



**ORKNEY**  
ISLANDS COUNCIL

**Item: 3**

**Development and Infrastructure Committee: 9 September 2025.**  
**Prohibition of Driving – Bridge Street and Albert Street, Kirkwall.**  
**Report by Director of Infrastructure and Organisational Development.**

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## **1. Overview**

- 1.1. On 10 September 2024, following a request to close Bridge Street and Albert Street, Kirkwall, to vehicular traffic, on Friday and Saturday nights, the Development and Infrastructure Committee recommended that the Corporate Director for Neighbourhood Services and Infrastructure should undertake public engagement and report the outcome to the Committee, prior to commencing statutory consultation in respect of introducing a new Prohibition of Driving.
- 1.2. On 4 February 2025, the Development and Infrastructure Committee noted that the Council engaged Sustrans to carry out public engagement on the proposal to close Bridge Street, Kirkwall, on Friday and Saturday nights, which included an online survey as well as on-street engagement with the public and local businesses.
- 1.3. The Development and Infrastructure Committee subsequently recommended that the Corporate Director for Neighbourhood Services and Infrastructure should commence statutory consultation in respect of introducing a new Prohibition of Driving Order covering Bridge Street, Albert Street, Laing Street, St Olaf's Wynd and Bridge Street Wynd, Kirkwall, in accordance with Option 3, as outlined in the report by the Corporate Director for Neighbourhood Services and Infrastructure, namely:
  - Prohibiting all vehicles, with exceptions for emergencies only, between the undernoted hours:
    - 11:00 and 15:00.
    - 23:00 and 03:00.

## **2. Recommendations**

- 2.1. It is recommended that members of the Committee:
- i. Note the outcome of the statutory consultation in respect of introducing a new Prohibition of Driving Order covering Bridge Street, Albert Street, Laing Street, St Olaf's Wynd and Bridge Street Wynd, Kirkwall, as detailed in section 4 of this report.
  - ii. Note the proposed order, attached as Appendix 1 to this report.
  - iii. Make The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025.

## **3. Background**

- 3.1. Maintenance costs associated with the flagstones on Bridge Street and Albert Street continue to be a burden on the revenue budget. Reducing the volume of traffic using the street would result in less maintenance.
- 3.2. The current Prohibition of Driving Order prohibits vehicles from driving on Bridge Street, Albert Street or Laing Street but does contain several exceptions which leaves this order open to interpretation and abuse by drivers.
- 3.3. The Prohibition of Vehicles Order on the section of Albert Street between Laing Street and Broad Street operates between the hours of 11:00 and 15:00 daily.
- 3.4. Enforcement of these orders remains the responsibility of Police Scotland.

## **4. Consultation and Engagement**

- 4.1. Officers have worked closely with Sustrans to carry out the public engagement, including an online survey, using the Commonplace platform, and on-street engagement with the public and local businesses.
- 4.2. There was strong support for initiatives to prioritise pedestrian safety, whilst also recognising the need to maintain access for businesses, residents and those with mobility issues.
- 4.3. Officers undertook two engagement events specifically aimed at blue badge holders and people with reduced mobility. In addition to these events, hosted at Age Scotland Orkney and the Kirkwall Town Hall, an online survey was also conducted.

- 4.4. Overall, there were 36 people in support of the proposals, 127 who disagreed with the proposals and four who were unsure.
- 4.5. Many respondents suggested that blue badge drivers should have constant access to the street and any derivation from this would be discriminatory.
- 4.6. Those in support cited benefits for the visually impaired and people who have hearing difficulties.
- 4.7. There were also concerns raised regarding lack of disabled parking in nearby car parks. Should this Order be implemented, additional disabled parking will be provided as required in adjacent car parks.

### **Statutory and Public consultation**

- 4.8. The statutory consultation was undertaken between 5 June and 7 July 2025, with one objection received. This is listed in Appendix 2.
- 4.9. The public consultation was undertaken between 17 July and 8 August with 38 objections received. These are listed in Appendix 2.
- 4.10. The majority of these objections relate to blue badge holders not being able to access the street during closure periods. Following early engagement, it became clear that many blue badge holders favoured continued access to the street. Therefore, mitigation was put in place by allowing four hours vehicle access to the street during the hours of 09:00 to 17:00.
- 4.11. Objections were also raised in relation to lack of enforcement. This remains Police Scotland's responsibility.
- 4.12. There were also 13 responses in support of the proposals. The main theme was an improvement to pedestrian safety during the hours of prohibition. These are listed in Appendix 2.

## **5. Options Appraisal**

- 5.1 The following options are open to the Committee:
- 5.2. Option 1 – Do nothing.
- 5.3 Option 2 – Make The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025 as per Appendix 1.
- 5.4 Option 3 – Make The Orkney Islands Council (Various Street in Kirkwall) (Prohibition of Driving) Order 2025 with modifications.

- 5.5 The Council is permitted to make this order with modifications, provided these do not extend the application of the order or impose more stringent restrictions.

**For Further Information please contact:**

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**Implications of Report**

1. **Financial** – Costs associated with introduction of a new traffic regulation order would be borne by the Roads Revenue budget in the first instance. This will include the statutory and public consultation and officer time and will be in the region of £5,000. Funding may be available to contribute towards these costs from the Towns Board or the developer who made the original request for changes to the current order, and these options will be explored further.
2. **Legal** – If the Council wishes to introduce new restrictions, it must obtain a traffic regulation order under the Road Traffic Regulation Act 1984. The requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 have been observed as regards the present form of the order and the procedure to date.
3. **Corporate Governance** – In accordance with the Scheme of Administration, amending existing or making new traffic orders, whether permanent or experimental, where any objection has been raised through statutory consultation procedures, is delegated to the Development and Infrastructure Committee.
4. **Human Resources** – None.
5. **Equalities** – Although the order will affect all drivers, including people with blue badges, there is mitigation in place by allowing access before 11:00 each morning and after 15:00 each afternoon. This approach is intended to provide safe access to the street to all members of the community throughout the course of the working day. An Equality Impact Assessment has been completed and is attached to this report as Appendix 3.
6. **Island Communities Impact** – An Islands Impact Assessment has been completed and is attached to this report as Appendix 4.
7. **Links to Council Plan** - The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Council Plan strategic priorities:
  - ☒ Growing our economy.
  - ☐ Strengthening our Communities.
  - ☒ Developing our Infrastructure.
  - ☐ Transforming our Council.

- 8. Links to Local Outcomes Improvement Plan** - The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Local Outcomes Improvement Plan priorities:
- ☐ Cost of Living.
  - ☒ Sustainable Development.
  - ☐ Local Equality.
  - ☐ Improving Population Health.
- 9. Environmental and Climate Risk** – Restricting traffic from the streets will reduce the emissions and improve the environment for pedestrians.
- 10. Risk** – Less traffic during busy times will reduce the risk to pedestrians and vulnerable road users.
- 11. Procurement** – None.
- 12. Health and Safety** – The proposal will lead to the safe movement of vehicles whilst customers are accessing and exiting shops and venues, and to protect nearby residents from nuisance traffic.
- 13. Property and Assets** – None.
- 14. Information Technology** – None.
- 15. Cost of Living** – None.

#### **List of Background Papers**

None

#### **Appendices**

Appendix 1 – The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025.

Appendix 2 – Consultation responses.

Appendix 3 – Equality Impact Assessment.

Appendix 4 – Island Communities Impact Assessment.



**THE ORKNEY ISLANDS COUNCIL (VARIOUS  
STREETS IN KIRKWALL)  
(PROHIBITION OF DRIVING) ORDER 2025**

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## **Introduction**

Orkney Islands Council in exercise of its powers under Sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 ("the Act"), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

## **Citation and Commencement**

1. This Order may be cited as The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025 and shall come into force on ..... Two Thousand and Twenty [ ].

## **Interpretation**

2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

## **Period of Driving**

3. Save as provided in Article 5 of this Order no person shall, except upon the direction or with the permission of a police officer in uniform, drive or cause or permit to be driven on any day between the hours of 11 a.m to 3 p.m, and 11 p.m to 3 a.m, any vehicle in any of the lengths of road specified in Schedule 1 to this Order.
4. Save as provided in Article 5 of this Order no person shall, except upon the direction or with the permission of a police officer in uniform, drive or cause or permit to be driven at any time on any day, any vehicle in any of the lengths of road specified in schedule 2 to this Order.
5. Nothing in Articles 3 and 4 of this Order shall prevent the driving in the lengths of road specified in that Article of:-
  - a) Any vehicle which is a perambulator or baby carriage or a wheelchair;



- b) Any pedal cycle which is being pushed or wheeled by a person walking alongside such a pedal cycle;
- c) Any vehicle which is being used by any of the emergency services in pursuance of statutory powers and duties;
- d) Any vehicle which cannot be conveniently be used for such purpose in any other road and is in actual use in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the length of roads referred to, or the laying, erection, alteration or repair in or near to the said lengths of road of any sewer or of any main pipe of apparatus for the supply of gas, water or electricity or of any telecommunication apparatus as defined in Schedule 2 to the Telecommunications Act 1984.

## **Road Traffic Regulation Act 1984**

- 6. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Road Traffic Regulation Act 1984 or by and under any other enactment.

## **Revoked Traffic Orders**

- 7. The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) No 1 Order 1982 which came into operation on the First day of April Nineteen Hundred and Eighty Two, is hereby revoked.
- 8. The Orkney Islands Council (Laing Street, Kirkwall) (Prohibition of Vehicles) Order 1993 which came into operation on the First day of May Nineteen Hundred and Ninety Three, is hereby revoked.
- 9. The Orkney Islands Council (Albert Street, Kirkwall) (Prohibition of Vehicles) Order 1995 which came into operation on the First day of November Nineteen Hundred and Ninety Five, is hereby revoked.

10. The Orkney Islands Council (Albert Street, Kirkwall) (Prohibition of Vehicles) (Amendment) Order 1996 which came into operation on the First day of November Nineteen Hundred and Ninety Six, is hereby revoked.

Given under the seal of Orkney Islands Council on the ..... Two Thousand and Twenty [ ]

Head of Legal Services and Governance

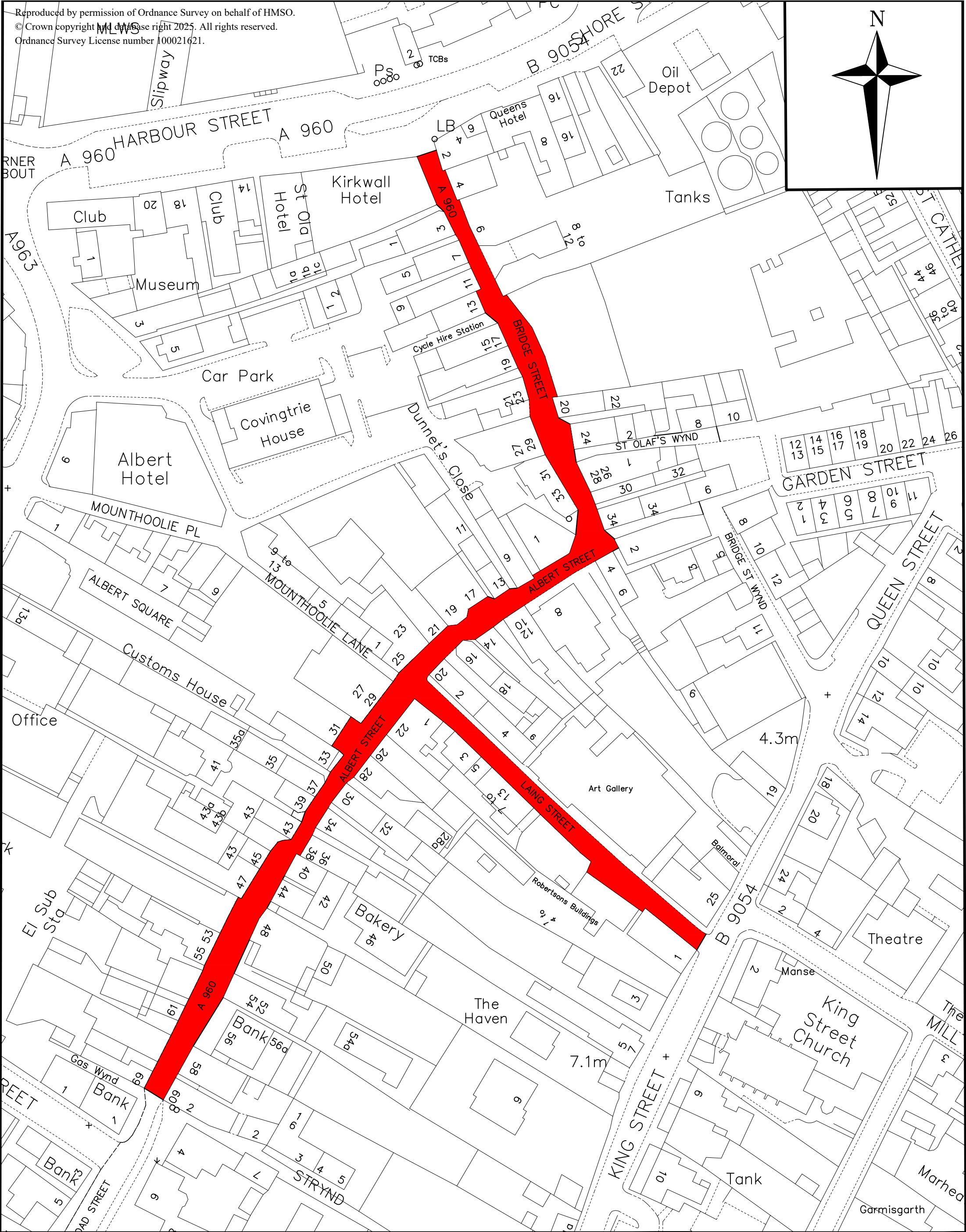
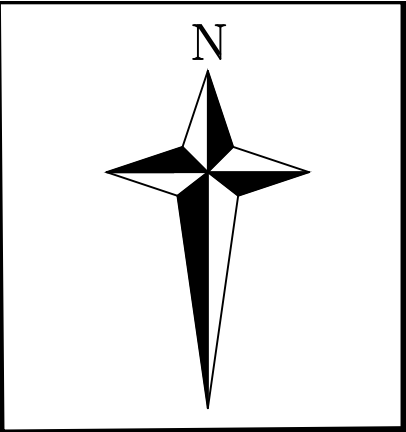
## **Schedule 1**


- (i) On A960 Bridge Street, Kirkwall, from its junction with A960 Harbour Street, Kirkwall, to its junction with A960 Albert Street, Kirkwall, a distance of one hundred and thirty two metres or thereby as shown coloured red on Plan 1 annexed and executed as relative to this Order.
- (ii) On A960 Albert Street, Kirkwall, from its junction with A960 Bridge Street, Kirkwall, to its junction with A960 Broad Street, Kirkwall, a distance of one hundred and ninety eight metres or thereby as shown coloured red on Plan 1 annexed and executed as relative to this Order.
- (iii) On unclassified Laing Street, Kirkwall, from its junction with A960 Albert Street, Kirkwall, to its junction with B9054 Queen Street, Kirkwall, a distance of one hundred and fourteen metres or thereby as shown coloured red on Plan 1 annexed and executed as relative to this Order.

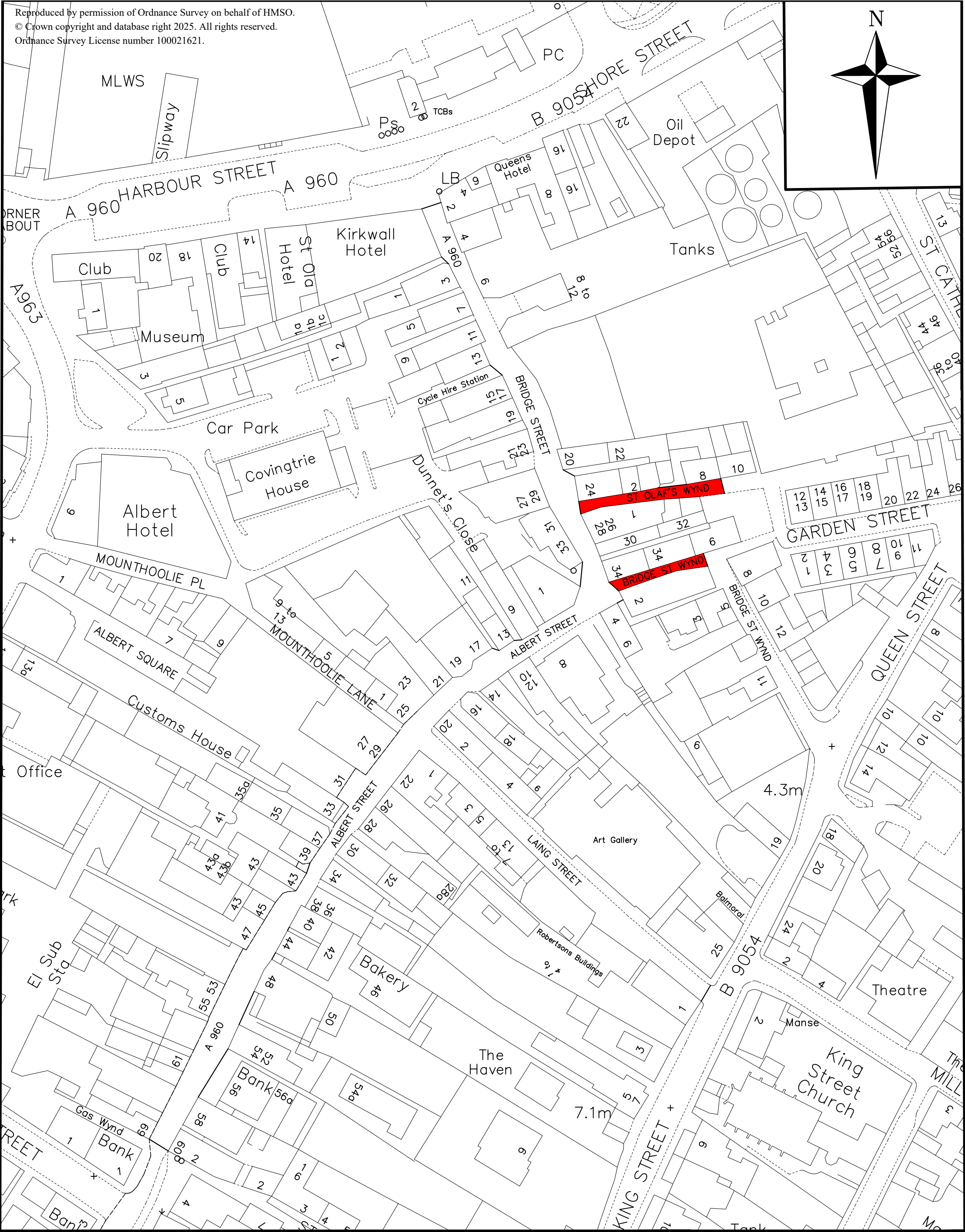
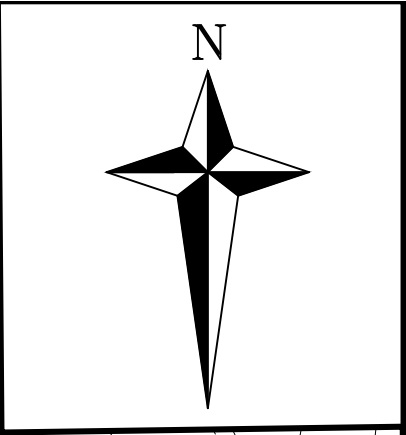
## **Schedule 2**


- (i) On unclassified Bridge Street Wynd, Kirkwall, from its junction with A960 Albert Street, Kirkwall, to a point at the northeastmost corner of number 2 Albert Street, Kirkwall, a distance of twenty eight metres or thereby as shown coloured red on Plan 2 annexed and executed as relative to this Order.
- (ii) On unclassified St Olaf's Wynd, Kirkwall, from its junction with A960 Bridge Street, Kirkwall, to a point at the southwestmost corner of number 10 St Olaf's Wynd, Kirkwall, a distance of forty metres or thereby as shown coloured red on Plan 2 annexed and executed as relative to this Order.





File Ref. R3.27.11		Drawing No. Plan 1		<div>The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025</div>	<div>Closure Times Daily 11am to 3pm and 11pm to 3am</div>	<div>NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094 Corporate Director :- Hayley Green MBA (Public Service)</div> <div> ORKNEY ISLANDS COUNCIL</div>	
Revision							
Date 09 April 2025	Drawn JC						
Scale NTS	Checked MW						



File Ref. R3.27.11		Drawing No. Plan 2		<div><b>The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025</b></div>	<div><b>Closure Times.</b> 24 hours a day 7 days a week.</div>	<div><b>NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE</b>  Council Offices, Kirkwall Orkney, KW15 1NY tel (01856) 873535 fax (01856) 876094  Corporate Director :- Hayley Green MBA (Public Service)</div> <div> <b>ORKNEY ISLANDS COUNCIL</b></div>
Revision						
Date 10 March 2025		Drawn JC				
Scale NTS		Checked MW				



## The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025.

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### Statutory Objections

Response	Details of Response.
Objection 1.	<p>Kirkwall &amp; St.Ola Community Council strongly object to this order and the specific proposals contained within it.</p> <p>The closure of Bridge Street, Albert Street and Laing Street for 8 hours per day, 365 days per year is completely unacceptable considering the potential serious consequences for businesses and residents who live and work in this main artery of our town.</p> <p>The Community Council can see no justifiable reason for the full and permanent closure of St Olaf's Wynd.</p> <p>The Community Council were unsure these road closures would address the reasons for the closures and potential have additional unintended consequences. Exploring traffic calming measures, and encouraging enforcement of the current restrictions would be more favourable.</p> <p>There was also grave concerns about the Suggested retractable bollards, we object to this idea. Using this system would be even more difficult for taxis/private hire vehicles to access the homes and holiday lets in that area and businesses receiving and doing deliveries. Another main concern is access for police/fire/ambulances"</p>

## Public Objections.

Response Number.	Details of Response.
Objection 2.	<p><b>Objection one</b></p> <p>Section 1(1)(a) of the Act refers specifically to avoidance and prevention of the likelihood of danger to persons using the road.</p> <p>Section 1(1)(c) of the Act refers specifically to facilitation of the passage on the road for any class of traffic including pedestrians.</p> <p>The document relating to the draft Order, “Council’s Reasons for Proposing to Make Order” (hereinafter referred to as OIC reasons) at the fifth bullet point refers to a public engagement exercise which concluded that there was strong support for initiatives to prioritise pedestrian safety.</p> <p>At present, Albert Street from its junction with Laing Street is ostensibly closed to vehicular traffic between 1100 and 1500 daily, but in reality that short stretch of street is rarely free of vehicular traffic at any time of the day or night, and most definitely does not enable or facilitate avoidance and prevention of the likelihood of danger to pedestrians.</p> <p>It follows, therefore, that the existing restrictions fail to meet the provisions of sections 1(1)(a) and 1(1)(c) of the Act, and it seems reasonable to conclude that the evident failure to enforce the restriction that applies at present would continue if the proposed provisions are adopted.</p> <p>It seems fair to conclude, given that OIC reasons briefly mentions pedestrian safety in the context of a public engagement exercise but fails to mention the statutory duty imposed on OIC as Highways Authority through the provisions of sections 1(1)(a) and 1(1)(c) of the Act to protect pedestrian safety, that it is at best a secondary consideration for OIC.</p> <p>Notwithstanding that OIC have no responsibility for ensuring the various consequences for drivers of not following the rules contained in the Highway Code, it seems safe to assume that OIC should consider the hierarchy of road users as described in that document when imposing restrictions on vehicular traffic, but the draft Order, as presented, makes no attempt to do so.</p> <p><b>Objection two</b></p> <p>At bullet point three in OIC reasons it states that a request was made to close Bridge Street on Friday and Saturday nights.</p>



Response Number.	Details of Response.
	<p>Prsumably, this has resulted in the suggestion at 3. Period of Driving in the draft Order, as presented, to prevent vehicles to be driven on the roads specified in Schedule 1 between the hours of 2300 and 0300 on any day.</p> <p>To the best of my knowledge and belief, the request to close Bridge Street on Friday and Saturday nights was made by an individual who operates a business in Bridge Street and wanted the closure to be applied in order that it would provide benefit or convenience to that business. There does not appear to be any provision in the Road Traffic Regulation Act 1984 that would allow road closures to be made specifically for the benefit or convenience of an individual or a business, and so the reasoning for suggesting the closure of Bridge Street between the hours of 2300 and 0300 on any day would appear to have, at best, an uncertain legal basis.</p> <p>Also, if OIC appear to accept that individuals leaving a place of entertainment between the hours of 2300 and 0300 deserve the protection of the closure of a road that they may or may not use having left that place of entertainment, that argument must logically be applied throughout the day, every day, to those who use Bridge Street, Albert Street and Laing Street for safe passage to retail and commercial premises; to domestic dwellings; and simply as a safe civic space. To argue otherwise would be intentionally discriminatory, illogical and counterintuitive.</p> <p><b>Objection three</b></p> <p>At bullet point one in OIC reasons it states that maintenance costs associated with flagstones on Bridge Street and Albert Street continue to be a burden on OIC's revenue budget. The suggestion that reducing the volume of traffic using the street would result in reduced maintenance was part of the original arguments used for imposing restrictions on vehicular traffic on the street in the early 1970s.</p> <p>OIC have erected signs at the western end of Bridge Street displaying a weight restriction of 7.5 tonnes.</p> <p>This restriction is breached multiple times every day, often by vehicles belonging to OIC. The damage that has been done, and continues to be done, not only to flagstones but to surface drainage, sewerage, water supply, electrical and telecoms infrastructure, and probable archaeological remains under the street, is entirely down to OIC's negligence in not imposing stricter vehicular restrictions and ensuring their enforcement over many years.</p>

Response Number.	Details of Response.
	<p>To suggest that imposing restrictions on vehicular access for four hours in the day will result in any appreciable reduction in infrastructure damage demonstrates a fundamental lack of understanding of basic civil engineering principles.</p> <p>Given that extant restrictions on vehicle access are routinely and apparently completely ignored, it would seem safe to assume that any proposed restrictions would suffer the same fate, expecting those proposed restrictions to result in reduced maintenance costs are wildly unrealistic.</p> <p>Sections 1(1)(b), (d), (e) and (f) of the Road Traffic Act 1984 make various provisions for restricting vehicular access to prevent damage to a road or any building near a road; for preventing the use of a road by vehicular traffic of a kind that is unsuitable for the existing character of a road or adjoining property; for preserving the character of a road; and for preserving or improving the amenity of an area through which a road runs.</p> <p>On their own, sections 1(1)(b), (d), (e) and (f) could be used to justify restricting vehicular access to Bridge Street, Albert Street and other streets and lanes connected to those streets, but the draft Order, as presented, makes no attempt to do so.</p> <p><b>Objection four</b></p> <p>At bullet point two in OIC reasons it states that current Prohibition of Driving Orders prohibit vehicles from driving on Bridge Street, Albert Street and Laing Street.</p> <p>In reality, any prohibitions that may exist are completely ignored by vehicle drivers throughout the day and night, and are therefore worthless.</p> <p>At bullet point two it goes on to state that due to several exceptions for permit holders and blue badge holders the existing Prohibition of Driving Orders are open to interpretation and abuse by drivers accessing these streets without meeting the required criteria.</p> <p>The failure arising from misinterpretation of the existing Prohibition of Driving Orders is entirely the fault of OIC through their failure over many years to either amend or replace the existing Orders with a single Order that is fit for purpose.</p> <p>The failure arising from abuse of the existing Prohibition of Driving Orders is entirely the fault of Police Scotland through their failure to enforce the extant prohibitions on vehicular traffic.</p>

Response Number.	Details of Response.
	<p>These failures have been apparent for many years, and OIC and Police Scotland have unquestionably failed to address them.</p> <p>At bullet point two it goes on to suggest that drivers accessing the streets without meeting the required criteria for exceptions, such as permit or blue badge holders, are somehow responsible for the failures addressed above.</p> <p>In reality, there are few, if any at all, retail, commercial or domestic premises on Bridge Street, Albert Street or Laing Street that are further than fifty yards from a car park, so it is difficult to see any justification for vehicles to be granted any exceptions to restrictions.</p> <p>One possible justification could be for deliveries to the retail and commercial premises that do not have access to their properties through car parks, but access to those premises via the street could be achieved through short periods in the morning or afternoon for such deliveries to be made, with the street closed for the rest of the day and night.</p> <p>In relation to blue badges, it is abundantly clear that OIC do not fully understand the limited circumstances applying to their legitimate use.</p> <p>A blue badge does not give its holder the right to access areas that are prohibited to traffic at any time they choose to do so, nor does it give the holder the right to use streets for recreational driving which many blue badge holders presently do.</p> <p>Restrictions on the use of blue badges should be enforced in order that they are only used for the legitimate reasons detailed in the guidance available to all blue badge holders.</p> <p>While OIC are engaged in applying unnecessary exceptions, they are completely ignoring the rights and legitimate expectations of pedestrians, particularly as provided for in sections 1(1)(a) and 1(1)(c) of the Act, and they are ignoring the requirement under separate legislation to protect and enhance the historic, cultural and civic spaces of Kirkwall specifically and Orkney as a whole.</p>
Objection 3.	<p>I have had representation from a constituent who lives in Rendall and has, for all of her driving years, been in possession of a blue badge due to her mobility issues. Disabled access has enabled them to carry out their own errands on the street in Kirkwall. They are concerned about the proposed road closures as detailed in the Orcadian, 17 July 2025.</p>

Response Number.	Details of Response.
	<p>Can they be assured that their blue badge will continue to allow them access to Bridge Street and Albert Street at all hours during the day? Closures between 11pm and 3am would not affect them.</p>
<p>Objection 4.</p>	<p>While I welcome the idea of reducing traffic flow in the above Streets, I'm concerned at the lack of consultation with residents and businesses and the impact of the proposals.</p> <p>Going through your reasons for the proposal</p> <p>Par 2 states that the current order is being abused by drivers who don't meet the required criteria. Have attempts been made to enforce the current order? And if it's unenforceable, how will the new order be enforced? If only residents and business vehicles were on the roads I suspect there wouldn't be a problem.</p> <p>Par 3 I didn't know about the proposal until I saw the Council information on my lamppost.</p> <p>Par 5 I've been living in Laing street for the past two and a half years. As a daily pedestrian in the town centre I've never felt unsafe from traffic because drivers take great care and drive slowly. I often feel unsafe from cyclists who come up behind me with no warning and often at speed.</p> <p>Par 6 The need to maintain access for businesses, residents and those with mobility issues. The detail of this will be crucial to the success of the new order.</p> <p>In conclusion:</p> <p>I'd suggest that the council take steps to enforce the current order before implementing a new order which significantly reduces vehicular access for residents and businesses.</p> <p>If the new order goes ahead every business and resident should have a permit to allow vehicular access when needed whether this is as a car owner, or car hirer and in my case a member of the</p>

Response Number.	Details of Response.
	<p>car club, or use of a taxi. This will be a relatively small number of vehicles, and for many residents vehicle use would be occasional.</p> <p>I'd suggest the real problem is the vehicle use by non residents.</p>
Objection 5.	<p>Unless suitable and appropriate exemptions are introduced, I object to these proposals on the grounds of unfeasibility, unfairness and discrimination.</p> <p>Generally, it is welcomed to reduce traffic on Kirkwall's "high streets". However, since it is OIC who runs Orkney Ferries, you must be aware of the times the ferry gets in from the North Isles. You must also be aware of the times the ferries sail back and that cars have to queue for the ferry on time.</p> <p>As a Stronsay resident, to me it is quite obvious that it would be impossible to shop in town (particularly for bigger items or at several stores), access one of the pharmacies, and some venues/cafes/restaurants and so forth because neither I nor a taxi or anybody else could drop off my disabled son there or pick him up with the shopping.</p> <p>Obviously, if there are no suitable exemptions, there will also be an economic impact for the shops.</p> <p>OIC's proposal does not state whether it is intended to keep the blue badge exemptions. The wording in your statement of reasons would suggest there is no such intention. Clearly this prevents people with disabilities and mobility limitations from participating in normal life.</p> <p>Also: Not everyone with a disability has (or qualifies for) a blue badge. My son has cancer and therefore falls under the definition of the relevant Act. He would most likely not qualify for a blue badge (which might be a different issue to be raised elsewhere). Therefore, he would be forced to stressful walks, for example just to reach Boots pharmacy, and would always run the risk to afterwards ending up in the Balfour.</p> <p>Unless taxis would be exempt from the driving ban, at all times. Because this would facilitate access.</p> <p>Given that OIC only recently made sure that taxi fares increased quite significantly, it would be very unlikely that taxi traffic could increase as a consequence of granting an exemption. Only who must use a taxi will actually use one. My son must. He has no choice.</p>

Response Number.	Details of Response.
	<p>Insofar, were blue badge holders as well as taxis exempt, the issue of direct discrimination of elderly, vulnerable and disabled could easily be avoided. Please note that also some tourists are elderly and/or disabled. Surely, OIC would not wish to prevent them from accessing Kirkwall's high streets by taxi?</p> <p>The proposed night time driving ban also carries risks, possibly even significant ones, again for elderly and/or disabled and/or otherwise vulnerable citizens but additionally for women and girls. It is simply not safe to wander about at night time when there could be drunk people about. Kirkwall is sadly no longer the safe place it used to be.</p> <p>Permitting 24/7 access for taxis would add a safety layer.</p> <p>I see less of a problem for B. These streets are short, and presumably residents will have permits (this is an issue they would need to comment on themselves) but still, taxi exemption must apply.</p> <p>In summary:</p> <p>The current proposal in relation to A leads to direct discrimination of elderly/vulnerable/disabled citizens unless mitigated by 24/7 exemptions for blue badge holders and taxis.</p> <p>Furthermore the proposal leads to significant disadvantage of residents of the Outer North Isles.</p>
Objection 6.	<p>I strongly oppose the proposed TRO 'The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025'</p> <ol style="list-style-type: none"> <li>1) The access restrictions will cause unreasonable reduction in access for residents, businesses and those with mobility needs</li> <li>2) The enforcement plans for the proposed order are inadequately outlined</li> <li>3) The need and justification of road closure are not made in clear financial terms</li> <li>4) The time restrictions will cause increased risk to school children</li> <li>5) The access restrictions are far beyond those requested</li> <li>6) The restrictions oppose the recommendations of the previous public engagement report to recognise 'the need to maintain access for businesses, residents and those with mobility issues' and go against key local plan priorities.</li> </ol> <p>In detail:</p>

Response Number.	Details of Response.
	<p>1) The daily restrictions proposed are unreasonable given the current average levels of traffic and pedestrian usage. Significant daily, weekly and seasonal fluctuations in pedestrian usage are not accounted for by the restrictions which would see a quiet Sunday in February treated in a similar fashion to the peak summer season. Current ad hoc road closures adequately restrict traffic, although they restrict resident, business and blue badge holder access this is a well-tolerated balance. As a safety improvement a road closed sign should be placed at the end of Laing Street on these occasions to prevent reversing down this street for access during these periods.</p> <p>2) The new order will remain as 'open to interpretation and abuse' as current restrictions. The current traffic signs stipulate access only on Bridge Street and Laing Street and a 15mph limit, there are also signs showing additional restrictions on Albert Street. These are reasonable conditions, but they are not enforced. Without clear details of a clear, cost-effective enforcement plan the Prohibition of Driving Order is unlikely to deter those who already flout the current restrictions.</p> <p>Referring to the minute below:  Development and Infrastructure Committee Tuesday, 4 February 2025, 09:30.  4. Prohibition of Driving – Bridge Street and Albert Street, Kirkwall  4.3 'That implementation of any new order would require the installation of retractable bollards at the start of Bridge Street and end of Albert Street and Laing Street, Kirkwall, to ensure strict control of the prohibition order.'</p> <p>The cost of a retractable bollard system in three locations, which would have to rise and retract four times every 24 hours (presumably with suitable warnings to vehicles and pedestrians) has not been costed. Alternatives such as an affordable numberplate recognition system should be explored. Retractable bollards represent a significant hazard and visual insult to the town, as well as a considerable ongoing maintenance cost.</p>

Response Number.	Details of Response.
	<p>3) The order is unlikely to significantly ease maintenance of flagstones costs. The maintenance of flagstones is also an issue for Victoria Street, Kirkwall and the main street running through Stromness. Neither have similar access restrictions in place. Cars are routinely parked on flagstone pavings around St Catherine's Place, Mounthoolie Place and other locations without enforcement. There is no evidence that the proposed restriction will have a net reduction in vehicular access. It is likely that it will displace activity and result in similar if not identical maintenance being required.</p> <p>4) There will be an increased risk to school children because of the knock on effect of the TRO. The order will mean that delivery services (parcels/post), resident access and business access (stock delivery and product dispatch) will intensify at times when children are walking to school. This will include Papdale Primary School (9.00-3.00) which strongly advocates walking/cycling to school and KGS (8.35-3.35) students who live locally or utilise the transport centre and ferry services. The reduced time window may also have the effect of increasing speed used to make deliveries.</p> <p>5) The new order goes far beyond the request (from a single developer) for restrictions to be put in place on Friday and Saturday nights.</p> <p>Furthermore, referring to the following report:</p> <ul style="list-style-type: none"> <li>• Item: 9</li> <li>• Development and Infrastructure Committee: 10 September 2024.</li> <li>• Prohibition of Driving – Bridge Street and Albert Street, Kirkwall.</li> <li>• Report by Corporate Director for Neighbourhood Services and Infrastructure.</li> <li>• 1.7. Options on how to manage the closure have been considered. Signage would need to be placed by the Council, and bollards have been considered. The developer has confirmed they would contribute to the cost of these.</li> </ul> <p>It is stated that the developer confirms they would contribute to the proposed signage and bollards. This financial contribution raises questions about proceeding with the TRO and bollard</p>



Response Number.	Details of Response.
	<p>scheme. There are uneven benefits to the developer compared with costs in terms of restriction of access for residents, businesses and those with mobility issues along the entire length of Bridge Street, Albert Street and Laing Street. The influence of financial contribution by a single developer, following their personal request, points to a possible lack of independence in this TRO process that bears examination.</p> <p>6) The public engagement report states that there is a need to maintain access for businesses, residents and those with mobility issues. There is in my view an inappropriate prioritisation by OIC with the proposed TRO in terms of the Council Plan and Local Outcomes Improvement Plan.</p> <p>With reference to:</p> <ul style="list-style-type: none"> <li>• Item: 9</li> <li>• Development and Infrastructure Committee: 10 September 2024.</li> <li>• Prohibition of Driving – Bridge Street and Albert Street, Kirkwall.</li> <li>• Report by Corporate Director for Neighbourhood Services and Infrastructure.</li> <li>• Implications of Report</li> <li>• Links to Council Plan - The proposals in this report support and contribute to</li> </ul> <p>2. improved outcomes for communities as outlined in the following Council Plan strategic priorities:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Growing our economy.</li> <li><input type="checkbox"/> Strengthening our Communities.</li> <li><input checked="" type="checkbox"/> Developing our Infrastructure.</li> <li><input type="checkbox"/> Transforming our Council.</li> </ul> <p>3. Links to Local Outcomes Improvement Plan - The proposals in this report support and contribute to improved outcomes for communities as outlined in the following Local Outcomes Improvement Plan priorities:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Cost of Living.</li> <li><input checked="" type="checkbox"/> Sustainable Development.</li> <li><input type="checkbox"/> Local Equality.</li> </ul>

Response Number.	Details of Response.
	<p>Strengthening communities and local equality are key to creating vibrant town centres where people want to live and should be prioritised rather than sacrificed.</p> <p>In conclusion, the proposed TRO will increase risk to children walking to school, it will unreasonably limit access for residents, businesses and Blue Badge holders, it will either not be enforced or will be expensive, unsightly and unsafe to enforce. The proposed TRO also appears to be unduly influenced by a single request from a developer who offers financial assistance towards its achievement, this proposal is in contrast with other similar stretches of shared pedestrian and vehicular streets in the county.</p> <p>Finally, although prescribed statutory processes are being followed for the TRO, ensuring local residents are genuinely contacted, informed and able to respond in ways that suit them is crucial for any consolation to be meaningful. Pages of documents, in different online locations, with numerous subheadings require time and meticulous care to analyse. The reports I have referred to are not photocopied and available at the council offices. This sort of meticulous engagement is beyond the scope of many, this excluding them from the processes that affected their daily lives. To expect it is unreasonable and undemocratic. The timing of the Sustrans survey in the school holidays and the bias inherent in the anonymous information it collected is particularly unfortunate.</p>
Objection 7.	<p>I would like to make my thoughts known on the proposed road closures on Bridge Street, Albert street and Laing Street. Between the hours of 11.00 am and 3.00 pm I feel this would be restrictive to businesses and to people with mobility issues, and therefore object strongly to the closure. Between 11.00pm and 3.00 am I have no objections.</p>
Objection 8.	<p>After reading about the plans to make parts of the town car free, even though I'm some ways this would be a good idea, this would have a huge impact on people using the local facilities. Also, if people like ourselves can't drive around the streets, this will impact trade also.</p>

Response Number.	Details of Response.
	<p>I have two disabled children, one of which has mobility issues, uses a wheelchair and has a blue badge.</p> <p>As a family, we can't go walks, bike rides, family trips by foot and every week take a trip to Kirkwall as we can get close to the shops and give my son the opportunity to do normal things like going to the toy shop, painting, getting new clothes, having some lunch.</p> <p>By making this area car-free, people like my child won't have the accessibility and be isolated</p> <p>I know I'm not the only person in the area with similar concerns.</p>
Objection 9.	<p>As a Blue Badge holder, I am against these proposals because although there is parking at the rear of these streets, but not nearly enough disabled parking spaces, if your proposal is for us all to park in the parking provided. It is still quite a distance to walk or indeed use a wheelchair. In the winter months this will be made considerably worse, trying to walk against the wind with one or even two walking sticks, I do not want to rant but many times I have been down the street and there are vehicles (not vans) that seem to park all day without a blue badge and not just one day. On the subject of the vans, why should they be aloud access when a lot of the business they are visiting have rear entrances? (i know some don't). I do however agree with the late night exclusions. I URGE YOU ON BEHALF OF THE ORKNEY DISABLED COMMUNITY NOT TO DO THIS.</p>
Objection 10.	<p>We, as a business based on Albert Street do not agree with the proposed street closures as we regularly get deliveries and this would be very inconvenient as I'm sure it would be for other businesses and residents.</p>
Objection 11.	<p>As a worker in one of the shops that would be affected by the lack of ability to get stock deliveries during these hours as the street is the only access for them especially heavier items. Also some of our customers with limited mobility use taxis to be dropped off at our door.</p> <p>Also having had an experience of having to call the police for someone having a mental health crisis I am extremely concerned that with having the bollards in place it will slow down response</p>

Response Number.	Details of Response.
	<p>times. As a lone female working this can leave us vulnerable. Plus any residents or anyone having a medical emergency.</p> <p>My other concern is with the new club opening and no taxis being able to pick people up from there the safety of people having to go down some of the less well lit lanes in order to get home or access taxis home.</p>
Objection 12.	<p>I just want to raise my concerns over the proposed road closures between the hours of 11am-3pm and 11pm-3am daily on Albert Street, Bridge Street and Laing Street.</p> <p>I own and operate 2 businesses in this area and due to the nature of our busy businesses we regularly require access to both premises at various times through the day and at night for things like deliveries, waste collections (by ourselves not the council collections) just to name a few. Unfortunately we have no rear access into either of our premises and the only way we can get access is from the street. We have gone for years now without this being a problem and I'm curious as to why this change is needed.</p> <p>I also feel this may hamper our trade as we have regular customers that get to us by vehicle because of mobility issues or by taxi and in the modern difficulties of running a business with rising costs it's extremely disappointing that something like this could cause further struggle to local businesses in the centre of town.</p> <p>In the evenings I'm much happier knowing that customers can get safely home by being picked up from straight outside the premises especially now with the addition of a new night club which will mean more people on the street in the late/early hours of the night and morning.</p>
Objection 13.	<p>All over the UK towns are following this pedestrian format and forgetting that the old age population is increasing with many having mobility problems, these people are the main supporters of your local shops the whole year round</p>

Response Number.	Details of Response.
	<p>Stop being lemmings and following the crowd instead stand up for the people of Orkney and keep the streets open and maybe it won't turn into a ghost town like the many other towns in Britain I strongly oppose the closure of the streets.</p>
Objection 14.	<p>I am writing to make formal representations regarding the proposed prohibition of the driving of motor vehicles on Bridge Street Wynd, which currently provides essential vehicular access to our premises on Bridge Street Wynd.</p> <p>While it is our intention to use this building in future for rehearsals, performances, storage and other community arts activities. The Store currently requires substantial renovation before it can be made fit for purpose. These works are ongoing and involve regular access by contractors, delivery vehicles and tradespeople including outside standard working hours. Unrestricted vehicular access is therefore essential during this phase of development.</p> <p>Once operational the building will support our longstanding role in Kirkwall's cultural life. Our productions involve the transport of large sets props costumes and technical equipment and we often require evening and weekend access. Continued vehicular access will remain vital even after renovations are complete.</p> <p>We fully recognise the value of improving pedestrian safety and enhancing the public realm in the town centre. However we respectfully request that the council ensures 24/7 vehicular access is preserved both during this renovation period and in future operation. We are willing to explore practical solutions such as restricted-access permits that can balance the needs of our organisation with those of wider community and would be happy to engage further with council to help identify a workable fair solution.</p>
Objection 15.	<p>We would like to express our concern at the above proposed measure. Our concerns are on the basis that these prohibitions would be a significant inconvenience to both our clients and our employees. They would be unable to drive to and from our office, and park in our private car park next to the office, during business hours. Clients and contractors often need to drive (or in some cases be driven) to our offices for a variety of reasons; some have mobility issues; some will be transporting paper records back and forth; and some will be servicing or replacing office equipment.</p>

Response Number.	Details of Response.
	<p>Though the consultation refers to ‘making the street a safer place’, we are not aware that there is a significant safety problem as matters stand.</p>
Objection 16.	<p>I am writing to object along with suggested amendments but also support some of the planned closure to Bridge Street and Albert Street between 11am and 3pm and 11pm to 3am, 7 days a week, 12 months a year. We currently operate from Bridge Street and plan to relocate to Albert Street. During 2026, we plan to conduct development works therefore access for deliveries and services during that time potentially would be restricted which could be an issue?</p> <p>I notice there has been no provision or consideration from what I can see to the winter time when it is poor weather severely restricting access to the street, this could really hit the businesses hard in this quieter time of year. If a closure is to be happen at 11am to 3pm, it should only be between May and the end of September when it’s the peak time for visitors and better weather conditions, this should be trialled first before a year round restriction is considered. How will the restrictions be policed? Who would open and close the street and operate the bollards and how much cost would this be to the OIC? Or will this be timed electronic motorised bollards? There is inadequate parking for accessibility to the street and this needs to be considered before restrictions of street closures, are there any planned additional parking to service the town centre and support the businesses within it? If not, these considerations should be made or a better park and ride option to help service and enable more visitors and locals to enjoy their time in the town centre making it as accessible as possible? Park and ride worked well during the Island Games, could a similar service be considered? I am in favour of closure of the street between 11pm to 3am 7 days a week, this makes sense and cuts down on the wacky races around town creating anti-social behaviour and makes it better and safer for local residents in the town centre.</p>
Objection 17.	<p>I wish to formally register opposition to the road closures proposed on grounds of Lack of access for disabled drivers. Lack of access for delivery and collection to shops in bridge street. The proposed hours open are in realistic The absence of proven statistics that having traffic on the road has led to actual injury above that seen on other roads. This sets a worrying precedent for</p>

Response Number.	Details of Response.
	closure of narrow roads such as the main road through Stromness Lack of trial period to prove effectiveness if there is evidence that has not been presented as to the actual v perceived risk I would suggest a trial period with measured outcomes in all above areas to evidence success without causing unnecessary downside to other people.
Objection 18.	Bona fide Blue badge holders should not be denied access to Kirkwall man street 11 till 3pm. There are no banks in stromness and the few that are mostly close at 3pm so it is no use going later. This is particularly relevant to those with difficulty walking. Locals should not be disadvantaged.
Objection 19.	<p>Having carefully considered the proposal, we have the following comments to make:</p> <ol style="list-style-type: none"> <li>1. The proposal to make the area car-free between the hours of 11pm and 3am is sensible, appropriate and proportionate, especially given the increased pedestrian footfall which will arise from the new nightclub, as well as the existing late-night opening premises within the vicinity. Allowing vehicular traffic at these times is not conducive to road safety and is likely to lead to accidents involving pedestrians (who may have been drinking) and vehicles</li> <li>.2. On busy summer days during the “cruise season”, a closure to vehicular traffic between 11am and 3pm is also sensible to minimise pedestrian/vehicle conflicts. The exact timings and necessity could be linked to the potential passenger numbers that are expected from the ships that are calling into port, similarly to how certain other roads in town may close when there is a cruise ship with a large number of passengers (e.g. Broad Street).</li> <li>3. Our experience is that in the winter months, the street becomes much quieter, with very little traffic, so it is a disproportionate action to impose a total road closure during these months, especially for people with disabled badges, who may wish to drive up the street for shopping, prescriptions, bank etc before it goes dark.</li> <li>4. Like other businesses, we have a need for stock and supplies to be delivered to our premises on a regular basis, some of which would be damaged by exposure to inclement weather, for example if they had to be wheeled down on a trolley or cart.</li> </ol>

Response Number.	Details of Response.
	<p>Also it is not clear where such a delivery vehicle would park if the street were to be closed.</p> <p>5. Given Orkney's often informal approach to certain regulations (e.g. road closures), the method of closing the street should be a physical one, rather than a legalistic, administrative one. Thought needs to be given to how the closure will be enforced and by whom, given the stretched Police resources and historic difficulties in enforcing road traffic restrictions within Orkney.</p> <p>Therefore, we propose that some form of rising bollard system, as installed in other local authority areas in Scotland, could be installed, with access codes being given to those who need to continue to gain access to the street during trading hours, but a lockout for all access between the hours of 11pm and 3am.</p>
Objection 20.	<p>We write to strongly object to Orkney Islands Council's proposal to introduce a new Traffic Regulation Order which will prohibit the driving of motor vehicles on Bridge Street, Albert Street and Laing Street between 11am and 3pm and 11pm and 3am daily. We have resided at Albert Street for some ten years now and the only way we are able to access our house is via Albert Street. My husband is self-employed and parks his van at the foot of the stairway which provides this access. He works all over Orkney, including at times in Kirkwall, and he requires to be able to access his vehicle and home at various hours of the day, including between the hours cited on your proposal. It is not practical or even reasonable to suggest residents of Albert Street and the other Streets mentioned conduct their day to day lives without being able to have vehicular access to their homes at these times. Living on an island we rely on items being transported and delivered and are unable to dictate the hours of such deliveries. We note delivery vehicles are not mentioned under part 5 of OIC's (Prohibition of Driving) Order 2025. We imagine this will be a major issue for businesses as well as residents. What solution is OIC proposing to this problem which will be a direct result of this Traffic Regulation Order? How should businesses receive deliveries and how should residents of these streets transport everyday goods, such as groceries, to and from their houses or flats, if times to do so are restricted? What solution does OIC propose for this? Are any members of the Council who are in support of the new Traffic Regulation Order residents on any of these streets? We understand the streets can become busy at times and this</p>



Response Number.	Details of Response.
	<p>is inconvenient for tourism, but why should residents suffer? Perhaps an alternative would be to give residents exemption permits and the council and police ensure that they enforce the restrictions for all others? We note the restricted access currently in place on part of Albert Street doesn't appear to ever be enforced, which perhaps is exacerbating the issue. If this was enforced then the street would indeed have less traffic and be a safer, more enjoyable place for pedestrians during busy lunchtimes. We hope you give our objections serious consideration as this new Traffic Regulation Order, if it goes through, will cause us significant inconvenience and have a huge negative impact on our lives.</p>
<p>Objection 21.</p>	<p>We have concerns regarding the proposed pedestrianisation of Bridge Street and Albert Street for the main part of the day. While we are not opposed to greater pedestrianisation in the area, there are several issues that we wish to highlight</p> <p>One of the reasons for the new order is that the present restrictions are not being adhered to. Unless there is better monitoring of the area and appropriate sanctions for offenders, the new order, if passed, may well succumb to the same problems. Surely it would be better and more cost effective to improve the current situation.</p> <p>Legitimate blue badge holders often are unable to walk any great distance and rely on being able to park near where they wish to shop or carry out business. Although there are car parks near to Albert Street and Bridge Street, these are often full, and this could become a greater problem if the few disabled spaces are in greater demand.</p> <p>Elderly residents of Stromness have a regular trip to shop in Kirkwall on the Hamnavoe Carers bus, and often prefer to go to smaller town shops rather than the supermarkets. Under the new legislation, their bus would be unable to access the main street between 11am and 3pm. Since banks, which are in short supply with none in Stromness, often close at 3pm, the option of a later visit is not viable. Many elderly people do not engage with online banking and need to visit the branch in person to carry out transactions.</p>

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	<p>We realise that there is a need for greater pedestrianisation when there are large cruise liners visiting, but local disabled and elderly people as well as businesses should not have their situation made worse all year because of this seasonal busy time. We need to encourage and support our local businesses while we have them, as this new proposal could lead to fewer people using the town centre and opting to go to larger supermarkets instead.</p>
<p>Objection 22.</p>	<p>I am a volunteer for an organisation which seeks to assist older Stromness residents who have mobility issues and transport restrictions.</p> <p>The opportunities provided to our clients include transport to several businesses, including banks, on the streets which are being considered for prohibition of access for vehicles. I and our other volunteers feel that this discriminates against the principle of the Blue Badge scheme, of which our organisation is a member.</p> <p>Should this proposal to prohibit vehicular access along Albert Street and Bridge Street be approved, one effect will be to deny our clients access to facilities upon which they depend. Please consider this negative effect on our older citizens before any lasting decision is made.</p>
<p>Objection 23.</p>	<p>As the owner of a business on Albert Street I have to object to the street closure proposals. There is no rear access to most of the business premises on our side of the street and the only access to our premisses is through the street. We need access for deliveries during these times, the current permit scheme works for our business but there is no control of who drives through the street. All businesses on the street struggle for customers in the winter and many of our customers are elderly or disabled who need to park as near to the shops as possible, closing the street will loose several necessary customers and possibly lead to shop closures. there are several disabled busses with passengers from various organisations who also park on the street on certain days of the week to give their clients access to the shops. To close the streets at this times would prevent access to the shops for these customers. For shops without rear access there has to be some sort of permit scheme of access similar to what we have now.</p> <p>I would also object to the street closures during the night. If it was known that there was going to be a traffic problem, permission should never have been given for the night club. Driving through</p>

Response Number.	Details of Response.
	<p>the street has always been for access only but the problem is it is never policed. There are several residents all along that area who require access to their properties at all times of the night, this should have also been considered in planning permission for the night club if traffic was going to be a problem, they should not be punished by restrictions due to the night club. One business can not be allowed to dictate to all the other businesses and residents of the area.</p>
Objection 24.	<p>Shops- The Kirkwall bid group try very hard to encourage folk into all the businesses in these streets. Those shops without rear entrances already have limited stocking times. Now the plan will increase traffic congestion in the street between 9 and 11 am. Those blue badge holders who previously had access all day must now try to make it for 9 am, (A tall order though for many, see later note.) Perhaps they will just forego the town centre and go to a more user friendly area.</p> <p>Residents - Has any thought been given to those living in Bridge St, Albert St or Laing St. Given the additional possibility of closing these streets at night, anyone living there, and out at night with a car will now have a curfew of 11pm. Not much use if coming home on the late boat with a car full of kids and luggage. People who have car parking spaces in these streets will also be stuck, either in or out, between 11 am and 3 pm. What shall they do in order to deal with the comings and goings of general life?</p> <p>Blue badge holders - I understand there are no plans to exempt blue badge holders as currently happens in Albert St. Blue badge holders will only have the same access as everyone else. That is before 11 am and after 3 pm. Anyone having dealt with any disabled folk will know that many need help to get up and organised and a 2 hour morning window is simply not enough to get up and organised to go out.</p> <p>It seems disabled folk will have a much more difficult time visiting banks chemists and do general shopping.</p> <p>One of the given reasons is that currently people are ignoring the rules. If this is the case, rather than disadvantage disabled folk by excluding them, why not put a CCTV camera on Albert St and fine those who are caught.</p>

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	<p>As previously mentioned in regard to businesses, consider also the additional traffic this would cause between 9am and 11 am. All the shops without additional entrances behind them will now be loading and unloading in the street along with any disabled drivers who can make it into town early.</p> <p>The Equality Act 2010 places a duty on service providers, including those managing public spaces, to make reasonable adjustments to avoid discriminating against disabled people. This means that if a pedestrian-only area creates a substantial disadvantage for disabled drivers, the managing authority must take steps to mitigate this, such as allowing access for those with blue badges.</p> <p>The Equality Act 2010 aims to ensure that disabled people are not unfairly excluded from public spaces and services, including situations involving pedestrian-only areas, by requiring reasonable adjustments and preventing discrimination.</p> <p>The Public Sector Equality Duty (PSED) under the Equality Act 2010 requires public bodies to consider how their actions affect people with protected characteristics, including disability. This duty is relevant to pedestrianisation and its impact on disabled drivers. While pedestrianisation aims to improve public spaces for pedestrians, it can create challenges for disabled people who rely on vehicles for mobility.</p> <p>Overall - Will there be movable bollards, key driven or automatic. In case of emergency, fire, medical, emergency works on power etc. If you call the emergency services, will there be an automatic removal of these barriers, or will there be additional calls to be made to council folk to come and do what is necessary.</p> <p>This seems to me to be a not very well thought through plan, which will have many more consequences than have been considered. It benefits few, other than tourists who can't seem to watch out for their own safety.</p> <p>It will mainly be a loss for the businesses in the area and to those of us who support them all year round, also restricting residents to their own homes at times, and excluding many disabled people altogether.</p> <p>Orkney has an ageing population as we all well know. Is reasonable access to the main town centre roads to be reserved for the young and/or healthy? What does this say in a supposed caring community about our concern for all residents of our islands.</p>

Response Number.	Details of Response.
	I do hope all the councillors consider these many points when coming to their decision.
Objection 25.	<p>The suggestion that Blue Badge holders should be prevented from accessing essential and non-essential services and businesses is appalling, discriminatory and possibly actually illegal. I can't imagine businesses being happy about it either.</p> <p>When I was part of Access Panel Orkney (2011 - 2021) we spent a lot of time speaking to both Blue Badge holders and local businesses, in relation partly to the effect of road closures during cruise liner visits, and also in response to the implications of the Shared Space suggestion. The overwhelming consensus was - you are severely impacting the lives of folk with disabilities by closing the streets, and severely impacting the businesses who are unable to take deliveries and have fewer customers able to access their premises.</p> <p>Disabled folk need to get to Boots to get medicine, they need to get to the hairdresser to make them feel human. They shouldn't need to list all the reasons they should be allowed to go about their normal life in the same way that able-bodied folk can. They shouldn't have to plead for special consideration. They should just be treated as equal citizens with equal rights, and granted equal access to those who can walk. The world is going in the direction of acknowledging the rights of disabled folk to lead full and fulfilling lives, so why is Orkney Islands Council taking a deliberate step backwards?</p> <p>The current restrictions are not enforced, as you know. The police say it's down to the council, the council say it's down to the police. So people who choose to break the rules do so knowing they will not be held to account. What makes anyone think the new rules will be enforced? But Blue Badge folk often feel cowed into obeying rules even when others don't, as they are fearful of losing whatever autonomy they might feel they have. So the result will be, massive loss for disabled folk, big gain for other selfish folk who think the rules don't apply to them.</p> <p>How about continuing the situation as it should be now, so closed to all except Blue Badge holders from 11am - 3pm, and making sure it's enforced? Then there will be a lot less traffic, but only the people entitled to use the street will do so.</p>

Response Number.	Details of Response.
Objection 26.	<p>I am a Blue Badge holder and have previously responded to 2 consultations to oppose the proposals.</p> <p>I am opposed to the proposed reduction in access, as this will restrict access by Blue Badge holders to the hours before 11 am or after 3 pm during the day. I have mobility issues and often cannot make the walk from a car park to premises in Bridge Street or Albert Street to which I wish to go. Restricting me to accessing those streets before 11 am or after 3 pm during the day is unreasonable. Would persons with no mobility issues be happy to be told that they cannot access business premises during certain times?</p> <p>Why are the proposed restrictions being suggested? What are the grounds for this? If the current provisions are being ignored by drivers, why is there no enforcement? Surely enforcement of current provisions would be better than adversely impacting disabled drivers, which is disproportionate and inequitable.</p>
Objection 27.	<p>We strongly oppose such a move since it would be massively detrimental to our business, the businesses around us, and the high-street as a whole.</p> <p>As you know, this area is an historic one and, as such, presents various logistical issues to businesses such as lack of rear access, lack of parking for businesses, and limited delivery options.</p> <p>While the aforementioned issues already present challenges to our business, which has been in this location since 1982, an additional block on the street during our working hours would be devastating to our business as it would prevent us from loading and sending out our delivery vans, a service which is vital to other local businesses we supply, plus an essential supply and even lifeline for many of our retail customers who do not live within the convenient confines of the city or have limited mobility or transport options. It also will prevent our business from receiving important deliveries, from our fresh meat, to vegetables, packaging, and other essential supplies.</p>

Response Number.	Details of Response.
	<p>In addition to this, the road closures would cause an unreasonable reduction in access to those with mobility needs, and would likely reduce footfall to all businesses down the high-street.</p> <p>Reading the Council's reasons for Proposing to Make Order on the Council's website, I am struck by the very small data sample upon which you have based your proposal. You claim that you have carried out adequate public engagement within the community, including an online survey plus on-street engagement with the public and businesses. However, you state that you have just 208 responses to your survey, and 60% were in favour; we do not feel that 125 votes is adequate reason to go ahead with a move that would be so detrimental to so many businesses on the street. Having spoken with around a dozen proprietors of neighbouring businesses, it also seems that none of those in favour of this proposal were local business. Those businesses who did recall responding to a survey on this proposal say that they were against it.</p> <p>Further, since a concern raised was the costly repairs of the street flagstones and that excessive vehicle numbers on the street are doing significant damage to them, perhaps a more business compatible solution could be found, such as employing Traffic Wardens who can not only act as a preventative measure for anyone parking on the street who should not, but who would also bring in revenue from fines.</p>
Objection 28.	<p>We wish to express our concerns about the daytime period, 11.00 to 15.00, which has been proposed for the street closure of Bridge Street, Albert Street and Laing Street in Kirkwall. We run a business on Albert Street and our delivery team currently has a vehicle permit to enable deliveries to the shop to be made between 11.00 and 15.00.</p> <p>We cannot avoid that time period for the delivery to the shop of the daily newspapers and the weekly newspaper, because these newspapers only arrive in Orkney after 11am via ferry or plane. We then need to arrange the delivery to the shop as soon as possible to meet customer demand and maximise sales of this product which has a limited shelf life. Normally the delivery to the shop is made between 12.00 and 14.00.</p>

Response Number.	Details of Response.
	<p>We know that any delay in the delivery time of the newspapers to the shop leads to a reduction in the volume of newspaper sales for that day.</p> <p>We request that the daytime period for the road closures be removed from the proposal due to the forecast impact on Sales for the shop and also because it would lead to our customers with mobility issues only being able to collect their newspaper late in the day.</p> <p>In addition if this road closure did go ahead, despite the concerns that we have raised, it seems unreasonable that it would be needed all year around when we know that the proposal will limit access to these streets for business deliveries, residents and those with mobility issues.</p> <p>Business owners in the Kirkwall town centre are working hard, along with Kirkwall BID, to keep open a variety of retail outlets and we wish to make the town centre and these three streets easily accessible to all types of customers between 09.00 and 17.00 each day.</p>
Objection 29.	<p>As a Community Councillor I have had comments from the public on the proposed street closures.</p> <p>Unless there have been increased accidents, why change the system?</p> <p>Are we listening to locals, who live here all year round, or tourists?</p> <p>There will be even more signage added to our streets, this is not attractive, costs time and money to erect.</p> <p>Why close lanes (Ways) that are seldom used at the moment? Signage again.</p> <p>If people choose to live in town, they chose to live with what was already there!</p> <p>Surely the very little traffic that is allowed during the day, within the current restrictions, is only an asset to local businesses.</p> <p>What would be the provision for emergency vehicles?</p> <p>There does not appear to be any access for disabled driving.</p> <p>Safety, or issues around feeling comfortable in the area, accessing taxis or friend/family pick-ups in the late evening leaving licensed premises.</p> <p>B&amp;B and Air B&amp;B premises need to be accessed late evenings and early mornings for boat and plane travel.</p>



Response Number.	Details of Response.
	<p>Very difficult for businesses to manage all their deliveries, both in and out, during the early or late slots.</p> <p>This feels like people trying to justify their existence, sitting in offices inventing nanny state living or dictatorship rules.</p> <p>Everyone I have spoken to appreciates the Police budget is stretched, but feel their presence is the best deterrent for antisocial behaviour, both for pedestrians and car drivers, at any time of day or night.</p> <p>Spending money on unpopular schemes, when other areas in Orkney are in desperate need, is not appreciated.</p>
Objection 30.	<p>We are writing to register our opposition to the plan to close Albert Street from 11 to 3, both am and pm.</p> <p>Our concerns are primarily based on the grounds of my very limited mobility.</p> <p>We own property on Albert Street which has a garage, a driveway, and a parking space. I have extremely limited mobility and need the car to travel anywhere, including to any appointments or social events.</p> <p>Our objections to the proposed street closures are as follows:</p> <ol style="list-style-type: none"> <li>1. Not being able to leave or come back to the house for several hours in the daytime is an unreasonable restriction on my daily life. Attending an appointment is almost impossible if the appointment must be completed before 11am or after 3pm and does not allow for any overrunning. The time of appointments such as medical appointments is outside my control and may fall between 11am and 3pm. If, for example, I attend an appointment at 10am which runs late and cannot get back to our parking space by 11am, am I expected to then wait in the car until after 3pm to be able to get back home?</li> <li>2. The proposed night time closure is tantamount to imposing a curfew. To ensure we are home and parked up by 11pm means finishing any potential evening activity early for us both, in order to drive me home before 11pm. What are we supposed to do if we run into any unexpected delay, and are therefore unable to get back into our home before 11 e.g. if the barriers are closed,</li> </ol>

Response Number.	Details of Response.
	<p>or our ferry arrives late? Again, are we meant to wait in the car until 3 am on a cold stormy winter night before we can get home?</p> <p>3. Are we going to be able to get out of the street when it is closed if there is an emergency?</p> <p>4. It is lonely and marginalising having limited mobility. These proposals further exacerbate the practical challenges people with limited mobility face by putting unreasonable constraints around freedom of movement for both me, and for my husband, who cares for me.</p> <p>5. Currently there are occasional street closures in daytime for cruises and events which are signposted well in advance, and it is possible to plan and work around these. The current proposals are for daily restrictions year round, so remove any existing flexibility for us to plan appointments, events and work in advance.</p> <p>6. It seems the proposals to close the street at night impact people with mobility issues disproportionately and unreasonably, in favour of those wanting to attend the night club.</p> <p>7. Albert Street's shape, the bollards, the tree etc. mean cars already drive very slowly along the street.</p> <p>In our experience the people using the street currently seem to be older people picking up prescriptions or shopping, deliveries to local shops ,and residents. We have never seen anyone drive fast down Albert Street nor use it as a cut through.</p> <p>The rationale about the expense of maintaining the ancient paving slabs on Albert Street makes no sense when the suggestion is simply to move the same amount of traffic to other times of the day and night. No proper analysis of the amount and cost of maintaining Albert Street pavements is provided, nor any analysis of any savings the proposed scheme would secure (less the cost of implementing any street closure scheme).</p> <p>If you are concerned about danger to people attending the nightclub and bars, perhaps they could consider providing door security, to safeguard the area.</p> <p>Our preference would be for no physical restriction to the street, but if that's not an option we would suggest you consider a retractable bollard with fobs provided for residents, blue badge holders and businesses based in the street, to allow deliveries.</p> <p>In summary I feel these proposals discriminate against me as an older person with a physical disability by placing unreasonable restrictions on my daily life and use of my home, and they include no suitable adjustments or accommodation for people with disabilities.</p>

Response Number.	Details of Response.
<p>Objection 31.</p>	<p>I am writing to make known my objection to "The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025". On the grounds that insufficient reason has been provided to support the order.</p> <p>Although the "Council's Reasons for Proposing to Make Order" gives 7 bullet points, they only make 3 reasons for the proposal.</p> <p>maintaining the flagstones of the roads has been stated to be a "burden on the revenue budget." However, evidence of the extent of this "burden" has not been given, nor has a reason as to why the council needs to save the money or what would be done with potential savings.</p> <p>Again, no evidence has been given to back up these claims or declare the severity of the issue.</p> <p>If the current Prohibition of Driving order is being abused, I fail to see how enacting more of the same orders would do anything to resolve the issue.</p> <p>Despite there being over 20,000 people in Orkney and over 7,000 in Kirkwall (Kirkwall__Orkney_.pdf), only 125 people (60% of 208) agreed that car-free times would be beneficial. I don't believe that a survey of this size can be considered comprehensive enough to justify any action going ahead.</p> <p>No evidence has been given to support the need to improve pedestrian safety on these streets. I am not aware of any vehicle-pedestrian accidents that have taken place there or would have been prevented by measures such as these.</p>
<p>Objection 32.</p>	<p>I write to record my objection to the above plans.</p> <p>I feel that the need and justification of road closure has not been adequately demonstrated.</p>

Response Number.	Details of Response.
	<p>This would have a detrimental effect on my business by restricting when we could deliver goods to our Kirkwall shop (something we require to do on a daily basis).</p> <p>We have regular customers with mobility issues who would view shopping with us as a less attractive proposition were this plan to go ahead.</p> <p>It would also greatly hamper our delivery service to businesses with premises in the affected areas (we currently have over twenty such customers who order regularly).</p>
Objection 33.	<p>Concerned about the street closure, many of my customers are disabled and have wheelchairs. This may affect my business and many others.</p>
Objection 34.	<p>I want to place a strong objection to the closing of Main Street for blue badge holders. We are either disabled people or elderly that face huge amounts of difficulty carrying out our daily needs of going to bank and getting our shopping as well as going to hairdressers etc etc. The population in Orkney is mainly made up of senior citizens both from Orkney and beyond and it looks like you prefer to support the young people by closing the street to all the people who have worked hard for a living all their lives and now you just ignore us! I plead with you not to do this to us. We deserve some respect.</p>
Objection 35.	<p>This simply cannot be allowed to go ahead as far as Blue Badge holders are concerned or you will be guilty of discriminating against the elderly and those with genuine mobility impairments. As a regular driver of a Carers Minibus I know first hand how difficult it can be for a person who has suffered a stroke and people of 90 years to get to a Bank, Boots the Chemist, Solicitors &amp; Accountants etc.</p> <p>NB all Banks left now close at 3pm so it is not possible to access the street later and not practical to set off from Stromness, South Ronaldsay Birsay etc with a group of Old folk early enough to conduct business appointments before 11 am.</p> <p>We manage to cope with the odd closure Tuesday or Thursday during the Liner season because the folk can draw cash etc for 2 weeks if they know the street might be closed for a large Passenger number. The other thing is almost none of these people use online banking to my knowledge and we might also soon face the Post Office being in a Shop in the Street.</p>

Response Number.	Details of Response.
	<p>We fully support stopping "joy-riding" and probably also proposed closures at evening or night time. However it must be pointed out that that the current Traffic Orders regarding "joy riding" are barely enforced so it begs the question will things be any different with the proposed upgrade. Putting in Pillars etc may be effective but could also significantly delay Ambulance or Fire appliances.</p> <p>Finally we are all aware of the benefits of Tourism but there is no way it should disadvantage Elderly or less able people most of whom have here all their lives.</p> <p>The other aspect is this may harm local shops by driving more to the National chain Supermarkets on Pickaquoy Road all of which have readily accessible Parking for Blue Badge holders not to mention small delivery vans would be banned from some businesses without rear access.</p>
Objection 36.	<p>I strongly oppose the proposed TRO 'The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025'</p> <p>The reasons given for this proposal to close Bridge Street, Albert Street and Laing Street as to preserve and reduce maintenance costs of the flag stones, and to reduce abuse of the current restrictions order and as a closure has been requested by a developer on a Friday and Saturday night only. To close them every day, all year around from 11 a.m - 3 p.m and 11 p.m - 3 a.m seems rather heavy handed.</p> <p>These closures will effect all businesses and residents and will have unintended consequences for the street. As restricted access by installing rising bollard as referred to the minute below: Development and Infrastructure Committee Tuesday, 4 February 2025, 09:30.</p> <p>4. Prohibition of Driving – Bridge Street and Albert Street, Kirkwall</p> <p>4.3 'That implementation of any new order would require the installation of retractable bollards at the start of Bridge Street and end of Albert Street and Laing Street, Kirkwall, to ensure strict control of the prohibition order.'</p> <p>We want the town centre to be a thriving community, with access rights for people with disabilities, businesses accepting and doing deliveries. Surely a better way is to ensure reinforcement of the current restrictions. This could be by vehicle registration recognition, police checks or letters with better signage.</p>

Response Number.	Details of Response.
	<p>Preserving flag stones and cost of repair, these current suggestions will only increase vehicle flow and congestion at the times the street is open. There will not necessarily be a reduction of vehicles. Surely a better idea would be to ensure these precious flag stones are not duly parked on, in other areas such as cars on Mounthoolie Lane and outside the cathedral ( non funeral cars). Better signage and reinforcement would help with this issue.</p> <p>The developers initial request was for the street to be closed 11 p.m - 3a.m on a Friday and Saturday, yet this order has extended it to every night, 365 days of the year. My concern would be safety and access of residents, revellers and holiday guests arriving off the late boat. Has these street closures been considered the difference of a pub user leaving to go home safely and getting in a taxi, residents returning home safely and tourists arriving when dark and raining? A thriving high street with a strong emphasis on safety and community for all should be fully considered. Along with the Orcadian weather, gender and disability access and culture which often use the street between these proposed closures times.</p> <p>A more sensible option should be prioritised current restrictions enforcement and additional signage. My concern is that the council are blinded by the offer of the developer to contribute to the costs of new signage and rising bollards ( as stated in development and Infrastructure minutes 10th September 2024) and not fully considering unintended consequences and full impact on the street / Kirkwall/ Orkney.</p>
Objection 37.	<p>I have spent many years living in and running a business in the town centre of Kirkwall, having recently moved from living in Laing Street - one of the streets targeted for closure under this order - and now living in Queen Street.</p> <p>It is my view that this closure will have an unwelcome and unreasonable reduction in access for residents, businesses - and critically those with mobility needs.</p> <p>I do not see that the need and justification of road closure has been made and that there are other, better options.</p> <p>There are also no details about enforcement of the proposed order.</p> <p>A critical matter is considering access between 11pm and midnight when town centre residents will be coming home off the late ferry and unable to be dropped off at their home or able to drive and unload - imagine this on a dark, wet, winter weeknight - and to what benefit.</p>

Response Number.	Details of Response.
	<p>I can see no cause for closing the street 365 days of the year between 11pm and 3am and that by doing so during these daytime hours could have severe negative impacts for businesses, particularly through the winter.</p> <p>I think there should be a pause in the current considerations and further exploration of options.</p> <ul style="list-style-type: none"> <li>· Enforcement of current road traffic orders</li> <li>· Exploration of alternative enforcement measures</li> <li>· A trial period of a more modest proposal</li> </ul> <p>I think a trial of something like midnight Friday night - 4pm Sunday afternoon for a year might be workable and give an opportunity for a pedestrian shopping experience on a Saturday &amp; Sunday without restricting business and their deliveries/ work during the main working week.</p> <p>Further, I am alarmed at the concept of rising bollards being installed to block our streets, and access in urgent circumstances and think better options should be explored.</p> <p>I urge the Council to rethink this proposal and have some meaningful engagement with business owners and residents who live, work and survive in the centre of town every day, 365days per year.</p>
Objection 38.	<p>I want to lodge our worries at a local charity shop. We are based on Albert Street, and have a large number of customers who come to us using their cars for both shopping due to issues with mobility and also to drop off donations.</p> <p>We are worried that a total closure during the suggested hours will cause some issues both in terms of access and also for customers.</p>
Objection 39.	<p>My comments relating to the proposed street closures are in relation to blue badge holders as I have a close family member who has mobility issues. We as a family feel the proposal to close the street to vehicles is primarily because of the influx of cruise ship passengers.</p> <p>There aren't that many blue badge vehicles using the streets all at once so why ban them when the loss of mobility is harsh enough?</p> <p>Are visitors really that gormless and lacking in self awareness/ preservation they cannot coexist with local traffic? Why let them in bulk groups on the main road on bikes which is dangerous but</p>

Response Number.	Details of Response.
	<p>stop individual vehicles using the town centre? It's punishing blue badge holders because tourists are not trusted to behave with civility and be empathetic to the space they are occupying. It's punishing locals because mass tourism is badly organised and is run by large organisations that don't react to criticism or readily aide solving a problem. They seek to make profits and any give back to the community is a PR exercise and not genuine.</p> <p>Put your foot down with cruise liner passengers - don't bully the blue badge holders because you can assert yourself over them more readily.</p> <p>Someone please tell the cruise liners they are welcome but to behave! There is a problem when a bulk of pedestrians hit the streets en masse, but I sadly think the solution already chosen is going to be manipulating the blue badge holders as they are the softest target.</p> <p>I cannot see anyone making a fair decision, surveys are mostly to placate the public and consultations are a 'show and tell' as opposed to genuinely listening to feedback. But if you do want to ban blue badge holders from the roads could you please ban electric bikes the tourists get from going down the street too? It would be an awful irony to be banned from the road only to be hit as a pedestrian by a cruise passenger on a bike - something which was a near miss for a relative last year.</p> <p>I was in a business on Albert street recently and the weather was particularly bad, it was windy and raining heavily. An elderly customer was out of breath and the proprietor offered to phone her a taxi which she accepted, the taxi driver requested if she could meet him at the back of Superdrug car park - and she said it was so windy she'd prefer not to so the taxi driver said to tell her he would come down the street and he was on his way. In darkest winter, when Orkney is cold and windy and raining heavily please spare a thought for people who are not agile and cannot easily mobilise. There are practical examples of where these new proposals are really harsh - anyone who has had to access the street with a wheelchair knows the terrain is not smooth it's a very bumpy journey. Please don't cut off access to businesses that already struggle - banks are only open until 3pm so older folk will miss out on much of what what they need or would like to do</p>



## Public Support.

Response Number.	Details of Response.
Support 1.	<p>I would just like to add my support for this proposal on part of the high street. This area is often full of pedestrians and there are too many cars using it. Even though it is supposed to be access only.</p> <p>I think the same should be applied to Victoria Street too.</p>
Support 2.	<p>As a resident of Albert Street I wish to inform you that I fully support the proposals to close Albert and Bridge Street to vehicles between 11am and 3pm and 11pm and 3am. I would also be supportive of a more permanent closure if it was ever considered. I regularly have to contend with inconsiderate drivers who could easily use car parks around the area, many can be very aggressive in their driving.</p> <p>I recently had to step in and stop an unmanned delivery van that had been left running with no handbrake on during the busy period of the Island Games which was very concerning.</p> <p>Whenever the street has been closed to traffic, perhaps for busy cruise days, or more recently the Island Games, shops have been able to use the street area and the atmosphere and ability to walk around has been much improved.</p> <p>I am generally disappointed by the lack of enforcement of the current traffic order on Albert Street and would only comment that if any further order were made I would hope that would be more stringently enforced.</p> <p>As advised I am a resident of Albert Street and a vehicle driver and owner so am aware that it can be inconvenient not to be able to drive or park next to my residence but I am prepared to accept this for a more pleasant and safe area for pedestrians.</p>
Support 3.	<p>I am NOT against the proposed bollards through the street. I would however like to see the car parks closest to the street free parking for an hour all year round. Pay as you exit like the airport. Then the fees per hour multiplied in order to put people off parking there for the whole day. The parking beside the police station and across the road should also be pay on exit, however free within the hours of 8-5:30 for people who work in the town. Paying on exit would ensure people aren't using these parking areas to dump cars for days on end.</p>

Response Number.	Details of Response.
	Look forward to seeing our town centre safer for pedestrians.
Support 4.	<p>A short message in support of the proposals to partially pedestrianise Albert &amp; Bridge St. - I live locally (but not on the streets) and do drive, but would never choose to drive down these streets. They're busy shopping streets, it's completely inappropriate for them to be used as rat runs during the busiest parts of the day, including a fair few who are clearly just driving down the road 'because they can' with music blaring rather than genuinely needing access.</p> <p>The proposal as I read it seems to have reasonable protections in place for deliveries and for disabled people who need access - although there are a large number of car parks very close by that would seem to make it completely possible to access town even when the roads are closed.</p> <p>That being said, these proposals are completely pointless without enforcement - there are already traffic rules in place on these streets that are routinely ignored, as anyone who has spent any time in town can tell you.</p>
Support 5.	I wish to support the proposals to prohibit ALL traffic from Albert Street and surrounding areas. I visit Kirkwall about once a week and try to enjoy the centre on foot with my dog but am constantly bothered by vehicles which seem to be in the prohibited areas just for the convenience of the drivers who show no sign of shame, just arrogance. Builders and maintenance vehicles also seem to have free reign. If these latter actually need to be there, they should be parked in coned-off areas to signify some sort of authorisation.
Support 6.	<p>I wanted to write and say that I strongly support The Orkney Islands Council (Various Streets in Kirkwall) (Prohibition of Driving) Order 2025</p> <p>As a mother of young children who tends to walk around Kirkwall (rather than use a motor vehicle) it has always concerned me that motor vehicles use Bridge Street and Albert Street yet there are no pavements for pedestrians. Restricting motor vehicle use is a very good idea. The proposed times seem reasonable as shops do need to take deliveries. Could you clarify the impact on cyclists including those with electric bicycles? These are not motorised vehicles like</p>

Response Number.	Details of Response.
	cars and Lorries, and are part of active travel. Indeed our family are trying to cycle more and not just walk when we come to Kirkwall.
Support 7.	<p>Having reviewed the proposals and the reasons for them on your website, I wholeheartedly support them. As vehicles get bigger, and as there is a welcome increase in walking and cycling around Kirkwall, we should be proactive in restricting motor traffic wherever possible in the town. It will also be a relief to residents of the street, I am sure, if traffic can be restricted in the early hours of the morning, as is proposed. I'd like to think that the Council will keep things under review, and consider increasing the hours of prohibition in these streets, and widening the scope of the proposals to include Beoad St and Victoria Street. If objections are made to the proposals on grounds of access for those with disabilities, I would hope that these impacts can be minimised by creative solutions, rather than constraining or minimising such traffic reduction measures as these.</p>
Support 8.	<p>This is an email in full support of the closure from 11am - 3pm and 11pm - 3am.</p> <p>I own a local business on Bridge Street and since nearby development has started, this is a brilliant thing for this end of the street, I have had pick ups with trailers and quite a few heavy machinery parked right outside my front door. This creates a struggle for my customers to enter my shop especially with prams/buggies however due to the development I feel this is a necessary disturbance. What I feel isn't necessary is the times out of their hours/before they started work on Garden Square where members of the public quite often parked outside the shop. I had a vehicle almost 24/7 parked outside my shop on the yellow lines, this caused a lot of disruption due to the shop catering for all ages, we end up having to use the back door to get them in/out of the shop sometimes.</p> <p>I hope the order goes ahead so this stops and we have a happy street again.</p>
Support 9.	I believe in shopping locally: I buy a new car from a Kirkwall trader every few years; I buy all furniture and carpets from local traders; and I buy all electrical goods from local traders. All of

Response Number.	Details of Response.
	<p>these traders have one thing in common - when I step out of their premises I do so onto a pavement.</p> <p>When I settled in Orkney in 1976 I had no choice but to shop on Bridge Street, Albert Street and Victoria Street, despite having to share these streets with motor vehicles. I have always believed that these streets should become pedestrian precincts, at least for some periods, while ensuring the protection of disabled access. With the coming of the internet, I was given consumer choice, and I now tend to purchase a great many items online, rather than on these streets,</p> <p>Will this consultation exercise lead to limited pedestrianisation? I really don't know. What I do know is that if I could walk along the Bridge Street and Albert Street free of motor vehicles, then I would be more than happy to provide these local traders with my custom, rather than always going online.</p>
Support 10.	<p>We have noted the various comments in the local newspaper and do feel that people will abuse the Order unless initially and thereafter periodically, there is proper surveillance with resultant prosecutions. We understand this requires assistance from the local Police team or possibly temporary "Wardens" who would observe and assist in the administration of any prosecutions. We are well aware that presently people pay no heed to the current restrictions but hopefully with more attention to the surveillance and enforcement of the new order, vehicle owners will observe and cooperate to enable the various streets to be "motorist free" at the proposed times indicated .</p>
Support 11.	<p>I would like to submit my comments on the consultation on the proposed 2025 Order. I have long thought that some form of pedestrianisation is necessary. My views are in respect of the 11am to 3pm part of the new proposals only and I am not in a position to comment on the later restriction. I found your reasoning to be very sound. The proposals were well thought out and contained a level of proportionality and reasonableness which would be hard to argue with.</p> <p>I'm glad to see that cyclists have to wheel their bicycles. That is a real benefit as they come from all directions currently, silently and often at speed.</p>

Response Number.	Details of Response.
	<p>It is also welcome that wheelchair users will also be able to use the streets within the prohibited times. However, it would be helpful for everyone to have clarification of whether motorised wheelchairs are legally obliged to use the one way system or not.</p> <p>As stated, the current Prohibition of Driving Order contains exceptions for permit holders and blue badge holders which leaves the order open to interpretation by drivers who may or may not meet the required criteria when accessing these streets</p> <p>Going for a walk along the streets is not the pleasant and safe experience it should be. I try to shop locally wherever possible, but normally make my visits as brief and infrequent as possible. We are very fortunate to have these bustling streets, not all towns have recovered from Covid but many of our local businesses have worked so hard to keep going and we have a wonderful array of shops. On those rare days when the streets are closed to traffic I love being out enjoying our town. It is also heartening to see the level of visitors, whether locals, tourists, day trippers or Island Games contestants enjoying our town and providing much needed income for our businesses. Not only do some people drive up the streets, it is sometimes at speed and with aggression.</p> <p>My main consideration, however, is safety for the following reasons:</p> <p>The proposals do well in meeting the needs of people with disabilities who have blue badges. They are able to go about their business in the town before 11am or after 3pm. This provides for people with other disabilities, such as sensory impairments as well as certain mobility conditions who will be able to use the streets more safely during restricted hours. It will also serve the needs of people caring for young children or elderly friends/relatives. As there are no pavements great vigilance is currently needed to keep them safe and pull them to the side as cars appear, sometimes at speed. As you and Elected Members will be aware, in terms of the Equality Act 2010 there is a legal duty to have due regard to the needs of people with different needs and these new proposals do that in relation to a number of the protected characteristics. It also provides mitigation for the need for certain restrictions.</p> <p>It is obviously necessary to allow emergency vehicles and vehicles delivering goods to local businesses to go through the streets outwith the restricted period. I have to say I have always found the delivery vehicles to be extremely respectful of pedestrians.</p>

Response Number.	Details of Response.
	<p>My most significant worry is that, in my opinion, there will inevitably be a tragedy in these streets if the current situation is allowed to continue. A vehicle would not even need to hit a person, although that is a possibility, but something such as hitting and breaking a window would result in glass breaking and possibly injuring people. There are many reasons why vehicles could hit people. This could be carelessness, speed, someone making the natural assumption that these streets are a pedestrian area given that there are no pavements and stepping in front of a vehicle, or even an occasion where a vehicle simply drives into people. If someone were to lose control of a vehicle or have a medical event this is a real possibility. Sadly, we have seen a number of tragedies where drivers have deliberately driven into crowds. While this does seem unlikely to most people it does happen and can and does happen anywhere. Whatever the reason, if a pedestrian or a number of pedestrians were killed or seriously injured in our streets aside from the human tragedy it is possible that any resultant Fatal Accident Inquiry or Public Inquiry could be highly critical to say the least.</p> <p>I'd like to end by commending you on your new proposals. I do hope that they are implemented by the Council for my reasons stated above. I also hope that they are policed.</p>
Support 12.	<p>I'm in full support of this due to always being hassled by passing cars pushing through the street while I'm trying to shop. Down south they close streets and make it predestined so why can't we here in Orkney do the same. Makes so much sense due to the small streets we have here. Folk moaning about it will just have to suck it up and walk to get to the street. They manage it down South in Edinburgh, Glasgow, Thurso etc so why not here?</p>
Support 13.	<p>Please accept this representation as my support for the proposed Order.</p> <p>Given the limited hours proposed daily, I feel this strikes an appropriate balance between allowing full access to the street during the 4 hours at the beginning and end of the day, and making the street safe for pedestrians during the other 4 hours in the middle of the day. There should be no suggestion that the street is being 'closed' to any part of the public.</p> <p>I am a resident of Albert Street, and so can provide these views as someone the Order would directly apply to. I therefore hope these views are provided at least as much weight as an objector who may choose to visit the street for shopping or other purposes.</p>

Response Number.	Details of Response.
	<p>I have been subject to various minor incidents over the years, of a car running over the toes my boots, or being struck by a wing mirror. Only last week I witnessed someone having to bang the side of a Royal Mail van to help prevent a collision as it squeezed through a group of pedestrians outside the Highland Park premises.</p> <p>The make-up of the street has changed over the years. Unlike such change which has been a plague on town centres throughout Scotland, and where streets are often left full of vacant shops we are lucky to have a vibrant and lively street. That is a mixture of innovation from local shopkeepers, policies that ensure particular business types occupy those shop units, the relatively unique footfall in Orkney due to the high number of cruise liner and other visitors, and a deep-rooted desire to support local businesses.</p> <p>But also, a change in the type of businesses in the street from the more traditional mainly retail environment that existed even just 20 years ago. ‘Tasting and experience’ venues such as the Highland Park premises and the Peedie Bottle Shop have evolved, alongside interactive craft venues such as 25 Bridge Street and Aal Fired Up, with a mixture of food and drink types ranging from pubs, to cafes, and an evening economy including Twenty One. And of course most recently, the nature of the street has evolved again with the opening of the arcade and nightclub, with new hot food takeaway premises, and the forthcoming opening of the entertainment space including bowling alleys.</p> <p>These are all changes from how the street has ‘always been’. Innovation and fresh ideas led by private business, and which are generally lauded by the public. There is therefore responsibility on the Council to keep up with this changing face of the street, and put in place measures that help support this innovation, and improve the safety of footfall through the street, rather than resist it simply for the fear of change, or the voice of a vocal minority.</p> <p>The reality is that town centres today are not the same as 20 years ago, and this is a generational opportunity to make the core of the town centre even more special than it already is. It is not closing the street. It is not prejudicing particular members of the community. It is making it safer for all, so that for four hours a day we can safely visit all our favourite town centre shops, so that those in a wheelchair or with mobility issues are not looking over their shoulders for the next passing van or having to move out the way a passenger vehicles, and where parents and</p>

Response Number.	Details of Response.
	<p>grandparents can allow children under their care to freely enjoy the town centre without fear of a speeding boy racer or work van.</p> <p>As is often the case with these situations, you have to imagine it the other way round to give it some perspective. Imagine a situation where we had a vibrant town centre where all the above benefits occurred – in the middle every day shops and cafés could place goods or tables out in the street for additional passing trade, and where the elderly, families, and the public in general could happily walk through the shops at their own pace in a relaxed and peaceful situation, and this had been the situation for decades. Then imagine the public outcry if the Council proposed to abandon these safe town centre streets, and proposed that vehicles could freely breach that town centre space, shops and cafés would no longer be allowed to occupy the space in front of their premises, shopfronts would become blocked by parked vehicles, and everyone in the town centre would have to take on a new degree of awareness to avoid collision with those passing cars. There would rightly be an outcry. The failure to secure those benefits now by failing to confirm the Order should have the same outcome.</p> <p>With any change, there can be natural resistance. Even for a one-off event such as the Island Games, there was widespread public dissent about the use of public money, and a certainty (and often determination) that it would fail. But those making decisions were brave, and allowed that to proceed. And it was a complete success.</p> <p>Even if this is tried for a long enough period to test it, and it is concluded that it does not work, we can always revert. We will never know how good (better) the town centre could be if we are not brave enough to try it.</p> <p>I therefore support everything the Council is doing on this occasion, as a town centre resident, as someone with elderly parents who visit the town centre, as someone who works and shops in the town centre, and someone who wants the best for Kirkwall and Orkney.</p>





## Equality Impact Assessment Template

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

Should you have any questions or wish for your draft EqIA to be reviewed by our Equality, Diversity and Inclusion Adviser, please contact [OD@orkney.gov.uk](mailto:OD@orkney.gov.uk).

### 1. Identification of the Proposal or Change

Name of proposal or change being assessed.	Prohibition of Driving – Bridge Street and Albert Street, Kirkwall.
Responsible Service and Directorate.	Infrastructure Services Infrastructure and Organisational Development
Date of assessment.	19/08/25
Is the proposal or change existing? (Please indicate if the service is to be deleted, reduced or changed significantly).	Vehicular access to the street will be limited between the hours of 11am and 3pm, and 11pm and 3am. Therefore, drivers will have 8 hours a day less vehicular access to Albert Street and Bridge Street than present.

### 2. Primary Information

What are the intended outcomes of the proposal or change?	To provide a safe environment for all members of the community accessing the street, particularly pedestrians.
Is the proposal or change strategically important?	Strategic plans include major investment plans, new strategic frameworks or plans such as annual budgets, locality plans or corporate plans. Where a proposal is identified as

	<p>strategic, evidence relating to socio-economic impacts and inequalities will be required in the relevant section</p> <p><b>No.</b></p>
State who is or may be affected by this proposal or change, and how?	<ul style="list-style-type: none"> <li>• All drivers – Will not be able to drive down Albert Street or Bridge Street during the hours of 11am and 3pm or 11pm and 3am. However this still leaves 4 hours during the working day (9am – 5pm) for vehicular access so mitigation is in place.</li> <li>• Blue badge holders – As above.</li> <li>• Isles residents – May not have vehicular access to the street depending on ferry times.</li> <li>• Businesses requiring vehicular deliveries – As above.</li> </ul>
How have stakeholders been involved in the development of this proposal or change?	<ul style="list-style-type: none"> <li>• <a href="#">Sustrans have undertaken in-person and online surveys.</a></li> <li>• <a href="#">Officers undertook two in-person events aimed specifically at blue badge holders and others who may have difficulties accessing the street. An online survey was also undertaken concurrently.</a></li> <li>• <a href="#">Statutory and Public consultation has been undertaken.</a></li> </ul>
<p>Is there any existing data and / or research relating to equalities issues in this policy area? Please summarise.</p> <p>E.g. consultations, national surveys, performance data, complaints, service user feedback, academic / consultants' reports, benchmarking.</p>	<p><a href="#">Transport Scotland advises that “..feedback from disabled street user focus groups was that all disabled street users prefer a form of kerb demarcation when there is a level of motorised vehicle traffic in the same space”. As this is not possible in Albert Street and Bridge Street, vehicle free hours during the day will make the street safer for many regular visitors to the street.</a></p> <p><a href="#">Transport Scotlands “Guidance on Inclusive Design for Town Centres and Busy Streets” also provides clear priority to walking and wheeling, and cycling, before car use.</a></p> <p><a href="https://www.transport.gov.scot/publication/guidance-on-inclusive-design-for-town-centres-and-busy-streets-1/">https://www.transport.gov.scot/publication/guidance-on-inclusive-design-for-town-centres-and-busy-streets-1/</a></p>

<p>Is there any existing evidence relating to socio-economic disadvantage and inequalities of outcome in this policy area? Please summarise. E.g. For people living in poverty or for people of low income. See <a href="#">The Fairer Scotland Duty Guidance for Public Bodies</a> for further information.</p>	<p>This section is required for all proposals relating to strategic decisions.</p> <p>Living Streets suggest that “research shows that people who walk or wheel to do their shopping spend more money and pedestrianised high streets see bigger sales”</p> <p>Sustrans suggests that “...retail turnover in pedestrianised areas generally out-performs non-pedestrian areas”</p> <p><a href="https://www.livingstreets.org.uk/policy-reports-and-research/pedestrian-pound/">https://www.livingstreets.org.uk/policy-reports-and-research/pedestrian-pound/</a></p> <p><a href="https://www.sustrans.org.uk/our-blog/opinion/what-are-the-economic-impacts-of-making-more-space-for-walking-and-cycling/">https://www.sustrans.org.uk/our-blog/opinion/what-are-the-economic-impacts-of-making-more-space-for-walking-and-cycling/</a></p>
<p>Could the proposal or change have a differential impact on any of the following equality areas?</p>	<p>Please provide any evidence – positive impacts / benefits, negative impacts and reasons:</p>
<p>1. Race: this includes ethnic or national groups, colour and nationality.</p>	<p>No.</p>
<p>2. Sex: a man or a woman.</p>	<p>No.</p>
<p>3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.</p>	<p>No.</p>
<p>4. Gender Reassignment: the process of transitioning from one gender to another.</p>	<p>No.</p>
<p>5. Pregnancy and maternity.</p>	<p>No.</p>

6. Age: people of different ages.	No.
7. Religion or beliefs or none (atheists).	No.
8. Disability: people with disabilities (whether registered or not).	Yes – Blue badge holders would have 4 hours less vehicular access between the hours of 9am and 5pm. However, this still leaves 4 hours during those hours where vehicular access will be maintained. Therefore, mitigation is in place to allow continued access.
9. Marriage and Civil Partnerships.	No.
10. Caring responsibilities	No.
11. Socio-economic disadvantage.	No.
12. Care experienced.	No.

### 3. Impact Assessment


Does the analysis above identify any differential impacts which need to be addressed?	No
Does the analysis above identify any potential negative impacts?	Yes
Do you have enough information to make a judgement? If no, what information do you require?	Yes

### 4. Equality Impact Assessment Action Plan

Please complete the following action plan where you have identified any differential impacts or potential negative impacts in Section 3 of the Equality Impact Assessment.

Impact Identified	Action to be taken	Owner	How will it be monitored	Date Action to be completed

## 5. Sign and Date

Signature:	
Name:	Matthew Wylie
Date:	19/08/25

## Island Communities Impact Assessment

### [Prohibition of Driving – Bridge Street and Albert Street, Kirkwall]

Preliminary Considerations	Response
Please provide a brief description or summary of the policy, strategy or service under review for the purposes of this assessment.	Prohibition of Driving – Bridge Street and Albert Street, Kirkwall.
Step 1 – Develop a clear understanding of your objectives	Response
What are the objectives of the policy, strategy or service?	To manage traffic within this area, ensuring pedestrian safety and to reduce damage to these culturally and historically important streets.
Do you need to consult?	<p>Consultation has taken place in various forms.</p> <ul style="list-style-type: none"> <li>• Sustrans have undertaken in-person and online surveys.</li> <li>• Officers undertook two in-person events aimed specifically at blue badge holders and others who may have difficulties accessing the street. An online survey was also undertaken concurrently.</li> <li>• Statutory and Public consultation has been undertaken.</li> </ul>
How are islands identified for the purpose of the policy, strategy or service?	N/A
What are the intended impacts/outcomes and how do these potentially differ in the islands?	To improve road safety for all members of the community accessing the street, particularly pedestrians. This includes Isles residents who may access businesses and services on Albert Street and Bridge Street.
Is the policy, strategy or service new?	Yes – amendment to existing Traffic Regulation Orders.
Step 2 – Gather your data and identify your stakeholders	Response

What data is available about the current situation in the islands?	N/A
Do you need to consult?	Yes – consultation undertaken as per above.
How does any existing data differ between islands?	N/A
Are there any existing design features or mitigations in place?	Proposed mitigation is in place. Vehicular access will be maintained at various times through the day.
Step 3 – Consultation	Response
Who do you need to consult with?	All members of the community who are likely to access Albert Street and Bridge Street.
How will you carry out your consultation and in what timescales?	Consultation undertaken as per above.
What questions will you ask when considering how to address island realities?	Consultation undertaken as per above.
What information has already been gathered through consultations and what concerns have been raised previously by island communities?	1 Isles resident objected to the proposals as part of the formal public consultation. This was on the basis of the 11am to 3pm closure not tying up with ferry times.
Is your consultation robust and meaningful and sufficient to comply with the Section 7 duty?	Yes
Step 4 – Assessment	Response
Does your assessment identify any unique impacts on island communities?	There will be reduced vehicular access to the street for all members of the community including Isles residents. Depending on ferry times this may make it more difficult for Isles residents to drive down the street, however access is still available on foot.
Does your assessment identify any potential barriers or wider impacts?	No
How will you address these?	Not possible to mitigate this.

**You must now determine whether in your opinion your policy, strategy or service is likely to have an effect on an island community, which is significantly different from its effect on other communities (including other island communities).**

If your answer is **No** to the above question, a full ICIA will NOT be required and **you can process to Step 6.**

If the answer is **Yes**, an ICIA must be prepared and **you should proceed to Step 5.**

To form your opinion, the following questions should be considered:

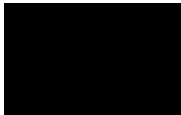
- Does the evidence show different circumstances or different expectations or needs, or different experiences or outcomes (such as different levels of satisfaction, or different rates of participation)?
- Are these different effects likely?
- Are these effects significantly different?
- Could the effect amount to a disadvantage for an island community compared to the Scottish mainland or between island groups?

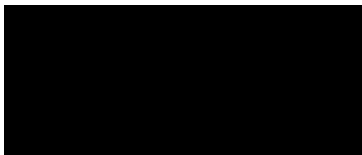
Step 5 – Preparing your ICIA	Response
In Step 5, you should describe the likely significantly different effect of the policy, strategy or service:	
Assess the extent to which you consider that the policy, strategy or service can be developed or delivered in such a manner as to improve or mitigate, for island communities, the outcomes resulting from it.	
Consider alternative delivery mechanisms and whether further consultation is required.	
Describe how these alternative delivery mechanisms will improve or mitigate outcomes for island communities.	
Identify resources required to improve or mitigate outcomes for island communities.	
Stage 6 – Making adjustments to your work	Response



Should delivery mechanisms/mitigations vary in different communities?	Not possible.
Do you need to consult with island communities in respect of mechanisms or mitigations?	Yes – Consultation undertaken as per above.
Have island circumstances been factored into the evaluation process?	Yes – as much as reasonably practicable. A balanced approach has been considered to allow safe access to the street for pedestrians during the busiest part of the day. The street will remain open to vehicles either side of this to allow blue badge holders and deliveries to access to the street.
Have any island-specific indicators/targets been identified that require monitoring?	No
How will outcomes be measured on the islands?	N/A
How has the policy, strategy or service affected island communities?	Some Isles residents may have limited vehicular access to the street depending on ferry times.
How will lessons learned in this ICIA inform future policy making and service delivery?	No change.
Step 7 – Publishing your ICIA	Response
Have you presented your ICIA in an Easy Read format?	Yes
Does it need to be presented in Gaelic or any other language?	No
Where will you publish your ICIA and will relevant stakeholders be able to easily access it?	OIC Website.
Who will signoff your final ICIA and why?	Lorna Richardson, Head of Infrastructure Services

ICIA completed by:	Matthew Wylie
Position:	Team Manager Roads Support

Signature:	
Date complete:	19/08/25

ICIA approved by:	Lorna Richardson
Position:	Head of Infrastructure Services
Signature:	
Date complete:	27/08/25