

**Zetland Transport Partnership
Council Chamber, Town Hall, Lerwick
Tuesday 22 April 2008 at 2.15pm**

Present:

A S Wishart I J Hawkins
C H J Miller F A Robertson
Dr S Taylor

Also:

R S Henderson

Observer/Adviser:

S Laurenson, Chief Executive, Lerwick Port Authority
J G Simpson, Chairman, Shetland Development Trust

Apologies:

A Steven

In attendance (Officers):

M Craigie, Lead Officer
K Duerden, Transport Development Manager
B Hill, Acting Divisional Manager, Legal
G Spall, Executive Director - Infrastructure
L Geddes, Committee Officer

Chairperson

Mr A S Wishart, Chairperson of ZetTrans, presided.

The Chairperson welcomed Dr S Taylor to her first meeting of ZetTrans.

Circular

The circular calling the meeting was held as read.

Declarations of Interest

None

Minutes

The note of the meeting held on 18 February 2008 was confirmed.

Members' Attendance at External Meetings

There was nothing to report.

Copies of the Standards Commission's "Guidance Note to Devolved Public Bodies in Scotland and their Members" were distributed to those present at the meeting (Appendix A).

17/08

Lead Officer's Report

The Partnership considered a report by the Lead Officer (Appendix 1).

The Lead Officer and Transport Development Manager gave a brief update on the items in the report.

Parliamentary Ferries Inquiry

The Partnership noted that the Committee was due to report back on its findings in June, and that there were no significant changes to the itinerary appended to the

report. It was pointed out that Bressay Community Council had yet to be formally informed about the meeting to take place on Tuesday 29 April. The Transport Development Manager said that he understood the invitations had recently been issued from Edinburgh, but would check that this was the case following the meeting.

Meeting of RTP Chairs – 17 March 2008

It was noted that the date of the meeting referred to in Appendix B should read “17 March 2008”.

Progress on Functional Transfers

The Lead Officer referred the Partnership to the most recent email exchange in Appendix C, and said that it raised the question of whether progressing the air services functional transfer in isolation would be considered as an inefficient use of parliamentary time. He advised that he tended to share this view, and was instead suggesting that work was carried out to explore all functional transfers by the end of the calendar year in order to reach a conclusion on the best way ahead for Shetland.

In response to a query, he said that he felt that the work involved would be within the capabilities of staff within the Council, and therefore would not require the use of parliamentary agents. It was a relatively straightforward process which the Council had gone through before. He further explained that it had been a condition relating to the establishment of ZetTrans that bus services transferred, and that the previous Government had hoped to apply this to all services. However the new Scottish Government did not have any particular views on how this should happen, and had asked the Partnership to explore this further. If the Partnership was agreeable to his proposal to present a report on functional transfers by the end of the year, he would intend firstly to consider the legal requirements and implications, before looking at the strategic options and carrying out wider consultation.

On the motion of Mrs I J Hawkins, seconded by Mr F A Robertson, the Partnership agreed to the Lead Officer’s proposal to present a report to the Partnership, in consultation with Shetland Islands Council, by the end of the calendar year on the principles and pros and cons of the function transfer of both ferries and air services from Shetland Islands Council to ZetTrans, as outlined in paragraph 7.2 of the report.

The Scottish Transport Conference 2008

The Lead Officer advised that since the report had been written, he had been approached by Swestrans asking if ZetTrans would consider sharing a stand at the conference. As well as halving the costs to the Partnership, there were also a number of similarities between the areas which would make sharing a stand appropriate, including that both were the only single authority transport partnerships in Scotland, both faced similar transport challenges and both had international transport connections. He felt that it would be beneficial to take up this offer, and that it was important to be represented at the Conference.

The Partnership agreed, and on the motion of Mrs I J Hawkins, seconded by Mr F A Robertson, approved recommendation 7.3 in the report, and that ZetTrans should take up the offer to share an exhibition stand with Swestrans.

Implementation of Shetland Transport Strategy

The Partnership noted a report by the Transport Development Manager (Appendix 2).

The Lead Officer referred to paragraph 2.6 of the report and pointed out that the bike repair scheme had been very successful, and that the first four sessions of the bike maintenance courses were now fully subscribed.

In response to a query regarding the report prepared for the Capital Programme Review Team (CPRT) in relation to the Skerries South Mouth, as referred to in paragraph 2.3, the Lead Officer confirmed that the project had gone through the prioritisation process but he had not yet been informed of the outcome. However he would contact the CPRT following the meeting to find out.

With regard to paragraph 2.8, Mr J G Simpson advised that the feeling of the last two Whalsay STAG meetings was that it was not an option to consider the Whalsay link without taking account of Vidlin to allow for diversions in bad weather. The Lead Officer confirmed that the Vidlin connection featured in the preferred option, and that the financial implications would be presented to the next meeting.

The Partnership noted that the area transport forums, referred to in paragraph 2.13, had received positive feedback, and that those involved had commented on the value of being able to engage in the process of reviewing services. The forums had also proved valuable for officers in finding out more about the reasons that services had evolved in local areas, and in getting people's views on future provision. It would be a longer term process to pull together this information and consider it in terms of the resources available to deliver services.

The Partnership agreed to Dr S Taylor's suggestion that changes that arose as a result of area transport forums should be reported to the Partnership.

19/08

Revised Final Draft Transport Strategy

The Partnership considered a report by the Lead Officer (Appendix 3).

The Lead Officer explained that there were no fundamental changes to the Strategy. It had been restructured in order that it could be presented in a format that the Cabinet Secretary expected and that reflected national objectives. The main difference was that the previous version had included the delivery plan as part of the Strategy. However this now had to be a separate plan that would be approved by ZetTrans and the Council, but does not need to be sent to the Scottish Government for approval.

It was pointed out that the Scottish Government had made it clear that the delivery of the Strategy would be the responsibility of the Partnership and the Council, therefore it would be imperative on ZetTrans and the Council to consider what is affordable within the plan. The Lead Officer pointed out that consideration had been given to economic and community sustainability and to social inclusion, and that the Strategy contained a set of requirements to ensure sustainability rather than a list of aspirations.

It was suggested that, in the longer term, it would be important to lobby the Government and to seek EU funding, as it would not be possible for the local authority to fund everything. The Chairperson advised that he had already raised this issue with the Transport Minister, and that he had not been dismissive of future approaches by the Council/ZetTrans for funding. The point had been made to the Minister that national projects were being funded by central government, and the

Chairperson agreed that it was important to maintain this level of contact and to continue dialogue with the Government.

Some discussion took place regarding soft verges for roads in rural areas. It was felt that there was a case for hard verges to be installed where possible in order to encourage people to walk and to make it safer for them to do so. It was noted that this had also been raised in relation to the Burra/Scalloway area at a recent Member/Officer Working Group. It had been agreed that, as a starting point, a map should be sent to Community Councils so that they could map the main areas where people walked as it would not be possible to install hard verges everywhere.

The Partnership agreed to the Chairperson's suggestion that the minutes of ZetTrans meetings should be included on the agenda of the Council's Infrastructure Committee for information.

The Partnership otherwise approved the recommendations in the report on the motion of Mrs C H J Miller, seconded by Mr F A Robertson.

20/08

Approval of ZetTrans Nominations

The Partnership considered a report by the Head of Legal & Administration and approved the recommendations contained therein on the motion of Mrs C H J Miller, seconded by Mrs I J Hawkins.

The meeting ended at 3.00pm.