

MINUTE

‘A&B’

Infrastructure Committee
Council Chamber, Town Hall, Lerwick
Tuesday 31 August 2010 at 10.00am

Present:

L Angus	L F Baisley
J Budge	A J Cluness
A T J Cooper	A T Doull
A G L Duncan	E L Fullerton
F B Grains	I J Hawkins
R S Henderson	A J Hughson
C H J Miller	R C Nickerson
F A Robertson	G Robinson
J G Simpson	C L Smith
A S Wishart	

In Attendance (Officers):

G Greenhill, Executive Director Infrastructure Services
S Cooper, Head of Environment and Building Services
I Halcrow, Head of Roads
M Craigie, Head of Transport
K Duerden, Service Manager – Ferries
B Thompson, Service Manager - Transport, Planning and Support
D Polson, Service Manager – Air, Bus & Vehicle Fleet
D Macnae, Network and Design Manager
M Dunne, Service Manager – Environmental Health
J Stewart, Graduate
J Grant, Waste Services Manager
J Duncan, Planning Engineer
A Taylor, Heritage Manager
B Robb, Management Accountant
L Gair, Committee Officer

Apologies

J H Henry	W H Manson
J W G Wills	

Chairperson:

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

Circular:

The circular calling the meeting was held as read.

Declarations of Interests

Mr R C Nickerson declared an interest in item 22 – “Minutes of the KIMO Co-ordination Group” as a Consultant to KIMO.

Minutes of Meeting

The minutes of the Infrastructure Meeting held on 15 June 2010, having been circulated, was confirmed.

Attendance at External Meetings

Mr R C Nickerson

NFLA National Steering Committee, Manchester, 25 June 2010.

59/10 Capital Projects for Coastal Defence and Policy

The Committee considered a report by the Heritage Manager, attached as Appendix 1.

Mrs F B Grains said that she was surprised that the amenity footpaths had higher priority than private and commercial buildings. The Heritage Manager advised that this was based on a policy approved in the early 1990's at which time there had been a lot of discussion on priorities. He said that if Members were so minded, the policy could be looked at and changed. Mrs F B Grains moved that the Committee agree that the amenity footpaths should take a lower priority than the Housing and Commercial buildings. Mr F A Robertson seconded.

In response to a query from Mr R S Henderson, the Head of Roads advised that the matter of the Cullivoe Road being under water during high tide was being addressed by the Roads Service.

Mr Angus said that he was pleased to see this report and said that Members had pushed to get coastal erosion further up on the agenda. Mr Angus was of the view that it was important to look closely at areas that are under threat and said that he would not like to see another emergency situation like the Sletts Sea Wall. He indicated that the Dukes Neb was fragile and if it were to collapse it would impact on nearby dwelling houses. Mr Angus said that he supported the comments made by Mrs Grains.

Mrs E L Fullerton said that there should be a proper review undertaken on the priorities and this should come back to Members with a set of parameters. Mrs F B Grains, with the support of her seconder agreed that this be included within her motion.

Mr F A Robertson expressed his concern that once work was carried out by the Council, maintenance and repair will become the responsibility of the landowner and said that this may be beyond what the landowner can maintain or protect. The Planning Engineer said that each project would be considered on a case-by-case basis and would be put through the Gateway process.

The Planning Engineer advised that there was a new Flood Risk Management Act 2009, which would be implemented over the next five years. He said that he was in regular contact with the Scottish Government for updates on the associated new duties and responsibilities under the act.

Mrs L F Baisley advised that there was now more understanding of the movement of sand but said that there was an ongoing natural geological process and there would come a point at which we have to let go. The Planning Engineer confirmed to Mrs Baisley that this Act did not renew the Coast Protection Act 1949 and at present there were no proposals by the Scottish Government to update it. He added that the new Flood Risk Management Act takes account of coastal inundation but does not cover aspects of coastal erosion.

During further discussion Mr A S Wishart referred to paragraph 7.2 and said was concerned that the delay caused by a review would affect the grant scheme and asked that Mrs Grains to incorporate within her motion that the work be completed by 31 October to avoid any delay. Mrs Grains and her seconder confirmed that this was

acceptable and the Committee agreed that the review be reported to Members in 2 cycles.

60/10 **Delegated Authority – Allotments**

The Committee considered a report by the Waste Services Manager, attached as Appendix 2.

Mr F A Robertson moved that the Committee approve the recommendations contained within the report, seconded by Mrs L F Baisley.

Mr R C Nickerson wished to extend his congratulations to Mossbank Allotments and said that he was pleased to see this up and running.

61/10 **Bixter Burial Ground Extension**

The Committee considered a report by the Burial Grounds Service Manager, attached as Appendix 3.

Mr F A Robertson said that regrettably voluntary negotiations had not been successful in this case, and that there is no option but to proceed with a Compulsory Purchase Order. He said that there was currently no parking except within a disused quarry that floods in winter and is full of hay bales and machinery. Mr Robertson said that the quarry had been fenced off for use by the Council but no recompense had been given to the landowner and Mr Robertson moved that the Committee include this within the approval of this Order. Mrs F B Grains seconded.

Mr A S Wishart questioned the need to have a dry stone retaining wall around the car park and asked if this project would come before Council. Mr Robertson responded that it would depend on the costs at that stage. The Chairperson agreed that the proposed stone wall around the car park be replaced with fencing in order to save money.

62/10 **Cost Reduction Measures on the Northern Isles Ferry Services**

The Committee considered a report by the Head of Transport, attached as Appendix 4.

Members were provided with a paper headed “Short Term Cost Saving Option”, attached as Appendix 4A and the Head of Transport advised that the figures had been prepared on the 8 different options which would provide an indication to Members of the potential savings to be made on these options. He said that the options could not necessarily be mixed and matched and that they should be looked at in isolation. The Head of Transport advised that option A8 would not yield any savings as such but would yield increased income revenue which would reduce the subsidy. He explained that with the exception of A6 it was clear that all options would have the potential for significant negative impacts on Shetland’s society and economy. The Head of Transport added that the Scottish Government were not carrying out detailed work to assess the impacts and how they will affect Shetland.

Mr G Robinson said that it was fair to say that the options were wholly unacceptable. He said that the Government first claimed that they had consulted widely but this was proof positive that they did not listen. He referred to Prof. A Baird’s report, which said that Shetland has the most inefficient service in Scotland. Mr Robinson went on to say that the Government should stop the pretence that NorthLink is anything but “Calmac Lite”. He said there should be a review of the company and integrate it with Calmac, cut out the duplication, have one booking office and one chief executive. He said that vehicles should check in one hour before sailing, curtail onboard catering to snacks and

breakfast as passengers travelling between 7pm and 8am can dine in Lerwick providing benefit to the Community. He said that the service should go to Orkney less and stated that NorthLink's "here to get you here" motto should mean that and questioned the need for frills and expensive add-ons. Mr Robinson commented that the NorthLink agreement allows them to keep any increased revenue and that is why it is not a saving.

The Chairperson said that there is a small working group, set up by the Scottish Government Ferries Division to consider ways to achieve the required cost savings. It comprises a representative from Orkney, the Ferry Services Manager from Shetland, Mr R Hadfield of the Scottish Government and a NorthLink Representative. She advised Members that NorthLink were active in looking for efficiencies as a separate process to the cost savings proposals which affect the service.

Mr R C Nickerson said that he agreed with most of Mr Robinson's comments except for his comment regarding Calmac. With regard to options A1 and A2 Mr Nickerson said that this highlighted the problems they have regarding tourism and daytrips as well as sailing in bad weather and the affect it has on our local festivals. He said that there is no mention of reintroducing the Bergen route in summer. Mr Nickerson said that the responses were fair and technical but it was important to send a clear political response to the Scottish Government stating that this is not acceptable but he stressed that it should be justified in the best way possible. Mr Nickerson said that the Scottish Government had not done its homework on the impacts and that it was just a cost cutting exercise.

The Chairperson advised that Tavish Scott, MSP was meeting with the Scottish Government and they had invited the Convener and she suggested that someone else also attend.

Mrs L F Baisley queried whether the Scottish Government were obliged to carry out a STAG to alleviate any concerns on the impacts of the proposals. She asked why they do not have to do that. She also commented that the catering facilities do not pay and suggested that they be turned into sleeping spaces.

Mr L Angus said that he recalled this current contract tendering exercise and stated that this was a lifeline service and a critical tool in the socio economic life of Shetland. He said that aquaculture products and markets are tied up in the ferry service and our foodstuffs are carried in on the lifeline service. Mr Angus explained that the contract specification had been manipulated which resulted in new contactors not competing. He was unsure how often the NorthLink Service had been bailed out by the Scottish Government and stated the last time amounted to around £70m. Mr Angus referred to Prof. A Baird and said that he did a study in 2006 which was promptly dismissed. He said that he contacted Mr Baird on Sunday to discuss whether the situation had changed since then, and he responded that with the exception of the livestock carrier there was no change. Mr Angus quoted from Mr Baird's report and said that in 2006 it was his view that these ships could be traded in on appropriate vessels saving £10m. Mr Angus said he felt that the two Scottish Government representatives carrying out the current review were as ill informed as previous Officers. He said that there needed to be a robust response from the Council as the Scottish Government were playing with a lifeline service and taking an amateur approach. He stressed the need for the Council to take the lead with stakeholders and make a very robust response and take it to Edinburgh.

Mrs C H J Miller agreed with Mr Angus that there needs to be a robust rejection of the whole option scenario. She suggested that both Mr Cluness and Mr Angus should attend the meeting with the Government and fight Shetland's case. She said that she was surprised yesterday to hear that this would not be a parliamentary decision and that the decision would be taken behind closed doors by Ministers. Mrs Miller stated that it was important for Ministers to understand what this means for Shetland.

The Chairperson advised that Mr J Swinney MSP would be visiting Shetland on 27 September 2010 and the opportunity would be taken to speak with him on this matter.

Mr A S Wishart said that he was delighted with the reaction of Members. He said that at the meeting with Tavish Scott MSP yesterday the points raised here had been covered. He said the Cabinet would make the decision and that it would not be open to public debate. He also said that there were a further two studies going on at the same time and explained that Shetland was stuck with the vessels it has and this was likely to continue into the 2012 contract. Mr Wishart advised that with the long term ferries review it was important to hammer home the need for a different set of ferries. He said that there were 8 options, passenger numbers are twice what it had been under P&O contracts and there was a need to make a strong case on the impacts and the detrimental effect on the economy.

In response to a query from the Chairperson with regard to the need for a STAG appraisal, the Head of Transport advised that the Scottish Government were not complying with what they expect from the public sector. He said that a STAG appraisal was important in order to make an informed decision but what is coming from this proposal is arbitrary and disconnected from a full understanding of the effects of the measures.

Mrs E L Fullerton said that she felt strongly that the Council should do what Mr Angus suggests. She referred to the comment that the boats will be with us into the next contract and that any increase in income benefits the company and she said that it would appear that any cuts in service benefits the Government with Shetland being left with the socio economic impacts. Mrs Fullerton said that the Community could not live with the impact and the Council should strongly say NO to the options.

Mr A J Cluness said that Mr Angus was right that the boats were not suitable in the first place and no matter how much they are changed they will never be right. He said that Mr Davidson of NorthLink suggested replacing one freight vessel but if one boat is to be replaced then we should be saying to the Government that the system doesn't work and that there should be a radical overhaul, which would require replacement vessels. Mr Cluness said that he did not support Mr Robinson's comments relating to Calmac. He said that he would attend the meeting but it would be based on what had been said with a radical look at the ships to be done, otherwise there will not be much progress made.

Mr Nickerson referred to the Head of Transport's comment that the Government was not following the practices expected of local authorities and asked whether there would be grounds for a judicial review if the Scottish Government make the wrong decision for the Islands. The Head of Transport said that this was a relevant point.

Mr G Robinson expressed his opinion that there was an opportunity here for the current Government to find a solution for the lifeline service.

Mr C L Smith said that after speaking with a crewmember, he heard that they had not been busy as no freight is carried during the summer, only cars, and that it would get

busier from next week. Mr Smith questioned why the freight ship had not been tied up during this time.

Mr A T J Cooper said it was important to ensure that fish and shellfish products, with short shelf lives, get out of Shetland every night and get into Aberdeen as early as possible. He said that these products could not wait until midday for a ship to dock. Mr Cooper said that he would not go over what had already been said but he moved that the Committee approve the recommendations within the report with the addition that Appendix A be rewritten to encapsulate the passion expressed at this meeting. Mr G Robinson seconded.

Mr Wishart agreed and said that a comparison had been made that likened the impact of these proposals to closing one of the motorway lanes between Glasgow and Edinburgh.

Mrs Miller asked that legal advice be sought on the need for a STAG appraisal.

Mr Angus referred to Mr Robinson's comment about the passenger vessels being the least efficient in Scotland and said that the report referred to Europe. In response to comments made by Mr J G Simpson with regard to the replacement of the freight vessel, Mr Angus said that the m.v. Clare was chartered and Prof. Baird's report stated that the two vessels could replace all other existing vessels including the freight vessels.

In light of all the comments made, the Head of Transport advised that he would prepare a draft covering response, by the close business today which would be emailed to Members in order to be sure that all their views and passion are captured within the response. Members agreed with this suggestion but stated that the response time should not be jeopardised. The Head of Transport advised that he had negotiated a few additional days, in which to respond, which had been accepted by the Scottish Government.

63/10 Scottish Ferries Review – Response to Consultation Document

The Committee considered a report by the Head of Transport, attached as Appendix 5.

The Head of Transport provided a brief introduction of the report.

Mrs L F Baisley moved that the Committee approve the recommendations contained in the report, seconded by Mr A S Wishart.

64/10 Northern Isles Ferry Services – Response to Consultation Document

The Committee considered a report by the Head of Transport, attached as Appendix 6.

The Head of Transport provided a brief introduction of the report.

Mrs L F Baisley moved that the Committee approve the recommendations contained in the report, seconded by Mr A S Wishart.

65/10 Private Sector Housing Grant and Scheme of Assistance

The Committee considered a report by the Service Manager/Environmental Health, attached as Appendix 7.

Mrs L F Baisley moved that the Committee approve the recommendations contained in the report, seconded by Mrs E L Fullerton.

Mr A G L Duncan commented that this was an excellent report, which identified savings.

66/10 **Response to Scottish Government Consultation on Blue Badge Reform**

The Committee considered a report by the Service Manager – Planning & Support attached as Appendix 8.

Mr L Angus moved that the Committee approve the recommendations contained in the report, seconded by Mrs L F Baisley.

67/10 **Fixed Link Policy Managerial and Governance Proposal**

The Committee considered a report by the Executive Director – Infrastructure Services, attached as Appendix 9.

Mr J G Simpson advised that he had a problem with this report in that a working group had been set up by the Council on 30 June 2010 to look at fixed links. He hoped that before another group is set up he felt that it was important to hear from the financial side. Mr Simpson said that since he had been a Councillor ferries had been the most consulted on of all areas. He explained that the situation in Whalsay was dire and he had observed one resident who took three attempts to get onto the ferry in order to get to his work. Mr Simpson was of the opinion that there was already a transport officer in place and that to employ another member of staff would put more time onto this scheme. He said that he would not accept this.

The Chairperson said that there was no capacity within the structure to handle such a large project over 20 years. She also advised that the fixed link working group was tasked with dealing with the funding issues.

Mr Simpson said that funding was the driver but was not likely to be secured. He added that it was anticipated to be 2024 before spending could get back to a similar level as the Council had previously enjoyed. Mr Simpson said that he was worried that Whalsay would suffer and there must be some type of upgrade that could be done in the meantime. He concluded that this fixed link steering group and post was an add on to the Council's decision.

Mr A T J Cooper said that he agreed that this was an additional cost and said that this authority and others have to look critically at finances and it was a reality that the Council would eventually have to shed staff. Mr Cooper said that the Chief Executive should look at covering this post within the existing structure stating that he did not believe that there was no spare capacity within the Council. He said that the Council had to move forward on a spend to save basis within existing resources.

The Executive Director – Infrastructure Services explained this had already been discussed with the Chief Executive and the Head of Capital Programme Services and advised that within the current structure there was no resource available to take on this large project. He said that this proposal would not slow down the project and would be the driver to bring forward an assessment of it but the Council could not take on this project without adequate staffing.

Mr G Robinson said that the Council were serious about this project and this offered the best opportunity for the communities involved. He said that if this is achieved it will offer flexibility and opportunities that ferries could never offer. Mr Robinson stated that this

had already been considered by the Chief Executive and therefore moved that the Committee approve the recommendations contained in the report.

In seconding, Mr A J Cluness said that he agreed with Mr Cooper in that this had to be found from within existing resources and asked that Mr Robinson include within his motion that the post be funded from savings found elsewhere. Mr Robinson agreed and also included that in his motion the Fixed Link Steering Group membership should comprise of the Members of the Fixed Link Working Group.

Mr A J Cluness left the Chamber

Mr A S Wishart asked what would happen to Whalsay in the meantime and said that residents could not face the of lack of capacity for many more years without it having a detrimental effect. He said that Whalsay was increasingly a commuter Island and Members had to bear in mind the pressing needs and asked for a report on how this would be dealt with in the meantime. The Executive Director – Infrastructure Services explained that a review on capacity was being carried out together with a review of the current services. He advised that a report would be brought back to the Committee within this financial year.

Mrs E L Fullerton said that there was a lot of pressure on all services including education and social care and the Council were looking at the very best options to keep the current ferry services. She said that the people of Shetland understood the Council's financial position and it could not continue to spend out of its reserves in order to prop up services. She said that she would go along with the motion but the Council would have to stop providing some services in order to continue with others.

Mr R C Nickerson said that he had sympathy for Mr Simpson's position but he was also not in favour of this appointment. He said that he believed that the recommendations were premature and the fixed link working group was looking at funding but had not yet reported back. He said that Members did not know if funding would be available for the £300m programme and until that had been reported on, this should not progress. Mr Nickerson moved, as an amendment, that the Committee defer a decision on this report until a report on external funding had been received. Mr J G Simpson seconded.

The Chairperson informed Members that the financial working group had met with EU Funding Officials and there was an ongoing dialogue. She said that there needed to be a timescale but that was not yet known. The Chairperson added that there was also dialogue with the Scottish Government.

Mrs L F Baisley expressed her anger at the current position stating that this would not be relevant if the Council had done what the majority of the Community had wanted and built a new terminal. Mrs Baisley said that she was not opposed to fixed links but stated that Whalsay could not wait for money to put the biggest subsea tunnel project in Britain in place. She went on to say that the Island was being strangled by the lack of capacity and suggested that the £50,000 mentioned in the report would be better spent on looking at moving the entire population of the outer isles to the mainland as people will no longer find it viable to live on the island. Mrs Baisley held the view that there would be a fixed link to Whalsay in time but it was now time to improve the ferry service. She concluded by saying that the Council had behaved abominably in the case of Whalsay and said that she agreed with deferring this decision.

In response to a question from Mrs Baisley, the Head of Transport advised that there were many things that had to be aligned before the STAG process could be readdressed one of which was how it is resourced.

Mr J G Simpson said that before it is brought back to the public there has to be answers on how this can be funded. That is what the fixed link working group was set up for and if there is no funding there is no need for a STAG.

Mrs C H J Miller gave notice of a further amendment.

Mr F A Robertson said that when the first Whalsay STAG was instigated in 2004, meetings with the community identified the impending need to improve the ferries and the need for repairs on the three terminals. Mr Robertson said that this has to be done. He added that the delivery of fixed links would depend on funding and when finance was in place there would be a very long technical delivery period(?) of about 20 years. Mr Robertson said that that there was no way the ferry link to Whalsay could survive that long. He explained that to carry out the technical assessments of fixed links would definitely require dedicated staff to do that. Mr Robertson said that if funds could be found within existing budgets then he would be happy with the recommendations as long as Officers continue with the full examination of the ferry services in Whalsay.

The Chairperson advised that there would also be an independent study of the infrastructure and the Executive Director – Infrastructure advised that the tender was ready for this piece of work.

Mr R S Henderson said that he agreed with Mr J G Simpson that one group was enough until funding was identified or not. He said that staff should be seconded to do this work and that the fixed link working group should be given time to meet with John Swinney MSP and EU Ministers. Mr R S Henderson explained that Whalsay needed an improved service now, before the Total project is in place and if the Whalsay Factory does not continue, as there would be more commuting passengers and peak times were in the morning and evening when residents need to get to and from work.

Following summing up, voting took place with a show of hands and the results were as follows:

Mr R C Nickerson (Amendment)	8
Mr G Robinson (Motion)	8

The Chairperson exercised her casting vote and found in favour of Mr Robinson's motion that the Committee approve the recommendations with the Fixed Link Steering Group membership comprising that of the Fixed Link Working Group and that the post of Senior Project Manager be funded from savings within existing budgets.

Mrs C H J Miller moved, as an amendment, that the post created within existing budgets should be recruited as a one-year secondment with a remit that includes:

- finding funding and report on this within one year
- Address short-term capacity issues through more sailings or improve foot passenger services.
- Drive forward STAG process.

Mrs L F Baisley seconded.

Following summing up, voting took place with a show of hands and the results were as follows:

Mrs C H J Miller (Amendment)	2
Mr G Robinson (Motion)	10

(Mr G Robinson, Mrs C H J Miller and Mr R C Nickerson left the Chamber)

68/10 **Action Plan for the Maintenance, Improvement and Use of the Road Network, Biennial Review 2010**

The Committee considered a report by the Network and Design Manager, attached as Appendix 10.

(During this item, Mrs C H J Miller, Mr R C Nickerson and Mr Robinson returned to the Chamber and Mr A T Doull and Mrs E L Fullerton left and returned to the Chamber)

The Chairperson advised Members that they should speak to officers directly if there were any particular issues that they needed an update on. However points raised by Members were considered and noted by Officers with some responses to be provided outwith the meeting.

Mr A T J Cooper said that on a general point, often work was being carried out on the acquisition of land and agreement is reached with the landowner. He said that in some cases when the capital programme is revised the project may not be taken out of the programme but is shifted in priority. Mr Cooper said that in this situation, the Council should honour its commitment to buy the land. He explained that the net result is that when you go back to the landowner they often change their view. Mr Cooper suggested that consideration be given to continuing with land acquisition, even for those schemes which have been reduced in priority, subject to consultation with the Asset Manager. Mr Cooper asked for a report on this to the next meeting of the Infrastructure Committee.

The Network and Design Manager advised that in some programmes the phrase “later years” meant that the projects would begin next year with small projects being completed in the next year or two.

Mrs L F Baisley said that this was a good report and the roads infrastructure is as important as Education and Social Care as people need to get to school and clients. Mrs Baisley moved that the Committee approve the recommendations contained in the report, seconded by Mrs C H J Miller.

Mr A S Wishart said that this report was very important to Members and suggested that the report should be reviewed and consideration being given to providing the report in another way in order that Members can discuss issues with officers outwith the meeting in order that the meeting can concentrate on policy matters. The Committee agreed that a report on the reporting procedures be provided to the next meeting.

69/10 **Roads Maintenance and Minor Improvement Works – Review of Contracts and Trading Arrangements**

The Committee considered a report by the Network and Design Manager, attached as Appendix 11.

Winter Service (Weather Stations Maintenance and Management Mr L Angus expressed his concern with regard to paragraph 3.9.2 to 3.9.4. The Network and

Design Manager assured Mr Angus that this was something that was happening nationwide and the Council was part of that process. He said that if tendering were necessary it would start with an advert as soon as possible.

Annual Review and Performance Monitoring Members were advised that all Scottish Local Authorities were preparing an Asset Management Framework in the same format. He said that a copy of the first draft, which had been discussed at the Member/Officer Working Group –Roads, was in the Member's room. He explained that this would be a separate plan from the Council's Asset Register and explained the difference between land, buildings and roads.

Recommendations The Network and Design Manager explained that the delegated authority would relate to orders under existing contracts.

Mr A T J Cooper moved that the Committee approve the recommendations contained in the report, seconded by Mrs I J Hawkins.

External Contracts – Grass Cutting At paragraph 3.1, the Network and Design Manager explained to Mr Budge that the service tried to limit the amount of spraying noxious weeds, however if there were particular areas of concern, these should be brought to Officer's attention. Mrs E L Fullerton was concerned that this was an expensive activity and that the Council had to ensure that landowners were taking on their own responsibilities and not leaving it to the Council. Mrs Baisley was of the opinion that landowners should be responsible for dealing with noxious weeds growing outside their own boundaries. The Head of Roads advised that spraying of weeds was discretionary and limited.

(Mr A T J Cooper left the meeting)

70/10 Winter Maintenance Service Review

The Committee considered a report by the Network Engineer, attached as Appendix 12.

Mrs C H J Miller said that this was an excellent report and moved that the Committee approve the recommendations contained in the report, Mr A G L Duncan seconded.

Members congratulated the staff on producing this report.

In response to queries from Mr R S Henderson regarding the cost of delivering the service to the North Isles, the Executive Director – Infrastructure advised that he would report back to him after the meeting.

Mr J Budge moved as an amendment that the Committee approve the removal of recommendations 10.1.1 and 10.1.5 as these were issues he believed should be kept under review. Mr R C Nickerson seconded.

Mrs E L Fullerton queried how much attention was paid to comments received with regard to suggested changes in priority and gave Bridge End as an example of what she felt should be a priority 1 route. She also queried whether there were measures in place for emergency call out situations. The Head of Roads explained that comments received are given consideration and where possible changes are made, however he stressed that if one route is increased in priority another will move down. He advised that he would look into the particular route mentioned. He also advised that there were emergency call out measures in place.

In response to a query from Mr A G L Duncan on the use of two personnel on each gritter and the potential for savings, Mr A S Wishart drew attention to paragraph 4.6.4 which stated that a review would be undertaken without compromising safety. The Executive Director – Infrastructure said that the timescale for reporting on this review would be after the New Year.

The Head of Roads confirmed to Mrs F B Grains that Officers do receive feedback from bus drivers and their comments are taken on board.

Following summing up, voting took place with a show of hands and the results were as follows:

Mr J Budge (Amendment)	7
Mrs C H J Miller (Motion)	7

The Chairperson exercised her casting vote and found in favour of Mrs Miller's motion that the Committee approve the recommendations contained in the report.

71/10 Review of Traffic Management and Parking in Lerwick

The Committee considered a report by the Senior Engineer – Traffic and Roads Safety, attached as Appendix 13.

Mr L Angus said that he was delighted to see this report and moved that the Committee approve the recommendations contained in the report, seconded by Mrs C H J Miller. Mr Angus, with the support of his seconder, agreed to include within his motion that the review include charging for parking in certain places.

72/10 Anderson High School Area – Proposed Traffic Management Improvements

The Committee considered a report by the Road Safety Engineer, attached as Appendix 14.

The Network and Design Manager introduced the report and provided a slide presentation of the plans appended to the report.

During discussions Members gave consideration to the issues raised in the report and in particular those relating to parking in Knab Road and the use of Breiwick Road as a "rat run".

Mr L Angus moved that the Committee approve the implementation of a 20mph on Knab Road and Breiwick road and to include two speed humps on Breiwick Road, (at the Knab Road end) and that Officers proceed with the parking restrictions on Knab Road. Mrs C H J Miller seconded.

(Mr A S Wishart and Mr A G L Duncan left the meeting)

73/10 Scord Quarry Price Review

The Committee noted a report by the Maintenance Manager, attached as Appendix 15.

74/10 A971 Haggersta to Cova – Report on Progress - August 2010

The Committee noted a report by the Network and Design Manager attached as Appendix 16.

The Network and Design Manager confirmed to Mrs F B Grains that the stopping up order included both lengths of road extending the full length of the project. He also

advised that the Compulsory Purchase Order was now with the Scottish Government and would be considered at the same time as the Stopping Up Order.

75/10 Purchase of Two Second Hand Vehicles

The Committee noted a report by the Service Manager – Air, Bus & Vehicle Fleet, attached as Appendix 17.

76/10 Participatory Budgeting Project

The Committee noted a report by the Service Manager/Environmental Health, attached as Appendix 18.

77/10 Capital Projects Update – Infrastructure Services Projects

The Committee noted a report by the Capital Programme Services Manager, attached as Appendix 19.

(Mrs E L Fullerton left the meeting)

**78/10 Infrastructure Revenue Management Accounts
General Ledger and Reserve Fund
For the Period 1 April 2010 to 31 July 2010**

The Committee considered a report by the Head of Finance, attached as Appendix 20.

At the request of the Executive Director – Infrastructure Mr F A Robertson moved that the Committee agree to the figure required to recruit to the Fixed Link Project Manager post, discussed at minute ref. 67/10 be used from the £946,000 savings identified in this report. Mrs L F Baisley seconded.

79/10 Minutes of the SIC Nuclear Policy Co-Ordination Group – 26 March 2010

The Committee noted the minutes of the SIC Nuclear Policy Co-ordination Group held on 26 March 2010, attached as Appendix 21.

80/10 Minutes of the KIMO Co-ordination Group – 26 March 2010

The Committee noted the minutes of the KIMO Co-ordination Group held on 26 March 2010, attached as Appendix 22.

81/10 Minutes of ZetTrans Meeting – 3 May, 14 June and 16 August 2010

The committee noted the minutes of the ZetTrans meetings held on 5 March, 14 June and 16 August 2010, attached as Appendix 23i), 23ii) and 23iii) respectively.

82/10 Minutes of the Inter Island Ferries Board – 19 August 2010

The Committee noted the minutes of the Inter Island Ferries Board held on 19 August 2010, attached as Appendix 24.

The meeting concluded at 12.50pm.

I J Hawkins
Chairperson

