



REPORT

To: Infrastructure Committee

9 March 2010

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

ALTERNATIVE TO PAYMENT OF FIXED PENALTY NOTICE

1 Introduction

- 1.1 This report sets out a proposed approach to offer an alternative to the payment of a Fixed Penalty Notice Fine issued for litter or dog fouling.

2 Link to Council Priorities and Risk

- 2.1 The introduction of an alternative to Fixed Penalty Notice payment will contribute to the Council's objective of being world renowned for being clean and green islands.
- 2.2 The Council has a commitment to addressing inequality; failing to implement this proposal could put delivery of that commitment at risk.

3 Background

- 3.1 Environmental Health currently issue Fixed Penalty Notices (FPNs) for dog fouling and litter. The FPN enables the offender to discharge the offence on payment of a fine. The FPN fine for dog fouling is £40 rising to £60 if unpaid within 28 days of issue and an additional charge of £50 for litter. If the FPN is unpaid, the Council can report the offence to the Procurator Fiscal.
- 3.2 It is apparent from a review of notices served that a high number of FPNs are issued in areas of highest deprivation in Shetland. Offenders do find it difficult to pay the fine and arrangements have been made to allow them to make weekly installments as the fine can exceed their weekly benefit income. The residents in these communities have more complex and chaotic lifestyles so this may explain the incidence of FPNs issued. Similarly, there is a higher presence of enforcement officers in these communities for other reasons so the residents may be more likely to be caught.

- 3.3 The Council is committed to tackling poverty and reducing the impact of low income on householders. Whilst the Fine for littering and Dog Fouling can act as a deterrent for anyone, it burdens those on lowest income the most. Someone on an average wage would find the fine less significant than someone paying their entire weekly income to service the fine. This inequality of impact burdens the poorest in our community and can have significant impact on their ability to pay other bills, eat and heat their homes.
- 3.4 The purpose of the FPN regime is to act as a deterrent in the future. It is proposed therefore that an alternative to payment should be implemented in order to offer all offenders, regardless of income an alternative means of discharging the offence. An education programme will be developed where an offender can attend to understand the impact of littering and dog fouling on the environment and the quality of life of residents. There would be an opportunity for offenders to be taken on patrol with the Neighborhood Support Workers (NSWs).
- 3.5 It is also proposed that this option will be offered to those who are under 16 who litter or allow their dogs to foul. They currently do not get issued with Fixed Penalty Notices instead their parent or guardian receives a letter, as approved in the original policy on FPNs. In future they will receive a letter asking them to attend an education programme.
- 3.6 The education programme will allow greater engagement with offenders and an opportunity to encourage them to alter their behaviour in the future. It is anticipated that this would have a greater impact than a financial penalty. It is proposed that if a person attends the education programme and receives a second FPN, then the alternative to payment would not be available to them a second time. It would however, be appropriate to agree payments are staged in instalments based on the person's ability to pay.

4 Financial Implications

- 4.1 If people choose the option of attending the programme instead of paying the FPN there would be a reduction of income to the Council. This could be in the region of £500-1000 per annum. This income is only realized if someone is caught breaking the law and if they agree to pay the FPN rather than be taken to court, so it is never guaranteed income in the budget. Delivering the programme will take officer time, however it is likely to have a greater long-term effect on changing behaviour than the FPN. Long term this education strategy, if successful will deliver equivalent potential savings by reducing the amount of litter and dog fouling to be removed by Street Cleansing.
- 4.2 If people cannot afford to pay a FPN, it would result in a report to the Procurator Fiscal which takes significant officer time, including needing to undertake an interview under caution with a senior officer. It is therefore

believed that whilst there may be some initial loss of income, this approach will be cost effective in the longer term as enforcement is so time consuming. Any loss of income will be met from within the Environmental Health Budget, (as it would be currently if people chose not to pay), and Officer time will be identified by reprioritization of existing tasks, including reducing the number of enforcement reports prepared.

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 Conclusion

- 6.1 The FPNs issued by the Council result in a greater financial penalty for those on lowest incomes. An education programme as an alternative to the payment of a FPN provides an opportunity for this burden to be lifted. The education programme would be a more effective response to littering and dog fouling by under 16s, who currently receive a warning letter to their parent. The education programme is anticipated to have a greater impact on changing future behaviour than a financial penalty, as well as increasing the Environmental Health Service engagement with the community.

7 Recommendation

- 7.1 I recommend that the Infrastructure Committee approve the establishment of an education programme as an alternative to payment of the Fixed Penalty Notice for Littering or Dog Fouling.

Report Number: ES-09-10-F



REPORT

To: Infrastructure Committee

9 March 2010

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

FOOD HYGIENE INFORMATION SYSTEM

1 Introduction

- 1.1 This report seeks approval to implement a Food Hygiene Information System in Shetland to provide information to consumers about the standard of hygiene at food business premises.

2 Links to Council Priorities & Risk

- 2.1 The introduction of a Food Hygiene System is intended to improve Community Safety by promoting good hygiene within Food Premises thereby protecting the health of consumers.
- 2.2 There will be no risk associated with not pursuing this option.

3 Background

- 3.1 In 2006 the Food Standards Agency implemented a series of trials of consumer information schemes, also known as “Scores on the Doors” across the UK. In Scotland the Food Hygiene Information System (FHIS) was trialed in five local authorities in Scotland and to date 25 of the 32 local authorities in Scotland have implemented FHIS or are working towards implementing it. The primary objective of the scheme is to provide consumers with information about the standards of hygiene at food businesses as found by local authority officers in the course of programmed inspections. This information would be made available if requested under the Freedom of Information (Scotland) Act 2002. Providing the information in this way is more accessible than open access to officer’s inspection reports.
- 3.2 The FHIS has two tiers of result for businesses, “Pass” or “Improvement Required” which customers can use to make a choice of which businesses to visit. Display of certificates by businesses is

optional therefore unsurprisingly few businesses receiving an “Improvement Required” rating choose to display their certificate. There is also an “Awaiting Inspection” certificate available for businesses which have not been rated as yet. This is a national scheme that is widely recognized and understood by consumers.

3.3 Whilst the scheme is intended to provide information for consumers and it is made clear that it cannot be used to “gold plate” regulatory standards, authorities adopting the scheme have reported an overall improvement in compliance with hygiene legislation. Businesses are not being asked to do any more work to achieve this standard. It would be entirely voluntary whether the business displayed their inspection result and whether they choose to be involved in the scheme.

3.4 Consultation has been undertaken with the Public and food businesses, which would be included in the scheme, as agreed by Infrastructure Committee in 27 November 2007 (Min. Ref. 53/07). The scheme was presented at the Shetland Food Festival and 98% of those who completed the questionnaires (178) were in support of a FHIS. In contrast businesses were less supportive with around 53% of those responding (15) expressing some concerns. It was a very low rate of return so might not be representative of the views across the sector. The concerns were:

- that its not necessary when inspections happen anyway;
- that it is another burden on a business;
- that stickers clutter windows;
- its pointless;
- how it relates to other rating systems such as VisitScotland gradings; and
- that its more work for businesses.

Some businesses made representations to Tavish Scott MSP, who wrote about the negative impact such a scheme could have on some premises. His comments were included in the summary of the 15 trade responses described above.

3.5 The scheme can be implemented in a manner that would address the concerns raised by the premises that responded. A large proportion of premises are inspected each year, and it is proposed that Officers start to record, on each inspection letter, the “Pass” or “Improvement Required” rating for the premises. There would be no additional work involved for officers or businesses as a risk assessment of each premises forms part of the standard inspection process. There would be no requirement to display this information and premises will be asked to indicate whether they wish to be included in the scheme and be invited to a launch. In October 2010 a launch will be held with the premises wishing to be involved where they would receive their certificates. Any premises which unfortunately receive an “Improvement Required” notification will be due for a reinspection to check whether they have complied with the officers requirements, at this point their result can hopefully be altered to “Pass”, if the work is

complete. This again would not be additional work, as the reinspection will be carried out as standard if the conditions were poor.

4 Financial Implications

- 4.1 The Scheme is to be implemented at no additional cost. It will not require additional officer time and may, as businesses recognize the expectations of consumers, reduce the number of reinspections and the officer time spent in enforcement of standards in the small number of premises that do not place a priority on food safety and the health of consumers. As the number of premises involved in the scheme increases, it will encourage others to join or encourage those that are not receiving a "Pass" to improve their standards.

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 Conclusions

- 6.1 This scheme recognises the time, effort and expense that the vast majority of premises in Shetland spend maintaining good hygiene in premises and allows them to communicate this to their customers, if they choose to. This is an opportunity to celebrate the standard of food hygiene achieved by local premises and to promote this to visitors. This scheme recognizes that consumers are more informed and aware and want to make informed choices about where to spend their money. The consultation undertaken with consumers indicated a local scheme would be welcomed.

7 Recommendation

- 7.1 I recommend that the Infrastructure Committee approve the establishment of a voluntary Food Hygiene Information System in Shetland.

Report Number: ES-07-10-F



REPORT

To: Infrastructure Services Committee

9 March 2010

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

CONSULTATION ON NEW SCOTTISH GOVERNMENT POLICY ON HIGHER ACTIVITY RADIOACTIVE WASTES

1. Introduction

- 1.1 In the past two years the Scottish Government has been developing into a detailed policy the statement on the management of higher-activity radioactive waste made by Environment Minister Richard Lochhead in 2007. The draft policy has now been published and is subject to consultation until 9 April. This report highlights the major issues for the Council in the draft policy and recommends the Council's response.

2. Links to Council Priorities and Risk

- 2.1 This report fulfils Council priorities of protecting and maintaining its unique and important natural environment.
- 2.2 The risks associated with this report not being approved are that the Council's views are not taken into consideration in the consultation leading to a potential increase in environmental emissions and risk to public health.

3. Background

- 3.1 The Council has a long history of working against the environmental and health risks from the nuclear industry and its various activities and this work is overseen by the Nuclear Policy Co-ordinating Group of members and officials.
- 3.2 Over the past three years the Scottish Government has been developing a separate nuclear policy from the rest of the UK, a significant change in approach. It has rejected building any new reactors in Scotland and instead is developing a mixed energy solution, based on ambitious renewable energy targets.
- 3.3 It has also rejected the Westminster policy of burying higher-active radioactive waste in a deep geological disposal facility. Announcing

the new policy in 2007 environment secretary Richard Lochhead said: "...we do not accept that it is right to seek to bury nuclear waste, which will remain radioactive for thousands of years, in underground sites. This out of sight, out of mind policy should not extend to Scotland. Our policy for waste in Scotland is to support long-term 'near surface, near site' storage facilities so that the waste is monitorable and retrievable and the need for transporting it over long distances is minimal."

- 3.4 The Council supports this strategy as it is consistent with its policies of managing radioactive wastes on or near the surface provides the opportunity for retrieval (rather than attempting to dispose of it); of storing wastes at, or as near as practicable, to where it is produced; and eliminating unnecessary transports of hazardous wastes.
- 3.5 The policy concerns higher-activity wastes and these are stored temporarily at Torness (East Lothian), Chapelcross (Dumfries and Galloway) and Rosyth (Fife). Hunterston (West Kilbride) and Dounreay (Highland) have existing higher-activity waste stores. The wastes have a radioactive 'half-life' of anything from a few decades to tens of thousands of years. The policy does not cover low-level wastes or 'spent fuel', fuel that has already been burnt inside a reactor, which is sent to Sellafield in Cumbria for reprocessing, any waste from military sites, or redundant nuclear submarines, seven of which are currently at Rosyth.
- 3.6 The general principle of the new policy is that Scotland should accept responsibility for its own 'legacy wastes', the wastes resulting from the existing civil nuclear activities, while rejecting any new nuclear development.
- 3.7 The draft policy contains several important changes from the initial announcement in 2007. The Scottish Government now proposes that the first choice for radioactive wastes is disposal, rather than long-term storage. Disposal means that there is "no intent to retrieve" the waste in the future. Retrieval, because of environmental problems or the possibility of improved treatment techniques, is not part of the design for disposal facilities. Storage means that retrieval of the wastes is built into the design. Long-term storage facilities would be designed for a minimum of 100 years while disposal facilities would be designed for at least 300 years. The Council has previously stated its policy that, because of the fact waste can remain radioactive for tens of thousands of years, it rejects the idea that nuclear waste can be "disposed" of and instead considers the issue to be one of management.
- 3.8 Another significant change in the draft policy is the definition of 'near surface' facilities. Initially this was understood to mean either on-surface facilities, or facilities a few metres below surface. The draft policy now defines near surface as "several tens of metres" below the surface. From earlier discussions it is clear this might stretch to over 50 metres.
- 3.9 The draft policy also has a wider interpretation of the 'proximity principle' - that wastes are managed either on-site where produced, or

as near as reasonably practical, recognising that on-site might not be feasible because of coastal erosion or other factors. Now 'near the site' where the waste was produced will only be applied "where all other considerations are equal".

- 3.10 While the draft policy excludes any consideration of possible sites for waste disposal or storage facilities, it now includes the possibility of local, regional or national facilities. The policy allows for increased transport of wastes from the site of production to a suitable facility.
- 3.11 All radioactive wastes need some treatment to make them stable and safe for either storage or disposal, for example mixing with concrete in steel drums. The draft policy accepts that some wastes might be sent out of Scotland, either to the UK or overseas, for treatment before being returned for disposal or storage.

4. Areas of Concern

- 4.1 The Scottish Government has missed an opportunity to develop a comprehensive new policy on managing radioactive wastes, rather than purely a new higher-activity waste policy. It still accepts the UK low-level waste policy and continues to authorise low-level wastes being sent to the UK facility at Drigg in Cumbria, or kept in temporary stores on-site, except at Dounreay where it is managed in permanent specially designed facilities. By leaving the current policy for low-level waste there is the anomalous situation where Scotland accepts responsibility for its own higher-activity wastes, but continues to allow other wastes to be sent to UK facilities in England for storage, disposal or reprocessing.
- 4.2 In letters to Tavish Scott and environment minister Richard Lochhead the Council has already expressed concerns about the lack of openness about the way the draft policy has been developed since the initial 2007 announcement. The Consultation Document says "engagement with stakeholders... identified the option for extending the Policy to include near surface, near site disposal as well as near surface, near site storage." The stakeholders consulted by officials almost without exception were either nuclear industry sources or nuclear officials from regulatory bodies. Involvement of non-industry representatives or environmental groups has been virtually non-existent until the very last stage when a few NGOs were invited to a workshop. This greatly restricted involvement of stakeholders is regrettable and has resulted in unrepresentative influence being able to bring about fundamental changes to the original policy statement.
- 4.3 The original policy of rejecting disposal in favour of long-term storage with the option of retrieval should be re-instated, or at the very least be the preferred option to disposal except when not technically feasible. There should also be a clear unequivocal statement that the proximity principle is paramount; that the presumption should be against approving transports of hazardous wastes by road, air, rail or sea; and that facilities must either be on-surface or near-surface, meaning close to the surface. The foundations for new waste facilities at Hunterston

and Dounreay, for example, are five metres and 11 metres below ground level. All waste facilities should be monitored and designed to allow retrieval of the waste if necessary in the future.

- 4.4 The UK Government continues to classify spent fuel and plutonium as a 'resource' rather than a waste. It continues to allow reprocessing of spent fuel at Sellafield, a practice that greatly increases the volume of wastes and results in large environmental discharges. While these are not devolved matters, the Scottish Government has missed the opportunity of making a political statement rejecting reprocessing and calling for both spent fuel and the UK's stockpile of over 100 tonnes of plutonium to be classified as wastes.
- 4.5 This also raises the question of the plutonium and high-level waste from reprocessing spent fuel that originated from Scotland, that is currently stored at Sellafield in Cumbria, and whether this should be repatriated, or eventually disposed of in a deep geological facility - the very practice the Scottish Government has rejected. The consultation excludes consideration of these wastes.
- 4.6 Possible sites and the types of waste facilities required will be identified in the next phase of the policy. There are no indications of preferred options or locations, although the references to transport and the proximity principle tend to suggest regional or national facilities, rather than at each nuclear site. The Council has always accepted that legacy and decommissioning wastes at Dounreay should be managed on-site, and not transported elsewhere. It has consistently and vigorously resisted any suggestion that wastes from other sites might be transported to Dounreay. Highland Council, the planning authority for Dounreay, also supports this policy.
- 4.7 It is disappointing that one of the disposal options listed in the consultation is the construction of a facility under the seabed, but accessed from land, i.e. entered from the land but with wastes disposed of in a facility mined under the seabed. Similar proposals have been made in the past by the UK Government and, while not explicitly illegal under international laws and marine pollution conventions, are strongly opposed by many countries. Such facilities have been suggested because any pollution or leakage of radioactivity would go into the sea.
- 4.8 The consultation document allows for radioactive wastes to be sent overseas for treatment, a practice the Council has repeatedly rejected. Not only does this involve shipments of hazardous wastes, but results in radioactive discharges in the country where the facility is located.
- 4.9 It is also regrettable that the Scottish Government accepts the recycling of contaminated steel and other metals after treatment. These metals are used in consumer products, such as 'white goods'. The Council has raised concerns about this so-called recycling because of many incidents where radioactive metals are wrongly classified or are shipped and smelted in error.

4.10 Wastes from military establishments are excluded, as they are not subject to formal authorisation by SEPA. However the nuclear submarine reactor facility at HMS Vulcan is immediately adjacent to Dounreay and uses its waste management facilities. Vulcan is due for decommissioning over the same timescale as Dounreay and the policy could recognise the existing arrangements without jeopardising the Government position on other military sites such as Faslane.

5. Financial Implications

5.1 This report has no direct financial implications.

6. Policy & 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. Recommendation

7.1 I recommend that the Infrastructure Committee instructs the Nuclear Policy Coordination Group to submit a response to the Scottish Government's consultation, based on existing Council policy, raising the issues of concern referred in section 4.1 – 4.10 of this report.

Report Number: PL-08-10-F



REPORT

To: Infrastructure Committee

9 March 2010

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

SCHEMES TO CONSTRUCT NEW PAVEMENTS AND FOOTPATHS PROPOSED SYSTEM OF ASSESSMENT AND PRIORITISATION

1. Introduction

- 1.1 In this report I discuss why an assessment and prioritisation system for the proposed pavement and footpath improvement schemes is urgently needed at this time. I also discuss which issues are significant when drawing up such a system, and how these issues could all be incorporated in it.
- 1.2 I presented a paper to the Member/Officer Working Group (Roads) in October 2009, and then reported to this Committee on 24 November 2009 (Min Ref. 94/09). The Committee made many comments, and referred the matter back for amendment. Section 4 of this report is written largely in response to those comments.
- 1.3 I then presented an amended paper to the Working Group for discussion on 9 February 2010, and they suggested further minor changes.
- 1.4 The recommendation is to approve the system outlined in Paragraph 7.1 for use in assessing and prioritising all new pavement and footpath schemes for promotion under the Capital Programme.

2. Links to Council Priorities and Risk

- 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 Sustainability, Accessibility and Inclusion, Partnership, Efficiency, and Environmental Responsibility. The report and the proposed new system are presented under our requirements to be Accountable and to act in an Evidence-Based manner.
- 2.2 The adoption and use of a system for assessment and prioritisation should reduce the risk of failure to ensure value for money in allocating ever-scarcer resources.

3. Background

- 3.1 There are a number of reasons why I suggest that a formal system for assessing and prioritising proposed new pavement and footpath schemes is needed at this time. The first is that we currently have a list of more than 20 such schemes on which assessment, design and preparation work is being done. They range in size from schemes likely to cost no more than a few thousand pounds, up to projects estimated to cost more than £1m. They are to be found in almost every district of Shetland, and I would expect more of them to arise from the current review of the Action Plan for the Maintenance, Improvement and Use of the Road Network.
- 3.2 Secondly, the Council has no long-term Capital Programme at present. The process of recreating such a programme requires this department and others to provide evidence of why any major scheme is necessary, and to prioritise it against others.
- 3.3 Thirdly, such a system can be used to assess and prioritise design options for a location, as well as then prioritising the chosen option within the list of major pavement and footpath schemes to be named in the main Capital Programme. If the chosen option is estimated to cost less than £150k, then the system would be used to prioritise it within those minor schemes to be carried out under the Capital Rolling Programme for Footways.
- 3.4 Fourthly, the design engineers need to be able to prioritise all of the preparation work on the above schemes, in the approximate order in which they are likely to be built. Neither we, nor the local Consulting Engineers, have the capacity to prepare them all at once. Nor would it be good use of the funds available to spend money on design for a scheme which realistically will not proceed for a very long time.
- 3.5 Finally, we would then be better able to inform the public in each community of the likely construction date for one of "their" schemes, along with the technical and other reasons for its design option and its position in the order of priority.

4. Pavements and Footpaths

- 4.1 Many of the comments at the Committee meeting in November concerned various features of pavements, footpaths, and verges. Therefore, in this section I describe the design options available to us, and seek to answer Members' questions.
- 4.2 Proposals to build new pavements and footpaths arise when we make our own technical assessment that such measures are necessary, or when community organisations or individuals request them. Our first tasks are to assess how many pedestrians and cyclists are involved (or *would be* if there was provision for them), and what dangers and difficulties they face.
- 4.3 There is a range of options from which to choose a solution for each location where an improvement is sought. In no particular order, these

options are listed below. Please note that due to the cost of constructing options 4.3.4 and 4.3.6, it is schemes of this nature which make up the majority of those urgently awaiting prioritisation for inclusion in the Capital Programme.

- 4.3.1 **“Do minimum”**. If a length of road has few pedestrians and cyclists, and we assess that dangers and difficulties are few, we would recommend doing very little. We can seek to ensure that verges are firm and level, and carry out other minor improvements to visibility, etc, but otherwise these locations would be of low priority.
- 4.3.2 **Shared surface**. Although this is what many minor rural roads are, the term is usually applied to flagstone- or block-paved streets in urban centres such as Commercial Street. We would not expect to convert any existing rural roads to this layout, but it is a useful design to incorporate in some new housing schemes.
- 4.3.3 **Gravel verge**. On 2-lane roads, replacing the normal grassed verge with compacted gravel can provide a usable surface for pedestrians and cyclists, especially if it is well maintained or (perhaps) surface-dressed. Many of our newer roads already have this feature. As discussed at previous meetings of the Working Group and the Committee, it is not appropriate to install gravel verges on single-track roads: for reasons of safety, and to minimise repairs and maintenance of the road edge and side ditch.
- 4.3.4 **Remote footpath, alongside the existing road**. This is the ideal arrangement for providing an economic, safe, and convenient route for pedestrians and cyclists. A 1.5m-wide strip of grass should separate the path from the road. However, it is often difficult to find the room to provide this arrangement, since the area may already be “built-up”, the ground may slope away too steeply from the roadside, or a landowner may not agree to the additional land required.
- 4.3.5 **Remote footpath, following a different route** from the road. This is normally only appropriate if the footpath’s route is a shortcut: otherwise pedestrians are likely to continue to use the roadside. Maintenance of such a path can also be awkward, especially if gates or stiles have had to be installed.
- 4.3.6 **Conventional pavement**. This is often the only option. Many of those schemes on our current list, for which design and land acquisition are well advanced, are of this type. However, it is an expensive option, usually involving additional carriageway and other works.
- 4.4 **Provision for cyclists**. It is unlikely to be practical to install dedicated cycle lanes in Shetland, due to narrow roads and low usage. However, in certain circumstances we are designing some of the above options as *combined* footpath/cycleways, and these can be sign-posted as such.

4.5 **Streetlighting.** On technical grounds we would usually recommend that options 4.3.4 and 4.3.6 above should include lighting, notably for the safety and comfort of pedestrians (especially when crossing the road), and the avoidance of vehicular collisions (especially in built-up areas with parking, driveways and accesses). Streetlighting costs only 5-10% of the total cost of constructing a typical pavement scheme, while providing a much more substantial proportion of the safety and other benefits. We normally consult communities with regard to whether lighting should be provided, but the response is often divided. Generally, those who would use the proposed pavement or footpath expect it to be lit, and we receive requests on a regular basis for additional lighting. However, there are others who are concerned about the spread of streetlighting into areas of rural housing, etc.

4.6 **Traffic Management.** Pedestrians and cyclists can also gain benefits from the following measures:

- Traffic calming measures such as road humps, pinch points, build-outs, and traffic islands.
- Traffic regulation orders such as speed limits and parking restrictions.
- Traffic management works such as roundabouts, and pedestrian crossings.

5. Scottish Transport Appraisal Guidance

5.1 Under national guidance we are expected to use the principles of STAG (the Scottish Transport Appraisal Guidance) when appraising and prioritising proposed investment in roads and transport schemes. I believe that the proposed system for assessment and prioritisation (below) is very much in line with these principles, particularly with regard to the appraisal of the following:

- The identification of **problems**, such as poor conditions of access and safety for pedestrians and cyclists.
- The development and appraisal of **options**.
- The minimising of **impacts on the environment**, perhaps by encouraging walking and cycling.
- The improvement of **safety**, including benefits to health and wellbeing.
- Obtaining **economic benefits** for the Council and the community.
- **Integration** with the plans of others, such as housing, public health, education, and industrial development.
- The improvement of **accessibility** and social inclusion.

Use of the proposed system for assessment and prioritisation should therefore stand up to the scrutiny of any audit process.

6. Significant Issues to be Considered

6.1 The three major issues to be considered when assessing and prioritising any of the above design options are as follows:

- The number of pedestrians likely to use the pavement or footpath.
- The dangers or difficulties which they may encounter at present.
- The value-for-money of providing the pavement or footpath.

6.2 **Number of pedestrians.** It would be neither practical nor useful to do an actual *count* of these. Therefore, I would propose to use three other *measures* which would allow us to assess the usage of each pavement or footpath scheme. These measures are as follows:

- The number of households which would be served by the proposed new pavement or footpath. That is, those which are within a reasonable walking distance of it, and whose occupants are likely to make use of it.
- The number and kind of other facilities which are served by it, such as a school, workplace, public hall, shop, church, leisure centre, place of tourist interest, etc.
- The *inverse* of the distances between these households and facilities. This is a measure of whether people are likely to walk or cycle; instead of driving, taking a lift, or not going at all.

6.3 **Dangers and difficulties.** I would suggest that there are six significant measures of this. I list these below, in what I would recommend is their order of importance:

- The number of significant accidents in the previous 5 years. That is, those which have either caused an injury to a pedestrian, or have involved an injury to the occupant of a vehicle in a crash that in turn indicated, on technical grounds, that there was a threat to pedestrians. I note that there is concern that many accidents go unreported. However, road safety engineering guidelines require us to concentrate on accidents involving injuries (including fatal ones), and *they* are almost always reported.
- Vehicle speeds, generally measured as the 85th percentile.
- Traffic volume. This is of particular concern on narrow roads. See below. I have noted concern that use of this factor should not be allowed to give undue weighting to proposed pavements in large settlements, such as Lerwick. Therefore, I would propose to recognise this, *to some extent*, in the proposed system. However, we cannot ignore the fact that, with greater numbers of vehicles, cyclists and pedestrians: come greater risks, along with greater benefits gained from new pavements, etc.
- Road width. This is not only significant with narrow single-track roads. On narrow two-lane roads, if there are many vehicles, there are going to be regular occasions when vehicles going in opposite directions pass each other *and a pedestrian* at the same point.

- Verge width and condition. Pedestrians and cyclists make occasional use of verges, by stepping onto them when vehicles pass by, or (better still) by being able to walk or cycle on them. Therefore, the proposed system should recognise if the location being assessed currently has a particularly rough or narrow verge.
- Special conditions, such as particular problems in ice or snow, or significant numbers of large vehicles, etc.

6.4 **Value for money.** I would recommend that this should be measured on the basis of the “score” which a particular option or scheme achieves from the above issues, divided by the cost of construction. Since it is sometimes possible to obtain contributions from developers and others towards the cost of building these schemes, I would expect to use the *net cost* when prioritising them.

7. Proposed System of Assessment and Prioritisation

7.1 I would propose that a system of prioritisation should be drawn up where points are awarded to each proposed scheme (or scheme option) according to a technical appraisal under the following six headings:

- The numbers of households and facilities served, tabulated against the distances between them. The facilities would each be equated to a certain number of households, as a measure of likely pedestrian usage.
- The number of relevant accidents.
- The 85th percentile speed of vehicles.
- Traffic volume, tabulated against road width.
- Verge width and condition.
- Special conditions.

An assessment of “value for money” would then be made. We would divide the number of points gained by a particular scheme (or scheme option) by the estimated net cost of building it. They would all then be ranked according to their “points per £1000”. As well as the ranked list of major Capital projects, there would also be a separate ranked list of minor schemes to be done under the Footways Capital Rolling Programme.

7.2 In addition, it is important to use this system when appraising design options for each of these schemes. For example, if there were more pedestrians or greater danger on one half of a proposed length of pavement or footpath, it may be worth dividing the project into 2 phases. One phase might thereby achieve a higher priority than the two phases combined. Another example would be where a major verge improvement on an otherwise safe length of road might deal with most of the existing problems. The system would not be used to compare pavement or footpath schemes with other Council projects.

8. Financial Implications

- 8.1 There are no financial implications arising directly from this report, other than the value for money which one would expect to gain from prioritising works on technical grounds.

9. Policy and Delegated Authority

- 9.1 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.
- 9.2 The Council has approved a Gateway Process for the management of Capital projects (min ref 142/09). This will require that systems such as that outlined in Section 7.1 above are used to justify the inclusion of projects in the Capital Programme.

10. Recommendations

- 10.1 I recommend that Members consider the above, and approve the system outlined in Paragraph 7.1 above for use in prioritising approved pavement and footpath schemes for construction under the Capital Programme.
- 10.2 I also suggest that we then gather sufficient information to allow us to present a provisional order of priority of schemes to a meeting of the Member/Officer Working Group (Roads) later this year.

RD-05-10-F



REPORT

To: Infrastructure Committee

9 March 2010

**From: Roads Maintenance Manager
Infrastructure Services Department**

THE MEASUREMENT AND MANAGEMENT OF SKID RESISTANCE ON COUNCIL ROADS – REVIEW AND REVISION TO THE SHETLAND ISLANDS COUNCIL’S SCRIM POLICY

1. Introduction

- 1.1 Report RD-16-08-F was approved by the Infrastructure Committee on 18 November 2008 (Min Ref: 78/08). This report introduced Shetland Islands Council’s SCRIM (Sideways-force Coefficient Routine Investigation Machine) policy, setting the frequency and extent of testing as well as the intervention levels that would be used as target values of skid resistance for the road network.
- 1.2 That report recommended that these target SCRIM values should be reviewed annually until we gain more experience of intervention levels, the interpretation of surveys and acting on the results.
- 1.3 Our target SCRIM values were set at the middle of the acceptable band of values set out by the Highways Agency in their design guidance document HD28/04. (see appendix 1)
- 1.4 HD28/04 was developed for use on the trunk road network. Most Trunk Roads do not contain many tight radius bends (less than 500m radius) which are prevalent on rural local road networks. I added extra categories to those listed in HD28/04 to separately identify bends between 500m and 250m radius, 250m and 100m radius and less than 100m radius. On the principle that the tighter the bend the greater the level of grip required, I set a higher intervention level for this category of bend. Analysing our results over the past couple of years is highlighting that these exceptionally high levels of skid resistance can only be achieved if the road is surface dressed every three or four years or covered with a specialist high-friction surface (as used at pedestrian crossings etc.)
- 1.5 In view of our growing experience, and low traffic volumes we feel that the skid resistance currently provided by the majority of our network is of an acceptable standard. With this in mind I feel confident that we can afford to reduce our target values from being the middle of band of acceptable values to the lower end of the bands recommended in HD28/04.

2. Links to Council Priorities and Risk

- 2.1 “Internal Transport – To maintain the condition of Shetland’s road network and wherever possible improve its condition....”
- 2.2 There is a legal risk to the Council in setting SCRIM targets that are too high and unsustainable within our current budget provision, since any future incident that requires investigation could show that the Council may be failing to achieve its own policy. On the other hand a SCRIM target that is too low could contribute to skidding accidents. The proposals within this report represent a reasonably balanced approach to our situation.

3. Proposals

- 3.1 This report proposes that we reduce our intervention values from being the middle of the band of acceptable values to the lower end of the bands recommended in HD28/04.
- 3.2 This report proposes that we reduce our SCRIM requirements by one-step i.e. 0.05 units on several site categories.
- 3.3 The Roads Safety Engineer will continue to analyse accident statistics and if he finds repeat accidents generally or at any particular location then measures to improve the site will be considered.
- 3.4 This new Policy should be reviewed in three years time or earlier upon request.

4. Financial implications

- 4.1 There are no immediate costs associated with this report and it is felt that these new intervention levels will be sustainable within the current surface treatments budget.
- 4.2 We will also need to review the consequences that the recent severe weather has had on the condition of the road network and assess the impact on our repair budgets. Early indications are that there has been a significant deterioration in the condition of many of our older roads.

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 Council has approved the overall objectives and budgets.

- 5.2 Officers of the Council can carry out the functions, powers and duties delegated to the Chief Executive or the Executive Director provided they are suitably qualified and act in accordance with the policies adopted by the Council from time to time, Section 23.0 of the Council's Scheme of Delegations. However a variation to existing policy, requires a decision of the Council.

6. Recommendations

I recommend that the Infrastructure Committee recommends to the Council that it :

- 6.1 Adopt the revised policy, as attached in appendix 2 of this report and this should be applied for use by the Council.
- 6.2 Note that the revised policy and new intervention limits be further reviewed in three years time.

Report Number: RD-07-10-F

Appendix 1

Site category and definition		Investigatory Level at 50km/h							
		0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65
A	Motorway								
B	Dual carriageway non-event								
C	Single carriageway non-event								
Q	Approaches to and across minor and major junctions, approaches to roundabouts								
K	Approaches to pedestrian crossings and other high risk situations								
R	Roundabout								
G1	Gradient 5-10% longer than 50m								
G2	Gradient >10% longer than 50m								
S1	Bend radius <500m – dual carriageway								
S2	Bend radius <500m – single carriageway								

Notes:

- Investigatory Levels are for the mean skidding resistance within the appropriate averaging length
- Investigatory Levels for site categories A, B, and C are based on 100m averaging lengths (50m lengths for some Overseeing Organisations) or the length of the feature if it is shorter.
- Investigatory Levels and averaging lengths for site categories Q, K, G and S are based on the 50m approach to the feature but this shall be extended when justified by local site characteristics.
- Investigatory Levels for site category R are based on 10m lengths.
- Residual lengths less than 50% of a complete averaging length may be attached to the penultimate full averaging length, providing the site category is the same.
- As part of site investigation, individual values within each averaging length should be examined and the significance of any values which are substantially lower than the mean value assessed.

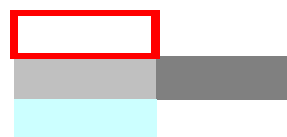
Table 4.1 Site categories and Investigatory Levels

Site Categories and Definition		Investigatory Level at 50Km /hr							
		0.3	0.35	0.4	0.45	0.5	0.55	0.6	0.65
A	Motorway								
B	Dual Carriageway - non event								
C	Single carriageway - non event								
Q	Approaches to and across minor and major junctions, approaches to roundabouts								
K	Approaches to pedestrian crossings and other high risk situations								
R	Roundabout								
G 1	Gradient 5 - 10% longer than 50m								
G 2	Gradient > 10% longer than 50m								
S1	Bend radius <500m - dual carriageway								
S2	Bend radius <500m - single carriageway								
S2a	Bend radius <500m >=250m - single carriageway								
S2b	Bend radius <250m >100m - single carriageway								
S2c	Bend radius <=100m - single carriageway								

Current Shetland Intervention Limits

HD28/04 Intervention limit bands

Shetland - additional site categories



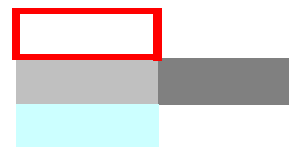
Current Intervention levels under Shetland's SCRIM Policy

Site Categories and Definition		Investigatory Level at 50Km /hr							
		0.3	0.35	0.4	0.45	0.5	0.55	0.6	0.65
A	Motorway								
B	Dual Carriageway - non event								
C	Single carriageway - non event								
Q	Approaches to and across minor and major junctions, approaches to roundabouts								
K	Approaches to pedestrian crossings and other high risk situations								
R	Roundabout								
G 1	Gradient 5 - 10% longer than 50m								
G 2	Gradient > 10% longer than 50m								
S1	Bend radius <500m - dual carriageway								
S2	Bend radius <500m - single carriageway								
S2a	Bend radius <500m >=250m - single carriageway								
S2b	Bend radius <250m >100m - single carriageway								
S2c	Bend radius <=100m - single carriageway								

Proposed Shetland Intervention Limits

HD28/04 Intervention limit bands

Shetland - additional site categories



Proposed Intervention limits under the revised Shetland SCRIM policy

Appendix 2

SHETLAND ISLANDS COUNCIL



Infrastructure Services Roads

SCRIM POLICY

February 2010.

Introduction

In August 2004 a revised standard for skid resistance was introduced by the Highways Agency – HD28/04 of the Design Manual for Roads and Bridges. The standard was developed by the Transport Research Laboratory (TRL) and was developed for use on trunk roads only. The objective of this document is to “.....manage the risk of skidding accidents in wet conditions so that the risk is broadly equalised across the trunk road network”

The procedure requires the routine measurement of skid resistance of the road surface. These are taken during the summer months when it is recognised that the measured values will be at their lowest as the gaps between pieces of aggregate are reduced by grit, dust etc. The most widely recognised, quality assured and practical method of measuring is to use a Sideways-Force Coefficient Routine Investigation Machine (SCRIM). The machine records measurements of the Scrim Coefficient as it drives along the road at a speed of 50km/hr. The machine applies a measured jet of water to the road surface just ahead of the measuring wheel to simulate a wet weather skid resistance reading.

There are three survey methodologies outlined in HD28/04 these are:

1. Three surveys of one third of the network at the start, middle and end of each summer. These results would be averaged to produce a Mean Summer Scrim Coefficient (MSSC). This method addresses any seasonal variations in the readings but it will take three years to cover the whole network.
2. Annual Survey of the whole network. These surveys should be carried out at the start of summer one year, mid-summer the next and the end of summer on the third year. These results could then be averaged to produce the Characteristic Scrim Coefficient (CSC). The downside of this method is that it takes over three years to determine an accurate CSC.
3. Annual Survey with benchmarks. This is the same as in option “b” but as well as the annual survey of the network a limited number of benchmark sections are identified and surveyed three times in the year. These benchmark sections will be used to calculate a seasonal variation, which can then be applied to the remaining results. The downside of this method is that it still requires three visits of the survey machine each year.

HD28/04 was designed to deal with trunk roads carrying heavy traffic volumes and it would be unnecessarily expensive to apply its survey frequencies to rural, local authority, road networks. It also does not address issues like very tight radius bends, which are encountered on rural networks, which require a high level of skid resistance as these are not generally encountered on trunk roads. On roads with speed limits in excess of 50MPH then any bend of 500m radius or less will be considered a tight bend.

This policy adapts the requirements of HD28/04 to make it more suitable to address the issues of a local authority road network. The policy will identify our annual survey requirements, confirm our intervention limits depending upon the geometry of the section of road and also identify the action required when

reasonable lengths of road have SCRIM values that are close to or below the pre-determined intervention limits.

Data Collection

As previously stated it would be unnecessarily expensive for local authorities to survey their whole network annually. The regular rainfall, the generally lower traffic volumes and the reduced levels of heavy goods vehicles using the Shetland road network means that deterioration of skid resistance happens over a much longer period than would be expected on the trunk road network, reducing the need for annual measurements.

Also, there are a limited number of SCRIM machines in the United Kingdom and most are based in the South of England. It would be almost impossible not to mention unrealistically expensive to arrange for three surveys in Shetland each year. I propose that we consider an Annual Survey to be carried out on part of the Network each year as described below. We will measure the SCRIM value mainly in one direction only on roads surveyed. On some roads with numerous bends or major junctions we may decide that both directions need to be surveyed. We will use the road hierarchy to target the roads of greater strategic importance each year. In addition we will also measure roads identified by accident statistics and/or Area Engineers as potential problem sections. These target lengths should be reviewed after three years.

The reason why HD28/04 proposes that the SCRIM coefficient is taken as the mean value of three survey results measured at the start, middle and end of the summer period is to compensate for seasonal variations in the skid resistance offered by the road surface during drier periods. It is recognised that the skid resistance readings will be less during dry spells as dust and grit will accumulate between pieces of aggregate in the road surface reducing the contact area between the road surface and vehicle tyres. It is felt that with Shetlands climate providing increased rainfall and less extremes of temperature over the summer period that the seasonal variance will be relatively low, therefore representative results will be obtained from a single survey per year.

We will base our selection of roads to be surveyed on their strategic importance to the road network. Accordingly, we will use the road maintenance hierarchy to bias our selection towards the most important roads on our network. We are proposing to survey all our roads of the greatest maintenance hierarchy ("M1" category roads). We will also collect data from 50% of our M2 class roads, 25% of our M3 roads and 10% of our M4 category roads. Finally we will also survey any road sections that have concerns raised by accident statistics or Engineer's reports. These target lengths are shown in the following table and should be reviewed after three years.

Maintenance Hierarchy	Network Length	Survey length %/yr
M1	209.55KM	100%
M2	208.87KM	50%
M3	207.53KM	25%
M4	420.83KM	10%
Sites of concern	N/A	6%
Total	1046.78Km	433Km approx.

Intervention Levels

Our intervention Levels will be based on those contained in HD28/04. This document allocates a band of two or three acceptable limits for each road event. It is up to the end user using risk assessments to determine the appropriate values for use with their roads.

Until we gain more experience and a number of repeat SCRIM results I propose that we use the intervention bands in HD28/04 as our target intervention levels. These should be reviewed regularly and if deemed appropriate the intervention levels can be changed within the bands for specific sections under review. Engineering staff will have the authority to vary individual intervention levels within the HD28/04 bands however they will not be allowed to reduce the level below the lowest value in the band without the approval of the Infrastructure Committee.

Additionally, in recognition of the fact that the trunk road does not contain the number or severity of bends found on local authority networks I have introduced three further categories of bends e.g. <500m>250m radius, <=250m>100m radius and <=100m radius bends. This will give us the flexibility to apply different intervention levels to each bend classification. It is difficult to be too prescriptive as a 100m radius bend within a series of bends will require less skid resistance than a 100m radius bend at the end of a long, straight, non-event, section of road.

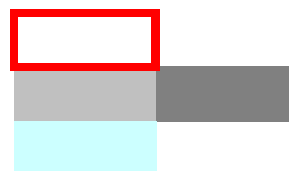
The current intervention levels are shown in the table on the next page. These will need to be reviewed as further surveys are recorded.

Site Categories and Definition		Investigatory Level at 50Km/hr							
		0.3	0.35	0.4	0.45	0.5	0.55	0.6	0.65
A	Motorway								
B	Dual Carriageway - non event								
C	Single carriageway - non event								
Q	Approaches to and across minor and major junctions, approaches to roundabouts								
K	Approaches to pedestrian crossings and other high risk situations								
R	Roundabout								
G1	Gradient 5 - 10% longer than 50m								
G2	Gradient > 10% longer than 50m								
S1	Bend radius <500m - dual carriageway								
S2	Bend radius <500m - single carriageway								
S2a	Bend radius <500m>=250m - single carriageway								
S2b	Bend radius <250m>100m - single carriageway								
S2c	Bend radius <=100m - single carriageway								

Proposed Shetland Intervention Limits

HD28/04 Intervention limit bands

Shetland - additional site categories



Results analysis and action

After receiving each set of survey results these will be loaded into the WDM Pavement Management Software for analysis.

Any site where a significant length of road has a SCRIM value less than 0.05 above the intervention limit will be assessed to determine if any further action over and above ongoing monitoring is required. Prioritisation will be given to sections with the greatest SCRIM deficiency and/or roads with high-speed traffic combined with poor geometry. Accidents will be investigated and treatment considered at sites where there are reported skidding accidents or the nature and geometry of the road suggests that a higher than average risk of an accident exists.

Any section where there is a significant length of road with a SCRIM deficiency of 0.1 or more must be assessed and where necessary prioritised for treatment.

If it is not possible to rectify a significant SCRIM deficiency within a reasonable timescale then the use of slippery road signs to diagram 557 may be considered.

As road surface skid resistance can be a factor in third party insurance claims it is important that records are kept of all decisions made at all stages of the process.

This policy will develop as our experience of using SCRIM data develops and our knowledge grows to the point where we can make accurate predictions about the residual SCRIM life of the Network at different locations. I would recommend that this policy is regularly reviewed and any proposed changes reported through to this committee



REPORT

To: Infrastructure Committee

09 March 2010

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

A971 HAGGERSTA TO COVA REPORT ON PROGRESS, FEBRUARY 2010

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 and Risk

- 2.1 This project meets all of the Principles of the Shetland Transport Strategy, particularly those of Accessibility and Inclusion, Compliance, and Environmental Responsibility. This report is presented under our requirement to be Accountable.
- 2.2 Since this report is for noting only, no new risks should arise.

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 2 February 2010.

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 November 2009

- 4.2.1 We sought to conclude land acquisition by voluntary means. There were some delays at first due to illness and staff changes in the District Valuers' office, but the areas of land were valued, and offers sent to each of the landowners. Due to the poor initial response, reminders were also sent out, and we then sought to ascertain whether each landowner intended to reach a voluntary agreement with us, or whether a Compulsory Purchase Order (CPO) would be necessary.
- 4.2.2 By November 2009 provisional agreement had been reached with three landowners, and it was confirmed that the Council already owns one of the other plots. However, there was no progress with the remaining two landowners, and both the District Valuer (DV) and I ascertained that they were dissatisfied with the DV's offers.
- 4.2.3 *The matter has been put in the hands of those landowners' solicitors, and the DV is now seeking an agreement through them. However, since I recommended that this matter was likely to take a long time, and that the likelihood of success was low, the Committee approved on 24 November 2009 that we should start to prepare and then make a CPO (Min Ref 96/09).*

4.3 November 2009 until Scottish Ministers Confirm the CPO

- 4.3.1 *Legal Services are now seeking to conclude the acquisition of the land whose owners have reached provisional agreement with the DV.*
- 4.3.2 *We are also now preparing the various plans and documents required for the compulsory purchase of the other two owners' land. Then we will: make the CPO, advertise it and issue notices; submit the CPO to the Scottish Government requesting that the Scottish Ministers confirm it, deal with any objections and other correspondence. If objections are lodged and they do not relate to price or accommodation works then a Public Enquiry may be held.*
- 4.3.3 *In the meantime, I have recently sent a progress report on these matters to the Scottish Government*
- 4.4 **Once the CPO is With the Scottish Ministers**, for their decision. We will also press the Ministers for a decision on the Stopping-Up Order. This has lain with them for some time, but they have let us know that they will not take a decision on it until we have either acquired all of the land, or have presented them with a CPO for it.
- 4.5 **For a Period of at Least 6 Months before construction**, if the project is scheduled in the new Capital Programme. We would 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

4.7.1 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 recently agreed with the adjacent householders that we should carry out the repair works immediately. This is because the condition of the rock face had become worse, and also because it is likely that the new road may not now be built for some time to come.

4.7.2 *These works are now well under way.*

5 Financial Implications

5.1 The current estimate of the cost of the project is £2.25m at 2009 prices, which includes for land acquisition, design and preparation, utility diversions, works, environmental mitigation, and supervision. 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 2011, the project will have to go through the Gateway Procedure before a date for construction can be set. I suggest that the earliest possible start date would be the summer of 2012.

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 and budgets have been approved by the Council.

6.2 Under the revised policy on the use of CPOs, authority is delegated to the Executive Director, or his nominee, to make a Compulsory Purchase Order in the above circumstances (min ref 95/09). In addition, due to previous difficulties with this particular project, the Committee confirmed on 24th November 2009 that a CPO should be used in this case (min ref 96/09).

7. Recommendation

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

Report Number: RD-06-10-F



REPORT

To: Infrastructure Committee

9 March 2010

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

20 MPH SPEED LIMITS AT SCHOOLS PROGRESS REPORT, FEBRUARY 2010

1 Introduction

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

2 Links to Council Priorities and Risk

- 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.
- 2.2 Since this report is for noting only, no new risks should arise.

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 decided that the programme to provide speed limits at schools should be accelerated so that it could be completed by the end of 2009, and on 17 February and 25 March 2009 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	Total
Installed:	8	9	17
Contractor on site:	2	5	7
Works Ordered:	0	1	1
In Preparation:	1	1	2
Postponed:	2	2	4

- 4.2 From this table, it can be seen that 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. More than half of the limits have been installed; contractors are currently on site at 7 schools; and the works have been ordered for one school where the contractor should be on site in the near future. However, there are also 4 that have been postponed meantime due to circumstances outwith our control.
- 4.3 A detailed programme of works has been agreed with our contractors to ensure that the ordered works are completed as quickly as possible. Almost all of it will be complete by the end of the financial year in March 2010, apart from Lunnasting, Mid Yell, Bell's Brae and Symbister.

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 installation of 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. The part-time limit on the A970 South Road was initially faulty but the limit was fully operational by 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.** This permanent limit was installed in May 2009.
- 5.10 **Uyeasound School.** This permanent limit was installed in October 2009.
- 5.11 **Skeld School.** This permanent limit was installed in October 2009.
- 5.12 **Hamnavoe School.** This permanent limit, with associated traffic calming, was installed in December 2009.
- 5.13 **Bressay School.** This permanent limit was installed in December 2009.
- 5.14 **Dunrossness School.** This part-time limit had faulty variable signs when first installed but became fully operational in February 2010.

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. The reason for this fault has now been identified and the sign will be repaired and operational in the near future.
- 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 was to commence during the school's October holidays. However, uncertainty regarding the final layout of the new school's access and car park has prevented the work from going ahead, meantime. The part-time speed limit will be installed later this year when the new school's site works have been constructed.
- 6.5 **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. These measures are necessary because guidelines state that these speed limits should be self-enforcing and only installed, without traffic calming, where existing 85th percentile speeds are less than 25 mph. Please note that, although it has been decided that the preferred site for a new school should be elsewhere,

the speed limit and calming measures will be required in the short term for the existing school.

The initial consultation process for this speed limit ended on 23 October 2009. Comments regarding the proposal were received from Goudies Funeral Directors and Lerwick Community Council. Following approval by the Committee in November, the final version of the order was amended to address the concerns of both parties by reducing the number of road humps on Knab Road and by extending the 20 mph limit to include Twageos Road and Gressy Loan (min ref 97/09). The final stage of the formal consultation process ended on 12 February 2010. Letters were received from 2 members of the public objecting to the proposals. A letter was also received from the School Parent Council requesting that the 20 mph limit be extended down Breiwick Road and along the entire length of Knab Road. The relevant legislation requires that I write to the objectors seeking the withdrawal of their objections. Should they wish their objections to stand, the matter will be reported to the next meeting of this Committee. The Parent Council's letter is, strictly speaking, not an objection to the order as proposed but their requests would also be discussed in that report.

- 6.6 **Bells Brae (A969).** The consultation process for the traffic order was completed without any formal objections to the part-time 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 with their water main works occupied this stretch of the A969 until quite recently. A property developer and SHEAP also need to work in the road here in the next few months. Therefore, it is now unlikely that the 20 mph limit will be installed here before Spring 2010.
- 6.7 **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. However, due to the pressure of work the footway design is not yet finalised. Therefore, the part-time speed limit will not likely be in place until Spring 2010.
- 6.8 **Aith Junior High School.** The consultation process for the traffic order was completed without any formal objections to the part-time limit being received. The works have now commenced on site and are substantially complete.
- 6.9 **Tingwall School.** The consultation process for the traffic order was completed without any formal objections to the part-time limit being received. The works have now commenced on site and are substantially complete.
- 6.10 **Happyhansel School.** The consultation process for the traffic order was completed without any formal objections to the part-time limit being received. The works have now commenced on site and are substantially complete.

- 6.11 **Nesting School.** The problem with the way-leave, necessary for cable tracks across private land, has been resolved. The works for the part-time limit have now commenced on site and are substantially complete.
- 6.12 **North Roe School.** The final stage of consultation for the part-time 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 have now commenced on site and are substantially complete.
- 6.13 **Olnafirth School.** The consultation process for the traffic order was completed without any formal objections to the part-time 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.
- 6.14 **Sandness School** The traffic order for the part-time limit 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 landowners to lay the supply cables to the signs. Works will be ordered shortly.
- 6.15 **Lunnasting School.** The Committee agreed in May 2009 to the postponement of the installation of a permanent 20 mph speed limit here until it is clear if and when the adjacent footway scheme will go ahead (Min. Ref. 35/09). Design of that scheme has been done, and land plans are with the District Valuer, who issued formal offers to the landowners recently. However, at the meeting of the Committee on 2nd February, it was noted that the scheme's cost is estimated to be £600k, and that it is not in the current Capital Programme for 2010/11. It was agreed that we should approach the Community Council again to see whether they would accept instead a scheme to install streetlighting, and speed cushions only. These would allow us to introduce the permanent 20mph speed limit.
- 6.16 **Cullivoe School.** The consultation process for the traffic order was completed without any formal objections to the permanent limit being received. The works are complete apart from one sign that is waiting for a new lighting column to be installed.
- 6.17 **Burravoe School.** As described in 6.16 above.

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.
- 7.2 It is now clear that a few of these speed limits will not be completed by the end of this Financial Year. Therefore, some of the budget will have to be "slipped" to 2010/11. I have let the Capital Programme Service know of this, and an estimate of the actual amount will be included in their report to the Council on 24th March.

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 (Roads & Transport 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 complete the installation of 20 mph speed limits at schools. In particular to note that I now forecast that a total of 27 of these speed limits will be in place by the end of March 2010. Of the remaining four, three should be completed shortly afterwards.

Report Number: RD-04-10-F



REPORT

To: Infrastructure Committee

09 March 2010

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

SHETLAND HEALTH PROTECTION PLAN

1 Introduction

- 1.1 This report notifies Members of the Shetland Health Protection Plan being prepared by the Shetland NHS Board.

2 Link to Council Priorities and Risk

- 2.1 The Joint Health Protection Plan is an overview of health protection in Shetland. This contributes to the “Healthier” objectives in the Council Priorities. Failing to consult on the plan would be a failure to deliver a statutory duty.

3 Background

- 3.1 The Public Health etc (Scotland) Act 2008 requires NHS Boards to produce a Joint Health Protection Plan, which provides an overview of health protection (communicable disease and environmental health) priorities, provision and preparedness within the area. The plans must be prepared in consultation with the relevant local authority, with whom there is a statutory duty of co-operation on health protection issues and must be published by 1 April 2010. It is therefore a statutory duty to consult on the contents of the plan. Guidance on the contents of the plan was issued by the Scottish Government. A copy of the draft plan is available in the Members’ room and any feedback from Members’ will be included in the final published document.

4 Financial Implications

- 4.1 As the Joint Health Protection Plan gathers together information about existing Health Protection activities there will be no additional resources required to deliver the actions in the plan.

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 Conclusions

- 6.1 The Joint Health Protection Plan is required by the Public Health etc (Scotland) Act 2008. The primary duty for production of the plan sits with the Health Board however the local authority should be consulted during its drafting. The Service Manager- Environmental Health has already contributed towards the development of the draft plan, however any additional feedback on the plan from Members will be added into the final document.

7 Recommendation

- 7.1 I recommend that the Infrastructure Committee note the contents of the Draft Shetland Joint Health Protection Plan and provide any feedback to the Service Manager - Environmental Health to feed into the final version.

Report Number: ES-10-10-F



REPORT

To: Infrastructure Committee

09 March 2010

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

MINUTES OF THE KIMO CO-ORDINATION GROUP

1 Introduction

1.1 As Shetlands 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 & Risks

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 Shetlands Islands Council.

2.3 There is no risk to the Council associated with this report.

3 Proposal

3.1 At the meeting of the KIMO Co-ordination Group on the 4th September 2009 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 Recommendation

- 6.1 I recommend that the Infrastructure Committee note the minutes of the group.

Report Number : PL-07-10-F



**Meeting of the KIMO Co- ordination Group
Friday 4th September 2009 – Conference Room - Grantfield**

Final Minutes

Present:

Mr John Mouat (Chairman), Ms Marie Robertson, Councillor Gary Robinson, Mr Iain McDiarmid, Councillor Iris Hawkins, Councillor Laura Baisely, Mr Rick Nickerson (Consultant), Councillor Jonathan Wills,

Apologies:

Mr Austin Taylor, Ms Sally Spence, Mr Mick Clifton, Councillor Josie Simpson, Councillor Jim Henry,

	Action
<p>agreement between KIMO and the NFLA. Mr Mouat went onto say that the NFLA had a wealth of experience in nuclear policy and Mr Nickerson commented that this was a good way to gain expertise at minimal cost. The group went onto discuss the merits of this idea together with concerns regarding clarity of the memorandum specifics and it was agreed that Mr Mouat would meet with Mr Morris on the 18th of September after the next NFLA meeting. This suggestion will then be put to the KIMO International Board at the forthcoming AGM in October to seek approval regarding liaising and working together.</p> <p>HELCOM</p> <p>Mr Mouat informed the group that he would be attending the first HELCOM meeting in September and explained that HELCOM was the equivalent of OSPAR in the Baltic but that it also covered shipping issues. Mr Mouat added that this would give KIMO another route to get back into shipping issues. Mr Nickerson congratulated Mr Mouat in the difficult task of obtaining observer status for KIMO.</p> <p>MICRO PLASTICS</p> <p>KIMO was still waiting to hear back on a NERC funding application, which would be announced at the end September or beginning of October. Should funding be successful it is hoped the project will start in January 2010. A side event is being planned for the Ministerial Meeting in 2010 at Bergen, which will highlight the problems of plastic in the sea. This will be further discussed at the KIMO AGM in October.</p> <p>OSPAR</p> <p>Mr Mouat commented that an email had been received from Erik Adler, Regional Seas Convention praising the Marine Litter North East Atlantic Report that KIMO had undertaken for OSPAR and UNEP. The report would now be published and presented to Ministers at the OSPAR Ministerial Summit.</p> <p>Mr Nickerson informed the group that the next meeting of the ICG Marine Litter would be held in November and that some progress was being made although the development of the Marine Litter index was proving difficult.</p> <p>4. Update of Fishing For Litter</p> <p>Fishing for Litter Scotland</p> <p>Mr Mouat commented that Mr Piper had been busy re-signing up boats and checking that they were still taking part in the project. Mr Mick Clifton will be reconfirming the Shetland</p>	<p>John Mouat – Done</p>

	Action
<p>boats for Mr Piper. KIMO UK has also recently written to the Scottish Government regarding landfill tax asking for exemption to reduce waste costs. Whilst it is hoped that the UK will develop a National Strategy although it looks as though this may need to be done individually through the separate administrations. Mr Piper is at the moment starting with Scotland and trying to get the stakeholders together to see how funding can be developed in the future. Mr Nickerson suggested also discussing the subject with Seafish and Mr Mouat agreed to get Mr Piper to look at this but added that the project is trying to move away from grant schemes. Another route via the Fishermen's Legacy Trust Fund was also mentioned.</p> <p>Mr Piper is also at present renegotiating deals with waste contractors. Recycling of Fishing for Litter waste has proven to be difficult in certain areas where waste goes straight into landfill. Mr Mouat also pointed out that KIMO has no specific resolutions regarding marine litter and that this would need to be addressed at the next AGM.</p> <p>Fishing for Litter South West</p> <p>Mr Mouat reported that he had attended a meeting in Newlyn and met the Environment Minister Hillary Benn MP, who appeared very impressed with the FFLSW project. Mr Mouat hopes that this will assist in bringing forward a National Strategy for England. Fishing for Litter South West is ready to go with Lowe harbour and are looking to add Newquay to the harbours. As the project was late starting this has resulted in an under-spend, which will hopefully be used to add extra harbours or extend the duration of the project.</p> <p>To raise awareness, Fishing for Litter Southwest had also been involved at recent Newquay fish festivals where children had made pictures out of litter collected in the project.</p> <p>Fishing for Litter Baltic</p> <p>Mr Mouat commented that KIMO should hear back regarding funding for the Fishing for Litter Baltic project on the 15th/16th September. Mr Mouat continued by saying that funding would really give the Baltic members a boost by financially enabling them to hire staff and pay for travel.</p> <p>5. Review on CPMR/North Sea Commission Activities</p> <p>Nothing to report.</p> <p>6. <u>Future Consultations:</u></p>	<p>John Mouat - Done</p>

Action	
<p>Marine Strategy Framework Directive – ongoing.</p> <p>Mr Nickerson raised the issue of ship-to-ship regulations and asked if they were law yet? Mr Mouat to request that Mr Piper write again to find out.</p> <p>7. <u>Attendance at Future Meetings:</u></p> <p>HELCOM – 23-25th September. AGM – The Hague - Oct 8,9,10th October. KIMO UK – 11th September. OSPAR ICG Bergen – The Hague – 19th October. HELCOM Maritime – 24-26th of November. OSPAR ICG Marine Litter – Dublin end Nov/Dec.</p> <p>8. AOCB</p> <p>Mr Nickerson raised the issue of endocrine disrupters and thought it would be beneficial to find out whether SEPA monitor this and if not why not. Mr Mouat to request that Mr Piper write to find out.</p> <p>Dr Rikki Ott will be giving a talk at the Shetland Museum entitled – '20 years after Exxon Valdez – What have we learned?' – 4th September 2009 – doors open 7.00 pm.</p> <p>9 Date and Time of Next Meeting.</p> <p>Due to HELCOM meeting the next KIMO Co-ordination Group meeting date set for the 27th November 2009 may need to be altered to early December. To be confirmed.</p>	<p>Tom Piper - Done</p> <p>Tom Piper – Done</p> <p>Marie Robertson - Done</p>



REPORT

To: Infrastructure Committee

09 March 2010

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

MINUTES OF THE SIC NUCLEAR POLICY CO-ORDINATION GROUP

1 Introduction

1.1 Shetlands 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 a member/officer working group to co-ordinate SIC Nuclear Policy in August 2002.

2 Links to Council Priorities & Risks

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.

2.2 There is no risk to the Council associated with this report.

3 Proposal

3.1 At the meeting of the SIC Nuclear Policy Co-ordination Group on the 4th September 2009 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 I recommend that the Infrastructure Committee note the minutes of the group.

Report Number : PL-06-10-F



**Meeting of Nuclear Policy Co-ordination Group –
Friday 4th September 2009 – Grantfield Conference Room.**

Final Minutes

Present:

Mr John Mouat (Chairman), Mr Chris Bunyan, Mr Gordon Greenhill, Cllr Iris Hawkins, Ms Marie Robertson, Cllr Rick Nickerson, Cllr Jonathan Wills, Cllr Laura Baisley,

Apologies:

Austin Taylor, Iain McDiarmid, Cllr Jim Henry.

	<i>Action</i>
<p>Item 1 – Welcome & Apologies</p> <p>Mr Mouat welcomed everyone to the meeting and the apologies were noted.</p> <p>Item 2 – Consider and approve draft minutes from previous meeting – Thursday 16th April 2009. The minutes were approved.</p> <p>(i) Matters Arising:</p> <p>Details of Chernobyl and SCORRS still to be sent to Cllr Laura Baisley.</p> <p>Correction to item 3 – add month of June to date.</p> <p>Item 3 – Reports (Verbal)</p> <p>(a) Nuclear Free Local Authorities (NFLA)</p> <p>Nothing to report. The next meeting will be held on the 17th/18th September, Manchester. The NFLA Secretariat has issued a briefing (No. 20; dated 20.08.09) on the Government Review concerning low-level waste (LLW) strategy. This is discussed further at item (d).</p> <p>(b) Dounreay Stakeholders Group (DSG)</p> <p>Cllr Rick Nickerson had not been able to attend the last meeting and no papers have been received as yet. As the Dounreay website is out of commission Mr Bunyan will send an email regarding receiving papers. Cllr Nickerson will not be able to attend the next meeting but suggested still raising issues. Mr Bunyan agreed to write a letter on particle issues and send draft to Mr Mouat. (Further details can be found at item (d) Nuclear Policy Advisor Report - Mr Chris Bunyan)</p> <p>(c) KIMO</p> <p>Mr Mouat proposed the idea of NFLA having an associate membership with KIMO and then attending OSPAR Radioactive Substances Committee on KIMO's behalf. Mr Mouat explained that currently he did not always attend RSC due to workloads. A memorandum of agreement would cover any tie up. Mr Mouat will meet with Mr Morris, Secretary of the NFLA on the 18th of September to discuss this further. This suggestion will then be put to the KIMO International Board at the forthcoming AGM in October to seek approval regarding liaising and working together.</p>	<p>John Mouat/ Chris Bunyan Marie Robertson - Done</p> <p>Chris Bunyan</p> <p>Chris Bunyan/John Mouat - Done</p>

	Action
<p>(d) Nuclear Policy Advisor Report - Mr Chris Bunyan</p> <p>At this point in the meeting, Mr Bunyan and the group proceeded to go through various issues raised in the Nuclear Policy Co-ordination Group briefing (04.09.09), which contained information on the potential future closure of HMS Vulcan, Nuclear-free Scotland, Scotland's energy future, particle and other contamination at Dounreay, the Nuclear Decommissioning Authority low level waste consultation and resulting recommendations.</p> <p>Regarding HMS Vulcan it has been suggested that the site might close in 2014 at the end of the existing contract, with decommissioning being finalised in 2025, which coincides with the expected decommissioning date for Dounreay.</p> <p>Mr Bunyan's brief highlighted that the Scottish economy, energy and tourism parliamentary committee had supported the Scottish Governments policy of opposing new nuclear reactors. A report concerning the 12 month inquiry conducted by the committee has now been published entitled "Determining and Delivering on Scotland's energy Future. The all-party committee's recommendation on nuclear energy states that "The Committee agrees that Scotland does not need a new generation of nuclear power stations to be constructed...." and views Scotland's energy future as one that seeks to increase investments in energy efficiency and distribute power via a variety of energy/renewable technologies and resources. Mr Bunyan went on to raise concerns, which he felt called for closer observation, regarding various proposals being called upon by industry to be implemented by the Government to make nuclear power appear cheaper to consumers e.g.: increases in carbon tax, minimum costs for carbon emissions and possibly the imposition of a nuclear levy on customers.</p> <p>Mr Bunyan also informed the group that a radioactive particle had been discovered out with the licensed site at Dounreay and that contaminated earth had been found 60 meters inland on ground used for animal grazing. Also at Dounreay, this summer had seen the offshore retrieval by a remotely operated vehicle (ROV) of 115 particles, 29 of which were in the 'high hazard category'. Of concern to the group were a further 16 particles which the ROV could not retrieve and after some further discussion Mr Bunyan agreed to write a letter to Dounreay concerning retrieval and ending monitoring as per action item (b).</p> <p>The group went onto discuss the Low Level Waste (LLW) Strategy Consultation being conducted by the NDA, which ends on the 11th of September 2009. The brief concerning the consultation from the NFLA Secretariat was discussed together with various types of radioactive</p>	

	<i>Action</i>
<p>waste generated e.g.: nuclear/non-nuclear industry, NORN (naturally occurring radioactive material) and responsibility/disposal/transportation of same, both within and out with Shetland. Mr Gordon Greenhill confirmed for the group that low level radioactive waste generated in Shetland e.g. hospital waste is disposed of South and covered for transportation via a SEPA licence. Mr Bunyan recommended that the Council support the submission from the NFLA and also submit a letter emphasising opposition to incineration, opposition to the use of landfill, opposition to exporting wastes, concerns over recycling and in addition emphasise that Dounreay is only available for its own and HMS Vulcan's wastes. As topics discussed had raised a number of issues concerning Scottish policy on radioactive waste management Mr Bunyan agreed to write to the Scottish Government regarding overall policy.</p> <p>(e) Community Waste Management European Concerted Action (COWAM)</p> <p>Nothing to report. Mr Mouat agreed to investigate this further</p> <p>(f) Committee on Radioactive Waste Management (CoRWM)</p> <p>Prior to the meeting, Mr Mouat had distributed a CoRWM Report to Government (July 2009) for information. The report concerned the geological disposal of higher activity radioactive wastes.</p> <p>(g) Nuclear Decommissioning Authority (NDA)</p> <p>Mr Nickerson intimated that the Drigg Consultation was the main issue for the NDA. As Drigg was filling up it was becoming crucial to find a solution to the problem.</p> <p>(h) Scottish Committee on Radioactive Substances (SCCORS)</p> <p>SCCORS meeting today, details to be reported at later date. Cllr Hawkins queried what was happening with NuLEAF and Mr Mouat responded that NFLA worked more closely with NuLEAF and would be able to provide her with information.</p> <p>Item 4 – Attendance at Future Meetings</p> <p>DSG – 16th September – Cllr Nickerson cannot attend. NFLA – 17th/18th September – Cllr Henry to attend. Cllr Nickerson to confirm. SCCORS – To be confirmed. NFLA Scotland – October – Cllr Hawkins to attend. NDA – 17th/18th November.</p>	<p>Chris Bunyan</p> <p>John Mouat</p>

	<i>Action</i>
<p>Item 5 – Future Consultations</p> <p>Low level waste – SEPA Plutonium – coming up in Autumn</p> <p>Item 6 – AOCB</p> <p>None to report.</p> <p>Item 7 - Date and time of Next meeting</p> <p>Due to HELCOM meeting the next KIMO Co-ordination Group meeting date set for the 27th November 2009 may need to be altered to early December. To be confirmed.</p>	<p>Marie Robertson – Done</p>

Minutes of the Road Safety Advisory Panel held on 2 February 2010 at 2 pm in the Council Chamber, Town Hall, Lerwick

Present

I J Hawkins	Shetland Islands Council
J Budge	Shetland Islands Council
F B Grains	Shetland Islands Council
J Henry	Shetland Islands Council
W H Manson	Shetland Islands Council
R Henderson	Shetland Islands Council
E Skinley	Road Safety Officer
I Halcrow	Head of Roads Service
N Mann	Safety Officer
P Petursson	Driving Instructor
S Sinclair	Temporary Technical Officer
R Macleod	Committee Officer

Chairperson

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

Apologies

A S Wishart	Shetland Islands Council
F A Robertson	Shetland Islands Council
PC A Card	Northern Constabulary
J Wylie	Community Safety
P Wright	Shetland Preschool Play

Minutes

The minute of the meeting held on 24 November 2009 was approved on the motion of Mr W H Manson, seconded by Mr J Budge.

1.	<u>Matters Arising</u> <u>Levenwick Blind Summit</u> Mr J Budge advised Members that he had received a detailed report written by Neil Hutcheson, Roads Engineer on this matter and quoted the following sentence – “I am of the opinion that due to the location of this hazard on the main route between Lerwick and Sumburgh it should be improved, even if it has to be listed as a named scheme for inclusion on the Council’s Capital Programme.” Mr J Budge echoed these concerns and referred to the number of accidents which have already occurred in the area. <u>Dipped Headlights</u> The Chairperson queried if the introduction of a by-law across Shetland to enforce the use of dipped headlights during day light hours would be viable. The Head of Roads advised that the use of dipped headlights during daytime was a controversial subject with both supporters and opponents to their use. There is a general acceptance that the use of dipped headlights during daylight hours assists drivers to see other vehicles more easily. However, motorcyclists argue that if all drivers	
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	<p>were to use dipped headlights, then motorcycle riders who use headlights continually at present, and other vulnerable road users would become less visible. The Head of Roads went on to explain that daylight running lights have been developed to overcome this concern, they are brighter than side lights but not as bright as dipped headlights.</p> <p>In response to a question from a Member, the Head of Roads advised that as far as he was aware Shetland would not be able to introduce a local by-law on this issue as vehicle use is controlled by national legislation. However, he pointed out that the European Commission decided in 2008 that, from 2011, all new cars sold in the European Union would have to be fitted with daylight running lights which switch on automatically when the engine is started.</p> <p><u>Use of the name 'Toy Town', Brae</u> Following a query from a Member regarding the use of the name 'Toy Town' to refer to a particular housing scheme in Brae, the Head of Roads advised that, colloquially, this term had been adopted as an unofficial name for the housing scheme. The Panel agreed that no offence would be caused by the use of the name and that it should remain in use.</p> <p><u>Other Speed Limits</u> Mr J Budge questioned whether coloured tar could be used along the stretch of road between Boddam and the Quendale junction. The Head of Roads advised that a company based on mainland Scotland is contracted to carry out this type of work during the summer months. He added that he would take this matter forward.</p> <p><u>Pick up/Drop off Point – Brae Junior High School</u> The Road Safety Officer advised that the Head Teacher of Brae Junior High School would be applying to the Capital Programme Service for the inclusion of this project in the Council's Capital Programme.</p> <p>Mr W H Manson advised that, during discussions at a recent School Board meeting, it was suggested that the grassed area at the school could be turned into a car park to allow for more parking.</p>	IH
	<p><u>Road Safety Updates</u></p> <p>2.1 <u>Engineering Updates (Roads)</u> The Head of Roads introduced the paper, attached as Appendix 2.1.</p> <p><u>20 MPH Speed Limits at Schools</u> – Members were informed at the Infrastructure Committee held earlier today that faults within the speed signs had been rectified and a Council electrician would be able to install them as soon as the bad weather cleared. The Head of Roads advised that originally, this project was scheduled for completion during 2009. Although this had not been realised, progress is being made.</p> <p><u>Road Accidents</u> – The Head of Roads advised that the figures for</p>	

road accident casualties are always greater than that for road accidents because a single car involved in a road accident may be carrying multiple passengers. The figure of 71 casualties for 2009 is higher than expected but these figures vary year by year. The Panel were informed that while no fatal road accidents had occurred in 2008 or 2009, two fatal road accidents had already occurred during January 2010.

Referring to the graph detailing the road accident figures, the Head of Roads advised that a downward trend in casualties was apparent, although the number of slight casualties had risen significantly during 2009.

In response to a question from a Member, the Head of Roads confirmed that the majority of accidents are either caused by excessive speed or alcohol consumption. He added that, when seatbelts are worn, injuries are generally much less serious. Additionally, in order to get the benefit of an air bag, the seatbelt must be worn. Modern car users involved in an accident whilst wearing a seatbelt are more likely to suffer only minor injuries, whereas the car itself may be badly damaged.

Mr R S Henderson asked if many of the accidents had involved mini buses. The Head of Roads explained that one accident in March 2009 had involved a mini bus, which partly explained the high number of casualties that month, but PC A Card would be able to provide more information at a later date.

In response to a question, the Head of Roads acknowledged that many schools in the West Mainland were still closed due to bad weather. He attributed this to the fact that school transport for the area uses many side roads and single-track roads. Regarding gritting services, which start at 6am, the Head of Roads advised that many school buses are out on the roads before 8am. This does not leave enough time for the gritters to service all the side roads.

Referring to the cause of accidents, Mr P Petursson suggested that a cynicism regarding speed exists because the likelihood of getting caught is limited. Many young drivers, who are involved in the majority of accidents, are inexperienced, with some having only a few weeks of practice before passing their driving test.

The Head of Roads explained that the Pass Plus system is a good idea in theory but there is very little buy-in from recently qualified drivers. Members noted that speeding is not confined to one age group and that it is prevalent across all age groups.

Mr W H Manson referred to the fact that there is no restriction on the type of car that a newly qualified driver can handle. This can result in newly qualified drivers driving cars well beyond their capability.

	<p>Mr P Petursson advised of an Irish initiative where newly qualified drivers are limited to driving at 50mph in 60mph zones. He went on to express some reservations about the benefits of this approach as it could lead to traffic queues and therefore more overtaking.</p> <p>Referring to the penalties imposed upon those caught speeding, Mr P Petursson advised that the court can impose an extended driving test upon the offender. Mr W H Manson stated that limiting the power of vehicles for a probationary period after the driving test has been passed, may reduce the number of accidents. He added that this would require national enforceability and could be dealt with through driver insurance.</p> <p>Mr R S Henderson questioned whether the use of green L-plates for a period after qualifying would have any impact. Mr P Petursson confirmed that these are readily available to buy but the use of them is entirely voluntary. Additionally, the Highway Code recommends that L-plates are removed when a learner driver is not in control of the vehicle. However, many drivers do not heed this advice.</p> <p>In response to a question from Mrs F B Grains, the Head of Roads confirmed that the routes for gritting are looked at from time to time and that an amendment had been made to the routes questioned.</p> <p>In reference to school closures during periods of snow, it was suggested that all schools must clear their playgrounds of snow before opening, but some of the smaller schools do not have the staff to carry this out. However it is understood that some schools avoid this by keeping children inside the school during periods of snow.</p> <p>Following some discussion regarding the task of gritting roads across Shetland, Members noted that on the worst days, schools are closed and the gritting crew focus on clearing the main roads. Mr J Budge suggested hiring crofters to plough through the snow in designated side roads leaving the main gritting crew free to clear the main roads, whilst still allowing school transport access to pupils and school buildings. However, questions regarding the cost effectiveness of this approach were raised.</p> <p>Referring to the rubber section of the plough used by the Council's gritters, the Chairperson asked how quickly this wears out. The Head of Roads responded by stating that it does wear out quite quickly and readjustments are necessary from time to time.</p> <p>The Head of Roads advised that when snow is compacted by traffic, it is hard for the plough to remove the snow because it cannot penetrate it, which results in some snow or slush being left on the road surface.</p>	
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	<p>In response to a question from the Chairperson, the Head of Roads advised that salt is used on main roads but with the national shortage, a combination of salt and grit is being used on minor roads. In order for the salt and grit to be effective it requires a quantity of traffic throughput to break up the underlying snow. However, there are disadvantages of using this combination. The grit may get thrown up from the road and cause damage to vehicles in the vicinity. A build up of grit at the side of the road is dangerous for motorcycle users as it increases the chances of skidding. It is also a major undertaking to sweep up the surplus salt and grit. The Committee noted that snowploughs could damage roads and leave ruts in the surface. These ruts present a danger to motorcyclists.</p> <p>In response to comments from Mr R S Henderson regarding the surface tar in Yell, the Head of Roads clarified by saying that the amount of liquid bitumen applied during surface dressing will impact on the number of chips that become integrated into the road surface. Too much liquid bitumen and the chips will sink into it giving a poor road surface, not enough and the chips will not hold.</p> <p>Responding to a query from the Road Safety Officer, the Head of Roads stated that the gritting category for new roads is dependent on the road type, with main roads being classed as the most important.</p> <p>2.2 <u>Education Update (Road Safety Section)</u></p> <p>The Road Safety Officer introduced the paper, attached as Appendix 2.2 and provided a brief summary of the information contained in it.</p> <p>The Road Safety Officer explained that the seatbelt sled could only be used by adults over the age of 16 and could not be used by pregnant women. The Council must also be mindful of allowing people with back problems to use the equipment for insurance purposes. The Committee noted that the Road Safety Officer hoped that the seatbelt sled could be used at county shows and the annual motor show.</p> <p>On a separate matter, Mrs F B Grains asked if the 20mph speed limit sign at the Stromfirth Junction, Whiteness had been completed. The Head of Roads could confirm that this had been done.</p> <p>Following comments from Mrs F B Grains, the Road Safety Officer advised the Panel that a grant to install a cycle path between Kalliness, Weisdale and Whiteness Primary School, in the region of £15,000, had been returned to the Scottish Government as work could not proceed due to issues with the landowner.</p>	
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	<p>2.3 <u>Enforcement Updates (Police)</u> The Panel were unable to consider the information provided due to the absence of PC A Card.</p> <p>[Mr W H Manson left the meeting]</p>	
3.	<p><u>AOCB</u></p> <p>In response to comments from Mr R S Henderson, the Head of Roads advised that there is no legislation in place which dictates that road verges must be covered with a contrasting colour material to the road surface, but it is done for safety reasons to help drivers distinguish between the road surface and the verge. He added that road verges in Shetland are red because that is the colour of material supplied by the quarries in Brindister and Sullom.</p> <p>Mr R S Henderson stated that suitable material of a contrasting colour is available from the quarry in Gutcher for those areas in the North Isles which require to be surfaced. The Head of Roads agreed that if suitable materials are available locally, there is no reason to import chips from other quarries. He would instruct someone to follow this up.</p> <p>The Road Safety Officer advised Members that Kathleen Braidwood, Road Safety Officer from the Royal Society for the Prevention of Accidents (RoSPA) will be making a visit to Shetland in the near future, when it is hoped that she can address the Members of the Road Safety Advisory Panel.</p>	IH
4.	<p><u>Date of Next Meeting</u></p> <p>The Panel noted that the next meeting will be held on 4 May 2010 at 2pm in the Council Chamber, Town Hall, Lerwick.</p>	

The meeting concluded at 3.15pm.

Chairperson.

MINUTE

“A&B”

**Zetland Transport Partnership
Room 16 Islesburgh Community Centre, Lerwick
Monday 25 January 2010 at 10am**

Present:

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

Advisers:

S Laurensen, Lerwick Port Authority
R Moore, Head of Ports and Harbours Operations

Apologies:

Dr S Taylor
J G Simpson, Development Committee
J L B Smith, Sumburgh Airport Consultative Committee
A Steven, Promote Shetland

In attendance (Officers):

M Craigie, Lead Officer
E Park, Transport Strategy Officer
L Gair, Committee Officer

Chairperson

Mrs I J Hawkins, Chairperson of ZetTrans, presided.

Circular

The circular calling the meeting was held as read.

Declarations of Interest

None

Minutes

The note of the meeting held on 9 November 2009 was confirmed on the motion of Mrs C H J Miller, seconded by Mr S Robertson.

Members' Attendance at External Meetings

None

01/10 Shetland's Internal Public Transport Network

The Partnership considered a report by the Lead Officer, attached as Appendix 1.

The Lead Officer introduced Ms Elaine Park, recently appointed as Transport Strategy Officer. He explained that the report was a lead on from what had been

done over the last year to develop a new approach to transport services. The Lead Officer provided a colour copy of Appendix A to provide a visual representation of the implementation timeline.

The Chairperson said that there was currently high coverage of transport in some areas but some areas were worse off. She said it was important to get equality across Shetland.

Mrs C H J Miller said it was important to support the rural community and to grow local economies. Incorporating tourism into this would allow visitors to spend the day in a remote area, such as Eshaness, returning later in the day. She explained that under the current timetable, a visitor would have to stay on the bus and return immediately as there was no other service during the day. Mrs Miller added that joining up with community partners such as the NHS would also be worthwhile.

Mr F A Robertson advised that workshops had been held in different areas of Shetland and he attended one on the west side. He said that there were a number of young folk who attended and suggested increased services at weekends and later in the evening to link in with various activities they attend. Mr Robertson informed Members that he had travelled by bus this morning and it was full with passengers travelling to work and to school. He commented that the question of increasing the spinal routes and operating dial a ride system from strategic points would provide opportunities for smaller local transport operators to compete for the feeder service and in turn increase employment. Mr Robertson stated that synchronising the bus service and flights from Edinburgh and Glasgow was difficult to do, but would provide a direct link to the airport and may reduce the number of taxis used.

In response to queries from Members the Lead Officer advised that there were approximately 40 transport operators and they were all invited to the workshops. He explained that the programme enables Officers to research the services and funding would allow pilots schemes to be carried out. He said that during this year benchmarking would take place and identifying products and services for a pilot that would take place in the future. The Lead Officer advised that a more detailed report would be provided to the next meeting of ZetTrans and said that he was aware of the pressures faced by the industry with regard to licence fees and wages. He added that his report would include the likely pressures and what support ZetTrans could give.

During further discussions, the Lead Officer acknowledged the potential draw on labour during the Total Project and the potential for operators to lose drivers to other higher paid jobs. He said that this was a risk that would also be discussed as part of the report in terms of buses and other services. The Lead Officer also confirmed that bus specifications would be considered in consultation with operators who have first hand experience of the vehicles and needs of the passengers. He informed Members of a new vehicle being run by an operator and advised that feedback would be sought from passengers on that route. He also advised that the length of the contracts had previously been 3 years but approval was given for 5-year contracts as a shorter time make it a more expensive contract.

02/10 **Note of Shetland External Transport Forum – 1 December 2009**

The Partnership approved the Note of the Shetland External Transport Forum, held on 1 December 2009.

Mrs S Laurenson referred to Page 5, paragraph 2 and noted the statement of “40p in the £1” and said she understood that it was 60p in the £1. The Lead Officer advised that this could be confirmed with Mr B Davidson at the next meeting of the Forum.

Mrs Laurenson also referred to Page 3 of 6 and said that the comment regarding a decline in carryings in 2010 was interesting as it did not match up with other comments made.

The meeting concluded at 10.35am.

I J Hawkins
CHAIRPERSON

MINUTE

“A&B”

**Zetland Transport Partnership
Council Chamber, Town Hall, Lerwick
Monday 22 February 2010 at 10am**

Present:

I J Hawkins	R S Henderson
C H J Miller	S Robertson
A S Wishart	

Advisers:

S Laurensen, Lerwick Port Authority
J G Simpson, Development Committee
A Steven, Promote Shetland

Apologies:

F A Robertson
Dr S Taylor
J L B Smith, Sumburgh Airport Consultative Committee

In attendance (Officers):

M Craigie, Lead Officer
K Duerden, Transport Development Manager
E Park, Transport Strategy Officer
L Gair, Committee Officer

Chairperson

Mrs I J Hawkins, Chairperson of ZetTrans, presided.

Circular

The circular calling the meeting was held as read.

Declarations of Interest

None

Minutes

The note of the meeting held on 25 January 2010 was confirmed on the motion of Mrs C H J Miller, seconded by Mr A S Wishart, with the exception of the following:

Min. Ref. 02/10 - Page 3 of 3 change “Mrs” to “Ms” on both occasions.

Members’ Attendance at External Meetings

Mrs I J Hawkins	Launch of the NorthLink Freight Vessel, the m.v. Hildasay in Lerwick on 10 February 2010.
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03/10 **Lead Officer's Report**

The Partnership considered a report by the Lead Officer, attached as Appendix 1.

The Lead Officer summarised the main terms of the report. Information was provided on the following matters:

Issues Facing the Local Bus Industry.

The Lead Officer said that through engagement with local bus operators Officers were aware of a number of problems facing the industry relating to driver availability and changes in legislation. He advised that some Company owners even found themselves working to provide cover due to driver shortages. He said that the industry was close to the lower limit of staff resources and noted that the various projects coming to Shetland, including Total, were likely to attract the lower paid sector in Shetland, which in turn would have an effect on the bus industry. Mr A S Wishart expressed his concern regarding the number of part time drivers and the difficulty they have in achieving the set number of hours required to maintain their licence, plus the cost of renewing their licences.

In response to a query from Mrs C H J Miller, the Lead Officer advised that the bus industry did not have a group or forum of their own that he is aware of, but said that ZetTrans Officers have met with some representatives and would meet with them on a six monthly basis to discuss any issues facing them. Mrs Miller commented that the industry may benefit from holding meetings where they may be able to solve problems and suggested that it may be possible for them to share staff.

Update on Staffing

The Lead Officer said that it was hoped that the recruitment process for the post of Service Manager – Transport Planning and Support would have a successful outcome on this occasion. The Chairperson said that consideration should be given to seconding a member of staff if the process was likely to take longer than anticipated.

Mrs C H J Miller moved that the Partnership approve the recommendations contained in the report, Mr A S Wishart seconded.

04/10 **Implementation of Shetland Transport Strategy**

The Partnership noted a report by the Lead Officer, attached as Appendix 2.

Fetlar Breakwater and small craft berthing

The Lead Officer advised that the funding was now secure and that the project was on track. Mr J G Simpson said that he was pleased to see the project was to begin and asked that Officers make sure that there is no slippage on the start date.

Skerries South Mouth

Mr J G Simpson and Mr R S Henderson were pleased that the project could now move ahead. In response to queries, the Lead Officer advised that the contact with Historic Scotland was likely to result in a successful conclusion following a move to carry out less dredging. The Lead Officer also confirmed to Mr R S Henderson the level of dredging that had previously been agreed.

Bressay Tunnel

The Lead Officer said that a recent meeting with the Lerwick Port Authority had been useful and positive and advised that a report would be brought to the Partnership in the new financial year.

Ms S Laurenson advised that up to 2013 the remainder of the EU Funding was being opened up and consideration would be given to transport projects. She said that the funding scheme may suit a development of this size. The Lead Officer confirmed that he was in dialogue with the ERDF.

In response to a query from Mrs C H J Miller the Lead Officer advised that once a meeting with Norgweign specialists in Glasgow had been held, a complete picture would be gained on the concept of fixed links. Following a report to Infrastructure Committee, a report would be provided to the Partnership.

Mr A S Wishart said that if money was available there was likely to be strong competition for it and there was therefore a need to ensure staff resources were available to pursue the funding.

Sustainable Travel

The Transport Strategy Officer provided an update to this item and advised that an application for funding was currently being constructed to provide pool bikes for SIC employees use and lockers for both SIC and public use. In response to a query from the Chairperson she advised that work was being undertaken to identify shower facilities for staff travelling to work on their bikes. The Transport Strategy Officer said that it was hoped that Clickimin could provide this facility, as it is quieter in the mornings.

The Transport Strategy Officer advised on the provision of electric vehicle charging points and said that an application for funding would be made through a consortium to be formed with local industry and leisure services to provide money to set up a charging network. She said that work was underway to cost the network and the bid would be submitted in June 2010.

Whalsay Ferries and Terminals Project

Mr J G Simpson said that it was important to get a steer on how to move forward and it was important to stick to the time scale. He said that the longer it took to make a decision, the further the project would be pushed back. The Chairperson confirmed that a Special meeting of the Infrastructure Committee would be called at the earliest opportunity to allow a report to be presented to Members timeously.

Scandinavian Ferry

The Transport Development Manager provided an update and advised that it was hoped that a link with Norway could be achieved with a weekly summer connection, but that was dependent upon the right vessel being available.

Freighter Project

The Partnership were advised that the Scottish Government Ferries Division officials were of the opinion that they may not be able to insist that specific ships are tied to the tender, but there had been some discussions to see if the 2012 tender can include a freighter with passenger carrying facilities. He said that this would be considered as part of the tender. Mr A S Wishart said that the report of a link to

Norway would be good for Shetland and was good as a destination with good links to the rest of Scandinavia.

Tier 2 Ferry Consultation

The Transport Development Manager advised that at the meeting held on 8 February 2010, concerns had been raised regarding a possible wind farm off the shore of Aberdeen. He said that the Air industry had also expressed some concerns regarding the use of the beach for helicopters that require to ditch in an emergency.

In response to a query, the Transport Development Manager explained that the wind farm would be to the North, far offshore and attached to the seabed, however the main concern was that this would reduce the options for approaching vessels and that it would no longer be possible to hug the coast for shelter in westerly winds. He said that the next meeting would be held in Aberdeen in order to get a better idea of what was being proposed. Mr J G Simpson referred to a publication from the 1860 that illustrated a breakwater at Aberdeen Harbour, sheltering the whole harbour. He suggested that there could be merit in that as an option and that the breakwater be used as a platform for the windmills. Mr A S Wishart said that this could be raised at the meeting in Aberdeen.

Road Equivalent Tariff (RET)

This will continue to be monitored.

Internal Public Transport

The Transport Strategy Officer provided an update and advised that a meeting was to be held with Education and Legal Services. In light of the Blueprint for Education and the proposed length of contracts, options will be considered with a view to meeting current needs and providing flexibility to ensure that future needs can be addressed.

On-Line Ferry Booking

The Lead Officer advised that this was something of a change for staff but they had responded enthusiastically. He confirmed that the pilot had not yet been rolled out to the public. The Lead Officer also advised that when booking at the weekend or out of normal hours bookings would not be confirmed until the normal booking office opening hours. The example being if someone booked at the weekend their booking would not be guaranteed until they received a confirmation email on the Monday. He also said there are plans to have in place an online system where travellers can check to see what deck space was available the following day to help them plan their travel. He said that the service did not have the technology to provide a complete online booking service, but this provided the public with an alternative means of booking their travel and getting information.

Integrated Ticketing

The Lead Officer highlighted the technical difficulties in providing integrated ticketing across the different modes of transport, but said that travellers would find the benefits of this service in the next few months.

In response to a concern expressed by Mrs C H J Miller regarding the low uptake in Bressay, the Lead Officer said that this service would be reviewed at the end of 3 months. However in response to the concerns raised, he would issue a notice on the ferry to invite travellers to contact Officers for advice and to take them through

the scenarios to help them understand and calculate the benefit this would mean for them.

Mr R S Henderson queried when this would be rolled out to the rest of the island areas. The Lead Officer advised that each route had its own unique needs and that analysis of the Whalsay route was still being done and the intention was to look at Yell Sound next. He said that the lack of resources meant that the process was taking longer to complete.

Mrs Miller queried when the implementation date would be for the concessionary fares on Inter Island Ferries for 16 and 17 year olds and noted that Council had approved the decision on 4 February 2010. The Lead Officer advised that the fares would be implemented immediately after this change had been input into the charging system. He said that officers were working within the constraints of the system but that this was likely to be by, but no later than 1 April 2010.

05/10 **Review of Air Services in the Highlands and Islands**

The Partnership considered and approved a report by the Lead Officer, attached as Appendix 3, on the motion of Mr A S Wishart, seconded by Mrs C H J Miller.

06/10 **Note of Shetland External Transport Forum – 3 February 2010**

The Partnership approved the Note of the Shetland External Transport Forum, held on 3 February 2010, attached as Appendix 4.

Min. Ref. 6/10 Mr J G Simpson referred to the paragraph on fuel distribution and said that it was important for ZetTrans to put its weight behind this issue. He said that Loganair had highlighted a wide gap in fuel charges and it was important to work with them and HIAL to find a solution to the problem. Mr Simpson said that Orkney and the Western Isles had similar fuel charges, but Shetland was the worst affected. Mr A S Wishart said that this had been followed up with the MP again but would continue to seek consideration of fuel duty.

Min. Ref. 03/10 Ms S Laurenson referred to paragraph 2 and the reference made to transport of “MGO” fuel. The Lead Officer advised that Mr Davidson used the transport of MGO fuel on NorthLink as an example, but had indicated that this would be possible for all types of fuel.

Mr R S Henderson raised an issue regarding an increase of ferry fares by 5% and commented that this had not been levied on any other transport service. Mr Henderson said that he saw this as a tax on islanders. The Chairperson said that this was an issue discussed and decided at Council and was not a matter for ZetTrans.

The meeting concluded at 10.55am.

I J Hawkins
CHAIRPERSON