



## REPORT

**To: Infrastructure Committee**

**06 October 2009**

**From: Service Manager- Environmental Health  
Environment and Building Services  
Infrastructure Services Department**

### **PARTICIPATORY BUDGETING**

#### **1 Introduction**

- 1.1 This report advises the Infrastructure Committee of an application being prepared to pilot Participatory Budgeting in Shetland. The report seeks authorisation to proceed with the planned pilot if the bid is successful.

#### **2 Links to Corporate Priorities**

- 2.1 The effective delivery of this pilot would contribute to key Corporate Plan objectives: Health Improvement, Community Safety and Social Justice.

#### **3 Background**

- 3.1 Participatory Budgeting (PB) directly involves local people in making decisions on the spending and priorities for a defined public budget. The Convention of Scottish Local Authorities (COSLA) is working with Scottish local authorities to implement three pilots of PB across Scotland as a tool to address Antisocial Behaviour by building community problem solving skills and supporting more inclusive communities.
- 3.2 PB provides citizens with information that enables them to be engaged in prioritising the needs of their neighbourhoods propose and debate new services and projects and allocate a budget in a democratic and transparent way. The Pilot offers match funding from the Scottish Government to fund projects, which are determined by the community to meet their needs.
- 3.3 The PB process allows the community to identify its priorities to address Antisocial Behaviour and Community Safety and then supports groups, voluntary agencies and individuals to develop projects design to address these issues with the community. The process involves a community decision-making event where individuals vote for the projects that they feel should receive funding. The conditions and timetable set for the COSLA pilot means that this event must be held before 31<sup>st</sup> March 2010.

- 3.4 Pilots across England and Wales identified that during this process people vote strategically and thoughtfully, they do not just vote for projects that will directly benefit them but consider the community benefits as a whole. The process breaks down misconceptions between divided communities or excluded groups and also delivered an improved dialogue between the community and service providers. It promotes budget literacy and builds a sense of ownership for the resultant projects. PB has been used across the UK to allocate Community Safety small grant schemes, prioritise spending of Community Council funding, and to devolve ward based funding of environmental, roads, housing and leisure budgets.
- 3.5 Following consultation with Housing Services, some residents concerned about antisocial behaviour and the Community Learning and Development Officer it was decided that the Pilot will be implemented in the North Staney Hill area of Lerwick. A PB Board will be formed to oversee the project consisting of the elected Members for the area, Head of Environment and Building Services, an officer from Finance and a representative from Housing Services and the Northern Constabulary. The delivery group will include officers from the multi-agency Antisocial Behaviour Working Group, the Community Learning and Development Officer for the area, a representative from Hjaltland Housing Association and community representatives.
- 3.6 COSLA intend to run training courses for elected Members in tandem with the Participatory Budgeting Pilots on community engagement which will cover Participatory Budgeting and skills to promote it in local areas.
- 3.7 The application for inclusion into the Scottish Pilots must be submitted by the 30<sup>th</sup> October 2009, and COSLA will hold a presentation day in November at which proposed Participatory Budgeting projects will be selected by a Panel, with the funding provided and allocated by the Scottish Government.

## **4 Financial Implications**

- 4.1 It is proposed that £10,000 shall be allocated from the Antisocial Behaviour budget (GRY54241486) to this pilot. This funding is allocated to diversionary projects to prevent antisocial behaviour. The Antisocial Behaviour Working Group would normally allocate funding to individual projects, however in this pilot, the community would allocate the funding. This would be match funded from the Scottish Government if the bid is successful.

## **5 Policy and Delegated Authority**

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit and for which the overall objectives have been

approved by the Council, in addition to appropriate budget provision as described in Section 12 of the Council's Scheme of Delegation.

## **6 Conclusions**

- 6.1 The PB process is effective at improving communication between the community and services and can build consensus and cohesion within communities. The process of developing priorities and approving projects allows citizens to engage in the development and renewal of their neighbourhoods. The process can also raise awareness about how services are bought and paid for thereby increasing the understanding of the work of the Council and its partners. The process relies on effective community engagement and will deliver improved community safety and reduced antisocial behaviour.
- 6.2 Subject to Member approval of this pilot, a meeting of the Project Board will be called to agree the programme and milestones in the project plan. A final report on the effectiveness of PB in addressing antisocial behaviour and the outcomes the process has delivered, as well as an assessment of any potential future uses, will be presented to this Committee later in 2010.

## **7 Recommendation**

- 7.1 I recommend that the Infrastructure Committee:
  - 7.1.1 Note the opportunity to seek involvement in the Scottish Pilot of Participatory Budgeting;
  - 7.1.2 Support the use of Participatory Budgeting within the North Staney Hill area to address community concerns about antisocial behaviour and Community Safety.

Report Number: ES-27-09-F





## **REPORT**

**To: Infrastructure Committee**

**6 October 2009**

**From: Road Safety Engineer  
Roads  
Infrastructure Services Department**

### **20 MPH SPEED LIMITS AT SCHOOLS PROGRESS REPORT, SEPTEMBER 2009**

#### **1 Introduction**

- 1.1 As instructed, I have reported to the Committee at each meeting since February on progress made to date with the introduction of permanent and part-time 20mph speed limits at most of Shetland's schools by the end of 2009. (Infrastructure Committee Min. Ref. 03/09).

#### **2 Links to Council Priorities**

- 2.1 The discussions and actions detailed in this report are required in order to meet the Principles of the Shetland Transport Strategy, particularly those of Accessibility and Inclusion, and Environmental Responsibility. The report is presented under our requirement to act in an Evidence-Based manner and to be Accountable.

#### **3 Background**

- 3.1 The use of 20 mph speed limits at schools is now standard practice nationwide, and they can take one of two forms. Firstly, some locations are suited to **Permanent 20mph Speed Limits**, either because traffic speeds are already almost that low, or because traffic-calming measures can be introduced to bring them down to that level. Secondly, at other locations **Part-Time 20mph Speed Limits** using a set of electronic signs may be necessary.
- 3.2 The Committee has decided that the programme to provide speed limits at schools should be accelerated so that it can be completed by the end of 2009, and on 17 February and 25 March the Council approved the necessary funding. I list below all of the schools, along with details of progress towards the completion of their speed limits.
- 3.3 The Committee also approved that 20mph speed limits do not need to be introduced in Fair Isle, Foula, Papa Stour or Skerries, and that the speed limit at Lunnasting School should be delayed for up to one year so that it can be carried out, if possible, in conjunction with road improvements planned for that section of road.

## 4 Summary of Progress

- 4.1 The following table is a summary of progress to date on the implementation of these speed limits:

	Permanent	Part-Time
Installed:	4	9 (of which 4 are faulty)
Works Ordered:	4	7
In Preparation:	3	3
Postponed:	1	-

- 4.2 From this table, it can be seen that all of the preparation work has now been done for almost all of these limits: investigation, traffic surveys, initial consultation, design of layouts and cable tracks, wayleaves, electricity connections, formal consultation and advertisement, responding to comments and objections, and placing of orders with the contractors. Eleven have been ordered, five will be ordered within days, Lerwick should be ordered later this year, and Lunnasting has been postponed till next year.
- 4.3 A detailed programme of works is now being agreed with our contractors to ensure that the ordered works are completed as quickly as possible. I remain confident that most of this work will be complete by the end of December 2009, and that all of it apart from Lunnasting will be done by the end of the financial year in March 2010.

## 5 20mph Limits Already Installed

- 5.1 **Bells Brae School.** The permanent limit here was installed in October 2005 as part of the limit covering the adjacent housing. However, following a recent survey of traffic speeds, it has been decided to install additional signing and road markings, such as repeater signs and roundel markings. Progress on the traffic order for a part-time limit on the nearby A969 South Road is noted at paragraph 6.7 below.
- 5.2 **Whiteness School.** Part-time limit installed in July 2006. The community subsequently sought additional side-road signs and one of these has been installed at Clach-na-Strom. A further sign is still to be provided at the junction of the A971 with the Noostigarth road. This work will be done later this year as part of a scheme to replace the existing street lighting in Clach-na-Strom. The sharing of this work will save several thousand pounds.
- 5.3 **Cunningsburgh School.** Part-time limit installed in July 2007.
- 5.4 **Urafirth School.** Part-time limit installed in March 2008.
- 5.5 **Ollaberry School.** Part-time limit installed in May 2008.
- 5.6 **Sound School.** The permanent speed limit was introduced on Oversund Road and adjacent streets in August 2008. A number of the signs were initially faulty but the limit was fully operational in August 2009.

- 5.7 **Brae High School.** Part-time limit installed in September 2008.
- 5.8 **Baltasound Junior High School.** Permanent speed limit introduced in November 2008.
- 5.9 **Fetlar School.** The permanent limit was installed in May 2009.

## **6 Other 20mph Limits**

- 6.1 **Sandwick Junior High School.** The work to install this speed limit is complete. However, a fault with the variable signs means that it is not operational yet. These signs are the same type and from the same manufacturer as signs we have previously used without any problem (see paragraphs 5.2 to 5.7 above). One of the faulty signs has been sent back to the manufacturer so that they can investigate the matter.
- 6.2 **Scalloway Junior High School.** The work to install this speed limit is complete, but with the same fault as described in 6.1 above.
- 6.3 **Mossbank School.** The work to install this speed limit is complete, but with the same fault as described in 6.1 above.
- 6.4 **Mid Yell Junior High School.** The works order has been placed with our contractor and work should commence during the school's October holidays.
- 6.5 **Dunrossness School.** The work to install this speed limit is complete, but with the same fault as described in 6.1 above.
- 6.6 **Anderson High School.** The Committee, at its meeting on 16 June 2009, approved the promotion of a permanent 20 mph speed limit with traffic calming measures. Please note that, even although it has been decided that the new school should be built elsewhere, these inexpensive measures will be required in the short term for the existing school. They may also be considered desirable to retain in the long term, since this is also a residential district. This was considered necessary because Guidelines state that these speed limits should be self-enforcing and only installed, without traffic calming, where existing 85<sup>th</sup> percentile speeds are less than 25 mph. The initial consultation process for this speed limit is underway and ends on 9 October 2009.
- 6.7 **Bells Brae (A969).** The consultation process for the traffic order was completed without any formal objections to the limit being received. The order was made in April 2009 and the works order has been placed with our contractor. Since the works would affect the existing flashing amber school crossing lights it was programmed for the school's summer holidays. However, Scottish Water are undertaking water mains work on this stretch of the A969 at this time so our works have been postponed to the October holidays.
- 6.8 **Symbister Junior High School.** The final consultation process for the traffic order was completed without further comment or objections. The order was made on 24 March 2009. We intend to reduce costs by installing the speed limit during construction of the adjacent footway

improvement scheme, which has been approved for construction this year under the Footways Capital Rolling Programme.

- 6.9 **Hamnavoe School.** The final stage of consultation for the permanent 20 mph zone ended on 28 August 2009 without any formal objections. Therefore, the traffic order was made on 9 September 2009. The works to install the road humps and signs have been ordered from our contractors.
- 6.10 **Aith Junior High School.** There were no formal objections to the traffic order so it has been made. Scottish & Southern Energy has identified the location of a suitable electricity supply for each sign. To access one of these a cable track must be taken through land adjacent to the road.
- 6.11 **Tingwall School.** The consultation process for the traffic order was completed without any formal objections to the limit being received. The order was made on 17 April 2009 and the works order has been placed with our contractors. A letter was received from the Tingwall, Whiteness and Weisdale Community Council asking that the existing permanent 30 mph speed limit be replaced with a 40 mph limit. They were of the opinion that, providing a 20 mph limit is in place at school in/out times, the higher limit would be more appropriate on these lengths of road. Initial consultation for the 40 mph limit was completed without any comments being received and final consultation is now underway.
- 6.12 **Happyhansel School.** The consultation process for the traffic order was completed without any formal objections to the limit being received. The order was made on 17 April 2009 and the works order has been placed with our contractors.
- 6.13 **Nesting School.** The problem with the way-leave, necessary for cable tracks across private land, has been resolved. The works order has been placed with our contractors and work should commence during the school's October holidays.
- 6.14 **Bressay School.** The final stage of consultation for the permanent 20 mph limit ended on 4 September 2009 without any formal objections. Therefore, the traffic order was made on 11 September 2009. The works to install the signs etc have been ordered from our contractors.
- 6.15 **North Roe School.** The final stage of consultation for the permanent 20 mph limit ended on 4 September 2009 without any formal objections to the traffic order. Therefore, the order was made on 11 September 2009. The works to install the signs etc have been ordered from our contractors.
- 6.16 **Olnafirth School.** The consultation process for the traffic order was completed without any formal objections to the limit being received. The traffic order was made on 1 June 2009. Scottish & Southern Energy has identified the locations of suitable electricity supplies and works orders have been placed with our contractors.



- 6.17 **Sandness School** The traffic order was made on 2 June 2009. Scottish & Southern Energy has identified the location of a suitable electricity supply for each sign and I have obtained the necessary permissions from land owners to lay the supply cables to the signs.
- 6.18 **Lunnasting School.** The Committee agreed in May 2009 to the postponement of the installation of a 20 mph speed limit here until it is clear if and when the footway scheme will go ahead (Min. Ref. 35/09). Land plans for that scheme are with the District Valuer, and formal offers are due to be issued to the landowners shortly.
- 6.19 **Uyeasound School.** The final consultation process will be completed on 25 September 2009.
- 6.20 **Cullivoe School.** The final stage of consultation for the permanent 20 mph limit ended on 4 September 2009 without any formal objections to the traffic order. Therefore, the order was made on 11 September 2009. The works to install the signs have been ordered from our contractor.
- 6.21 **Skeld School.** The final consultation process will be completed on 25 September 2009.
- 6.22 **Burravoe School.** The final stage of consultation for the permanent 20 mph limit ended on 4 September 2009 without any formal objections to the traffic order. Therefore, the order was made on 11 September 2009. The works to install the signs etc have been ordered from our contractors.

## **7 Financial Implications**

- 7.1 The Council has allocated a budget of £410,000 in 2009/10 in the Capital Programme for speed limits at schools, and a new rolling programme budget heading (GCY9213) has been set up.

## **8 Policy and Delegated Authority**

- 8.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit (including Section 12.0 of the Council's Scheme of Delegations), and for which the overall objectives and budgets have been approved by the Council.
- 8.2 The Executive Director of Infrastructure Services has delegated authority to promote traffic orders and traffic calming measures. The Executive Director also has delegated authority to make those orders and install traffic calming where no objections have been received to the proposals at public consultation stage. Where there are objections the decision has to be referred to the Infrastructure Committee which has delegated authority in this situation (Min Ref 04/98 and as described in the Council's Scheme of Delegation).

## **9 Recommendation**

- 9.1 I recommend that the Infrastructure Committee notes the progress made to date on the programme to install 20 mph speed limits at schools before the end of 2009.

Report Number : RD-21-09-F



## **REPORT**

**To: Infrastructure Committee**

**6 October 2009**

**From: Network and Design Manager  
Roads  
Infrastructure Services Department**

### **A971 HAGGERSTA TO COVA REPORT ON PROGRESS, SEPTEMBER 2009**

#### **1 Introduction**

- 1.1 At its meeting on 18 November 2008 the Committee asked that I report to each of its meetings on progress towards starting construction of the above project.

#### **2 Links to Council Priorities**

- 2.1 This project meets all of the Principles of the Shetland Transport Strategy, particularly those of Accessibility and Inclusion, Accountability, Compliance, and Environmental Responsibility. This report is presented under our requirement to be Accountable.

#### **3 Background**

- 3.1 Construction of a new road between the Whiteness School near Haggersta and Cova in Weisdale is taking a long time to prepare, due mainly to the very thorough and lengthy procedures we have had to follow, and to the opposition which we face to certain aspects of the scheme.
- 3.2 In December 2008, the Executive Director asked me to produce a provisional timetable for the remaining preparation tasks, and I detail an updated version of this below. I also note *in italics* the progress since I reported to the Committee on 1st September 2009.

#### **4 Provisional Timetable**

- 4.1 **Until April 2009.** We concluded the road safety audit process, produced the final land acquisition plans and passed them to the District Valuer, renewed contact with the landowners, and kept the Scottish Government informed of progress.

#### 4.2 April to August 2009 (Now Sept 2009).

- 4.2.1 *We are now seeking to conclude land acquisition by voluntary means. There were some delays due to illness and staff changes in the District Valuers' office, but the areas of land have now been valued, and offers have been sent to each of the landowners. Due to the poor response, reminders were also sent out, and we are now seeking to ascertain whether each landowner intends to reach a voluntary agreement with us, or whether a Compulsory Purchase Order (CPO) will be necessary.*
- 4.2.2 *To date (28<sup>th</sup> September) provisional agreement has been reached with one landowner, and amicable discussions are being held with one other. If agreement with all of them is achieved shortly, we will proceed to stage 4.4 below. However, if agreement with all of them is not achieved soon, we will promote a new CPO, see 4.3 below.*
- 4.2.3 *The Consultant Engineers are preparing an up-to-date estimate of total scheme costs, so that a more accurate budget can be set in the new Capital Programme. As part of this process, trial pits are due to be dug shortly.*

4.3 **Sept 2009 (Now Oct 2009) until Scottish Ministers Confirm the CPO.** Issue notices. Make the CPO and advertise it. Deal with any objections, or other correspondence. Submit to Government. Deal with subsequent correspondence. Please note that the minimum time for this procedure is likely to be almost two years.

4.4 **Sept to Nov 2009 (Now Oct to Dec 2009) or Later.** Press Scottish Ministers for a decision on the Stopping-Up Order (at the same time as a decision on the CPO, if one has proved necessary). Please note that when we've been at this stage in the past, correspondence with the objectors has caused the process to be prolonged.

4.5 **Then for a Period of at Least 6 Months.** Carry out final design. Produce contract drawings, quantities, and documents. Issue tenders for return 6 weeks later. Instruct utilities to divert their plant.

4.6 **Shortly Afterwards.** Award contract. Start construction (for a period of about 15 months).

4.7 **Additional Works.** *The roadside rock face at Haggersta, which was excavated by the Council in about 1976, has deteriorated over the years. Although it was originally agreed that it should be repaired during construction of the new road, I have now agreed with the adjacent householders that we should carry out the repair works this year. This is because the rock face has recently become worse, and also because it is likely that the new road may not be built for some time to come.*

## **5. Financial Implications**

- 5.1 The current estimate of the cost of the project is £2.25m, which includes for land acquisition, design and preparation, utility diversions, works, environmental mitigation, and supervision. I expect to have an up-to-date estimate from the Engineers later this year. In the meantime, there is a budget of £70,000 in 2009/10 to cover the above preparation tasks, including the repairs to the rock face at Haggersta.
- 5.2 The project has been approved for construction in former Council Capital Programmes for many years, but has always “slipped” due to various delays. However, since the Council does not at present have a Capital Programme beyond March 2010, there is no current date for construction. I would suggest that the earliest possible start date for construction is the Summer of 2010, but that a more realistic start date may be at least a year later.

## **6. Policy and Delegated Authority**

- 6.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit (including Section 12.0 of the Council’s Scheme of Delegations), and for which the overall objectives have been approved by the Council.

## **7. Recommendation**

- 7.1 I recommend that the Committee note progress toward preparing this project for construction.

RD-20-09-F





## **REPORT**

**To: Infrastructure Committee**

**06 October 2009**

**From: Cleansing Services Manager**  
**Infrastructure Services Department**

### **PROGRESS REPORT – IMPLEMENTATION OF WHEELED BINS AND COMMERCIAL WASTE CHARGES**

#### **1. Introduction**

- 1.1 The purpose of this report is to inform Members of the progress towards the implementation of wheeled bins into domestic and commercial properties and the outcome of a trial carried out during June 2009.

#### **2. Link to Corporate Priorities**

- 2.1 This links to the Council Priorities to work towards the priority of “Sustainable use of Resources”, to help us to manage our waste, limiting its impact on the environment and to encourage waste minimisation.

#### **3. Background**

- 3.1 A report on the implementation of wheeled bins for commercial premises and householders and a review of commercial waste charges was submitted to the Infrastructure Committee on the 18 November 2008 (min ref 80/08). The Committee approved to replace the existing frequency based commercial refuse charges (which does not take account of the volume of waste presented for collection) to a system based on charging for the volume of waste presented for collection based on the polluter pays principle. Details of the new scheme are outlined in Appendix A.
- 3.2 It was also agreed to provide householders with the option of opting to buy a wheeled bin at cost price. It should be noted that this would be optional and only those householders that requested a wheeled bin and their location deemed suitable would receive a bin.
- 3.3 Following a successful trial of a demonstration vehicle with bin lift during June 2009, the Infrastructure Committee approved the purchase of a purpose built vehicle on 1 September 2009 (min ref 83/09). It is intended to implement the domestic wheeled bin collection in February 2010 following delivery of the new vehicle and the new commercial charges in April 2010 at the start of the financial year. Members may recall that the wheeled bin collection system will be rolled out throughout Shetland over

a 4-year period on a route per year basis with the Lerwick and Scalloway route being first, followed by south, north and west and then the isles.

- 3.4 It should be noted that the new charges which includes the use of sacks and labels will apply to all commercial properties throughout Shetland from 1 April 2010. However wheeled bins will only be made available to commercial properties as they are rolled out over the 4-year period.
- 3.5 The purchase and installation of a bin lift has been arranged for an existing refuse collection vehicle in the fleet to provide back up for the new vehicle.
- 3.6 During the 'Environmental Fair' held at Clickimin Centre over a weekend in May 2009, the Cleansing Services had a display of wheeled bins so businesses and householders could see the range of sizes available.
- 3.7 The Cleansing Service proposes to replace the current black storage boxes along Commercial Street and The Esplanade with black wheeled bins in order to enable businesses in the area to store their waste in a safe and secure way so as to prevent spillage and mess in the Lerwick Lanes Outstanding Conservation Area. The current boxes were originally provided by the Council for the Tall Ships event in 1999.

#### **4. Wheel Bin Trial**

- 4.1 A trial of wheeled bins was carried out during a 2 week period in June 2009. This involved 39 commercial premises in Commercial Street, Lerwick, 3 commercial premises in Scalloway and 19 domestic premises in Goodlad Crescent, Lerwick.
- 4.2 Following the trial participants were asked to complete a questionnaire on the trial and the results are shown in Appendix B.
- 4.3 It is clear that the majority of participants indicated that they were in favour of using wheeled bins with only 2 householders and 1 commercial property indicating that they did not think wheeled bins were a good idea.
- 4.4 It is noted that 40% of respondents thought the size of bin was not adequate. The size and number of bins were restricted during the trial, however it was always the intention that a full range of sizes will be available for commercial properties and following the comments from domestic householders it is intended to make 120litres and 360litres bins as well as the standard 240litres bins available. The size of bin will reflect the number of occupants with 360litres bins being offered to households with 5 or more occupants.

#### **5. Financial Implications**

- 5.1 This report is for noting and so there are no further financial implications relating to this report other than those previously approved by Infrastructure Committee in November 2008.



## **6. Policy and Delegated Authority**

- 6.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, Section 12.0 of the Council's Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

## **7. Conclusion**

- 7.1 Following the successful trial of a demonstration vehicle with bin lift and positive feedback from both domestic and commercial users, wheeled bin collections for domestic properties in Lerwick and Scalloway will be implemented in February 2010 following delivery of the new vehicle and the new commercial charges will be implemented throughout Shetland in April 2010 at the start of the financial year.

## **8. Recommendation**

- 8.1 I recommend that Infrastructure Committee note the contents of this report.

Report Number : ES-28-09-F

### **New Commercial Waste Charges**

1. The biggest draw back from the existing scheme is that there is little incentive for commercial businesses to minimise their waste therefore the new scheme is based on the following principles:
  - Polluter Pays
  - Full Cost Recovery
  - Cost Neutral Operation
2. Customers will have the option to buy in advance blue coloured sacks in rolls of 50 at a unit cost of £0.60 (2008/09 rates) per sack, or for waste not suitable for sacks then labels which can be stuck on to the waste in similar size bundles to a sack. Sacks and labels would be available from Grantfield or purchased over the telephone or e-mail and delivered by the Cleansing Service.
3. The cost of the sack/labels takes into account the purchase, collection and disposal costs.
4. In addition initially customers in Lerwick and Scalloway would have the option of presenting their waste in wheeled bins with 5 different sizes available (120litres, 240litres, 360litres, 660litres and 1100litres). There would be a unit charge for uplift based on the size of bin plus an annual standing charge to recover the purchase cost of the wheeled bin, recovered over 5 years. The annual standing charge spreads the cost of the bin over 5 years thus reducing the impact on the customer in the first year, thereafter this fee will be dropped unless a replacement bin is required.
5. For customers with larger quantities of waste, skips would also be made available and charged at a hire rate plus disposal cost based on actual weight.
6. It is estimated that about 60% of existing customers will pay less than their current costs. It should also be noted that there would be significant cost implications for some customers that currently produce large volumes of waste.
7. It should be noted that customers would still have the option of transferring their own waste to the Civic Amenity Site at Gremista, and only pay the disposal cost. As there is a minimum disposal charge this would only benefit customers with large volumes of waste. However in a few cases this could represent a saving of up to 50% against the proposed charging scheme. A further option would be for customers to make an arrangement with a private skip hire company.
8. A free uplift of glass for recycling will be offered to commercial premises. Currently 75 commercial premises receive a discount on their commercial waste charge if they participate in a separate glass collection service.

## WHEELED BIN TRIAL COMMENTS

1. When asked do you think wheeled bins are a good or bad idea?

- a. 85% said Good
- b. 15% said No

Reasons for Good: Easy to use, stops birds, clean and convenient.

Reasons for No: Impractical in wind, movable by public, cigarettes may be an issue.

2. Were the wheeled bins easy to use?

- a. 90% Yes
- b. 10% No

Reasons for No: Too high, too heavy.

3. Do you think the storage of a wheeled bin would be a problem?

- a. 85% No
- b. 15% Yes

Reasons for Yes: Wind, number of bins needed.

4. Do you think Wheeled bins would help keep Lerwick tidy?

- a. 95% Yes
- b. 5% Possibly

Comments: Noticed big difference from week before, they would make the street better.

5. Do you think the size of the bin was adequate?

- a. 60% Yes
- b. 35% Too small or need more.
- c. 5% Too big.

6. Would you use wheeled bins in future if available?

- a. 85% Yes
- b. 15% No

Comments: 20% of Yes answers stated Definitely.

7. Would keeping the wheeled bin clean be an issue?

- a. 25% Yes
- b. 40% No
- c. 35% Possibly

Reasons for Yes: Too high, too big, will be if SIC do not clean them.

Reasons for Possibly: Height of bin; depends if still using black bags; depends who cleans them.

8. Would the cost be a barrier to having a wheeled bin?

- a. 100% No

9. Are you in favour of wheeled bins Yes/No

- a. 95% Yes
- b. 5% No

Any other comments:

Wind may be a problem.

Snow may be an issue when trying to move the bins.

If free to public more would use them.

Missing them already.

Lids too light.

Street was notably cleaner for 2 weeks.

Speed on collection was improved.



## **REPORT**

**To: Infrastructure Committee**

**06 October 2009**

**From: Cleansing Services Manager**  
**Infrastructure Services Department**

### **“YOUR VOICE” SPRING 2009 SURVEY RESULTS- CLEANSING SERVICES**

#### **1. Introduction**

- 1.1 The purpose of this report is to inform Members of the results of the “Your Voice” Spring 2009 Survey which included questions about the Cleansing Services. The services covered were refuse collection, recycling, street cleansing, Community Council skips, public toilets and grass cutting.

#### **2. Link to Corporate Priorities**

- 2.1 The Council’s Corporate Plan states *“Shetland’s unique and important natural environment is one of its most valuable assets. The protection and maintenance of the natural environment are regarded as priority areas.”*

#### **3. Background**

- 3.1 “Your Voice” is Shetland’s Citizen’s Panel and comprises a representative sample of Shetland residents. It consists of 600 people who have agreed to answer two questionnaires a year on public services in Shetland. It gives services a good feel for what Shetland people as a whole think about local issues as it has been designed to be as representative of the Shetland population as a whole, reflecting both the make-up of the population and geographic spread. The response rate has never fallen below 50%.
- 3.2 “Your Voice” is administered by AB Associates, co-ordinated within the Council by the Policy Unit. There are two questionnaires a year, in April and October.
- 3.3 “Your Voice” can be used to gauge levels of awareness about specific Council services or initiatives. It can also be used to track public interest or satisfaction with a particular issue.
- 3.4 The results of the Cleansing Services’ survey are attached as Appendix A to this report. The Spring 2009 report can also be found at:

#### **4 Key Issues Arising From Survey**

- 4.1 The survey shows that 94.54% of respondents are either satisfied or very satisfied with their refuse collection service as it stands, with 82% having never had a missed collection.
- 4.2 The provision of Community Council Skips continues to be appreciated, with several extremely positive comments.
- 4.3 Recycling is regarded as “Very Important”, to the extent that more recycling points and an expansion of our range of recyclable materials are wanted.
- 4.4 57% of respondents desire a greater provision of litter and dog waste bins.
- 4.5 Although public toilets continue to be regarded as clean, toilet opening hours are a concern.

#### **5 Financial Implications**

- 5.1 The cost of the survey was £1200 and funded from the Cleansing Service’s budget (Expenditure Code SRY 5200 1360).

#### **6 Policy and Delegated Authority**

- 6.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, Section 12.0 of the Council’s Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

#### **7 Conclusion**

- 7.1 The results of the survey were, in general, very positive, with the public expressing a high level of satisfaction with every aspect of the services concerned. It appears that the Cleansing Service’s efforts to provide a high level of service are meeting the majority of the public’s needs and expectations. Where the level of satisfaction was not so high, it is proposed that these specific issues be addressed by more involvement and consultation with those particular parts of the community and by giving consideration to the issues when extra funding becomes available. This will be reflected in the Cleansing Service’s Service Plan.
- 7.2 The service is aware of the requirements of Best Value 2. This survey will enable the service to become more customer-focused and responsive which is a key characteristic of the next Best Value 2 audit. Audit Scotland’s guidance on Best Value 2 states that, in relation to performance management and improvement:

*“The Council has a customer-first approach; it listens to service users and citizens, and works with them to prioritise and design services according to their wishes and needs. These wishes are reflected in corporate strategy and service plans, which contain clearly specified customer service outcomes and performance targets (e.g., customer satisfaction measures).”*

## **8. Recommendation**

- 8.1 I recommend that Infrastructure Committee note the contents of this report.

Report Number : ES-29-09-F

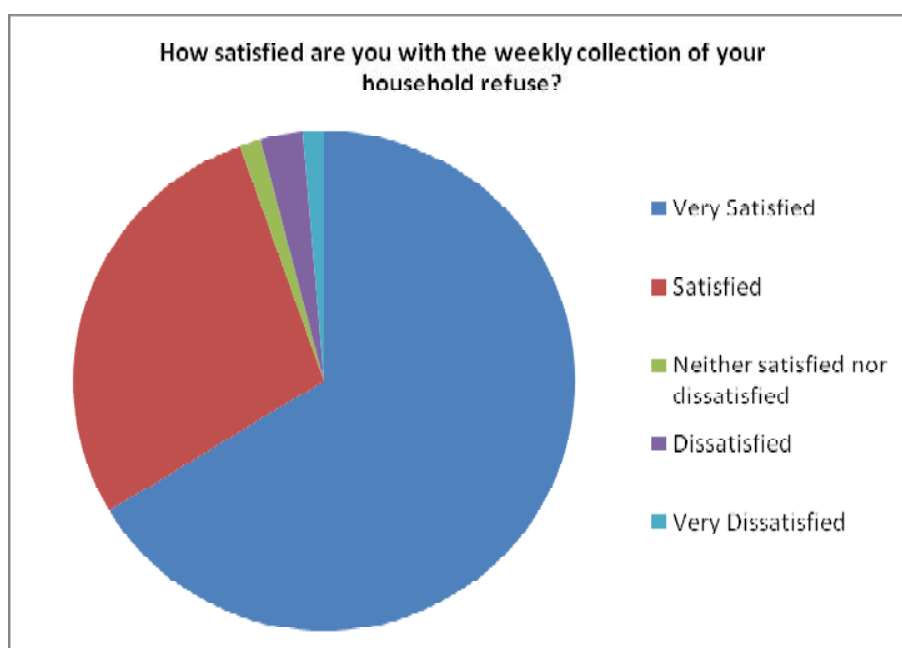




**SECTION D - CLEANSING SERVICE AND REFUSE COLLECTION****Question D1**

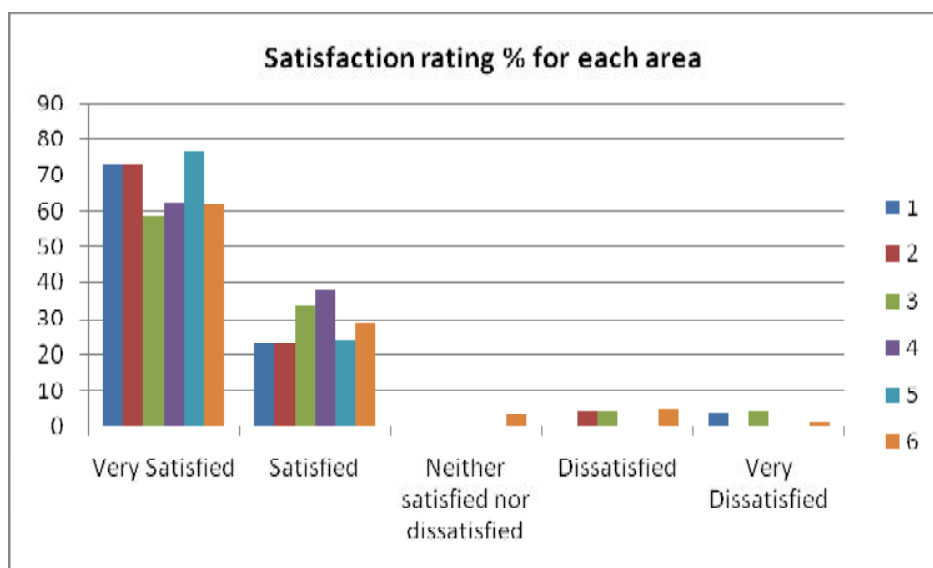
Respondents were asked how satisfied or dissatisfied they were with weekly collection of household refuse. The majority (66%) selected Very Satisfied, only 4% were Dissatisfied or Very Dissatisfied. The results for the whole question are summarised below;

Very Satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
66.36%	28.18%	1.36%	2.73%	1.36%



A cross tabulation of the results was carried out against location to see if there were any differences in satisfaction levels in different locations within Shetland. The results are displayed on the following graph. The numbers in the legend represent council wards in Shetland;

- 1 North Isles
- 2 Shetland North
- 3 Shetland West
- 4 Shetland Central
- 5 Shetland South
- 6 Lerwick (North and South)



As can be observed from the graph above, the majority of those who are Very Dissatisfied with refuse collection in Shetland live either in Ward 1 – North Isles, or Ward 3 – Shetland West – both rural areas.

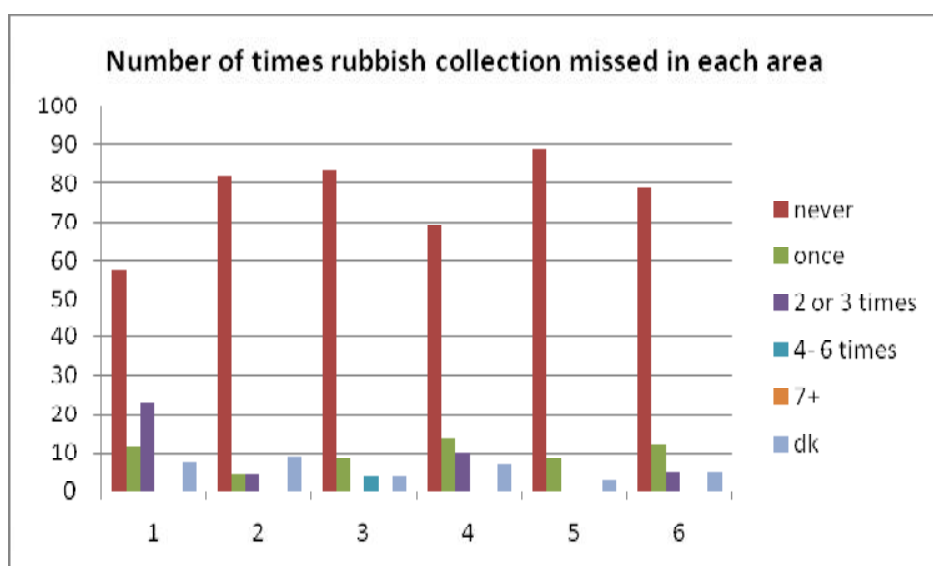
## Question D2

This question asked respondents to state how many times their weekly refuse collection had been missed in the past 12 months.

Never	Once	2-3 times	4-6 times	7 or more times	Don't Know
82%	11%	7%	0%	0%	6%

As we can see from the above table, the vast majority of respondents have never had their refuse collection missed.

A cross tabulation was carried out again with location to identify any geographical differences in the service. Those who had had their collection missed once most commonly lived in Ward 4 – Shetland Central. Those who had had their rubbish missed 2-3 times most commonly lived in Ward 1 – North Isles. These results are displayed on the graph below.



### **Question D3**

The question asked respondents who'd had their refuse collection missed whether it had collected within 24 hours of notifying the council.

63% didn't notify the council that their rubbish collection had been missed, 21% of rubbish missed was collected within 24 hours, 8% was not collected within 24 hours and 8% of respondents said they didn't know.

### **Question D4**

The panel were asked what they felt was the most reasonable length of time for missed refuse sacks to be collected by the council.

The results between the three options suggested in the questionnaire are fairly even – 37% said within 24 hours, 31% thought within 3 days and 32% felt that Next Day Collection was the most reasonable length of time.

### **Question D5**

The panel were asked to comment on what the council could do to improve the refuse collections service throughout Shetland.

Responses were grouped into 5 main categories. The most common theme which cropped up in comments from respondents was issues regarding the storage of refuse sacks before collection. Wheelie bins were commonly mentioned, with both positive and negative remarks. Nine comments encouraging the provision of Wheelie bins were made e.g.

- Wheelie bins. Refuse should be picked up in morning to stop gulls ripping bags and stop rubbish making such a mess through the day. It's unsightly
- Forget wheelie bins!

Seven of these comments were made from respondents living in Lerwick, one from North Isles and one from Shetland West. Two comments were made which discouraged the provision of Wheelie bins, one from a respondent in Lerwick and the other from Shetland Central. Thirteen additional comments were made regarding the storage of refuse sacks prior to collection, many of which suggested things such as black bag boxes and checks on netting/covers. The following are example comments stating these suggestions;

- More checks on the netting provided to cover bin bags. More checks on those who will not cover their bags and action taken
- It's a perfectly acceptable service but if they provided refuse boxes free of charge it might limit the extent of torn bags leading the rubbish strewn on pavements.
- We like our covered, enclosed compound for rubbish (Burnside)

Nineteen comments were made on recycling and provision of services and infrastructure to assist people in recycling. The majority of comments were made specifically about recycling in rural areas in Shetland and the lack of provision compared to Lerwick and Scalloway. E.g;

- Extend recycling collections to rural areas, but NOT at the expense of weekly refuse collection
- The blue/green bags in the country as well as the town - we pay council tax as well!

Seven comments were made regarding the refuse sacks provided by the council. Four of these referred to the quality of sacks provided currently that they are too thin. One respondent suggested biodegradable bin bags and two made stated that not enough bags were supplied.

Four comments were made in this section with reference to skips; each that they should be used more.

Thirty comments were also made in this section that the respondents were currently satisfied with the service and felt little could be done to make it any better. The following are examples of such comments;

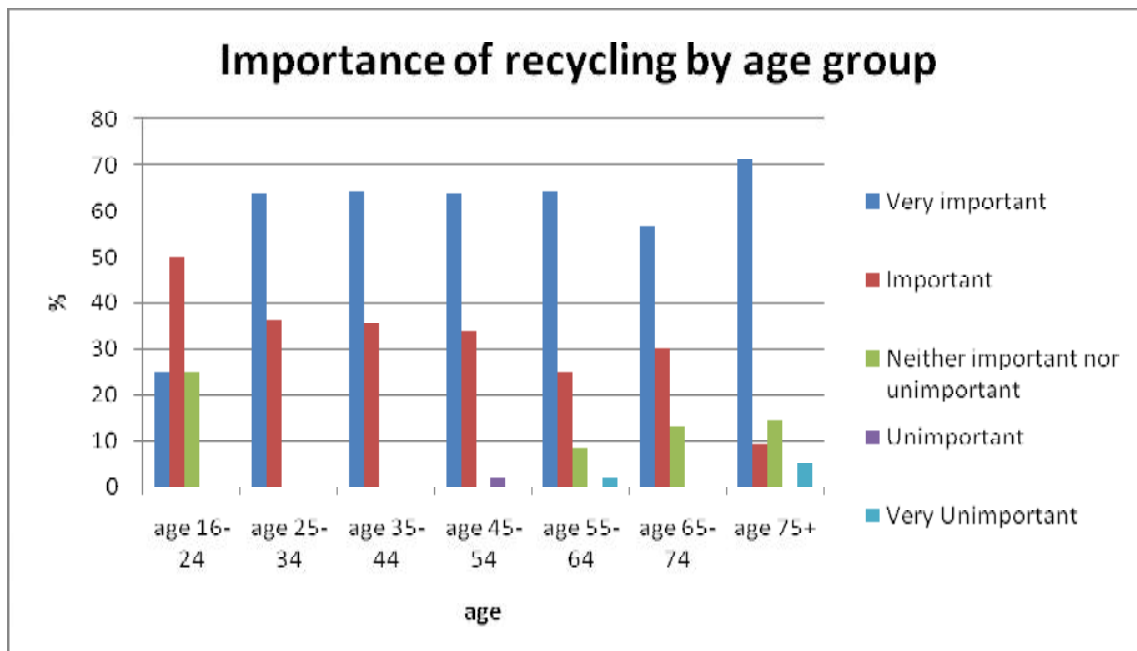
- I think the refuse collection is very good considering Island life on a remote island. We get it collected once a week & it seems fairly reasonable.
- We have an excellent refuse collection in this area, could set the clock when the lorry will arrive

## **Question D6**

Respondents were then asked specifically about recycling and how important or unimportant they felt it was.

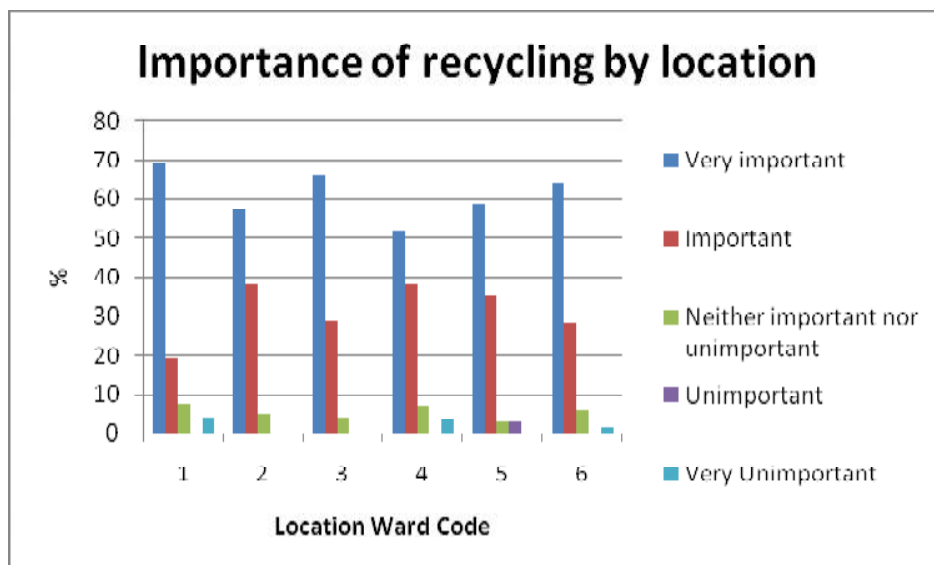
62% felt recycling was very important, 31% felt it was important, 5% felt neither important nor unimportant and just 1% felt it was very unimportant.

A cross tabulation of the results was carried out with both age and location of respondents. The importance of recycling amongst different age groups is shown on the graph below.



As can be seen from the above graph, the majority of all age groups felt recycling was very important except the 16-24 age group whom the majority rated the issue important. The age group with the highest level of respondent who felt recycling was very unimportant were those aged 75+.

The cross tabulation with location of respondent showed no great discrepancy between different areas in Shetland with regards to people's opinions on the importance of recycling, as shown on the graph below.

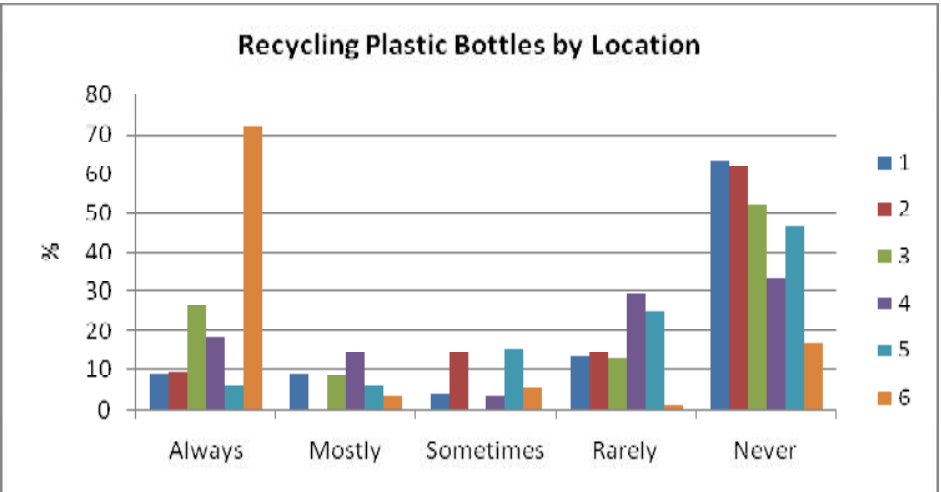
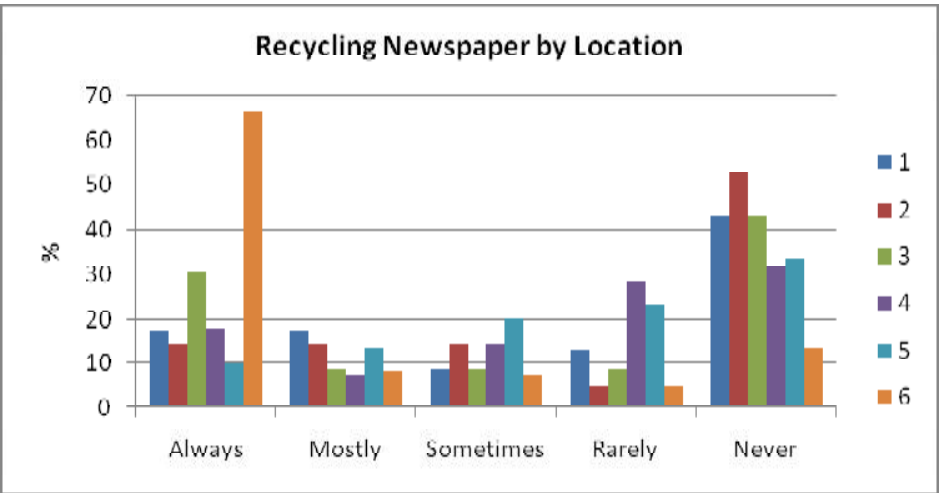
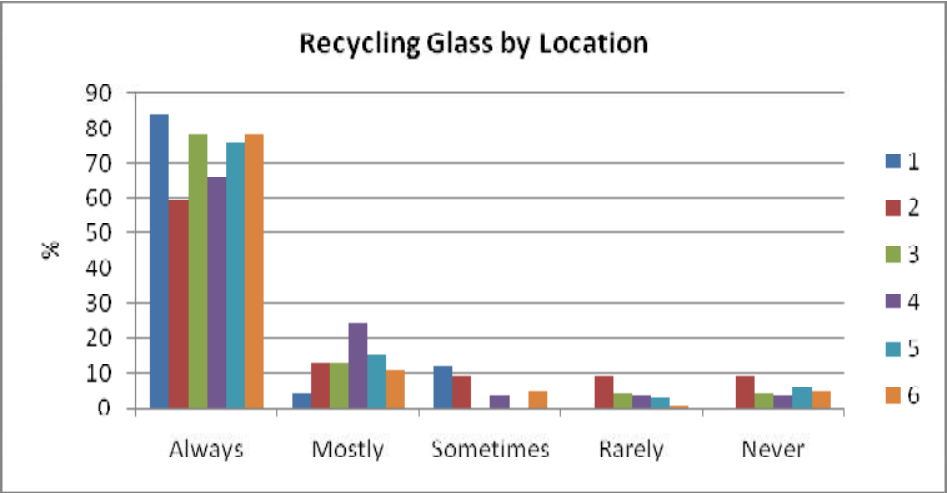


### Question D7

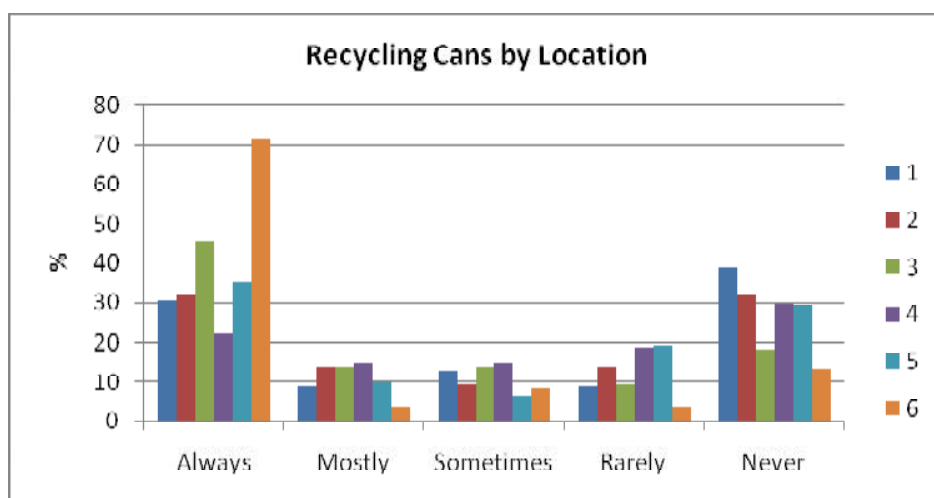
The panel were given a list of recyclable items and asked how often they recycle each. The results are as follows;

	Always	Mostly	Sometimes	Rarely	Never
<b>Glass</b>	75%	13%	5%	3%	5%
<b>Newspaper</b>	37%	11%	11%	12%	29%
<b>Plastic Bottles</b>	37%	6%	8%	13%	37%
<b>Cans</b>	49%	8%	10%	10%	23%

From the table above it can be seen that majority of respondents always recycle glass and almost half always recycle cans. Looking at the data by location makes it slightly more valuable; the following graphs display each recyclable material separately and on each graph the percentage of people in each of the 6 Shetland Wards whom always, mostly, sometimes, rarely or never recycle each type of material.







As can be seen from the graphs above, the majority of respondents who always recycle each of the materials, glass, plastic bottles, newspaper and cans, live within location ward 6 – Lerwick. Those who never and rarely recycle, particularly plastic bottles and newspaper, most commonly live in rural areas; North Isles, Shetland North and Shetland South.

#### Question D8

The panel was asked how much they knew about what happens to recycling once it has been collected.

Results are summarised on the following table;

A Lot	Quite a lot	A Little	Hardly Anything	Nothing
7%	19%	44%	24%	6%

#### Question D9

This question asked the panel which, from a given list, they felt would be the best methods for informing residents in Shetland about recycling.

The results are summarised below, the numbers in the second column represent the number of times each was ticked by respondents.

Method	Number
Local Newspapers	196
Local radio advertising	98

Local news websites	36
Council's website	50
Roadshows/information displays	33
Organised discussions being held in local communities	30
Information leaflets/newsletters delivered direct to Households	142
Face to face information on doorsteps	16
Advertisements displayed at bus stops and on buses	30

### Question D10

The panel was then asked reasons for why they recycle, again the numbers in the second column represent the number of times each reason was ticked by respondents.

Reason	Number
I do not recycle	12
To help save natural resources	150
To reduce my carbon footprint	113
To help prevent my rubbish ending up in landfill sites	157
Because I feel I ought to	93
Because I like to do my bit	128
Because my friends/family encourage me	16
Other, please specify	15

Examples of reasons stated in "other" are as follows;

- waste not - want not
- Anything that can burn I put in the fire
- school encourages our children to

### Question D11

The questionnaire provides a list of suggestions and asks respondents which of them would encourage them to recycle. As above, the numbers in the second column represent the number of times each suggestion was ticked by respondents.

Reason	Number
Nothing	12
More recycling centres	79
Better storage facilities at home	75
Wheeled bins for recyclable materials	51
Better information about what can be recycled and where	84
Being able to recycle more items	117
Having my refuse collected one week and my recycling collected the next week	42
Other, please specify	22

Nine respondents commented that better provision for collection of recycling in rural areas would encourage them to recycle. Two respondents stated that their mobility made recycling difficult for them. Three felt some reward scheme for recycling would encourage them such as council tax rebate or some monetary reward for exchange of recyclable goods. The following is an example of such a comment,

- In Holland they exchange glass for money!

Three respondents commented that if recycling was collected at the same time as refuse, it would make recycling easier. The storage of recycling was also referred to by two respondents, one stated wheelie bins would not work but some other kind of fixed container, the latter point was mirrored by the second respondent.

### Question D12

The panel was asked how often they compost garden and kitchen waste. The results are summarised on the table below;

Always	Mostly	Sometimes	Rarely	Never
30%	13%	11%	9%	36%



### **Question D13**

What can the council do to encourage you to compost more?

To make the results to this question more valuable, the results have been categorized into groups of those who already always, mostly, sometimes, rarely or never compost kitchen and garden waste.

#### **Always Compost**

As you would expect from this group of people, a percentage stated that there was nothing the council could do as they already recycle all kitchen and garden waste. Some suggestions were made however by these respondents on how the council could possibly make it easier or encourage them further. These are summarised under 2 main categories. Four respondents made references to provision of compost bins; that this would make it easier. A further four respondents made reference to that if more information was provided it would help with their composting and encourage others.

#### **Mostly compost**

Six out of eight comments made by people who mostly compost garden and kitchen waste made reference to compost bins; that if they were provided cheaply/free to households, composting more would be encouraged. The other two comments stated that nothing could be done by the council to encourage them to compost any more than they already do.

#### **Sometimes compost**

Two references were made to the provision of compost bins. One respondent sought information as to what to do with the compost if it was not used at home. A further two respondents said more information would encourage them to compost more.

#### **Rarely Compost**

The majority of comments made by those who never compost stated that they had no garden or need for the compost and hence no interest in composting. A substantial number of comments were also made that if compost bins and information on exactly what and how to compost, they would be encouraged.

#### Question D14

59% of respondents were aware that compost bins can be obtained from Council's Environmental Services offices at Grantfield in Lerwick. 41% were not aware that facilities were offered.

#### Question D15

Do you think that recovering energy by burning waste to provide a district heating scheme is a sustainable method of managing waste?

Yes	No	Don't Know
76%	9%	15%

#### Question D16

How satisfied or dissatisfied are you with the cleanliness of the streets in the area where you live?

The data below depicts that most are very satisfied or satisfied with the cleanliness of the streets in the area in which they live.

	Very Satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
<b>Your road, street, etc.</b>	33%	44%	14%	6%	1%
<b>Footpaths around where you live</b>	27%	44%	18%	8%	3%
<b>Your town/village centre</b>	25%	48%	18%	7%	2%
<b>The main roads in you town/village</b>	23%	52%	18%	8%	1%

### Question D17

Do you think that the streets and roads within Shetland should be cleaned more or less often?

	More Often	As they are now	Less Often
Residential Areas	18%	81%	1%
Streets in town/village	22%	76%	1%
Centres where there are shops	37%	62%	1%
Main roads/highways	14%	85%	1%

The above table displays that the majority of residents find that the current frequency of street and road cleaning in Shetland is satisfactory.

### Question D18

Do you think there are the right amount of litter bins situated throughout Shetland?

Yes	No, more bins required	No, Less bins required	Don't know
31%	57%	1%	11%

### Question D19

Do you think there are the right amount of dog waste bins situated throughout Shetland?

Yes	No, more bins required	No, Less bins required	Don't know
16%	51%	1%	32%

### Question D20

Do you think the amount of fly tipping has increased or decreased in Shetland over the last 12 months?

Increased a lot	Increased a little	Stayed the same	Decreased	Decreased a lot	Don't Know
3%	4%	21%	23%	2%	47%

### Question D21

What do you think could be done to reduce the amount of fly tipping in Shetland?

As an open ended question, comments were categorized under different headings again. The most common theme in answers to this question was penalties. 28 references were made to surveillance of the issue some kind of prosecution of offenders. Examples of these comments are as follows;

- Warnings about consequences publicly displayed & info about what to do instead
- More control. Investigation as to who is doing this when caught big big fines.

The second most common theme was comments which included reference to skips, with the general premise that more ought to be provided or frequency of emptying them be increased.

Five respondents made reference to tipping sites; that if these were more accessible and known, fly tipping would be reduced.

Four respondents made reference to landfill tax and that if the expense of this was reduced, people would tend not to fly tip so often.

### Question D22

How satisfied are you with the provision of the Community Council skips service throughout Shetland?

	Very Satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
Number of Skips	18%	41%	25%	14%	2%



<b>Location of Skips</b>	19%	47%	26%	7%	1%
<b>Frequency of emptying skips</b>	16%	27%	34%	18%	5%

From the above data we can derive people are generally satisfied with the Community Council skips service. The aspect people are most dissatisfied about is the frequency of emptying the skips. This is mirrored in the comments provided by respondents in the following question.

### **Question D23**

What could the Council do to improve the provision of the Community Council Skips service throughout Shetland?

Comments made most often in this section stated that respondents wanted to see more skips and them be emptied more frequently. Twenty four comments were made that more skips were required, Twenty nine comments were made that respondents would like to see skips emptied more often, a further five comments were made which encompass both these ideas. Four comments were made regarding skip misuse, particularly commercial builders who are using them and people putting things in them which they shouldn't e.g. refuse sacks, cardboard, farm waste etc. Eight wholly positive comments were made about the present scheme and that no changes should be made. Seven comments were made which intimated respondents felt there was a lack of information circulated on when and where skips will be placed and what can and cannot go in them.

Examples of suggestions are shown below;

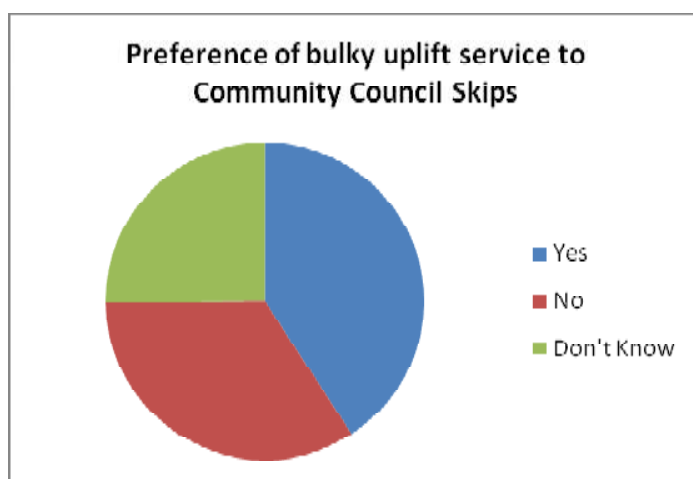
- There could be more skips, probably there could never be too many!
- Sometimes the skips could do with being emptied more often, but how would the council know?
- more skips needed & change more frequently
- Difficult as in my area skip is filled up same day it is emptied which suggests people use it rather than hire private skip or take to Lerwick. Businesses also seem to use it which doesn't seem right
- Again this service is exemplary, the envy of relatives on the mainland

- Don't think they should do anything different to what they are currently doing. It seems to be working and is a value for money service.
- advertise them better, in the paper or on a leaflet
- Permanent waste disposal areas in rural communities

#### Question D24

If the council was to introduce a free bulky uplift service to collect items from resident's houses instead of the Community Council Skips, do you think this service would be preferred to the skips service?

Yes	No	Don't Know
41%	34%	25%



As can be seen from the data above, there is far from a unanimous opinion on the issue. Several comments regarding the proposal were made in Question D30.

#### Question D25

How satisfied are you with the provision of public toilets throughout Shetland?

	Very Satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
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<b>Toilet Cleanliness</b>	11%	43%	28%	16%	2%
<b>Toilet Opening hours</b>	8%	31%	34%	24%	5%

### Question D26

Do you think there are the right number of public toilets situated throughout Shetland?

<b>Yes</b>	<b>No</b>	<b>Don't Know</b>
32%	46%	22%

### Question D27

What could the Council do to improve the provision of toilets throughout Shetland?

44 respondents said that building more public toilets would improve the provision. 17 respondents felt that if current facilities were open longer, the provision would be better. 8 felt that the current facilities needed to be monitored and cleaned more often. 6 respondents left comments which referred to improving the current facilities e.g. providing baby change and ensuring buildings are user friendly. Four respondents felt that it was important to provide facilities at popular attractions such as beaches. Three respondents commented that the current provision is good as it is.

Examples of suggestions are shown below;

- Provide a few more but funds would be a problem I presume.
- More rural, there are no toilets between Bixter & Lerwick, a long trip if you need to go
- Provide toilet facilities at all tourist attractions eg popular beaches
- Keep them open for longer on weekend nights in Lerwick. There seems to be a problem with people "using the lanes".
- I would be happy to pay 20p if a toilet attendant looked after and cleaned the toilets. They do that in Blairgowrie and the toilets are nice fresh and very clean

- Ensure all toilets/washbasins have a captive plug. The old toilets at the Esplanade are particularly difficult for one-handed operation. Trust new toilets will be more disabled user friendly
- Provide money to local business to provide public toilets e.g. Shops/building contractors

### Question D28

How satisfied are you with the provision of the grass cutting service throughout Shetland for:

- a) Amenity areas such as communal areas, play areas and Council sheltered housing properties?

	Very Satisfied	Satisfied	Neither Satisfied not dissatisfied	Dissatisfied	Very dissatisfied
Number of cuts per year	14%	46%	36%	3%	0%
Quality of cuts	13%	44%	38%	4%	1%

- b) Pensioner's and disables person's gardens?

	Very Satisfied	Satisfied	Neither Satisfied not dissatisfied	Dissatisfied	Very dissatisfied
Number of cuts per year	12%	29%	48%	9%	2%
Quality of cuts	12%	30%	50%	6%	3%

- c) Burial grounds?

	Very Satisfied	Satisfied	Neither Satisfied not dissatisfied	Dissatisfied	Very dissatisfied
Number of cuts per year	21%	46%	31%	1%	0%
Quality of cuts	20%	47%	32%	2%	1%

## Question D29

The panel were asked to give any further comments regarding the provision of the grass cutting service throughout Shetland. Several reoccurring themes were found from the responses collected. The first of these was the frequency of cuts; that if grass was cut more regularly it would be better.

The second theme identified was the quality of the work done; that it is sometimes very poor. Two respondents suggested training and three suggested better consideration of tender would be advantageous to the quality of the service.

Ten comments were made associated with policies and admin associated with the grass cutting service which suggested some felt they were unable to access services they were entitled to.

Five comments were made regarding roadside/verge cutting that these would need to be cut more often.

Examples of these comments are as follows;

- Cut old peoples grass/edges more frequently or don't penalise them for gitting/paying someone to do extra cuts when it can be up to 4 weeks between cuts
- Pensioners have to be on a "waiting" list. The job is poor and they got few cuts a year.
- Stop wasting public money cutting grass for people who are capable of doing it themselves - I object strongly to the waste of money
- Continue to ensure cost effective service. Utilise persons doing community service to increase cuts
- Staff training!!! The quality of grass cutting last year was very poor.
- The cheapest tender may not always be the best option. The grass cutting is a disgrace.
- Make sure road junctions maintain good visibility/i.e. Cut more often. Maintain wild flower verges.
- Employ more students during the holidays
- Is the grass composted?

### **Question D30**

Respondents were provided with a space to give any further comments relating to any of the questions or to the survey itself.

Responses to specific questions were varied. The question which received most comments was Question D24. A common consensus was brought from these that it was felt that if a bulky uplift service would work well along with the present skip service but not replace it.

Examples of comments made regarding the questionnaire are shown below:

- This time the questionnaire is easier to understand and fill in logically
- I have filled in all the surveys so far. You give the statistical returns to the public, but I am not convinced that anything ever happens or changes as a result
- Would this survey be better if the replies were anonymous?

A significant number of further comments were made regarding recycling in this section which mainly mirror those made in Question D5 with reference to recycling; examples of these are shown below.

- It would be good if we could recycle plastic bale wrap
- I do not receive any waste bags for recycling at all, and there is no facility for this where I live
- I believe the environmental damage caused by recycling is greater than not recycling in a rural island community such as Shetland
- The council does encourage people to recycle with issuing the coloured bags - but it does not make sense that people should deliver these bags out to Rova Head - surely this defies the carbon footprint!! There should be monthly or fortnightly community collection for areas out with Lerwick or Scalloway
- I think the kerbside collection of plastic bottles in Lerwick is a good step forward, I would like to see this extended to other areas. In the meantime I would like to see banks on a depot to which people could bring plastic waste as I have had trouble finding out where to take it. I would also like to see facilities for recycling newspaper, old clothes etc.
- Recycle kitchen & garden waste by feeding most of it to hens, and burn some to obtain potash which I use on garden along with waste from hens.

Four respondents made comment about dog waste; that more bins need to be placed and the need to prosecute offenders.

Comments were also made more generally about the SIC as a whole, examples are show below;

- People in Shetland generally expect far too much of public services - but the council needs to start managing the level of expectation as it is unsustainable
- Although many criticise the services and the SIC here, they are the envy of friends & relations from the mainland who have become aware of the level of service we enjoy. Service level must be looked at in context and in comparison with that provided elsewhere.

Examples of other comments made in Question D30 are shown below which were not categorised.

- Shetland is the only place I have lived in Scotland where I have felt & experienced no prejudice against my being English. I have never felt awkward about speaking with my English voice!
- Litter - around the AHS and to the street is appalling!!
- Many of these problems relate to people not taking responsibility for their actions and not considering how their behaviour affects other people ie drinking, fly-tipping etc. Given the cost implications of more services the council should be very cautious of trying to increase the services it offers.
- Expand district heating in Lerwick and introduce small schemes to rural villages





## **REPORT**

**To: Infrastructure Committee**

**06 October 2009**

**From: Environmental Liaison Officer  
Planning  
Infrastructure Services Department**

### **MINUTES OF THE KIMO CO-ORDINATION GROUP**

#### **1 Introduction**

1.1 As Shetland Islands Council is a founder member of KIMO (Local Authorities international Environmental Organisation), in accordance with its constitution, the Council is allowed to appoint four substantive Members to the organisation. In addition to this three substitutes have also been appointed. As only two Members regularly attend meetings, in June 2003, it was decided to establish a member officer working group to update the other appointed Members of current activities.

#### **2 Links to Council Priorities**

2.1 The Council Corporate Plan identifies the protecting our natural resources, developing suitable transport, managing waste effectively and reducing its impact on the environment and enhancing Shetlands biodiversity as key priorities.

2.2 KIMO is actively campaigning on these issues in relation to the marine environment, on behalf of its Members, including the Shetland Islands Council.

#### **3 Proposal**

3.1 At the meeting of the KIMO Co-ordination Group on the 22 June 2007 it was decided to forward the minutes to the Infrastructure Committee to inform Members of the work of the Organisation. Therefore the latest minutes are attached.

#### **4 Financial Implications**

4.1 There are no financial implications.

## **5 Policy and Delegated Authority**

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, "Section 12.0 of the Council's Scheme of Delegations" and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

## **6 Recommendations**

- 6.1 Members are asked to note the minutes of the group.

Report Number: PL-38-09-F



**Meeting of the KIMO Co- ordination Group  
Friday 3<sup>rd</sup> July 2009 – Conference Room - Grantfield**

**Draft Minutes**

**Present:**

Mr John Mouat (Chairman) Mr John Young, Ms Marie Robertson, Councillor Jim Henry, Mr Iain McDiarmid, Councillor Iris Hawkins, Councillor Laura Baisley.

**Apologies:**

Mr Alistair Hamilton, Mr Austin Taylor, Ms Sally Spence, Mr Rick Nickerson, Councillor Jonathan Wills, Mr Mick Clifton, Councillor Josie Simpson, Councillor Gary Robinson.

	Action
<p><b>1. Welcome &amp; Apologies</b></p> <p>Mr Mouat welcomed everyone to the meeting and the apologies were noted.</p> <p><b>2. Consider &amp; approve draft minutes of Friday 10<sup>th</sup> April 2009.</b></p> <p>A small correction was noted to correctly name the NAFC Marine Centre.</p> <p>The minutes from the previous meeting were approved.</p> <p><b>Matters Arising.</b></p> <p>There were no matters arising.</p> <p><b>3. Review of KIMO activities.</b></p> <p>Mr Mouat informed the group that he had been busy with a variety of trips and had been developing KIMO strategic planning with Mayor de Hoop, KIMO President. A proposed visit to the Lofoten Islands (potentially new KIMO members) together with Mayor de Hoop has had to be rescheduled for later in the year. In May, Mr Mouat attended an OSPAR ICG meeting in Vigo, Spain and commented that the group had been approached by the EC with a view to helping develop a group of experts concerning marine litter. Mr Mouat is hoping to be elected onto the panel of experts and pointed out that OSPAR ICG is the only real group at present that monitors marine litter.</p> <p><b>International Board – Isle of Man – May.</b></p> <p>The meetings in the Isle of Man had gone well and the main area of concern was the container ship issue. The new web set-up and brochure were approved and the brochure is now at print. Regarding the new KIMO website there had been good input and as a result some changes have been implemented. Mr Young went onto demonstrate the changes and pointed out that the thematic brochures, which are being printed in-house, will also link to the new website themes. Once the new website is live fishermen will be able to sign up online for Fishing for Litter online. Initially there will be a soft launch followed by a press release near the end of the summer to coincide with the formal launch.</p> <p><b>Intercessional Correspondence Group Bergen (ICG Bergen) – May.</b></p> <p>Mr Mouat explained that this meeting had been concerned</p>	<p><b>Marie Robertson - Done</b></p>

	Action
<p>with looking at how OSPAR will work in the future. Further meetings will take place up until the Ministerial Meeting to be held in 2010.</p> <p>Mr Mouat then went onto detail concerns that at the two-day EU Maritime Stakeholder Conference in Rome, which launched the Integrated Maritime Policy, the Marine Strategy Framework Directive had only been mentioned in passing. In addition he noted that little reference was made as to whether the marine environment could handle proposed developments. At the Marine Strategy meetings, Mr Mouat observed that KIMO had been the only NGO there representing local government.</p> <p>The KIMO UK Conference, which was held in Aberdeen on the 6<sup>th</sup> of June had been attended by 35-40 interested parties. The speakers had been very good and it is hoped to have another one next year. Mr Tom Piper will be following up on interest expressed by Northumberland in joining KIMO and is also busy working on Fishing for Litter Southwest.</p> <p>On the 8<sup>th</sup> of June, Mr Mouat gave a presentation at a German Government Symposium in Hamburg. Mr Mouat fares were to be reimbursed and It was hoped that the presentation would raise the KIMO profile in Germany. At present KIMO have one member within Germany, und Insel- und Halligkonferenz, who joined earlier this year. Also in June, Mr Mouat gave another presentation at the Waddensea Forum and this trip had been combined to incorporate a visit to the Hauge to check out venues for the forthcoming AGM.</p> <p>At the recent OSPAR Commission meeting, in Brussels, in June Mr Mouat commented that the UK had tried to delay the Tauw Report on the statistical analysis of the beach litter monitoring data but it did ultimately go through. This served to highlight the importance of attending meetings.</p> <p>Mr Mouat went onto inform the group he would be on holiday until the end of July. Upon his return Mr Mouat proposes to review travel and look at involving national coordinators more to cut down on costs/time. Additional KIMO activities include the completion of the NERC application for the microplastics project and the ongoing containership campaign. Meetings concerning the campaign will be set up after the summer break.</p> <p>Mr Mouat pointed out that next year would be the 20<sup>th</sup> Anniversary of KIMO and intimated that it is hoped the AGM will take place in the Baltic to increase the profile of the network. As it has been some 5 years since the AGM was held in Shetland Mr Mouat proposed that it could be suggested at the AGM to hold the next Board Meeting in</p>	

	Action
<p>Shetland.</p> <p><b>4. Update of Fishing For Litter</b></p> <p><b>Fishing for Litter Scotland</b></p> <p>Mr Mouat commented that Mr Piper had received some negative correspondence regarding the collection of waste at Stornoway Harbour but the matter had been resolved amicably. It had been thought that waste was not being collected, however it transpired that the actual problem was one of collected waste being deposited into the wrong skip and therefore not recorded. The Fishing for Litter Scotland Project is now also seeing support from the pelagic fleet with boats signing up for the scheme and Mr Piper is working with the Scottish Whitefish Producers to issue a joint statement.</p> <p>At the 2009 Fishing Exhibition, held in Glasgow in May and attended by Mr Piper and Mr John Young, 15 boats signed up over the 3 days. At present Mr Piper is looking at waste costs and seeing how much of the waste is being recycled. However, as the Fishing for Litter Scotland and Fishing for Litter Southwest Projects both finish in 2011 the main issue for the project is the development of a national strategy. The project will look at holding a series of stakeholder meetings to establish the interest/funding that could be generated in the four administrations ie, Northern Ireland, England, Scotland and Wales.</p> <p><b>Fishing for Litter South West</b></p> <p>Mr Mouat reported that there was a lot of interest in the project. There are now 23 boats and the extra harbour of Newquay. The first skip of waste has come in and contained similar items to that of Shetland ie plastic bags/sheeting. At the moment a third of the target is being met in the South West. The project has now almost fully been handed over to Mr Tom Piper and Sarah Henshall, Fishing for Litter Southwest Coordinator, will be attending the KIMO UK meeting in Edinburgh to give a presentation.</p> <p><b>5. Review on CPMR/North Sea Commission Activities</b></p> <p>Nothing to report.</p> <p><b>6. <u>Future Consultations:</u></b></p> <p>Nothing to report.</p> <p><b>7. <u>Attendance at Future Meetings:</u></b></p>	

	Action
<p>Lofoten – end of August – To be confirmed. AGM – The Hague - Oct 8,9,10<sup>th</sup> October.</p> <p><b>8. AOCB</b></p> <p>The group looked at various USB designs, which may be considered for AGM conference packs.</p> <p><b>9 Date and Time of Next Meeting.</b></p> <p>4<sup>th</sup> September and 27<sup>th</sup> November 2009. Meetings to start at 11.00 am in Grantfield Conference room.</p> <p>Further meetings are to be scheduled for 26<sup>th</sup> March and 2<sup>nd</sup> July 2010. Town Hall to be notified.</p>	







## **REPORT**

**To: Infrastructure Committee**

**06 October 2009**

**From: Environmental Liaison Officer  
Planning  
Infrastructure Services Department**

### **MINUTES OF THE SIC NUCLEAR POLICY CO-ORDINATION GROUP**

#### **1 Introduction**

1.1 Shetland Islands Council has a long history of involvement in monitoring the nuclear industry as demonstrated by its membership of Nuclear Free Local Authorities and its strong nuclear policy as set out in its statement of principles (Minute Ref 29/04). In representing the Council, Members attend several different stakeholder groups on nuclear and radioactive waste management issues. In order to co-ordinate these efforts it was decided to establish an officer member working group to co-ordinate SIC Nuclear Policy in August 2002.

#### **2 Links to Council Priorities**

2.1 The Council Corporate Plan identifies the protecting our natural resources, improving health, managing waste effectively and reducing its impact on the environment as key priorities.

#### **3 Proposal**

3.1 At the meeting of the SIC Nuclear Policy Co-ordination Group on the 22 June 2007 it was decided to forward the minutes to the Infrastructure Committee to inform other members of the work of the Group. Therefore the most recent minutes are attached.

#### **4 Financial Implications**

4.1 There are no financial implications.

#### **5 Policy and Delegated Authority**

5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, "Section 12.0 of the Council's Scheme of Delegations" and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

## **6 Recommendations**

6.1 Members are asked to note the minutes of the group.

Report Number: PL-39-09-F



**Meeting of Nuclear Policy Co-ordination Group –  
Friday 3<sup>rd</sup> July 2009 – Grantfield Conference Room.**

**Final Minutes**

**Present:**

Mr John Mouat (Chairman), Mr Chris Bunyan, Cllr Iris Hawkins, Ms Marie Robertson.

**Apologies:**

Austin Taylor, Iain McDiarmid, Cllr Jonathan Wills Cllr Laura Baisley, Cllr Jim Henry, Cllr Rick Nickerson.

	<i>Action</i>
<p><b>Item 1 – Welcome &amp; Apologies</b></p> <p>Mr Mouat welcomed everyone to the meeting and the apologies were noted.</p> <p><b>Item 2 – Consider and approve draft minutes from previous meeting – Thursday 16<sup>th</sup> April 2009. The minutes were approved.</b></p> <p><b>(i) Matters Arising:</b></p> <p>As a stronger statement had been issued concerning nuclear policy a letter had not been sent to Tavish Scott requesting him to reiterate their policies.</p> <p>Details of Chernobyl and SCORRS still to be sent to Cllr Laura Baisley.</p> <p>Mr Bunyan confirmed that the collation of information for the Shetland Islands Council website was still ongoing and Mr Mouat said he would look into whether the IT Department can provide Contribute training.</p> <p><b>Item 3 – Reports (Verbal)</b></p> <p><b>(a) Nuclear Free Local Authorities (NFLA)</b></p> <p>Mr Mouat commented that Mr Sean Morris was generating good press publicity and that Cllr Rick Nickerson had attended the meetings held on the 11<sup>th</sup> and 12<sup>th</sup> of June but no feedback had been received for this meeting. At the meeting held in Shetland on the 19<sup>th</sup> of June, the video link had gone down due to Shetland wide network problems. Not many had attended due to travel problems/costs and this issue had been debated.</p> <p><b>(b) Dounreay Stakeholders Group (DSG)</b></p> <p>Cllr Rick Nickerson had not been able to attend the last meeting and no papers have been received as yet. Once received, the papers will be uploaded onto Basecamp.</p> <p><b>(c) KIMO</b></p> <p>Mr John Young is creating a new small thematic leaflet concerning KIMO nuclear activities.</p> <p><b>(d) Nuclear Policy Advisor Report - Mr Chris Bunyan</b></p>	<p><b>John Mouat/ Chris Bunyan</b></p> <p><b>John Mouat/ Chris Bunyan</b></p> <p><b>John Mouat - Done</b></p>

	Action
<p>Mr Chris Bunyan proceeded to go through the brief that he had prepared prior to the meeting. Within the report Mr Bunyan detailed that the problem of a waste tank, which had been leaking radioactive liquid for around 50 years at Sellafield had now been resolved. The report went onto highlight the recent news reports regarding leaks into the Firth of Clyde from the Ministry of Defences Faslane nuclear submarine base, the Governments 11 preferred sites for new nuclear reactors, the NDA consultation on low-level waste, the shortage of safety inspectors at the Nuclear Installations Inspectorate and the Department of Energy and Climate change consultation regarding Exemption Orders for some low level radioactive wastes. Additional information within the report covered Trident, radioactive particles at Dounreay, EDF/new reactors, Dounreay planning approval and the design of deep geological waste repositories.</p> <p>Regarding radioactive particles found at Dounreay, which had totalled nine in one week, the most found in any week since monitoring began 25 years ago, Mr Mouat queried why continuous monitoring would be abandoned if changes are occurring/or are likely to occur in the future. It was felt that a watchful eye should be kept on the situation.</p> <p>Mr Bunyan agreed to draft a letter with regard to the NDA consultation on low-level waste over the summer for submission before the 11<sup>th</sup> of September 2009. The group further discussed the recycling/incineration of contaminated waste and Mr Bunyan intimated that the NFLA have a policy regarding this issue. Mr John Mouat agreed to find out further information concerning the policy. The possibility of writing to Highland and issuing a joint statement was discussed and it was agreed that if this did occur Rob Edwards from the Herald should be contacted together with MSP's to create publicity.</p> <p><b>(e) Community Waste Management European Concerted Action (COWAM)</b></p> <p>No response to date.</p> <p><b>(f) Committee on Radioactive Waste Management (CoRWM)</b></p> <p>A report concerning packaging for geological disposal has been placed on Basecamp. The next meeting will be held 14<sup>th</sup>/15<sup>th</sup> July - Mr Mouat will not be able to attend.</p> <p><b>(g) Nuclear Decommissioning Authority (NDA)</b></p> <p>Details are covered in report submitted by Mr Chris Bunyan.</p> <p><b>(h) Scottish Committee on Radioactive Substances (Scores)</b></p> <p>At the meeting Mr Mouat commented that there had been no discussion</p>	<p><b>Chris Bunyan</b></p> <p><b>John Mouat - Done</b></p>

	<i>Action</i>
<p>as to what happens next or where they would be going forward. The next meeting date has still to be confirmed but will take place, possibly in Autumn. Cllr Iris Hawkins proposed that the date of the next meeting should be found out and Mr Mouat agreed to email regarding the structure of the organisation.</p> <p><b>Item 4 – Attendance at Future Meetings</b></p> <p>None to report.</p> <p><b>Item 5 – Future Consultations</b></p> <p>Low level waste – SEPA</p> <p><b>Item 8 – AOCB</b></p> <p>The benefits/uses of Basecamp was discussed. Mr John Mouat to give presentation at later date.</p> <p><b>Item 9 - Date and time of Next meeting</b></p> <p>4<sup>th</sup> September 2009  27<sup>th</sup> November 2009  26<sup>th</sup> March 2010  2<sup>nd</sup> July 2010</p>	<p><b>Mr John Mouat</b></p>

**Minutes of the Road Safety Advisory Panel held on 3 September 2009 at 2.15pm in the Council Chamber, Town Hall, Lerwick**

**Present**

I J Hawkins	Shetland Islands Council
F A Robertson	Shetland Islands Council
J H Henry	Shetland Islands Council
W H Manson	Shetland Islands Council
R C Nickerson	Shetland Islands Council
A G L Duncan	Shetland Islands Council
S Pearson	Service Manager – Safety and Risk
E Skinley	Road Safety Officer
I Halcrow	Head of Roads Service
K Massie	Association of Shetland Community Councils
P Smith	Ambulance Service
L Gair	Committee Officer

**Chairperson**

Mrs I J Hawkins, Chairperson of the Panel, presided.

**Apologies**

A S Wishart	Shetland Islands Council
F B Grains	Shetland Islands Council
R S Henderson	Shetland Islands Council
F Johnston	Safety Manager
J Wylie	Community Safety

**Minutes**

The minute of the meeting held on 16 June 2009 was approved on the motion of Mr F A Robertson, seconded by Mrs I J Hawkins

The Chairperson advised that item 3 would be heard first, in order to allow the Sandwick Junior High School pupils to leave before the end of the meeting.

**1. Presentation by the Sandwick Junior High School's Junior Road Safety Officers**

Vhari, Peter and Fraser from Sandwick Junior High School provided the Panel with a presentation on their role as Junior Road Safety Officers.

The Chairperson thanked the pupils and their teachers for attending the meeting. She said that it was obvious from their presentation that they had enjoyed their role as Junior Road Safety Officers and have had fun delivering their presentation to other classes in their school. The Chairperson invited them to stay for the remainder of meeting.

**2. Matters Arising**

Mr R C Nickerson referred to Page 2 of the minute and asked if the crash barriers had been replaced. The Head of Roads advised that this had not been actioned yet, but that it was being taken forward.

### 3. **Road Safety Updates**

#### 3.1 **Engineering Updates (Roads)**

The Head of Roads introduced the paper, attached as Appendix 1 and commented that the Junior Road Safety Officer's presentation provided at item 1 had been very interesting.

#### **20 MPH Speed Limits at Schools**

The Head of Roads provided an update on the 20mph speed limits at Schools and said that the last signs delivered were not working and that one had been sent back to the manufacturer and when it is returned they will be able to get the signs working at Sandwick, Mossbank, Scalloway and Dunrossness.

Mr J H Henry queried whether a survey had been carried out to see if drivers were keeping to limits. The Head of Roads said that no formal survey had been conducted but feedback indicated that traffic was much slower than before the signs were implemented.

#### **Boddam/Quendale Junction**

With regard to the Boddam to Quendale junction, the speed was being checked in order that a recommendation on the correct speed limit could be made.

Mr A G L Duncan asked if there was evidence to support a further reduction in the limit to 40mph. The Head of Roads advised that the speed limit being considered would be 50mph. He said that consultation on that would be held with the Police, freight and transport companies and local Councillor Members. He said that it was unlikely that a limit of 40mph would be allowed on the main road. The Head of Roads advised that the first consultation would be held over 4 weeks and if there were significant comments those would be taken into account. Following a further formal consultation over 4 weeks, he said that if there were objections a report would be sent to the Infrastructure Committee but if no objections were received a traffic order would be made and signs erected. He confirmed that the limit would begin north of the Boddam Hall and end south of the Quendale junction.

#### **Levenwick Blind Summit**

In response to a query from Mr A G L Duncan, the Head of Roads advised that the speed cable across the road was to check traffic speed and the number of cars travelling on that road. He said that the Community Council in Levenwick had raised concerns regarding the safety of this stretch of road. Mr Duncan asked that local Members be advised of the outcome of the analysis.

#### **White Lining and Non-Skid Surfacing Work**

Work was continuing on white lining to replace worn sections and to provide new lines where they had been covered by resurfacing works. There is also non-skid surfacing work being carried out at pelican crossings in Lerwick.



### Cats Eyes/Road Studs

A trial would be carried out on new road studs over a 2 km stretch of road at Southerhouse. He explained that the stud held solar charged LED lights and was an alternative to the conventional cats eyes. He said that the LED light could be seen from further away and could be seen from a distance where there may be a dip in the road that the vehicle's headlights cannot reach. He said that the line of the road at Southerhouse allows for the studs to be placed at different distances.

### 2.2 Education Update (Road Safety Section)

The Road Safety Officer introduced the paper, attached as Appendix 2 and provided a brief summary of the information contained in it.

The Road Safety Officer advised that the Hands Up survey results would be used in the travel plans. Schools with no travel plans would be encouraged to prepare a plan as they would be eligible to receive funds through Sustrans.

### 2.3 Enforcement Updates (Police)

A paper was provided by the Police Service, attached as Appendix 3 however no representative attended the meeting.

The Panel discussed the information and the Safety and Risk Service Manager commented that the figures for drink driving were still too high. The Panel discussed the difficulties in catching mobile phone offenders. Mr P Smith said that the cost of a hands free kit, was approx. £40 and advised that the fine for using your phone whilst driving was going up to £60.

The Head of Roads noted that the number of drink driving offences could be due to reports from the public. The Service Manager – Safety and Risk said that the number of offences compared to the previous period may not necessarily indicate a bigger problem, but may mean there is better reporting.

*(Mr W H Manson left the meeting)*

## **4. Scotland's Road Safety Framework to 2020 update**

The Panel considered a paper by the Road Safety Officer, attached as Appendix 3.

The Safety Manager and the Road Safety Officer briefly introduced the paper and advised that the Scottish Government had changed how the figures are categorised. The Panel were advised that the 2008 figures were not yet available.

In response to a query from Mr A G L Duncan, the Road Safety Officer explained that drink and drug driving figures are combined.

Mrs I J Hawkins referred to page 4 and noted that pedestrians were twice as likely to be injured than a passenger in a car. The Head of Roads advised that pedestrian accidents are low in Shetland and it was more of a concern for built up areas.

Mr R C Nickerson referred to Chapter 8 and commented that Shetland was a rural network and said that was something to be aware of. He asked whether there were focussed priorities. The Head of Roads advised that not wearing seatbelts was an issue in Shetland and stated that the main concerns for the Police are drink driving, speeding and not wearing seatbelts. The Panel discussed the seriousness of injuries caused by not wearing seatbelts and Mr P Smith said that if a vehicle crashed at 60mph a 14 stone, rear seat, passenger would be propelled at 60mph into the front of the vehicle injuring the individuals in front. He also advised that passengers in the front travelling without a seatbelt are propelled forward before the airbag can be deployed, causing them to hit the dashboard or windscreen.

Mr Nickerson said that the Government's commitment was weak and was of the opinion that Shetland should do its own thing to address the problem. The Road Safety Officer advised that in conjunction with the Scottish Government, Road Safety Section, Chief of Police, a calendar of initiatives was run including drink driving awareness twice a year, seatbelt awareness and motor bike awareness. She said that it would be possible to run these for a longer period.

During further discussion, the Head of Roads said that new drivers were encouraged to keep up with the speed of traffic in a town, but that may not necessarily be safe when out in a rural area when a driver needs to judge what speed is safe, particularly on corners.

5. **AOCB**

The Chairperson said that she was disappointed with the turn out but thanked the non-panel Members for attending to support the Junior Road Safety Officers.

6. **Date of Next Meeting**

The Chairperson advised that the previous meeting had been set for 4pm to allow the Scottish Youth Parliament and Youth Voice representatives to attend. However they had not attended the last two meetings. Therefore the Panel agreed that the next meeting should be held at 2.15pm as normal. The date of the next meeting is 24 November 2009.

The meeting concluded at 3.10pm.

Chairperson.