resurface Resurface Resurface	Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface Plane out existing surface and resurface
Surface treatments	350,000		350,000	C25211001		
Total	1,077,000		1,077,000			

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2020 - 2021
Asset type	Allocated Budget	Location	Budget Cost	Cost Code	Description	Notes
Street Furniture (Signs, Bollards and Railings)		Various	15,000		Replace existing signs, bollards and railings.	Faded/defective signs/bollards replaced. Broken railings replaced.
Footways and kerbing		Kirkwall	95,000		Lay new kerbs and surface	Bituminous surface poor/replace poor concrete flag with bituminous surface.
Associated Infrastructure	110,000		110,000	C25205001		
Drainage		Various locations	35,000		Upgrade existing drainage	Existing 'Tile' drainage systems in poor condition, replace and upgrade. To be identified in 2019-20.
Drainage	35,000		35,000	C25207001		
Street lighting system upgrade		Annfield Crescent, Kirkwall Cursiter Crescent, Kirkwall Netherston Road, Stromness Ontoft Road, St Margarets Hope	26,000 26,000 26,000 32,000		Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old and upgrade control/cabling
Column Replacement		Lynn Park, Kirkwall Cromwell Road, Kirkwall Burnmouth Road, Kirkwall Great Western Road, Kirkwall Scotts Road, Kirkwall Weyland Bay, Kirkwall A964, Orphir Guardhouse Park, Stromness Hellihole, Stromness Helliar View, Shapinsay Marengo Road, St Margarets Hope Front Road, St Margarets Hope	12,000 14,000 4,000 4,000 16,000 26,000 4,000 4,000 12,000 4,000 6,000 4,000		Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only	Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old
SSE Connections		Various locations	10,000		SSE Connections/Disconnections	SSE works associated with all streetlight works
Street lights	230,000		230,000	C26101001		
Bridges and structures		Retaining Walls, Seawalls, Coastal Defences	25,000		Bridge/Seawall/Retaining wall repairs	To be identified in 2019-20
Bridges and structures	25,000		25,000	C25202001		
Surface Treatments		South Ronaldsay Kirkwall Sandwick	125,000 180,000 45,000		Resurface/Overlay Resurface/Overlay Resurface/Overlay	
Surface treatments	350,000		350,000	C25211001		
Road Reconstruction		Lamb Holm, A961, Holm Norton Brae, A961, Burray	100,000 100,000		Haunch Reconstruction Haunch Reconstruction	
Reconstruction	200,000		200,000			
Total	950,000		950,000			

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2021-22
Asset type	Allocated Budget	Location	Budget Cost	Cost Code	Description	Notes
Street Furniture (Signs, Bollards and Railings)		Various	15,000		Replace existing signs, bollards and railings.	Faded/defective signs/bollards replaced. Broken railings replaced.
Footways and kerbing		Kirkwall Stromnes	50,000 45,000		Lay new kerbs and surface	Bituminous surface poor/replace poor concrete flag with bituminous surface.
Associated Infrastructure	110,000		110,000	C25205001		
Drainage		Various locations	35,000		Upgrade existing drainage	Existing 'Tile' drainage systems in poor condition, replace and upgrade. To be identified in 2020-21.
Drainage	35,000		35,000	C25207001		
Street lighting system upgrade		Kirkwall	110,000		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling
Column Replacement		Kirkwall Stromness	86,000 24,000		Replace columns only Replace columns only	Replace columns over 30yrs old Replace columns over 30yrs old
SSE Connections		Various locations	10,000		SSE Connections/Disconnections	SSE works associated with all streetlight works
Street lights	230,000		230,000	C26101001		
Bridges and structures		Various locations	25,000		Bridge/Seawall/Retaining wall repairs	
Bridges and structures	25,000		25,000	C25202001		
Surface Treatments		Firth South Ronaldsay Rousay Kirkwall Stromness	55,000 100,000 20,000 105,000 70,000		Resurface/Overlay Resurface/Overlay Resurface/Overlay Resurface/Overlay Resurface/Overlay	
Surface treatments	350,000		350,000	C25211001		
Road Reconstruction		Rendall Firth Deerness St.Ola	50,000 50,000 50,000 50,000		Haunch Reconstruction Haunch Reconstruction Haunch Reconstruction Haunch Reconstruction	
Reconstruction	200,000		200,000			
Total	950,000		950,000			

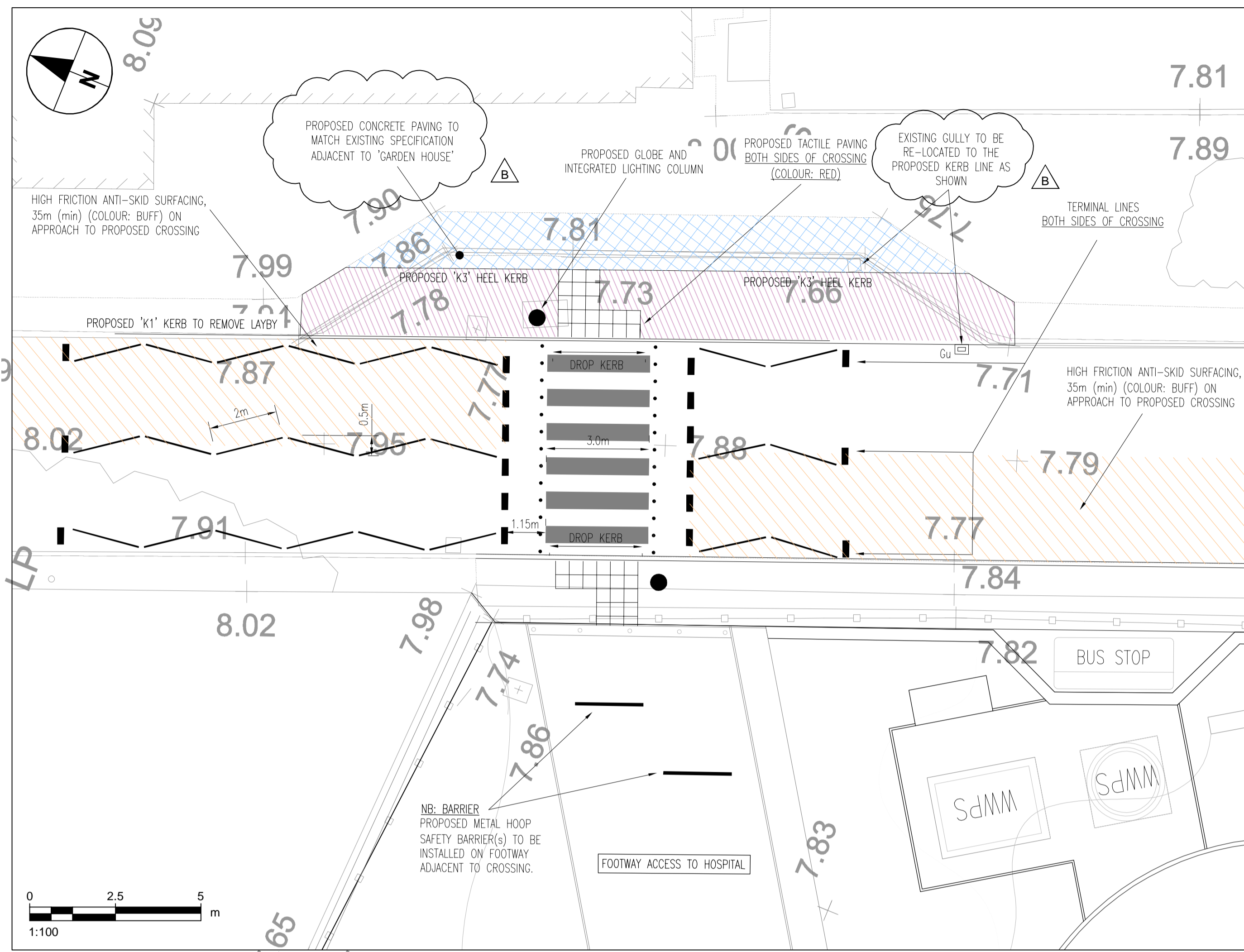
2399

Appendix 2.

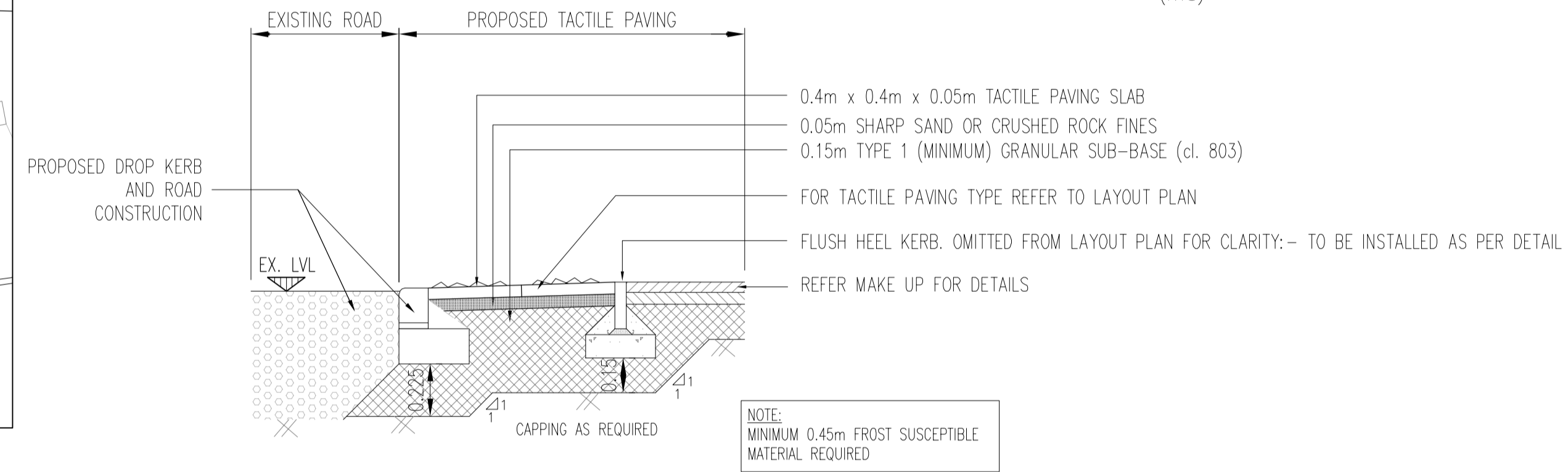
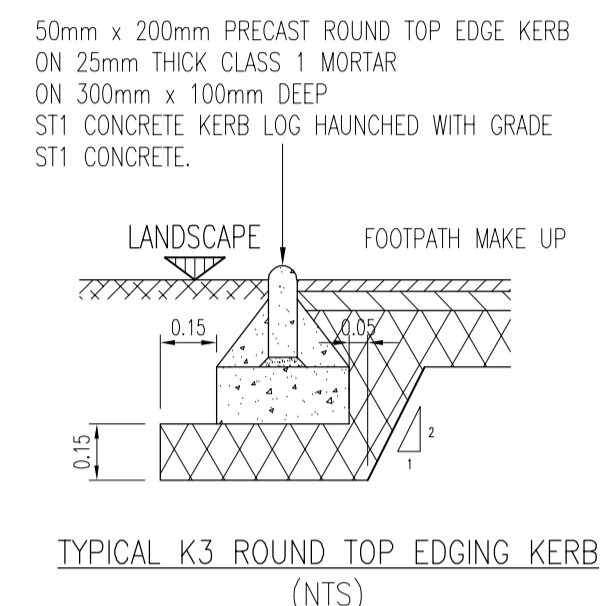
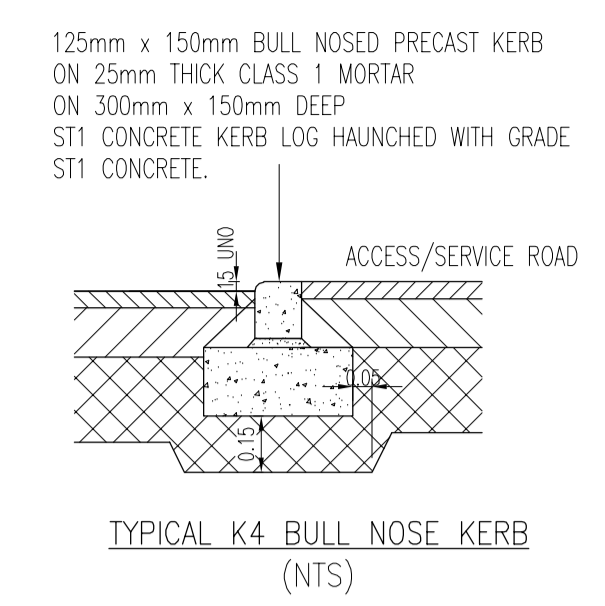
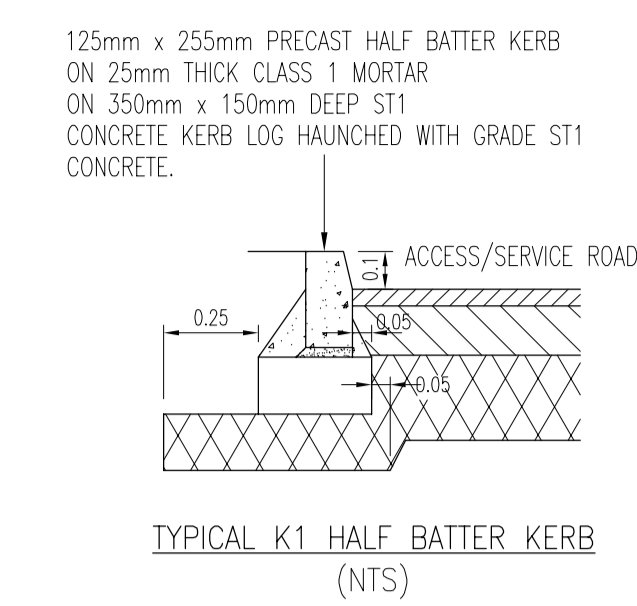
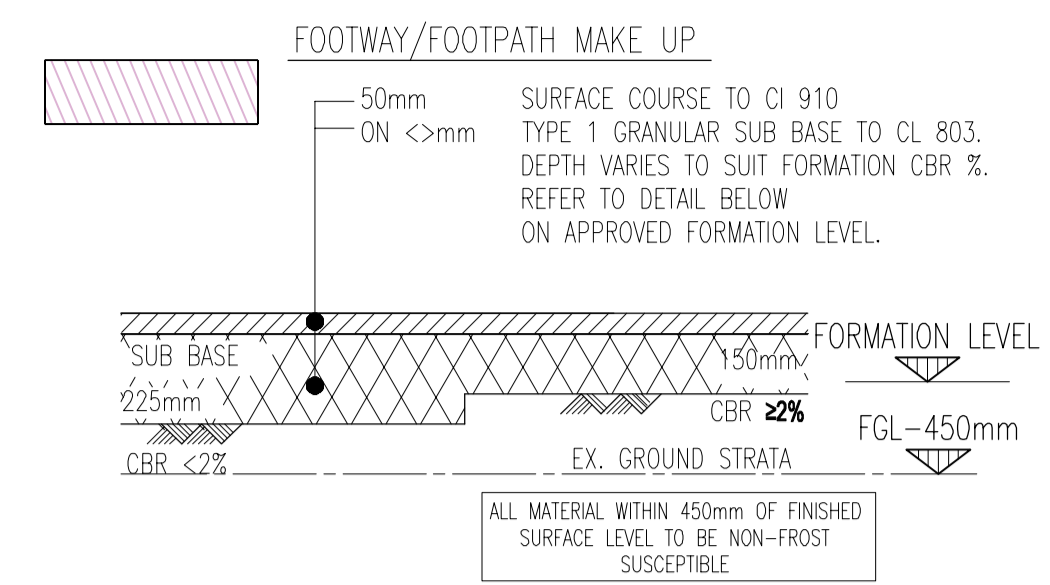
Proposed Provision of Zebra Crossing

New Scapa Road, Kirkwall

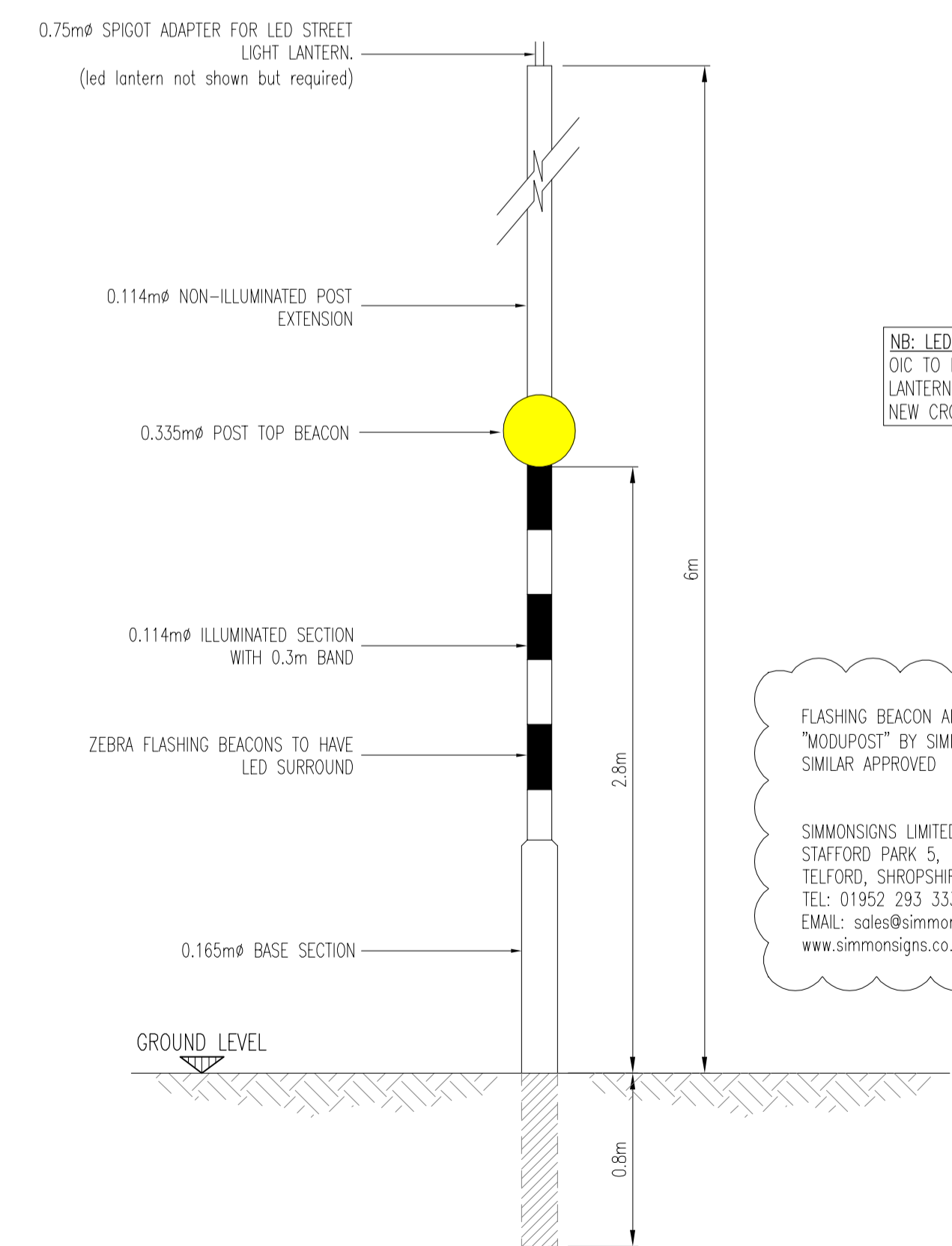
Location Map



PLAN SHOWING PROPOSED CROSSING (1:100)



TYPICAL SECTION THRO' PROPOSED TACTILE PAVING (NTS)

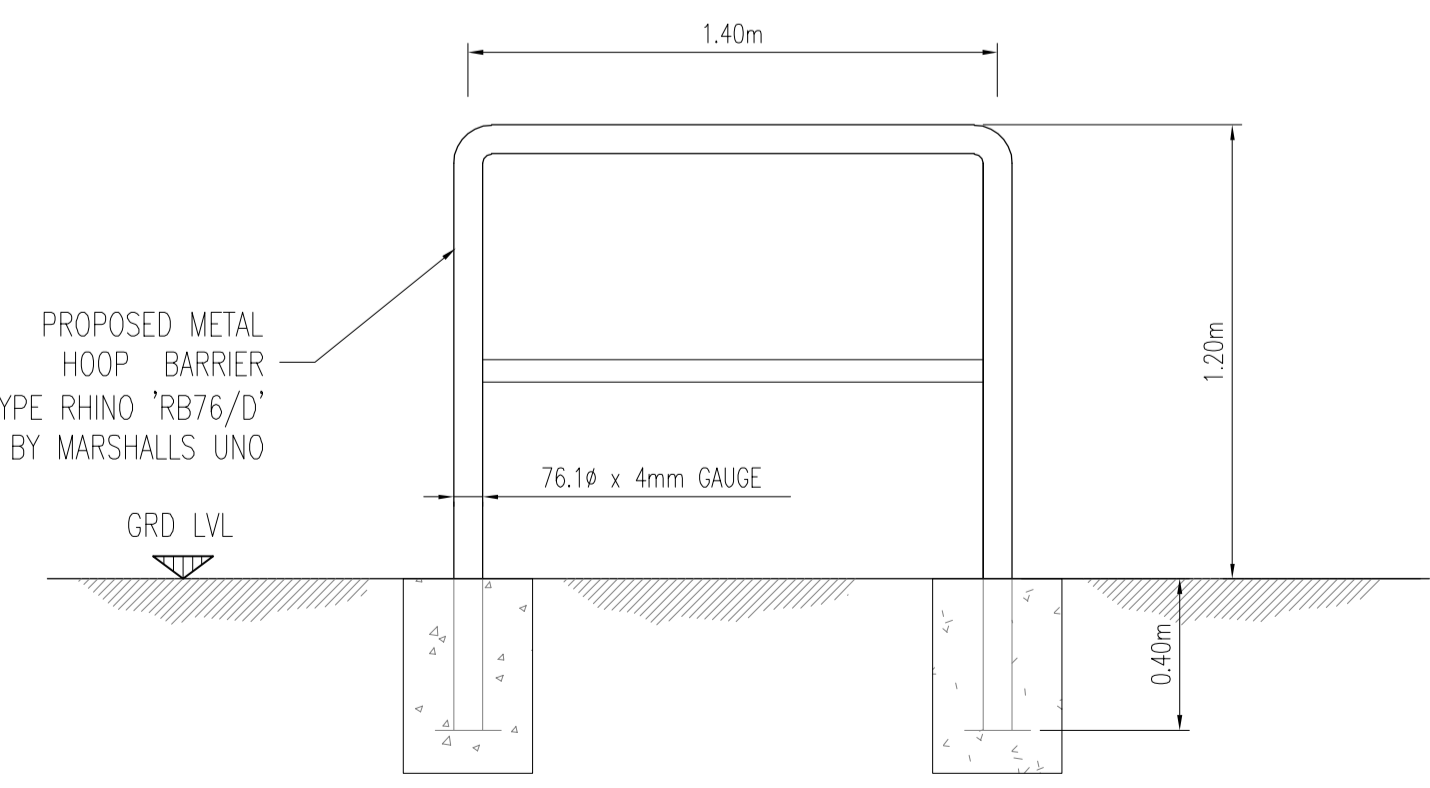


TYPICAL LIGHTING COLUMN w/POST TOP BEACON DETAIL (NTS)

NB: LED LANTERNS
OIC TO DESIGN AND SUPPLY LED LANTERNS FOR THE PROPOSED NEW CROSSING

FLASHING BEACON AND STREET LANTERN TO BE "MODUPOST" BY SIMMONSIGNS LIMITED OR SIMILAR APPROVED

SIMMONSIGNS LIMITED
STAFFORD PARK 5,
TELFORD, SHROPSHIRE TF3 3AS
TEL: 01952 293 333
EMAIL: sales@simmonsigs.co.uk
www.simmonsigs.co.uk



TYPICAL METAL HOOP SAFETY BARRIER (1:20)



KEY PLAN (NTS)

CONSTRUCTION RISKS	MAINTENANCE/CLEANING RISK	DEMOLITION RISKS
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.		
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX		

- NOTES**
- ROAD MARKINGS (TO ASPHALT SURFACES) TO BE WHITE THERMOPLASTIC UNLESS NOTED OTHERWISE.
 - SIGNS AND MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2015.
 - MOUNTING HEIGHT TO LOWER EDGE OF SIGNS ON FOOTPATHS TO BE MINIMUM 2.3m ABOVE GROUND LEVEL.
 - THE MINIMUM HORIZONTAL DISTANCE FROM THE EDGE OF ANY TRAFFIC SIGN OR BOLLARD TO THE VERTICAL PROJECTION OF THE ROAD IS NOT TO BE LESS THAN 500mm.
 - SIGN PLATE HEIGHT/DIAMETER TO BE 600mm UNLESS NOTED OTHERWISE.
 - ALL SIGNS TO BE MANUFACTURED WITH A RETRO-REFLECTIVE FINISH UNLESS NOTED OTHERWISE.
 - LIGHTING TO ALL SIGNS AND TRAFFIC BOLLARDS TO AGREED WITH ORKNEY COUNCIL.
 - ALL SIGN POSTS TO BE PASSIVELY SAFE. BASE OF SIGN TO BE DESIGNED & SPECIFIED BY SUPPLIER. TYPE TO BE AGREED WITH ORKNEY COUNCIL.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By	Check	Date	Suffix
MINOR AMENDMENTS TO CROSSING AS PER OIC COMMENTS OF FEB 19	NW	DMK	20/02/19	B
HIGH FRICTION SURFACING ADDED TO THE APPROACH OIC DESIGN & SUPPLY NOTE ADDED	AC	DMK	04/04/19	A

Purpose of issue
FOR INFORMATION



Project Title
NEW HOSPITAL AND HEALTHCARE FACILITIES, ORKNEY

Drawing Title
PROPOSED CROSSING DETAILS

Designed	Drawn	Checked	Approved	Date
NW	CMN	CMN	CMN	DEC 18

Scale @ A1
AS SHOWN

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Drawing Number
NHSO-ACM-S11-XX-DR-C-3014-0155

Rev
B



Appendix 3.

Heart of Neolithic Orkney World Heritage Site: Masterplan 2019 to 2029

The Masterplan does not contain a package of shovel-ready projects or solutions but rather a list of aspirational schemes that will need to undergo concept-testing, options appraisal and feasibility.

Background

The Heart of Neolithic Orkney World Heritage Site (WHS) was formally inscribed on the list of World Heritage Sites in 1999. Following inscription, an upgraded carpark was created for the Ring of Brodgar and the beginnings of a footpath network have been constructed. In the 20 years since inscription, the popularity of Orkney as a tourist destination has grown and visitor numbers are far beyond those seen in the late 20th Century.

In late 2017, Orkney Islands Council (OIC), Historic Environment Scotland (HES) and Highlands and Islands Enterprise (HIE) launched an open competition for the development of concepts for a gateway vehicle to the Heart of Neolithic Orkney World Heritage Site (the WHS). The aim of the competition was to provide innovative ideas for a visitor experience that would make the most of the unique individual sites within the WHS, the landscapes in which they sit, the linkages with the rest of Orkney (physically and culturally), and the latest technology, as well as addressing the infrastructure challenges generated by the ongoing surge in visitor numbers to Orkney and the opportunities from research and academic sectors.

Following a detailed review of initial competition submissions two teams were selected to further develop their ideas through an Exploration stage, leading to the preparation of fuller submissions in March 2018. This stage involved initial stakeholder consultation, site visits, background data analysis and further design/concept development.

Orkney Gateway Report

The Orkney Gateway report built upon the previous submissions in December 2017 and March 2018. The aim of the document was to provide decision makers with sufficient information to enable them to take a reasoned decision on the next steps for the WHS and wider Orkney heritage and tourism offer.

The Gateway Report identified 5 principal components:

1. Museum of the Islands.
2. Skara Brae.
3. Brodgar/Stenness/Maeshowe.
4. Islands Wide Attractions Investment.
5. Tourism Infrastructure Upgrades.

This Masterplan has been informed in part by the Brodgar/Stenness/Maeshowe element of the Gateway Report to address potential traffic / transport constraints, environmental issues and land ownership issues; whilst also providing more detail on proposals for non-motorised user access and interpretation across the site.

The proposals set out in this document have been designed to support the long-term conservation, protection and presentation of the World Heritage Site (WHS) and its Outstanding Universal Value and to ensure that the management of the site meets the Government's obligation to safeguard the WHS. The primary document for the guiding the future of the site is the WHS Management Plan, which is subject to review every 4 years. The recommendations and proposals contained in this Masterplan are intended to inform and complement the update of the WHS Management Plan. Consultation on the next WHS Management Plan will also inform the further development and refinement of key elements of the proposals within this document.

Drivers

Brodgar

In recent years, visitor growth has been driven in part by day-visitor markets. On a peak summer day in 2017 roughly 3,000 people were observed visiting the monument, with severe peaks in visitation, which had an impact on the condition of the site and the quality of experience for the visitors.

As a consequence of growing levels of visitation, the monument and its environs have, and continue to be, physically eroded; its condition is deteriorating, visitor access to the monument is restricted and its unique atmosphere has largely evaporated, especially in the summer months.

Stenness

The current layby at the Stones of Stenness was formed by OIC in 1979 by resurfacing and reconnecting the old road to the new to allow it to function as parking for visitors. Since that time, Barnhouse Village has been discovered, visitor numbers have increased and the layby has changed hands a number of times.

Maeshowe

Maeshowe is a ticketed site with guided access provided by shuttle bus from the current ticket office and shop situated within Stenness Village.

Local Issues

The area is a living community containing a number of properties, businesses and a public road network. It is essential to establish a system which balances the daily needs of the community alongside the experience of visitors.

The Masterplan

This Masterplan follows the recommendations of the Gateway Report and seeks to sustain the sense of wildness associated with the Brodgar/Stenness group of monuments including sites at Bookan, Ring of Brodgar, Ness of Brodgar, Stones of Stenness, Barnhouse Settlement and Maeshowe, plus associated standing stones and sites, encouraging visitors to take time to explore the monuments and wider landscape and develop a deeper sense of engagement.

The Masterplan also looks to address the extremes of visitation that the sites are subject to due to the influx of trade visitors in the short summer season to address their impact on the sites and other visitors, while not providing facilities that would be unsustainable through the rest of the year.

The document aims to take a landscape-led visitor offer to encourage exploration supported by local facilities for independent visitors/small groups at a new visitor/orientation facility and a coach parking permit system to manage peak trade demand - all supported by new visitor infrastructure and linked to a network of routes through the landscape with interpretation and wayfinding.

Proposals

1. Orientation Centre – Currently, visitors lack an obvious destination in the area at which to develop a clear overview of the WHS, the key monuments and the wider landscape in which it, and they, are situated. There is also a lack of any clear gathering point or meeting place to focus organised trips, or to enable a managed approach to visitor/traffic use of the area. This could potentially act as a means of orientating and dispersing visitors to other parts of Orkney. A full options appraisal and site feasibility study should be undertaken to find an appropriate location for the development of an appropriately scaled facility focused on independent travellers (including those coming independently from the cruise ships). The study will also consider how best to reach the facility and more around the area (i.e. onsite parking or low-carbon park and ride).
2. Vehicle Access and Parking – Existing vehicle parking points at the Stenness lay-by and Brodgar car park are well sited and it is preferred that their use is continued with investment to improve their condition and facilities (the layby at Stenness is in private ownership and an alternative car parking facility on nearby Council-owned land may need to be pursued if the existing layby cannot be upgraded). The primary challenge relates to peak time vehicle numbers versus road capacity and the impact on the monuments of these large visitor peaks. A management based approach to address coach trade capacity, and a foot/ None-Motorised User (NMU) based exploration approach for independent visitors is suggested, which, in combination should help alleviate these issues.
3. Footpath and Active Travel Networks – Exploration lies at the heart of the proposed approach – giving people the time, confidence and ability to explore the monuments and landscape; in a manner that manages erosion at and around key monuments. An Active Travel Plan should be produced in consultation with the local community and stakeholders to inform developed proposals for a network of footpaths and cycle routes with supporting infrastructure and signage.

4. Interpretation – on-site interpretation would help to draw people into the landscape and encourage a richer engagement with the WHS. Initial thoughts on approaches to interpreting the site in the landscape and within the proposed Orientation Centre will need to be developed in collaboration with academic institutions and specialists at HES. There is a significant opportunity to link this to innovation in visitor management, itinerary development and experiences.

5. Other Facilities – From early engagement with stakeholders a number of additional facilities have been suggested that will be investigated as part of feasibility and options appraisals for the WHS' including:

- Toilets near Brodgar to serve all markets.
- Charging points for electric bikes.
- Charging points for electric cars and other vehicles.
- Camper van lay-ups and parking points.

Orientation Centre

Visitors require guidance on the landscape they are exploring to help them understand how the monuments connect to each other and the wider landscape, where they can (and cannot go), what facilities are available and what options are open to them depending on their time, inclination and abilities. To achieve this, the Masterplan recommends the establishment of a dedicated year round orientation centre, which would provide:

1. Key visitor facilities including toilets, refreshments, information and shelter from the weather.
2. General interpretation and orientation material.
3. Information on options for visitors in terms of their dwell time and types of visits.
4. Ticketing facilities for Maeshowe.
5. Vehicle parking or potential park and ride from Stromness/Kirkwall.
6. Bicycle parking and charge points.
7. A starting point for guided and self-guided tours, and focus for innovative and experience-based tourism.

Importantly, it would serve as a key hub from which visitors would be enabled to go out and explore the landscape on foot and by bike.

The 'Concept Plan' highlights some potential sites and locations for the visitor facility. The relative strengths and weaknesses of each site are discussed within the Gateway Report but a full and thorough investigation of costs and feasibility of each needs to be undertaken, along with any potential additional sites, before any decision is taken on the preferred location of such a facility.

Coach Management

The car park for the Ring of Brodgar is currently designed for use by 3 coaches with additional potential for an additional 3 coaches without the need to expand the existing envelope of the facility subject to resurfacing and reprofiling. However, during observations of activities in the car park during busy days in 2017, up to 13 coaches have been seen at the same time. This far exceeds the capacity of the carpark and risks the safety of visitors.

In order to address these peaks in visitor numbers, the development of a pilot permit-based system through which individual coach tours would purchase or be provided with a timed permit for the use of parking bays at the Stenness lay-by and Brodgar car park is suggested. This approach will enable site operators to manage the surge of coach visitors over the course of the day and limit total numbers (if required).

Although full feasibility is yet to be undertaken, it is envisaged that the system would involve operators booking a timed slot for a coach online in advance of the day, maybe up to a year or two ahead. Closer to the day, or on the day, they would then provide the registration number of the coach that will be making the trip. At the site number plate recognition cameras at the entrance to the lay-by and car park would then record coaches arriving. This would then identify if a coach was permitted or not. Coaches without permits could then be subject to a fine.

For this system to work the Council would need to place Roads orders on the car parks and a system would need to be designed, installed and operated by an appropriate party, the required infrastructure would also need to be sensitively installed at the two car parks.

Footpath Network

This Masterplan seeks to consolidate the current footpath network to provide a network of paths, routes, interpretation nodes and landscape changes to create a stimulating, accessible and rewarding experience for visitors. Paths would range in type and form from appropriate and sympathetic hard surfaces in very high volume areas e.g. boardwalks, crushed stone or flag through to informal grass paths or areas of grass reinforcement. These would offer a variety of circuits and routes for visitors depending on their level of mobility, interest and available time.

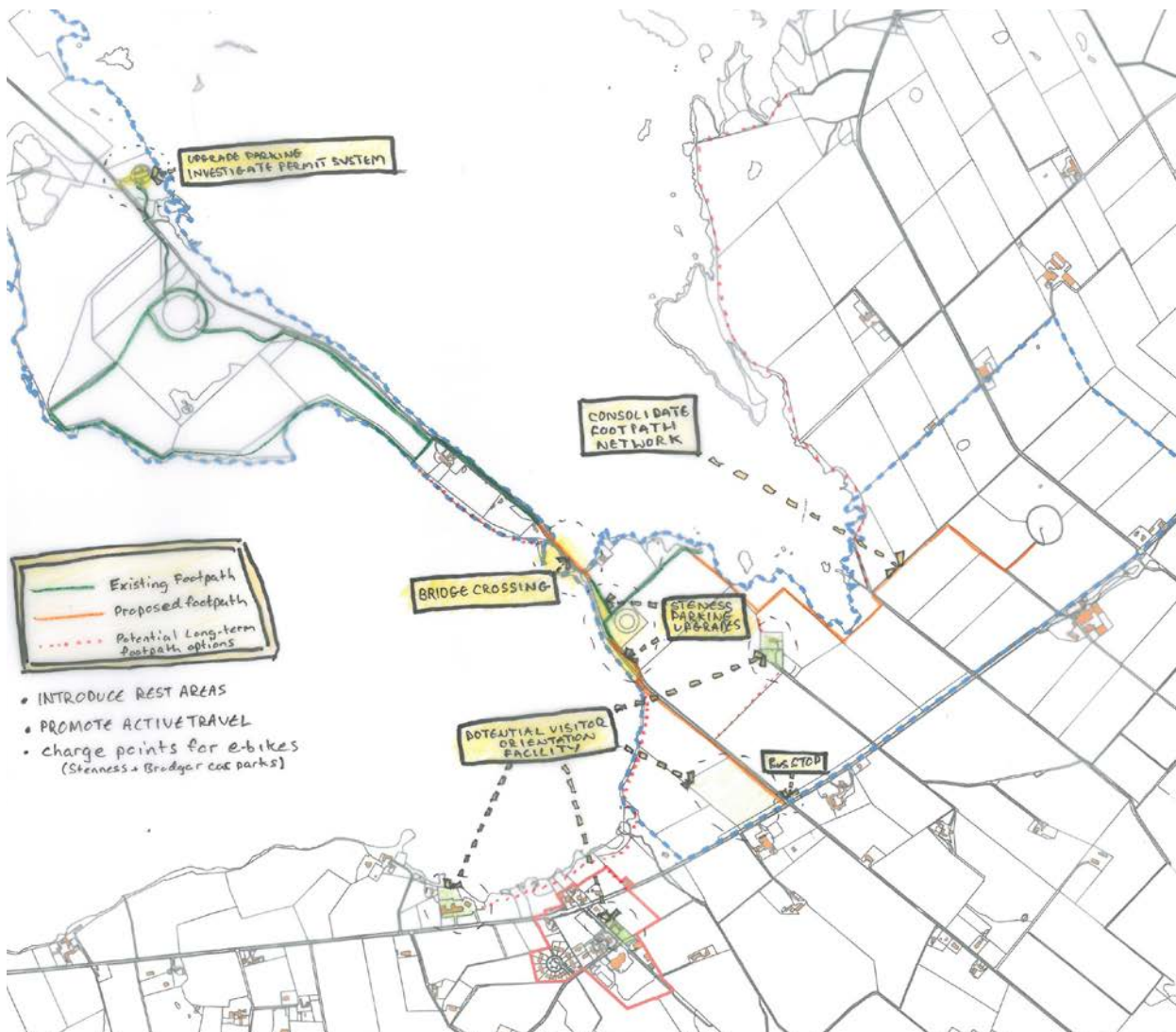
Key features would include:

1. Network of paths leading from the Orientation Centre to Barnhouse Village and Stenness creating a mini-tour suitable for visitors looking to experience the WHS but with limited time or some limits on mobility.
2. A well-defined route to Maeshowe connected through grass paths and boardwalks suitable for pedestrians, mobility buggy users and potentially adapted electric vehicles.
3. Electric bike charging points and cycle racks at key nodes including the Orientation Centre, Stenness lay-by, Ness of Brodgar and Brodgar car park.
4. A series of interpretation points along the routes to draw visitors out into the landscape and encourage exploration (see below for more detail).

5. A new footbridge over the breakwater or adjacent to the existing Brodgar Bridge creating a safe and desirable route for pedestrians away from the traffic.
6. Potential new paths to the west side of the Ness and beyond Maes Howe toward the Lochside Viewpoint on the Stoneyhill road creating a pedestrian link along the quiet shore side.
7. Cycle and/or footpath provision alongside and on the B9055 to provide safe level access for users needing mobility access.

Concept Plan

The aspirations of this Masterplan are included within the 'Concept Plan'. The Plan is not rigid or fixed and provides a visual indication of where projects, improvements and links may be provided. Actual details will be ascertained through concept testing and feasibility studies.



Next Steps

It is recommended that a number of actions are commenced at the earliest opportunity to help resolve the challenges that the WHS is currently facing:

1. Investigation of the key deliverability issues relevant to the Masterplan, outlined within the Gateway Report, with WHS partners (HES, SNH, RSPB), including the potential location and function of an Orientation Centre.
2. Further concept development and testing of feasibility of coach permit system and associated costs and investigate potential traffic management measures to compliment any such system, including on-road parking restrictions.
3. Development of designs and routes for new path network and associated infrastructure, including identification of funding for the delivery of elements that would not be affected by the location of any Orientation Centre.
4. Development of designs and costings for the upgrade of the Brodgar car park and new facilities.
5. Develop reconfigured designs for disability parking bays at Brodgar.
6. Progress refurbishment of the Stones of Stenness layby or consents for the creation of a new car park on an alternative site if redevelopment of the existing facility is not possible.
7. Include the projects within the review of the WHS Management Plan and work with partners to identify funding and deliver them.
8. Engagement with business, visitors and stakeholders to explore opportunities for innovative itinerary and experience-based tourism, and links to dispersal of tourist activity around Orkney.

With these steps in place the development and delivery of other aspects of the Masterplan can then be planned and undertaken.

Winter Inter-Island Air Services Timetable 27 October 2019 - 1 March 2020

FLIGHT NUMBER	LM	Monday						Tuesday					Wednesday												
		700	702	703	704	705	706	707	701	708	709	705	710	707	701	711	709	712	714	705	706	715	707		
Kirkwall	dep	A	08:25	09:10	10:30	15:00	15:10	16:05	B	B	08:25	08:35	15:00	15:10	16:05	07:35	08:25	08:35	09:20	C	14:25	15:00	15:10	D	B
Stromsøy	arr			09:19								15:19													
Stromsøy	dep			09:26								15:26													
Sanday	arr			09:31			15:22			08:38		15:31										15:23			
Sanday	dep			09:38			15:29			08:45		15:38										15:30			
North Ronaldsay	arr	08:17			10:47			16:22	07:52					16:22	07:52									16:22	
North Ronaldsay	dep	08:24			10:54			16:29	07:59					16:29	07:59									16:29	
Westray	arr		08:40																						
Westray	dep		08:47																						
Papa Westray	arr		08:49		11:04	15:15																15:15			
Papa Westray	dep		08:56		11:11	15:22																15:22			
Westray	arr					15:24																15:24			
Westray	dep					15:31																15:31			
Eday	arr	08:34															09:30		14:35				16:10		
Eday	dep	08:41															09:37		14:42				16:17		
Stromsøy	arr					15:34				08:50												15:35			
Stromsøy	dep					15:41				08:57												15:42			
Kirkwall	arr	08:51	09:11	09:51	11:26	15:46	15:51	16:46	08:16	09:06	09:21	15:46	15:51	16:46	08:16	09:06	09:21	09:47	14:52	15:46	15:51	16:27	16:46		

FLIGHT NUMBER	LM	Thursday						Friday						Saturday				Saturday Refit (12Jan - 9 March 19)				Sunday						
		701	708	709	716	705	710	707	701	711	709	730	705	706	707	702	719	720	721	722	723	724	725	726	727	728	729	
Kirkwall	dep	B	07:35	08:25	08:35	12:15	15:00	15:10	16:05	07:35	08:25	08:35	14:00	15:00	15:10	16:05	08:25	09:30	10:30	15:10	08:00	09:10	10:20	14:00	15:00	16:05	13:45	15:05
Stromsøy	arr					15:19																			15:09			
Stromsøy	dep					15:26				08:41															15:16			
Eday	arr																									16:15		
Eday	dep																									16:22		
Westray	arr			08:50							08:50						08:40					09:25						
Westray	dep			08:57							08:57						08:47					09:32						
Papa Westray	arr			08:59		15:15					08:59	14:15	15:15			08:49		15:25				09:34		14:15			15:20	
Papa Westray	dep			09:06		15:22					09:06	14:22	15:22			08:56		15:32				09:41		14:22			15:27	
Westray	arr					15:24							15:24											14:24			15:29	
Westray	dep					15:31							15:31											14:31			15:36	
North Ronaldsay	arr	07:52			12:32			16:22	07:52			14:32					16:22		09:47		15:42	08:17				16:32	14:02	
North Ronaldsay	dep	07:59			12:39			16:29	07:59			14:39					16:29		09:54		15:49	08:24				16:39	14:09	
Eday	arr																					08:34						
Eday	dep																					08:41						
Sanday	arr		08:38			15:31				08:46							15:23					10:43		10:33		15:21	14:15	
Sanday	dep		08:45			15:38				08:53							15:30					10:50		10:40		15:28	14:22	
Stromsøy	arr		08:50														15:35					10:55		10:45		14:27		
Stromsøy	dep		08:57														15:42					11:02		10:52		14:34		
Kirkwall	arr	08:16	09:06	09:21	12:56	15:46	15:51	16:46	08:16	09:06	09:21	14:56	15:46	15:51	16:46	09:11	10:11	11:11	16:06	08:51	09:56	11:01	14:46	15:41	16:56	14:43	15:51	

A - Monday am drop to Eday during school term only - Bookings can be made on the Eday Monday morning flight, shared with North Ronaldsay, however this is subject to availability. Bookings can be made from 12:00 - 18:00 the day before departure.

B - North Ronaldsay 07:35/08:00 and 16:05 departures - these flights operate during the hours of darkness and due to associated legislation, times may change to operate during daylight hours. Loganair will inform all booked passengers of the flight time change in advance. In the event that the flights are changed, the departure times from Kirkwall are as follows:

Evening Flight	Mon-Fri	Morning Flight	Mon	Tue-Fri
11 November 2019 - 19 January 2020	14:00	2 December 2019 -27 January 2020	10:10	
		19 November 2019 - 4 February 2020		09:40

C - Operates 20 November 2019 - 8 January 2020

D - Operates 30 October - 13 November 2019 and from 15 January - 26 February 2020

E - Please note - these flights will operate 30 minutes earlier on the 11 and 18 Jan 2020

F - Sunday - Flight drop-off/pick up on request Bookings from Sanday and Stromsøy may only be made after 12:00 on Fridays until 12:00 on Sunday.

Appendix 5.

Inter-Island Ferry Services

Winter 2019 to 2020 Timetables

Page 2409 – Outer North Isles.

Page 2410 – Outer North Isles – Refit.

Page 2411 – Graemsay and Hoy (Moaness).

Page 2412 – Rousay, Egilsay and Wyre.

Page 2413 – Shapinsay.

Page 2414 – South Isles.

North Isles Ro-Ro Service
Effective from 1 October 2019 – 2 May 2020

(Sailings subject to alteration during the Christmas and New Year period)

(This timetable will not operate during the refit periods of 'Earl Thorfinn', 'Earl Sigurd' and 'Varagen' which will commence on 5 January 2020 until 7 March 2020)

	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		
Kirkwall dep				0700A	0720A	0740A	0700B	0720B	0740B		0720B	0740B	0700B	0720B	0740B		0720B		0700B	0720B	
Eday arr									0855						0855						
Eday dep									0905B						0905B						
Stronsay arr																					0840
Stronsay dep																					0850B
Sanday arr						0905			0925			0905			0925						0925
Sanday dep						0915A			0935B			0915B			0940B						0935B
Stronsay arr				0840			0835						0840								
Stronsay dep				0855A			0900B			0730B			0855B			0730B					
Eday arr				0930						0805			0930			0805					0955
Eday dep				0945A						0820B			0945B			0820B					1005B
Westray arr					0845			0845			0845			0845			0845				0845
Westray dep					0900A			0900B			0900B			0900B			0900B				0900B
Kirkwall arr				1100	1025	1040	1040	1025	1100	0935	1025	1040	1100	1025	1105	0935	1025		1120	1025	
Kirkwall dep								1330		0950♦	1035♦	1055♦		1300			1045	0950			
Eday arr												1210									
Eday dep												1220♦									
Sanday arr												1240						1115			
Sanday dep												1250♦						1130			
Stronsay arr										1125											
Stronsay dep										1135♦											
Westray arr								1455			1200			1425							
Westray dep								1505			1210♦			1435							
P.Westray arr								1545									1235				
P.Westray dep								1600									1300				
Kirkwall arr										1315	1335	1415		1605			1450	1255			
Kirkwall dep	1600A	1700A	1620A	1500	1620	1520	1600		1520	1500	1620	1520	1600	1620♦	1500	1600	1620	1640	1520A	1620A	
Eday arr				1615						1615			1715			1715					
Eday dep				1630						1630			1730			1730					
Stronsay arr	1735			1705			1740			1705			1805			1805					1700
Stronsay dep	1745A			1715						1715						1815					1710A
Sanday arr			1745			1645			1645			1645			1625			1805			1745
Sanday dep			1755A			1655			1655			1655			1635			1815			1755A
Eday arr			1815						1715						1655						1815
Eday dep			1825A						1730						1700						1825A
Westray arr		1825			1745			1745			1745			1745			1745				1745
Westray dep		1835A			1755			1755			1755			1755♦			1755				1755A
Kirkwall arr	1925	2000	1940	1855	1920	1820	1920	1845		1855	1920	1820		1920	1815	1955	1920	1940	1940	1920	

A - Vehicles must be booked before 1400hrs on Saturday B - Vehicles must be booked before 1600hrs the day before sailing Sailings marked ♦ will only operate until 24th October 2019

All other vehicle bookings must be made at least one hour before the departure from Kirkwall. Vehicles must be available for boarding 20 minutes before departure, passengers 10 minutes before departure.

- A weekly service will be carried out to North Ronaldsay, weather permitting. As departure times vary from week to week, see reverse for proposed sailings.**
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in vessels, company premises and website.
- No Show Charges** – All cancellations must be made **at least than 24 hours before the intended time of travel** or full charges may apply.
- For information on these services contact Ferry Services, Shore Street, Kirkwall. Telephone: 01856 872044, Fax: 01856 872921, E-Mail: info@orkneyferries.co.uk**

**Ro-Ro timetable covering the refit period Outer North Isles service
From Sunday 5 January 2020 until 7 March 2020.**

but it may extend beyond this date, following which sailings will revert to normal published timetable.

**** Sailings could be subject to delays due to cargo operations ****

	Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Kirkwall dep			0740A	0720A	0740B	0720B	0740B	0720B	0740B	0720B		0720B	0800B	N
Eday arr					0855				0855					
Eday dep					0905B				0905B					R
Sanday arr					0925				0925					O
Sanday dep					0935B				0935B					N
Stronsay arr			0920		1010		0920		1010				0940	A
Stronsay dep			0930A		1020B		0930B		1020B		0730B		0955B	L
Sanday arr			1005				1005						1030	D
Sanday dep			1015A				1015B						1040B	S
Eday arr			1035				1035				0805		1100	A
Eday dep			1045A				1045B				0820B		1110B	Y
Westray arr				0845		0845		0845		0845		0845		
Westray dep				0900A		0900B		0900B		0900B		0900B		
Kirkwall arr			1200	1025	1200	1025	1200	1025	1200	1025	0935	1025	1225	
Kirkwall dep				1040	1040	1330		1035		1300	1010	1045		
Sanday arr				1205				1200						
Sanday dep				1215				1210						
Stronsay arr					1220			1245						
Stronsay dep					1230			1255						
Eday arr				1235							1125			
Eday dep				1245							1135			
Sanday arr					1305						1155			
Sanday dep					1315						1205			
Westray arr						1455				1425				
Westray dep						1505				1435				
P. Westray arr						1545						1235		
P. Westray dep						1600						1250		
Kirkwall arr				1400	1440			1435		1600	1330	1440		
Kirkwall dep	1520A	1620A	1600	1620	1540		1540	1620	1640	1620	1600	1620		1620A
Westray arr		1745		1745		1745		1745				1745		1745
Westray dep		1800A		1755		1755		1755				1755		1755A
Eday arr	1635		1715				1655				1715			
Eday dep	1650A		1730				1710				1730			
Stronsay arr					1720									
Stronsay dep					1730									
Sanday arr	1710		1750		1805		1730			1745	1750			
Sanday dep	1720A		1800		1815		1740			1755	1800			
Stronsay arr	1755		1835				1815		1815		1835			
Stronsay dep	1805A		1845				1825				1845			
Eday arr					1835					1815				
Eday dep					1845					1825				
Kirkwall arr	1945	1925	2025	1920	2000	1920	2005	1920		1940	2025	1920		1920

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 at least one hour before the departure from Kirkwall.

Notes:

- All enquiries must be made through the Kirkwall Office. Telephone 01856 872044.
- Vehicles **must** be available for boarding **20 minutes** before departure, passengers **10 minutes** before departure.
- A weekly service will be carried out to North Ronaldsay, weather permitting. As departure times vary from week to week, see reverse for proposed sailings.**
- 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 at least **24 hours** before the intended time of travel or full charges may apply.

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

GRAEMSAY AND HOY (MOANESS)
EFFECTIVE FROM 30 SEPTEMBER 2019 UNTIL 2 MAY 2020

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	0745	0745	0745	0745	0745	0930	0930
Hoy (Moaness) dep	0810	0810	0810	0810	0810	1000	1000
Graemsay dep	0825	0825	0825	0825	0825	1015	1015
Stromness dep	1000	1000	1000	1000	1000		
Hoy (Moaness) dep	1030	1030	1030	1030	1030		
Graemsay dep	1045	1045	1045	1045	1045		
Stromness dep	1200A		1200A	1200A			
Graemsay dep	1230A		1230A	1230A			
Hoy (Moaness) dep	1240A		1240A	1240A			
Stromness dep	1600	1600	1600	1600	1600	1700	1700
Graemsay dep	1615	1615	1615	1615	1615	1715	1715
Hoy (Moaness) dep	1630	1630	1630	1630	1630	1730	1730
Stromness dep	1745	1745	1745	1745	1745		
Graemsay dep	1800	1800	1800	1800	1800		
Hoy (Moaness) dep	1815	1815	1815	1815	1815		
Stromness dep					2130		
Graemsay dep					2145		
Hoy (Moaness) dep					2200		

A **Cargo Sailings will have limitations on passenger numbers therefore booking is advisable. These sailings may be delayed due to cargo operations.**

Notes:

1. All enquires must be made through the Kirkwall Office. Telephone: 01856 872044.
2. Passengers are requested to be available for boarding **5 minutes** before departure.
3. 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.
4. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
5. **No show charges** - All cancellations must be made by **1600hrs** Monday to Friday and **1400hrs** Saturday for the 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**

Rousay, Egilsay and Wyre Ro-Ro Service

Winter Timetable Effective from 30 September 2019 until 2 May 2020

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Rousay dep	0650	0650	0650	0650	0650	0650
Egilsay dep	0710	0710A	0710A	0710A	0710A	0710B
Wyre dep	0730	0730A	0730A	0730A	0730A	0730B
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
Egilsay dep	0930	0930	0930	0930	0930	0930B
Wyre dep	0950	0950	0950	0950	0950	0950
Rousay dep	1005	1005	1005	1005	1005	1005
Tingwall dep	1040	1040	1040	1040	1040	1040
Rousay dep	1115	1115	1115	1115	1115	1115
Tingwall dep	1150	1150	1240	1150	1150	1150
Rousay arr	1215	1215	1305	1215	1215	1215
Rousay dep	1315	1315		1315	1315	1315
Egilsay dep	1335C	1335A		1335A	1335A	1335B
Wyre dep	1355C	1355A		1355A	1355A	1355B
Rousay dep	1410	1410	1410	1410	1410	1410
Tingwall dep	1445	1445	1445	1445	1445	1445
Rousay dep	1520	1520	1520	1520	1520	1520
Wyre dep	1530	1530	1530	1530	1530	1530
Tingwall dep	1605	1605	1605	1605	1605	1605
Rousay dep	1635	1635	1635	1635	1635	1705B
Egilsay dep	1655	1655	1655	1655	1655	
Wyre dep	1715	1715	1715	1715	1715	1715B
Rousay dep	1730	1730	1730	1730	1730	1730
Tingwall dep	1800	1800	1800	1800	1800	1800
Rousay arr	1825	1825	1825	1825	1825	1825
Rousay dep	1830A	1830A	1830A	1830A	1830A	1830B
Wyre dep	1840A	1840A	1840A	1840A	1840A	1840B
Egilsay dep	1900A	1900A	1900A	1900A	1900A	1900B
Rousay arr	1915A	1915A	1915A	1915A	1915A	1915B

On request **TO and FROM** Egilsay and Wyre (Sailings marked A & B). Customers are requested to make advanced bookings as follows -

- A Requested **morning** and **afternoon** sailings marked A **must** be booked by 1700 on the day before travel. Requested **evening** sailings marked A **must** be booked by 1400 on the day of travel.
- B Requested sailings marked B **must** be booked by 1700 on Friday. In the event of urgent bookings being required after this time please contact the Kirkwall office on 01856 872044 before 1200 on Saturday.
- C Requested sailings marked C must be booked by 0900 on Monday.

NOTES

1. All enquiries **must** be made through the Tingwall Office, (except as in **B** above). Telephone 01856 751360.
2. Vehicles **must** be available for boarding **15 minutes** before departure and passengers **5 minutes before** departure times.
3. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
4. **No Show Charges** - All cancellations must be made by **1600hrs** on the day before the intended date of travel or charges may be incurred.

Shapinsay Ro-Ro Service

Winter Timetable Effective From 30 September 2019 until 2 May 2020

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Shapinsay dep	0730A	0730B	0730B	0730B	0730B		
Kirkwall dep	0815A	0815B	0815B	0815B	0815B		
Shapinsay dep	0900A	0900B	0900B	0900B	0900B	0900B	
Kirkwall dep	0945	0945	0945	0945	0945	0945	
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	

A Vehicles must be booked or cancelled before 1400hrs on Saturday.

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

All other vehicle bookings must be made at least one hour before departure.

Notes:

1. All enquiries must be made through the Kirkwall Office. Telephone 01856 872044.
2. Vehicles **must** be available for boarding **15 minutes** before departure and passengers **5 minutes** before departure.
3. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
4. **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

Winter Timetable Effective from 30 September 2019 until 2 May 2020

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Longhope dep	0625	0625	0625	0625	0625	0800
Lyness dep		0650	0650	0650		
Flotta dep	0650	0710	0710	0710	0650	0830
Lyness dep	0710				0710	0900
Houton arr	0745	0745	0745	0745	0745	0935
Houton dep	0800	0800	0800	0800	0800	0950
Lyness dep	0845				0845	1030
Flotta dep	0910	0845	0845	0845	0910	1055
Lyness dep		0910	0910	0910		
Houton arr	0945	0945	0945	0945	0945	
Houton dep	1015	1015	1015	1015	1015	
Lyness arr	1050	1050	1050	1050	1050	
Lyness dep	1100	1100		1100	1100	
Flotta dep		1200		1200		
Houton arr	1135				1135	1130
Houton dep	1145				1145	
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		
Flotta arr	1415	1415	1415	1415		
Flotta dep	1425	1425	1425	1425		1500
Lyness dep					1425	
Houton arr	1500	1500	1500	1500	1500	
Houton dep	1515	1515	1515	1515	1515	
Flotta dep	1600	1600	1600	1600	1600	
Lyness dep	1640	1640	1640	1640	1640	1530
Houton arr	1715	1715	1715	1715	1715	1605
Houton dep	1730	1730	1730	1730	1730	1615
Lyness dep	1810	1810	1810	1810	1810	1700
Flotta dep	1830A	1830A	1830A	1830A	1830A	1720A
Longhope arr	1850	1850	1850	1850	1850	1740

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

NOTES

- All vehicle bookings must be made through the Houton Office. **Telephone: 01856 811397, Fax: 01856 811701**
- 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 **1700 on the day before the intended date of travel (or by 1700 on Friday for Monday travel)** or charges may be applied.

For information on these services contact Ferry Services, Houton, Orphir. Telephone: 01856 811397, Fax: 01856 811701, E-Mail: info@orkneyferries.co.uk

Minute

Harbour Authority Sub-committee

Tuesday, 19 March 2019, 11:00.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors Graham L Sinclair, Andrew Drever, David Dawson, Gwenda M Shearer, Magnus O Thomson, Owen Tierney and Kevin F Woodbridge.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Brian Archibald, Harbour Master.
- Colin Kemp, Corporate Finance Senior Manager.
- Karen Bevilacqua, Solicitor.
- James Green, Senior Policy Planner (Development and Marine Planning).

Observing

- Gavin Barr, Executive Director of Development and Infrastructure (for Items 2 to 5).

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Graham L Sinclair.

1. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Maintenance Programmes

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Harbour Master, the Sub-committee:

Noted:

1.1. The budget allocation for 2018 to 2019, in respect of the Miscellaneous Piers and Harbours Maintenance Programme, of £1,948,100, together with a tug refit programme allocation of £687,500 in respect of the Scapa Flow Oil Port.

1.2. That, to date and due to exceptional circumstances, detailed Maintenance Programmes for Miscellaneous Piers and Harbours and Scapa Flow Oil Port had not been submitted to the Sub-committee for consideration.

1.3. The commitments incurred against the respective Maintenance Programmes, referred to at paragraph 1.1 above, as at 31 January 2019, together with the anticipated final outturn, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, with an underspend currently being forecast for the Miscellaneous Piers and Harbours.

1.4. That the tug refit programme was currently provided for directly from within the Scapa Flow Oil Port revenue budget and was currently forecast to overspend for financial year 2018 to 2019.

1.5. That the budget for 2019 to 2020 in respect of Miscellaneous Piers and Harbours Maintenance Programme had been set at £842,000, together with £410,000 in respect of a tug refit programme for the Scapa Flow Oil Port.

1.6. The detailed programme of maintenance works for 2019 to 2020 in respect of both the Miscellaneous Piers and Harbours Maintenance and Scapa Flow Oil Port Accounts, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure.

1.7. That, subject to surveys, any emergent urgent maintenance requirements, indicated as unbudgeted risk in Appendix 2 to the report by the Executive Director of Development and Infrastructure, would be submitted to the Sub-committee for separate approval if and when required.

The Sub-committee resolved, in terms of delegated powers:

1.8. That the Miscellaneous Piers and Harbours Maintenance Programme for 2018 to 2019, attached as Appendix 1 to this Minute, be endorsed.

1.9. That the Miscellaneous Piers and Harbours and Scapa Flow Oil Port Maintenance Programmes for financial year 2019 to 2020, attached as Appendix 2 to this Minute, be approved.

Councillor Owen Tierney joined the meeting during discussion of this item.

2. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Minor Capital Improvement Programmes

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Harbour Master, the Sub-committee:

Noted:

2.1. The budget allocations for 2018 to 2019, of £300,000 and £150,000 respectively, for Miscellaneous Piers and Harbours and Scapa Flow Oil Port.

2.2. That, to date and due to exceptional circumstances, detailed programmes of capital improvement works for Miscellaneous Piers and Harbours and Scapa Flow Oil Port had not been submitted to the Sub-committee for consideration.

2.3. The expenditure incurred in respect of capital improvement works for Miscellaneous Piers and Harbours and Scapa Flow Oil Port as at 31 January 2019, together with the anticipated final outturn, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure.

2.4. The detailed programmes of capital improvement works for Miscellaneous Piers and Harbours and Scapa Flow Oil Port for 2019 to 2020, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure.

The Sub-committee resolved, in terms of delegated powers:

2.5. That the Minor Capital Improvement Programmes in respect of Miscellaneous Piers and Harbours and Scapa Flow Oil Port for 2018 to 2019, attached as Appendix 3 to this Minute, be endorsed.

2.6. That the Minor Capital Improvement Programmes in respect of Miscellaneous Piers and Harbours and Scapa Flow Oil Port for 2019 to 2020, attached as Appendix 4 to this Minute, be approved.

3. Proposed Extension to Stromness Marina

Capital Project Appraisal

After consideration of a report by the Executive Director of Development and Infrastructure, copies of which had been circulated, and after hearing a report from the Harbour Master, the Sub-committee:

Noted:

3.1. That a need had been identified for safe landing facilities for cruise passengers and growth potential for yacht business in Stromness both of which were prevented by the lack of marina berthing space.

3.2. That Orkney Marinas Limited was the company which operated and managed Council owned marinas through a lease arrangement.

3.3. That an extension to Stromness Marina would free up the deeper berths for visiting yachts and provide facilities for cruise passengers from vessels which were now starting to book for anchorage in Cairston Road, just west of the entrance to Stromness harbour.

3.4. That, in October 2018, the Council submitted a successful Expression of Interest application to the Rural Tourism Infrastructure Fund in respect of a project to extend Stromness Marina.

3.5. That, on 4 February 2019, a subsequent Full Application was submitted to the Rural Tourism Infrastructure Fund, requesting a 60% grant, at a total estimated cost of £267,000, for the project.

3.6. That a condition of a Rural Tourism Infrastructure Fund grant award was that works should be completed by 31 March 2020.

3.7. The Stage 1 Capital Project Appraisal, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, in respect of the proposed extension to Stromness Marina.

The Sub-committee resolved to **recommend to the Council:**

3.8. That, as an exception to due process and in order to take advantage of potential external grant funding, the Executive Director of Development and Infrastructure should submit, to the Policy and Resources Committee, a Stage 2 Capital Project Appraisal in respect of the proposed extension to Stromness Marina.

4. Draft Orkney Harbours Masterplan – Phase 1

After consideration of a report by the Executive Director of Development and Infrastructure, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Harbour Master, the Sub-committee:

Noted:

4.1. That, in March 2018, Fisher Associates were commissioned to prepare an Orkney Harbours Masterplan, the fundamental purpose of which was to provide a structured framework for the physical development and transformation of Orkney's harbours over a 20 year period.

4.2. That, through a robust methodological process, the draft Orkney Harbours Masterplan had identified a set of preferred proposals for harbour infrastructure enhancements at the following six locations:

- Kirkwall Pier.
- Hatston.
- Scapa Pier.
- Scapa Flow.
- Lyness.
- Stromness and Copland's Dock.

4.3. That, following completion of the Orkney Inter Isles Transport Study in 2019, an Orkney Harbours Masterplan – Phase 2 would be prepared to address the future growth and development of harbour facilities serving the North and South Isles.

4.4. That an Outline Economic Case had been prepared in respect of proposals presented in the draft Orkney Harbours Masterplan – Phase 1, with initial findings for the financial and economic analysis elements included in the draft Masterplan.

4.5. The draft Orkney Harbours Masterplan – Phase 1, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, which now required to be subject to public consultation.

4.6. The Strategic Environmental Assessment, together with the associated Habitats Regulations Appraisal, attached as Appendix 2 to the report by the Executive Director of Development and Infrastructure, which had been undertaken in conjunction with preparation of the Orkney Harbours Masterplan.

4.7. That, following completion of the public consultation, referred to at paragraph 4.5 above, and subsequent approval by the Council, the Orkney Harbours Masterplan – Phase 1 would have status as Planning Policy Advice and would be a material consideration in the determination of relevant planning and works licence applications.

The Sub-committee resolved to **recommend to the Council:**

4.8. That the draft Orkney Harbours Masterplan – Phase 1, together with the Strategic Environmental Assessment, referred to at paragraphs 4.5 and 4.6 above, be approved for consultation purposes.

4.9. That the Executive Director of Development and Infrastructure should submit a report, to the meeting of the Sub-committee on 27 August 2019, detailing the outcome of the consultation, referred to at paragraph 4.8 above, together with a final version of the Orkney Harbours Masterplan – Phase 1.

4.10. That the Executive Director of Development and Infrastructure should submit a report, to the meeting of the Development and Infrastructure Committee on 10 September 2019, detailing the outcome of the consultation, referred to at paragraph 4.8 above, together with a final version of the Orkney Harbours Masterplan – Phase 1, for adoption as Planning Policy Advice.

5. Conclusion of Meeting

At 12:20 the Chair declared the meeting concluded.

Signed: Graham L Sinclair.

Revenue Repairs and Maintenance Budget (excluding minor works allocated to each pier) 2018 to 2019

Pier/Location/Works	Expenditure Budget 2018/19	Commitments at 31 January 2019	Anticipated Expenditure to 31 March 2019	Notes
Miscellaneous Piers and Harbours	£60,000	£0	£0	Helliar Holm Light – nothing required
Kirkwall Harbour	£250,000	£0 £15,222 £49,000	£0 £15,222 £49,000	Waiting Room – design works not commenced West pier resurfacing Shapinsay car park
Shapinsay Pier	£20,000	£15,000	£15,450	Lining and pier repairs
Carry forward R&M	£175,000			Incorporated elsewhere
Carry forward R&M	£250,000	£131,750	£142,782	Funds earmarked for slab replacement and waiting room works re-allocated to work in wake of Flood protection works.
Pier Lighting upgrades	£45,000	£0	£0	Nothing spent over and above Moaness or as minor repairs
New R&M Works per sub report	£250,000	£62,592	£58,401 £32,995	Moaness Pier lighting and railings and repairs Scapa pier fencing
Sub Total	£1,050,000	£273,564	£313,850	
Harbour Building Repairs	£270,000	£47,547 £34,381	£70,000 £34,381	Store Roof £80k (complete). HQ refurbishment final elements.
Linkspan general repairs	£100,000	£88,500	£88,500	Linkspan repairs including cylinders
Linkspan painting	£120,000	£134,627	£134,627	Eday Pier
R&M Piers and Harbours	£100,000	£5,800 £19,000 £25,550 £26,560 £15,800 £3,910 £2,166	£5,800 £19,004 £36,937 £26,560 £15,800 £3,910 £2,166	Kirkwall fendering Loth lighting Ladder replacement Holm fendering Scapa fenders Kirkwall Pier road markings Stromness Pier road markings
Sub Total	£590,000	£403,841	£437,685	
ALWC	£308,100	£394,918	£618,936	Significant additional repair works at Longhope. Programme completion in 2018/19 will be challenging.
Piers and Harbours Total	£1,948,100	£1,072,323	£1,370,471	Probable Underspend £577,629
Tugs refits	£687,500	£761,928	£1,449,428	Significant cost growth ((£761,928) from emergent works and certification changes during refit of two tugs
Scapa Flow Oil Port Total	£687,500	£761,928	£1,449,428	Probable Overspend £761,928

2420

Appendix 1.

Revenue Repairs and Maintenance Budget (excluding minor works allocated to each pier) 2019 to 2020

Pier/Location/Works	Proposed Expenditure Budget 2019/20	Currently unbudgeted potential costs (RISK)	Notes
Kirkwall Harbour	£250,000	£0	Concrete slab replacement
Electrical supplies and pier lighting upgrades	£155,000	£0	Loth and Houton, Kettletoft
Lining	£12,000	£0	Houton and Kirkwall
Water Supply reroute - Eday	£50,000	£0	Design details to be approved by Scottish Water
Ladder replacement programme	£35,000	£0	Various piers
Carry forward R&M	£50,000	£0	Engineering works
Helliar Holm light	Unbudgeted for 2019/20	£60,000	Potentially £60,000
Major Pier Repairs	Unbudgeted for 2019/20	£250,000 estimate	Subject to survey for Papa Westray
Major Pier Repairs	Unbudgeted for 2019/20	£150,000	Stronsay – serious collapse now evident – detailed survey required. Project could become capital. Costings for remedial works.
Sub Total	£552,000	£460,000	
Harbour Building Repairs	£20,000	£(20,000)	Underspend on year as Store Roof £70,000 completed in 2018
Harbour Building rainwater repairs	Unbudgeted for 2019/20	£120,000	Potentially £120,000 for roofing works.
Linkspan general repairs	£50,000	£0	
Linkspan painting	£140,000	£0	
R&M Piers and Harbours	£80,000	£0	
Sub Total	£290,000	£100,000	
ALWC	Nil but risk of slippage.	£0	Works should be complete – but risk of slippage of emergent Hoy repairs works estimated at £300,000.
Piers and Harbours Total	£842,000	£560,000 RISK	Scope to fund unbudgeted pressures from Repairs and Renewals Fund.
Tugs refits	£412,000	£300,000	Separate budget line. To include charter costs. Risk that Azimuth Thrusters will have to be lowered following experience from Erlend/Einar refits.
Scapa Flow Oil Port Total	£412,000	£300,000 RISK	Not all risk will materialise in 2019/20.

Miscellaneous Piers and Harbours and Scapa Flow Oil Port Minor Capital Works Programme – 2018 to 2019

Pier/Location/Works	Minor Work Capital Expenditure Budget 2018/19	Actual Expenditure to 31 January 2019	Anticipated Expenditure to 31 March 2019	Notes
Miscellaneous Piers and Harbours				
Hatston Pier road works Hatston Pier lighting	£300,000	£0	£0	Works now to be undertaken through a separate budget approved via the CPA process on 27 November 2018.
Scapa Flow Oil Port				
Vessel Traffic Services VHF Radio upgrade	£150,000	£92,000	£114,000	Phase 1 system hardware replacement now complete. Final invoice awaiting payment.
Total	£450,000	£92,000	£114,000	

Miscellaneous Piers and Harbours and Scapa Flow Oil Port Minor Capital Works Programme – 2019 to 2020

Pier/Location/Works	Minor Capital Works Budget request 2019/20	Notes
Miscellaneous Piers and Harbours		
Cattle pens	£60,000	Safety works – new, compliant and lower weight cattle pens for the piers at Graemsay, Papa Westray and North Ronaldsay.
Relocated Kirkwall Pier waiting room	£140,000	Relocate waiting room at Kirkwall to the Grain Store – more accessible and safer for foot passengers. Pier Staff mess room also to be relocated to free up letting space at the current office/mess room.
New Flotta waiting	£100,000	Flotta waiting room is in very poor condition – replace with a low cost facility.
Scapa Flow Oil Port		
Vessel Traffic Services	£140,000	Phase 2 – programme and software replacement as next step to Phase 1 which was completed in 2018 to 2019.
Unallocated	£10,000	
Total	£450,000	