

# MINUTE

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**Infrastructure Committee**  
**Council Chamber, Town Hall, Lerwick**  
**Tuesday 23 November 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	J H Henry
A J Hughson	W H Manson
C H J Miller	R C Nickerson
J G Simpson	C L Smith
J W G Wills	A S Wishart

**In Attendance (Officers):**

G Greenhill, Executive Director – Infrastructure  
I Halcrow, Head of Roads  
M Craigie, Head of Transport  
S Cooper, Head of Environment and Building Services  
D Polson, Service Manager – Air, Bus & Vehicle Fleet  
J Duncan, Coastal/Flooding Engineer  
D Macnae, Network and Design Manager  
J Grant, Waste Services Manager  
J Emptage, Cleansing Services Manager  
G MacDonald, Cleansing and Grounds Maintenance  
B Robb, Management Accountant  
J Johnson, Senior Assistant Accountant  
F Bell, Solicitor  
L Gair, Committee Officer

**Also:**

Supt. J Innes, Northern Constabulary  
Cl. D Bushell, Northern Constabulary

**Apologies**

F A Robertson      G Robinson

**Chairperson:**

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

**Circular:**

The circular calling the meeting was held as read.

**Declarations of Interests**

Mr A G L Duncan declared a pecuniary interest in Item 12 “Gremista Wind Farm”, as a member of the SHEAP Board. He advised that he would leave the room.

Mr R S Henderson declared an interest in Item 12 “Gremista Windfarm” as a Director of the SHEAP Board.

Mr J H Henry declared an interest in Item 12 “Gremista Wind Farm” as a Director of SHEAP.

Mr R C Nickerson declared a non-pecuniary interest in Item 12 “Gremista Wind Farm” as a Director of SHEAP, and advised that he would stay in the Chamber but would not vote on this matter.

### **Minutes of Meeting**

The minutes of the Infrastructure Meeting held on 5 October 2010, having been circulated, was confirmed.

### **Attendance at External Meetings**

Mrs I J Hawkins	20 <sup>th</sup> KIMO International Conference & AGM, Lithuania, 8-10 October 2010.
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Mr R C Nickerson	NFLA AGM and Mayors for Peace, Manchester, 4 – 8 November 2010.
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Mr A J Cluness advised that he had received a letter from the Shipping Minister in response to the Council’s correspondence relating to the removal of the emergency towage vessels. The Shipping Minister had accepted the Council’s invitation to visit Shetland, and extended an invitation to the Convener to meet with him in London.

### **97/10 Presentation on Proposed Changes in Service Delivery, Highlands and Islands Police Service**

The Committee considered a report by the Executive Director – Infrastructure, attached as Appendix 1.

The Chairperson introduced Supt. J Innes and Chief Inspector D Bushell. Supt. Innes provided a verbal presentation to Members on the proposed budget cuts across all areas within the Northern Constabulary. (Briefing Note attached as Annex 1A). He explained that the level of cuts initially amounted to 9% in this next year with 5% being sought in each of the following 3 years. Supt. Innes explained however that following further developments it was now proposed that the first year may be reduced to 6% cuts. He reported that the changes, specific to Shetland, included:

- Lerwick Police Station Reception will be closed between 8pm and 8am each day.
- Between 8pm and 8am calls to the station will be directed to a divisional hub in Wick.
- Station Staff will be reduced.
- Dunrossness Police Station will close and Officers relocated within Sumburgh Airport.
- Scalloway Station will be closed with the introduction of regular surgeries.
- Island Police Stations and Brae Police Station will stay as they are.

Supt. Innes also advised that there would be changes within the fleet and the Force’s estate but advised that these areas would require careful consideration. Supt. Innes advised that the proposals described would be presented to the Police and Fire Board on 26 November 2010.

During consideration of this matter, the Committee noted that if the proposals were accepted by the Police and Fire Joint Board at its meeting on 26 November, it would be

the first time that Lerwick Police Station would be closed to the public. Members unanimously agreed that this was unacceptable. They agreed also that the level of job cuts within back room staff was unacceptable. Supt. Innes advised Members that when assessing this proposal it was clear that only a handful of people visit the station between 8pm and 8am and that most activity happened during the day. He also explained that the current 7 staff in the office would be reduced to 3 full time equivalent staff

Other concerns raised by Members included:

- Response times would be affected by the closure of the Lerwick Police Station between 8pm and 8am.
- The reduction in office staff would mean that Police Officers would spend more time in the office and not on the beat, in order to do the work previously done by the office staff.
- Police Officers may have to work overtime to absorb the duties of the Office Staff.
- Police Officers should be used for the tasks they were trained for.
- The Island Police Stations may be at risk of closure, in the future.
- Cuts in the Police service are at a time when the Northern Constabulary has the highest drug detection rate in the UK.
- The introduction of the 1000 strong workforce during the construction phase of the Total Gas Plant will put a strain on a reduced Police Service and the Northern Constabulary should be looking to provide more Officers as a temporary measure within Brae.
- Officers need to be seen in the community and more office time will take away from that.
- Police cuts should not be done in isolation and consideration should be given to pooling resources with other 24hour services in Lerwick ie homelink or Accident and Emergency. (This is already being done in some areas of Scotland).
- A diminished police presence at the weekend is unacceptable.
- How will community information be processed when phoning Wick?
- Dialect issues could have an impact on response times.
- What would happen if the communications systems failed during a serious incident?

During the discussion, Members did acknowledge that relocation of the Dunrossness Station to the airport would prove a deterrent to anyone attempting to take drugs into Shetland.

In response to the concerns raised, Supt. Innes said that he was not surprised by these responses and he would take these points on board. He advised that although the calls, between 8pm and 8am would be received at a different location, the response times would not be affected and stressed that how these calls are processed would not change. He advised that a phone, linked to Wick, would also be provided outside the station for visitors to use when the office is closed. Mr A G L Duncan said that if the Lerwick Police Station had to close in the evening, he would request that the opening hours be reviewed during the week to allow that station to open for longer on Friday and Saturday.

Supt. Innes acknowledged that office staff are the one constant at the station as officers move around within the service, and some of their work would now be done by Police

Officers. He said however that there was a need to look at all the processes within the station to see how some tasks could be carried out in a more efficient way.

Supt. Innes advised Members that it was his judgement that the Island Police Stations should continue as they are and gave his assurance that he would continue to hold that view. Supt. Innes also referred to the concern regarding community information and explained that it would still be investigated, but advised that a large number of these calls are already referred onto crime stoppers. The pooling of resources with inter agencies had proved successful in some areas and explained that in a number of areas Council staff come into the stations to provide service points but this was usually only a cost saving to the Council as they have no premises and utility costs, but it did mean the loss of staff within the Council. Supt. Innes said that he welcomed anyone to come into the station to promote their services. He stressed that there was a short timescale before the proposals would be presented to the Police and Fire Joint Board at which time a legal budget had to be agreed.

Supt. Innes explained that should communication systems fail, measures would be put in place to ensure that the local area is covered and that may mean opening the station during that period.

With regard to the Total Gas Plant, Supt. Innes said that the Police have a good relationship with the organisations involved and advised that most staff are professional and will be looked after by their employer and may in some cases be invited to leave should they not behave well.

Supt. Innes advised Members that community involvement was a fundamental principle of the Northern Constabulary, the vast majority of the public are supportive and law abiding. He added that he welcomed any supporting ideas on how to work closer with the Community.

With regard to a specific concern raised by Mrs E L Fullerton relating to the lack of police patrols in Scalloway, the Supt. Innes advised that CI Bushell would take a note of this and it would be rectified today. He also advised that the public could also put these types of concerns to the Police through their Community Council meetings.

Members sought financial information relating to the savings identified with reduction of service and staff, specifically within Shetland so they could be sure that the figures justified the proposals. In providing some detail, Members requested specific details on these figures relating to all savings and an indication of how the £2.1m contribution from Shetland is spent within Shetland. Supt. Innes agreed to provide this level of detail to the two Council Members attending the Police and Fire Joint Board on 26 November 2010.

The Chairperson was of the opinion that as the projected revenue savings, indicated for the closure of Scalloway Police Station, were as low as £15,000 pa she urged that that the Scalloway Police Station should remain open.

Mr Duncan said that the message from Members was clear and assured them that he and Mr Cooper would work together on this and would put forward the strong view that the Lerwick Police Station should not close between 8pm and 8am, and that the Council are opposed to the reduction of back room staff. Mr Duncan asked that Supt. Innes also give consideration to travel costs. Supt. Innes said that he would be happy to discuss travel costs with him.

Supt. Innes advised that he understood the unanimous view that the Lerwick Police Station hours should not be changed, however if this was necessary, the hours should be reviewed to allow a later opening on Friday and Saturday. He confirmed that the Scalloway Station would close from 31 March 2011 and advised that Dunrossness would not close before the facility at the Airport is ready but, if possible, that would ideally be 31 March 2011.

Mr A T J Cooper moved that the Police and Fire Joint Board be advised that the Council does not want to see Lerwick Police Station close for 12 hours a day and that a 24 hours, 7 days a week service, should continue due to the challenges to face the community during the next 3 years. He also said that the back room staff was essential in ensuring the safety and security of the community. Mr Cooper added that Scalloway Police Station should also be saved if possible. Mr A G L Duncan seconded.

The Chairperson asked Supt. Innes to provide the figures requested, before Friday, on the Shetland savings and on how much of the Shetland contribution to the Northern Constabulary is spent in Shetland. Members agreed.

98/10 **Flooding and Coast Protection Policy Update**

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

*(Mr J G Simpson and Mrs C H J Miller left the Chamber)*

The Coastal/Flooding Engineer provided Members with a slide presentation, attached as Appendix 2A.

*(Mr J G Simpson returned to the Chamber)*

*(Mrs E L Fullerton left the Chamber)*

Mr L Angus expressed his concern that this work was not far enough forward on the prioritisation and bringing projects to fruition. He highlighted significant areas of coastal erosion including Sands of Sound, Sletts and the Dukes Neb. He advised that the works at the Sletts had not proved successful as there was still flooding and complaints that the wall is causing road safety issues. Mr Angus said that from time to time catastrophic weather threatened properties and the policy does not protect houses with urgent meetings needed to assist property owners to protect their homes. Mr Angus said that prioritisation has to start and a priority list was needed. In referring to page 7 of the report, the Chairperson highlighted that emergency arrangements were being addressed.

*(Mrs C H J Miller returned to the Chamber)*

The Coastal/Flooding Engineer advised that procedures were now in place for prioritising and he had previously presented a report that included a list of projects. He said that he could provide an update on projects individually, as each project is assessed on its own merits. Members agreed.

Mr R S Henderson requested an update on the high tide problem in Cullivoe and advised that the road is regularly flooded with a foot of water and two houses were regularly flooded. The Network and Design Manager advised that this matter was part of the capital programme road improvement scheme. The Coastal/Flooding Engineer asked whether Mr Henderson could provide photos and further information so that he could look at this further.

*(Mr J H Henry, Mr R C Nickerson and Mr A G L Duncan left the Chamber)*

Mrs L Baisley commented that she had sympathy for the householders but said that no one could stop the sea from rising and there would come a stage when it has to be accepted that land would be lost due to global warming.

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

*(Mr J H Henry and Mrs E L Fullerton returned to the Chamber)*

99/10 **Tingwall Airport:**  
**CAA Requirements for Adoption of New Aerodrome Manual, Safety Management System and Accountabilities**

The Committee considered a report by the Service Manager – Air, Bus & Vehicle Fleet, attached as Appendix 3.

Mr A T J Cooper moved that the Committee approve the recommendations contained within the report, seconded by Mrs C H J Miller.

In response to a query from Mrs E L Fullerton, the Service Manager – Air, Bus & Vehicle Fleet confirmed that the CAA were happy with the levels of responsibility and accountability now established.

*(Mr R C Nickerson returned to the Chamber)*

100/10 **B9071 Road at Effirrh, Sandsting**

The Committee considered a report by the Network Engineer, attached as Appendix 4.

The Network and Design Manager introduced the main terms of the report.

*(Mr A G L Duncan returned to the Chamber)*

*(Mr C L Smith and Mrs L F Baisley left the Chamber)*

Mrs F B Grains said that she welcomed this report and moved that the Committee approve the recommendations contained therein, seconded by Mr J H Henry.

Mrs E L Fullerton referred to paragraph 4.6 and expressed concern that the project was not in the 5 year programme and that the gateway process may cause a delay for this project. She was also concerned that there may be other areas of work in the same situation.

Mr L Angus asked if it would be possible to put forward both the Effirrh and the Laxaburn Bridges to be tendered together as another request would be presented for Laxaburn in the future, for similar reasons. The Network and Design Manager advised that the capital programme is oversubscribed and although there would be some economy of scale there was no money available to make that an option.

101/10 **A971 Haggersta to Cova**

The Committee noted a report by the Network and Design Manager, attached as Appendix 5.

In response to a query from Mrs F B Grains, the Network and Design Manager advised that the response from the Scottish Government would take some time, however following a period of time, he would press for a decision.

Mr R C Nickerson moved that the Committee agree that reports should only be presented when there is progress to report. Mrs E L Fullerton seconded.

Mrs F B Grains moved as an amendment that reports continue to be presented every cycle. Mr J G Simpson seconded.

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

Amendment (Mrs F B Grains)	5
Motion (Mr R C Nickerson)	9

102/10 **Infrastructure Revenue Management Accounts**  
**General Ledger and Reserve Fund**  
**For the Period 1 April 2010 to 31 October 2010**

The Committee noted a report by the Head of Finance, attached as Appendix 6.

The Management Accountant summarised the main terms of the report.

Mr J Budge referred to paragraph 7.4 and asked why the increased ferry fares and scord quarry income had been identified as savings when they were infact income. The Management Accountant advised that income could be offered as savings, explaining that this followed the Chief Executive's instruction that there should be no non-essential spending and £922,359 had been set against the initial corporate savings sought. She advised that further efficiency savings would be reported to the Council on 8 December 2010. Mr R C Nickerson commented that three of the four items listed were not continued savings.

In response to further queries Members were reminded that the Council took the decision to change the Private Sector Housing Grant Scheme to a Loan Scheme following a reduction in funding from the Scottish Government, and this has resulted in a low uptake of the scheme as funds now have to be paid back to the Council. Members expressed their concern that this had affected the intention of the Scheme, which was to keep private housing in good repair and address issues such as fuel poverty.

103/10 **Progress Report – Implementation of Wheeled Bins and Commercial Waste Charges**

The Committee noted a report by the Cleansing Services Manager, attached as Appendix 7.

The Cleansing Services Manager introduced the report.

Members commented on the success of the wheeled bins and welcomed the plans to roll the scheme out to other areas of Shetland. Mr A T J Cooper highlighted a problem with the communal waste cages in Brae and asked that the mesh on top of the cages be repaired so that the refuse collection staff do not have to clear up the mess caused by birds.

Mrs C H J Miller asked if it was possible to place community wheeled bins in the Browns Road area of Commercial Road. She was advised that this could be considered and would be looked at after the construction of Mareel.

104/10 **Purchase of Second Hand Vehicles**

The Committee noted a report by the Service Manager - Air, Bus and Vehicle Fleet, attached as Appendix 8.

105/10 **Minute of ZetTrans Meeting – 8 November 2010**

The committee noted the minute of the ZetTrans meeting held on 8 November 2010, attached as Appendix 9.

106/10 **Minutes of the Inter Island Ferries Board – 11 November 2010**

The Committee noted the minute of the Inter Island Ferries Board held on 11 November 2010, attached as Appendix 10.

Mr J G Simpson said that he had missed this meeting but drew attention to the refurbishment work being carried out on the m.v. Thora. He said that this highlighted the state that the ferries were now in and that the 35 year old vessel was not fit for purpose. He said that Management had no option and this was the only standby vessel available. Mr Simpson said that the vessel should have been scrapped years ago and if the situation were not looked at there would be real problems within the service. He said that Bluemull Sound was frequently down to one ship and they faced the same problems as Whalsay with regard to capacity. He said that this was making the situation worse and it was time to “grasp the nettle” and replace vessels.

In response to a query from Mr J H Henry, Mr Simpson said that second hand vessels had to comply with the EU rules and regulations and he was aware that there might be one vessel available but that it would need a lot of conversion.

Mr A G L Duncan referred to page 3 of 5 and asked for an update on the m.v. Good Shepherd. The Executive Director advised that the result of the noise assessment was still awaited from the Safety and Risk Section. Mr Duncan asked that the report be made available so that he could take information to Fair Isle when he visits next.

**In order to avoid the disclosure of exempt information, Mrs I J Hawkins moved, and A S Wishart seconded, to exclude the public in terms of the relevant legislation during consideration of agenda items 11 and 12.**

*(The media and public left the Chamber)*

107/10 **Contract for Replacement Drier, Scord Quarry**

The Committee considered a report by the Head of Roads.

The Head of Roads introduced the report.

Mr A S Wishart moved that the Committee approve the recommendations contained in the report, seconded by Mr J H Henry.

*(Mr A T J Cooper left the Chamber)*

*(Mr A G L Duncan left the Chamber)*

108/10 **Gremista Wind Farm**

The Committee considered a report by the Head of Roads.



*(Mr W H Manson declared an interest as the Chairperson of the Shetland Charitable Trust, and confirmed that he would participate in the meeting but would not vote. Mr J H Henry said his declaration was the same, being the Vice-Chairperson of Shetland Charitable Trust).*

Mr L Angus moved that the Committee approve the recommendations contained in the report, seconded by Mr J G Simpson.

The Head of Environment and Building Services briefly introduced the report.

Mr A J Cluness said that he was delighted with the project however the situation had changed whereby the Council could now have its own energy company. He commented that the Council was in a position that it needed to achieve all the income it could. In referring to the recommendations in the report, Mr Cluness said that he would like to defer the decision on the % of holding until the business plan had been presented.

Mr Angus with the support of his seconder agreed to include this within his motion.

The meeting concluded at 12.35pm.

I J Hawkins  
Chairperson