



REPORT

To: Infrastructure Committee

03 May 2011

**From: Service Manager – Development Management
Planning
Infrastructure Services Department**

SHETLAND ISLANDS COUNCIL (ROAD AT SHETLAND COLLEGE) (STOPPING UP) ORDER 2011

1. Introduction

- 1.1 At its meeting on the 22 March 2011 the Council's Planning Board resolved that planning permission should be granted (subject to conditions) for development comprising the extension of the Shetland College. (Ref: 2010/380/PCD) (Min Ref 17/11). The decision notice to give effect to this resolution was issued to the applicant, Shetland Islands Council, on 30 March 2011.
- 1.2 In considering the application it was noted that the construction of the development will involve building over a 109 metre length of public road which passes through the site, and that the length of public road to be removed will require to be Stopped Up under section 207 of the Town and Country Planning (Scotland) Act 1997 to facilitate the development. Therefore at the same time as resolving that planning permission should be granted, the Planning Board authorised that the required stopping up of the length of public road in question, shown outlined and hatched in red between the points marked 'A' and 'B' on the Plan attached to the Order (see Appendix 1) be progressed. The stopping up order should not however be allowed to come into operation until the turning head outlined and hatched in blue between the points marked "C" and "D" on the Plan attached to the Order (see Appendix 1) is complete to the satisfaction of the Shetland Islands Council Roads Service.

2. Links to Council Priorities and Risk

- 2.1 The Council has, through granting planning permission for the development described in paragraph 1.1 above, determined that it constitutes sustainable development, which would support and enhance the operation of the Shetland College. The confirmation of the Stopping Up Order will contribute to the Council's priority of maintaining a sustainable economy (Corporate Plan 2010-12).
- 2.2 If the Council does not make the Stopping Up Order, and the statutory process to stop up the road is not completed, the development of the

Shetland College authorised by the Planning Board cannot be implemented in accordance with the approved plans and details. The prospective developer of the site would, as a result, need to seek to vary the proposals for the development of the land concerned, or give consideration to alternatives in order to be able to improve the existing college facilities.

3. Procedure for Making and Confirming Orders Relating to Roads

3.1 Section 207 of the Town and Country Planning (Scotland) Act 1997 allows a planning authority by order to authorise the Stopping Up or diversion of any road which is not a trunk road or a special road as the Act defines if it is satisfied it is necessary to do so in order to enable a development to be carried out in accordance with planning permission granted under Part 3 of the Act.

3.2 There are two stages to a Stopping Up Order. The first is that an Order must be made, and the second is that it must then be confirmed. The procedure for implementing such an Order when made by a planning authority is set out in Parts 2 and 3 of Schedule 16 of the 1997 Act. Taking into account Schedule 16 and the Planning Service Scheme of Delegations approved by the Council in July 2009 (approved by report PL-32-09-F, Special SIC 15 July 2009 – Minute Ref: 104/09 Special Planning Board, 15 July 2009 – Minute Ref: 30/09), should the Committee accept the draft of the Stopping Up Order attached to this report as Appendix 1, the procedure for implementation firstly requires the Order to be accepted (made) at Council.

3.3 If the Order is accepted (made) at Council, a notice stating:

- the general effect of the Order;
- that the Order has been made and about to be confirmed;
- the place where the Order may be inspected; and
- the time and manner for submission of representations/objections (not less than 28 days from the date of the first statutory notice),

must be published in the Edinburgh Gazette and the Shetland Times. A similar notice must also be served on:

- every owner, occupier and lessee of the land to which the Order relates, which will include the Council's Roads Department and Asset and Properties Unit; and
- any relevant statutory undertakers as defined by section 214 of the 1997 Act.

A copy of the notice will also be displayed in a prominent position at the ends of the road to be stopped up.

3.4 If no objections are received, the planning authority may confirm the Order. This is when the Order would take effect. If objections are received during the notice period, the planning authority must refer the matter to the Scottish Ministers. The Scottish Ministers will offer the

opportunity of a public inquiry to the objectors before deciding whether or not to confirm the Order.

3.5 If the Order is confirmed, a notice stating:

- the general effect of the Order;
- that the Order has been confirmed; &
- the place where the Order may be inspected,

has then to be published in the Edinburgh Gazette and the Shetland Times. A similar notice would also be served on those who received the previous notice, and also be displayed in a prominent position at the ends of the road to be stopped up.

4. Financial Implications

4.1 There are no financial implications arising from the confirmation of the Stopping Up Order. The costs involved in implementing the works (both the Stopping Up and provision of the turning head) will be met by the developer of the land in carrying out development in terms of Planning Permission 2010/380/PCD.

5. Policy and Delegated Authority

5.1 The proposal complies with the Town and Country Planning (Scotland) Act 1997.

5.2 The Infrastructure Committee has full delegated authority to act on all matters within its remit, as outlined in 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.

5.3 However, authority to decide to promote the Stopping Up of a road through the implementation of a Stopping Up Order requires a decision of the Council in terms of the Planning Service Scheme of Delegations July 2009 (after consideration by the Planning Board and Infrastructure Committee).

5.4 In the interests of seeking to ensure that the Council conducts its business in the most efficient and effective way possible, it is recommended that delegated powers are given to the Executive Director - Infrastructure Services (as the appropriate person) to confirm the Order if no objections are received during the notice period detailed in paragraph 3.3 above.

6. Conclusion

6.1 A Stopping Up Order in relation to the 109 metre length of public road at the Shetland College, Gremista, which passes through the site of the proposed college extensions, has been drawn up and is attached as Appendix 1. The turning head to be completed to the satisfaction of the Shetland Islands Council Roads Service before the Stopping Up Order is allowed to come into operation is shown outlined and hatched in blue

between the points marked 'C' and 'D' on the Plan attached to the Order.

7. Recommendation

7.1 I recommend that the Infrastructure Committee recommend to the Council that:

- it make the Shetland Islands Council, (Road at Shetland College), (Stopping Up) Order, 2011 attached as Appendix 1; and
- delegates to the Executive Director – Infrastructure Services the power to confirm the Order if no objections are received during the notice period.

Report No: PL-11-11-F

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

**Shetland Islands Council (Road at Shetland College, Gremista)
(Stopping Up) Order 2011**

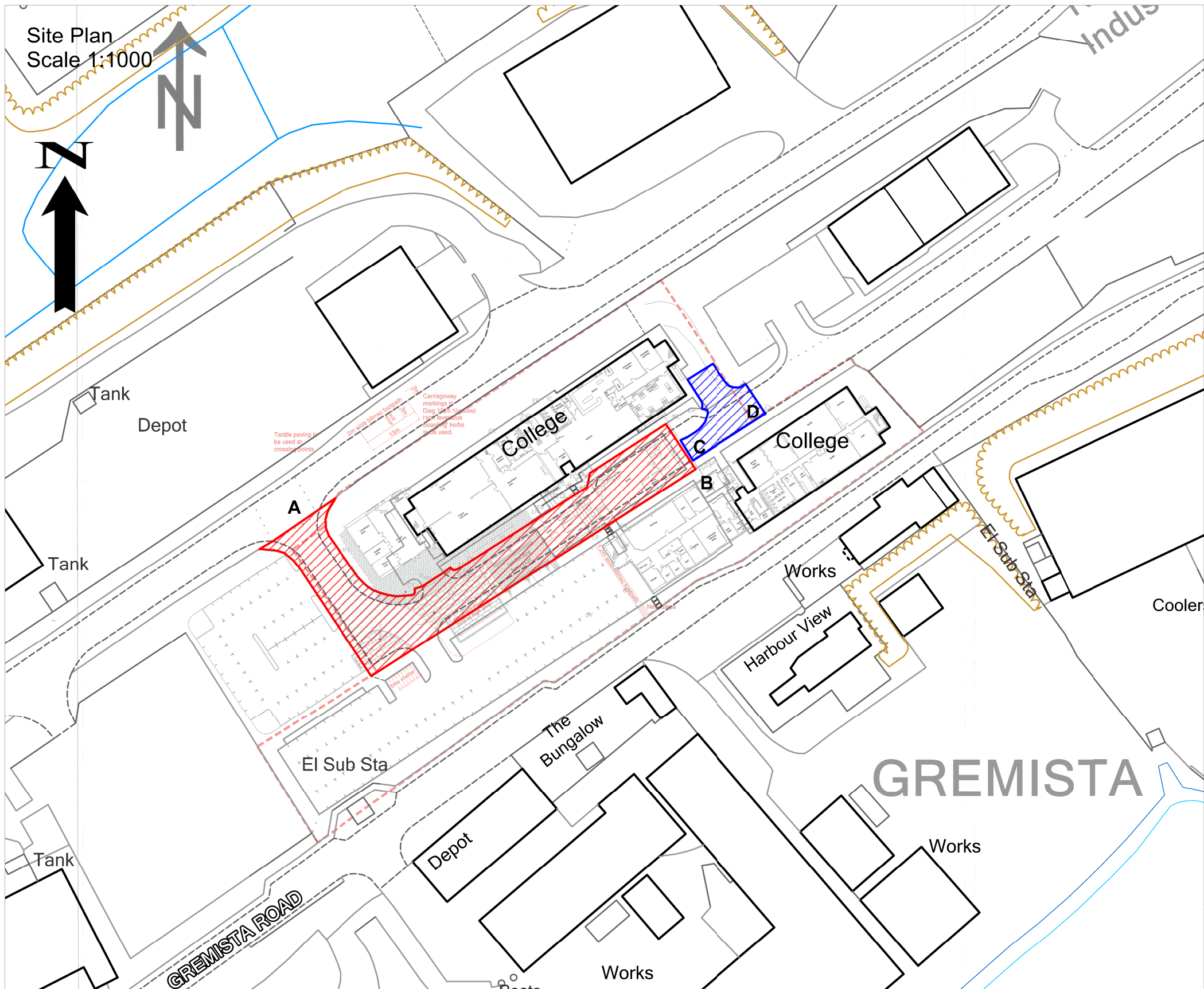
The Shetland Islands Council, in exercise of the powers conferred on it by Section 207 and Schedule 16 of the Town and Country Planning (Scotland) Act 1997 and of all other powers enabling it in that behalf, and being satisfied that it is necessary to do so in order to enable the development to be carried out in accordance with planning permission (reference number PL2010/380/PCD) granted under Part III of the 1997 Act, hereby make the following Order: -

1. This Order may be cited as the Shetland Islands Council (Road at Shetland College, Gremista) (Stopping Up) Order 2011.
2. This Order will come into operation when the turning head shown outlined and hatched blue between the points marked 'C' and 'D' on the Plan (Drawing No. Suo-11-2) annexed and subscribed as relative hereto (the "Plan") is complete to the satisfaction of the Shetland Islands Council Roads Service.
3. The Stopping Up of that 109 metre road at Shetland College, Gremista Estate shown outlined and hatched in red between the points marked 'A' and 'B' on the Plan is hereby ordered.

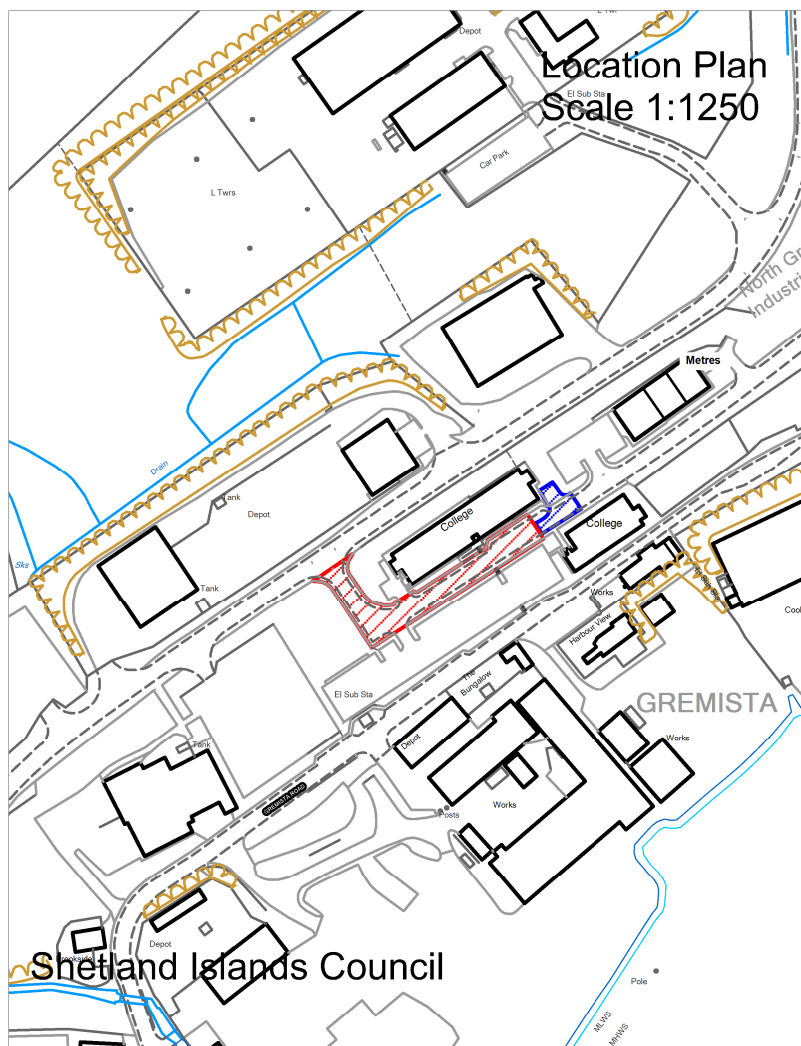
Made and enacted by Shetland Islands Council at Lerwick on the
day of Two Thousand and Eleven

Signed

Gordon Greenhill
Executive Director of Infrastructure Services
Proper Officer of Shetland Islands Council
Infrastructure Services Department
Grantfield
Lerwick
Shetland
ZE1 0NT



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I hereby certify that this is the map referred to in the
 foregoing Shetland Islands Council,
 (Road at Shetland College),
 (Stopping Up) Order 2011.

Gordon Greenhill
 Executive Director
 Infrastructure Services



Shetland Islands Council
 Planning Service, Infrastructure Services
 Grantfield, Lerwick
 ZE1 0NT
 Tel: (01595) 744800

Size A3
 Scale: Location 1:1250, Site 1:1000
 OS Grid Ref: N:446, 618 - E:1,143, 429
 Prepared by LW
 Drawing No. Suo-11-2



REPORT

To: Infrastructure Committee

03 May 2011

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

A971 HAGGERSTA TO COVA REPORT ON PROGRESS AND ON UPCOMING HEARING

1 Introduction

- 1.1 This Report is presented in order to inform the Committee of progress to date on preparation of the above project. In particular, I wish to let Members know of our preparations in relation to the upcoming hearing into the Stopping Up Order and the Compulsory Purchase Order.

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. The report is presented under our requirement to be Accountable.
- 2.2 There would be a risk to the Council's long-held commitment to this project if we were not able to be as effectively represented as possible at the upcoming Hearing. The project is required in order to reduce the risks to road users, including cyclists and pedestrians.

3 Background

- 3.1 Preparations for the construction of a new road between the Whiteness School near Haggersta and Cova in Weisdale, have taken many years to reach the current position. This is due largely to the very thorough and lengthy procedures we have had to follow, and to the opposition which we have faced to certain aspects of the scheme. The first proposal, developed in the early 1990s, proved unsatisfactory, and was replaced with an improved design in 1999.
- 3.2 Since then we have carried out various surveys; produced a design with sufficient detail to obtain the required "consents" and the land; produced an Environmental Statement (ES); obtained approval of the ES and Planning Consent (to both of which there had been objections); produced a formal Road Safety Audit; bought a small amount of the land; and carried out two minor accommodation/improvement works.

- 3.3 However, there remain objections to the Stopping Up Order, which is required in order to close those lengths of the existing A971 made redundant by the proposed new road (and which includes the lengths of the former A971 closed in the 1970s *without a formal Order*). There are also two (linked) outstanding objections to the Compulsory Purchase Order, which was made last year for the majority of the land.
- 3.4 Between November 2008 and November 2010, I reported to each meeting of the Infrastructure Committee on progress on this project, but it was then decided that I should in future only report to the Committee “if something had happened”. On 1 February 2011 I let the Committee know that the Scottish Government had decided to hold a hearing into these two Orders, and that they would provide more details at a later date. I also said that Council Officers would begin to plan the Council’s approach to the hearing.

3 Preparations for Hearing(s)

The following issues are being addressed during the approach to the hearing.

3.1 Timetable

A Reporter has been appointed by the Scottish Government, and he has sought each party’s agreement to a date in mid June for the Hearing. We have not yet heard where the venue would be, but it will be in Shetland.

3.2 Representation

It was considered that the Council should be represented at the Hearing as effectively as possible, and to this end an experienced external Agent is being engaged. By this means the Council obtains the advice and assistance of an expert in the law as it applies to Roads, Transport and Planning issues, and who has experience of Hearings and Public Enquiries.

3.3 Costs

Please see the Financial Implications section, below.

3.4 Dialogue with Objectors

It will be important to seek to continue to discuss with the Objectors those issues which are of concern to them, especially if there is the possibility of us reaching a negotiated settlement with one or more of them before the Hearing.

3.5 Capital Programme

This project was first listed in the Council’s Capital Programme in 1988. However, recognising that it was taking a considerable time to get all permissions and land in place for construction to start, it was not listed in the approved provisional 5-year programme in October 2009, and it is not listed in the current 4-year Programme (approved in October 2010).

The scheme is one of a number which have long been approved, but are not currently programmed, and in this case this is partly because of the continuing uncertainty as to when (or whether) it will receive its full consents and land. To be allocated a firm place within the updated Capital Programme, it will have to go through the Gateway Procedure.

4 Financial Implications

- 4.1 There are no new financial implications arising directly from this report.
- 4.2 However, for your information, the current estimate of the cost of the project is £2.25m, which includes for land acquisition, design and preparation, utility diversions, works, environmental mitigation, and supervision.
- 4.3 For the project to proceed, it will have to:
- With the sanction of this Committee, be presented for scrutiny under the Gateway Procedure;
 - obtain the remaining consents and land, and
 - be given a firm slot in the Capital Programme, when it is reviewed and extended in the Autumn by the Council.
- 4.4 Funds have been allocated under the Advanced Design of Schemes budget in 2011/12 to allow the above preparation work to continue, and in particular to cover the costs of the upcoming Hearing, and of the Council being effectively represented there.

5. Policy and Delegated Authority

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit (as described in Section 12.0 of the Council's Scheme of Delegations), and for which the overall objectives and budgets have been approved by the council.
- 5.2 Under the revised policy on the use of CPOs, authority is delegated to the Executive Director – Infrastructure Services, or his nominee, to make a Compulsory Purchase Order in the circumstances set out in the policy (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). The previous CPO, made in 2001, is not now proceeding.

6 Recommendations

- 6.1 I recommend that the Committee note progress towards preparing this project for construction; and also
- 6.2 that the Committee approve that the project should be presented to the Capital Programme Service, to go through the Gateway Procedure.



REPORT

To: Infrastructure Committee

3rd May 2011

From: Network and Design Manager
Roads
Infrastructure Services Department

ROADS AND TRANSPORT CAPITAL ROLLING PROGRAMMES PROPOSED SCHEMES FOR 2011/12 AND SUBSEQUENT YEARS

1 Introduction

- 1.1 In line with Council policy there is a requirement to review and report every 2 years on the Action Plan for the Maintenance, Improvement and Use of the Road Network, and this was done most recently in August 2010. In addition, I am required to report annually seeking approval for the schemes which I propose to carry out under the 13 Roads and Transport Capital Rolling Programmes. This report details most of the schemes which I propose should be built in 2011/12, along with many in subsequent years (Appendices 1.1 to 1.6).

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 Compliance. The report is presented under our requirement to be Accountable.
- 2.2 There are no new risks likely to arise from approval of the recommendations in this report. On the other hand, if we were not to carry out some of the recommended schemes, road safety may be compromised at certain locations, and maintenance costs may rise due to avoidable deterioration of the Roads asset.

3 Background

- 3.1 In the late 1990s the Council developed a Corporate Plan, following widespread consultation. It was decided that the Roads element should be an Action Plan covering all **maintenance** and **improvement** works; along with traffic management, road safety, and other aspects of the **use** of the road network.

3.2 The Review process involves the following:

- Assessment of technical needs with regard to structural integrity, maintenance liabilities, road safety, impact of developments, traffic delays, etc.
- Obtaining the views of Community Councils and other stakeholders. There is usually a very useful response from the Community Councils in particular.
- Assessment of works required, if any, to deal with the problems, which have been identified.
- Allocation of works to the appropriate budget heading, and prioritisation of schemes within that heading (the general headings are routine maintenance, structural maintenance, capital rolling programmes, and major capital schemes);
- Carrying out a Review every 2 years, which is overseen by the Member/Officer Working Group (Roads), and presented to Committee for approval.

3.3 The main Review was carried out and approved last year. However, I am also required to report annually on the works, which I propose to carry out under each of the Capital Rolling Programmes. Therefore, I outline in Appendices 1.1 to 1.6 most of the proposed schemes for construction in 2011/2012 and subsequent years, using the funding approved by the Council on 23rd March 2011 (min ref 40/11).

3.4 I have not submitted schemes for Minor Works and Purchases (Airstrips), since they normally arise at short notice. Nor have I listed many of the small projects, which we often do under the headings as they also often arise at short notice.

3.5 In general, the Policy allows the addition, deletion or substitution of schemes where circumstances make this necessary or desirable. It also allows the budget set for any one of the programmes to be varied within a broad range in order to “fit” the scale of projects in any particular year. Particular issues which can affect the timing of projects include the following:

- Council decisions on funding at various times of year.
- Finalisation of the actual option to be built in each case.
- Land acquisition, and other consents.
- Urgent schemes arising at short notice, for example where a bridge or culvert appears to be failing.

- Opportunities arising at short notice, such as where another body is carrying out works at the same location as one of our projects.

4 Roads and Transport Capital Rolling Programmes (Each of the programmes is described below).

- 4.1 Bridge Replacements.** The replacement or reconstruction of bridges, culverts, retaining walls and other structures associated with the road, with the intention of ensuring that access is maintained throughout the road network for all vehicles. Works are assessed on technical need and prioritised on a Shetland-wide basis. There are national and European standards for the assessment and design of bridges, and performance indicators are based on the number of bridges which fail their structural assessment. The budget for 2011/12 is £310k (reduced from the requested budget of £340k in March 2011), and the proposed schemes are listed in Appendix 1.1.
- 4.2 Road Reconstruction.** Where the larger part of a road's foundation is in need of replacement along with its surfacing, reconstruction of the whole carriageway is often the most cost-effective option. Schemes are prioritised on the basis of technical need. The budget for 2011/12 is £445k (reduced from £500k), and the proposed schemes are listed in Appendix 1.2.
- 4.3 Roads Drainage Improvements.** Most of this work consists of gullies, drains, ditches, etc adjacent to a road, or leading towards or away from one. The work is essential if we are to eliminate the impact of poor drainage at vulnerable points in the road network. This is not just about the hazard of water flooding the road; but also about flooding of adjacent land and properties, and the damage that can occur to a waterlogged foundation of a road under heavy loading. All of it is desirable if skidding hazards and long term maintenance costs are to be reduced. The annual budget is £80k and the proposed schemes are listed in Appendix 1.2.
- 4.4 Streetlighting Replacements.** Most of this work is essential if streetlighting is to be retained in the long run both in Lerwick and in the villages throughout the rest of Shetland. Much of our lighting is approaching, or older than, 30 years of age and it is generally not expected to last much longer than this. The annual budget has had to be increased recently to £200k due to the age and deterioration of the lighting stock. See Appendix 1.3 for the proposed schemes.
- 4.5 Crash Barrier Replacement.** We have a total length of about 60km, much of which is approaching the end of its 20 to 30 year lifespan. In particular many sections of untensioned barrier mounted on timber posts are in very poor condition. Current standards on all fast roads call for tensioned barrier, mounted on steel posts. The intended budget for 2011/12 was £150k but we have agreed to a

reduction of this to £120k as part of the Council's aim to make savings on this year's Capital Programme. See Appendix 1.4 for the proposed schemes.

- 4.6 **Accident Investigation and Prevention (AIP).** The provision of minor road improvements of any kind which are shown to be necessary to improve safety, often following investigation of recorded accidents at particular locations, along particular routes, or in particular types of situation. Schemes are assessed on technical need and prioritised on a Shetland-wide basis, and this work is a statutory requirement. The annual budget is £100k, and I provide a list of proposed schemes in Appendix 1.5.
- 4.7 **Development-Related Roads.** The provision of minor road improvements of any kind, which are considered to be needed to sustain or improve access to new or existing private or public developments, rather than solely to improve safety. These developments may be at fixed locations (for which there is no alternative), they can arise from existing Local Plans, or they can be fish farms, fish-landing piers, etc. In many cases it is appropriate to seek a contribution towards the cost of the works from the developer. The budget for 2011/12 is £100k, although this should only be spent if it is appropriate for the Council to share or bear in full the costs of the relevant projects. See Appendix 1.5 for the schemes which are currently programmed.
- 4.8 **Footways.** The provision of new footways, streetlights, traffic-calming measures, pelican crossings, etc. intended to improve safety and amenity for pedestrians and cyclists. The previous annual budget was higher than the current one of £100k but it was reduced, since the larger schemes are now too big to be carried out under a rolling programme. In 2011/12 the budget has been further reduced to £75k. See Appendix 1.2 for the proposed schemes.
- 4.9 **Traffic Management.** The provision of alterations to junctions, parking and road layouts, and the introduction of speed limits and other regulations, all intended mainly to improve traffic flow and safety in built-up areas. The Council has a detailed policy on traffic management (min ref 52/01), and funding of this programme is essential if that policy is to be operated. The budget for 2011/12 is only £50k, but it is intended to seek to increase this in later years in order to deal with issues which are likely to arise from the new Traffic Study which is due to get under way shortly. See Appendix 1.5 for proposed schemes. Please also note that the Council decided to accelerate the programme to introduce 20mph speed limits at almost all schools, and this is now funded separately. See separate programme, below.
- 4.10 **Minor Works and Purchases (Roads).** The provision of minor road improvements of any kind which cannot be described as of high priority under any of the above 9 headings, but are nevertheless considered desirable by a community, perhaps to improve driver

convenience. Also used for the replacement of minor plant such as roadside weather stations. The budget in 2011/12 is £50k, but £100k has been agreed for later years. See Appendix 1.2 for proposed schemes.

- 4.11 **Minor Works and Purchases (Bus Service).** The provision of new bus bays, bus shelters, turning points, park and ride schemes, etc. intended to improve the operation, efficiency, safety, and usefulness of the public transport infrastructure. We work closely with the Transport Service as they develop bus provision, etc throughout Shetland. The budget, which this year is £40k, is normally expected to provide about £20k for new or replacement shelters, and other proposed schemes are listed in Appendix 1.2. Please note that there is a large number of schemes provisionally listed for construction this year, due to delays to several projects recently, and we may need to transfer funds from other rolling programmes to cover them if they all go ahead. See the note about budgetary ranges in paragraph 3.5 above.
- 4.12 **Minor Works and Purchases (Air Service).** Over the years, this programme has funded the provision of lighting, drainage, and various other minor improvements to the airstrips at Tingwall, and on Unst, Fetlar, Whalsay, Skerries, Papa Stour, Foula and Fair Isle. The budget for 2011/12 is £20k. I have not provided any details of schemes in an appendix as the need for improvements at airstrips is currently being reviewed by the Transport Service.
- 4.13 **20mph Speed Limits at Schools.** This is a short-term programme for the completion of the installation of these speed limits. To date 24 have been completed, and 7 remain to be done. The current budget for this work is £75k in 2011/12, although there may be further slippage from 2010/11 to be reported to Council shortly for approval. We also receive a government grant for “Cycling, Walking and Safer Streets”, which is usually partly allocated to this budget. See Appendix 1.6 for details of progress on the remaining limits.

5 Financial Implications

- 5.1 There are no direct financial implications arising from this report, other than the identification of the most effective, efficient and economic ways of spending the funds, which were approved by the Council on 23rd March 2011 (min ref 40/11).
- 5.2 I would ask the Committee to note that several of the Capital Rolling Programme budgets are under significant pressure due to restrictions on spending, the high rate of inflation on construction costs, increased works requirements arising from increased traffic levels, and the considerable age of much of the asset. If this continues, it will have an adverse effect in the long term on the value and usefulness of the Council's assets, and on the funds required to maintain them.

6 Policy and Delegated Authority

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

The Action Plan was originally drawn up as a requirement of the Council's Corporate Plan of January 2000 (SIC Min. Ref. 05/00). The requirement to carry out a Biennial Review was approved by the Infrastructure Committee in December 2003 (Infrastructure Min. Ref. 40/03).

- 6.3 Capital Rolling Programmes are carried out under the policy and delegated authority approved in 1996 (ref 94/96), and updated in December 2003 (ref 40/03) and March 2008 (ref 15/08).

7 Recommendations

I recommend that the Infrastructure Committee:

- 7.1 Approve the proposed lists of Capital Rolling Programme schemes in Appendix 1; and
- 7.2 Note my concerns, expressed above, that there may be an adverse effect on the road network in the long term if Maintenance and Capital Rolling Programme budgets continue to be reduced in real terms.

Report Number : RD-05-11-F

GCY9202 - Bridge Replacements

Appendix 1.1

2011/12

Road	Bridge	Name	Location	Area	Cost	Description	
X	X305	BU0605	BURN OF BRIGADALE	EAST BURRAFIRTH	N	35000	replace conc deck with 9mx 1.5m dia TW
X	X300	BU0304	BRESSAY	HAM	S	21000	replace 1.35w x 1.9h deck on single track by twinwall culvert
C	C300	BU0306	MIDGARTH	BRESSAY	S	21000	replace 5.1m 2x 600 conc pipes with longer twinwall
X	X214	BU0302	MILL POND	MILL POND EAST HOGALAND	S	21000	replace 9m 2x 750 conc pipes with twinwall
X	X606	BU0816	BURN OF COUTTAMILL	UYEASOUND, UNST	I	15000	replacement bridge with r/c beams - complete works
X	X502	BU0795	Burn of Utrabister	Yell	I	20000	exist 1.8w x 1.5h, snapped steel, replace with 9m x 1500mm twinwall
A	A968	BU0782	HOBE OF SETTER	SETTER MID YELL	I	15000	extend ends of armco sheep underpass with twinwall
X	X600	BU0834	NORWICK BEACH	NORWICK, UNST	I	7500	wing wall collapse - 2.55m x 0.55m conc deck bridge - armour abutment and backfill?
X	X600	BU0832	BURN OF NORWICK	NORWICK, UNST	I	2500	railings - remove conc and replace with approx 3.6m steel ped railings each side
X	X604	BU0823	BURN OF GERDIE	BALTASOUND, UNST	I	25000	replace 1.5w x 0.9h deck on single track by twinwall culvert
X	X404	BU0419	BURN OF QUEYFIRTH, LEON	OLLABERRY	N	45000	6.1m wide, 3.8m span 0.9m high conc deck - replace with 3 buried 1.5m dia.... Or steel/conc deck...
A	A970	BU0506	LOCH OF URAFIRTH	URAFIRTH	N	12000	2x 600mm steel pipes - replace headwalls only??
A	A971		Tresta Sea Wall		W	30000	rebuild top 1m to support road
A	A970	BU0538	BURN OF INGERS	GIRLSTA	W	40000	replace 1.86m span x 0.75m high box culvert with..... Wait for VE?

£310,000

2012/13

	Road	Bridge	Name	Location	Area	Cost	Description
B	B9081	BU0771	BURN OF ULSTA	ULSTA YELL	I	35000	replace 2.5w x 1.35h deck on single track by 2No. 9m long, burried 1.5m dia twinwall culverts
B	B9088	BU0729	THE NESS BURN	FETLAR	I	30000	replace 2.35w x 0.95h deck on single track by twinwall culvert
A	A968	BU0780	NORTH BURN	SETTER WEST YELL	I	30000	replace 24m x1.2m dia armco with TW?
X		BU819	Norgord,	Westing, Unst	I	40000	Replace with twinwall culvert, verges, safety barrier
B	B9071	BU0357	MILL BURN	VIDLIN RD	N	35000	21 x 2m dia armco + old arch d/s
B	B9076	BU0850	HOUB OF SCATSTA	SULLOM VOE	N	40000	18m x 1.8m dia armco, no headwalls
B	B9078	BU0511	BRAWICK LOCH	ESHANESS RD	N	35000	4m x 2.3m span x 0.7m r/c deck.
A	A970	BU0544	LOCH OF SWINISTER	TINGWALL	W	18000	4no 14.8m x 1.2m dia concrete pipe - replace headwalls?
A	A970	BU0711	DRAIN	FLADDABISTER	S	35000	replace 17m x 1m dia armco with twinwall
C	C300	BU0303	LOCH OF KIRKABISTER	BURN OF BRESSAY	S	20000	replace 4.1m 2x 600 conc pipes with longer twinwall
X	X208	BU0733	RED BURN	BIGTON	S	25000	4m long stone culvert, 1.12 wide, 1.4 high. Replace with 1.5m dia twinwall

£343,000

2013/14

Road	Bridge	Name	Location	Area	Cost	Description	
A	A968	BU0856	BURN OF LEOGIE	SALLAFIRTH	I	40000	12m?? x 1.45m armco
X	X606	BU0819	BURN OF BIGHTON WESTINGHOUSE	NORGORD UNST	I	40000	5.8m long, 1.3h x 1.1w stone culvert - replace 12m long x 1.5m dia tw
B	B9076	BU0381	HELLINGILL BURN VOXTER	VOXTER	N	30000	18m x 1m dia armco, no headwalls
B	B9076	BU0386	HARDWALL BURN VOXTER	VOXTER	N	40000	22m?? X 1.5m dia armco pipe
B	B9076	BU0382	LITTLEGILL VOXTER	VOXTER	N	35000	18m x 1.0m armco
B	B9076	BU0385	TRONDAVOE BURN VOXTER	VOXTER	N	45000	18.4m x 1.5m dia armco, no headwalls
X	X304	BU0554	BURN OF LUNGATOU	WALLS	W	25000	replace 9m 2x 900 armco pipes with twinwall
X	X309	BU0393	KERGORD 2	UPPERKERGORD	W	10000	3.05m wide, 4.6m span, 1m high conc deck bridge - repair
A	A970	BU0317	NJUGALSWATER	SCALLOWAY RD	S	60000	replace with 48mx1.2m? dia tw pipe
X	X208	BU0733	RED BURN	BIGTON	S	25000	4m long stone culvert, 1.12 wide, 1.4 high. Replace with 1.5m dia twinwall

£350,000

ROAD RECONSTRUCTION

2011/12 (budget £445k)

- Tip and Brough Houses, Whalsay
- Commercial St, Flagstone Remedial Works
- Trondra – Cauldhame
- Weisdale – Cott Road
- Dale o' Waas – Goster Burn to Old Kirk

Later Years, in no particular order (timing will depend partly on maintenance assessments and priorities).

- Charlotte St, Lerwick
- Heogan Road, Bressay
- Knab Rd (South End), Lerwick
- Nesting, North Newing

FOOTWAYS

2011/12 (budget £75k)

- Lerwick Lanes: Railings, etc.
- General, Pavement Crossings/Gritter Access, etc.
- Scalloway - Millbrae
- Bressay, Kirk to Voesome
- Whalsay - Gardentown

Later Years, in no particular order (timing will depend on prioritisation under the newly-approved system).

- Charlotte St, Lerwick
- Continuing Works in Lerwick Lanes.
- Continuing Works on Access, etc.
- Sandwich, Stove to Swinister
- Scalloway, East Voe Verge Improvement
- Firth, Leaside Link
- Mossbank, Hall to PO
- Bressay, Glebe to School
- Bressay, Kirk to Voesome
- Sandwich, Kirtleside
- Burra, Brake
- Brae to Burravoe
- Gulberwick, Langton Corner
- Westerloch Brae, etc: Traffic Calming. (Associated with lighting scheme.)
- Uraforth, Cycle track. (If part-funded by Sustrans.)
- Symbister, North Voe Footway

- Dunrossness, Turnibrae
 - Symbister, Hillhead-Saeter
 - Symbister, Hall-Harlsdale
 - A971 Cova-Kalliness, Traffic Calming
 - Tingwall Valley Road, Minor Improvements
-

ROADS DRAINAGE

2011/12 (budget £80k)

- Quendale, Hillwell
- Bigton, Ireland
- Cullivoe, Greenbank Terrace
- Trondra, Scarfataing

Later Years, in no particular order (timing may be affected by other schemes arising at short notice).

- Vidlin Ayre
 - Scalloway East Voe, "Sea Chest" Kerbing
-

MINOR WORKS AND PURCHASES, BUS SERVICES

2011/12 (budget £40k, range £20k to £100k)

- Purchase & Installation of Shelters
- A970/B9075 Sandwater Park & Ride
- A970 Linkster Park & Ride
- North Rd, Lerwick: Bus Shelter
- Esplanade, Lerwick: Bus Bay Extension

Later Years, in no particular order (timing will be dependent on land acquisition, etc).

- A971 Bixter Shop Bus Bay
 - A970 Stromfirth Junction
 - A970 Sumburgh Head Road Junction
 - Unst, Westings Turning Head
-

MINOR WORKS & PURCHASES, ROADS

2010/11 (budget £50k)

- A971 Sandness Road: Minor Improvements
- Northmaven: Various Passing-Places Throughout
- East Burrafirth Junction Visibility Improvement.

Later Years, in no particular order (timing will depend on an appraisal of value for money).

- Aith, Vementry Passing Places
- Nesting, North Newing
- Skeld to Gruting, Passing Places
- Dunrossness, Coubal Visibility Improvement.
- Gulberwick, Stunken Brae
- A970 Quarff, Junction Improvement
- Cunningsburgh Passing Places
- Gremista, Lower Road
- Northmaven: Various Passing-Places Throughout
- Walls, Germatwatt to Saltness
- Sandwich, Rompa Junction
- Hoswick Bends
- Sandwich, Leebiton Junction
- B9122 Channerwick-Bigton-Rerwick
- Whalsay, Marrister Widening
- Harlsdale Passing-Place
- Skerries, Corners at Bridge
- A971 Whiteness, Stebbigrind
- Unst, Holsens Road
- Nesting, Shop Area
- Nesting, Gletness
- Nesting, Houlland
- Roadside Weather Stations, Replacement or Refurbishment
- Hillswick Hall Summit
- Easter Quarff Road Widening.

Rank	Scheme	Location	Proposal	Estimated	2011/12	2012/13	2013/14	Future Years
	Bank Lane	Lerwick	Scheme Renewal (completion)	£5,000.00	5000.00			
	Isles Road	Voe	Scheme Renewal (completion)	£4,000.00	4000.00			
	Breivick Road	Lerwick	Scheme Renewal	£40,000.00	40000.00			
	Brakefield Crescent	Unst	Replacement of selected columns	£7,000.00	7000.00			
	Gutter Street	Unst	Replacement of selected columns	£12,000.00	12000.00			
	East Road / Brucehall Terrace	Unst	Replacement of selected columns	£11,000.00	11000.00			
	Clingra Park,	Yell	Scheme Renewal	£10,000.00	10000.00			
	Meadowbank Road	Yell	Replacement of selected columns	£6,000.00	6000.00			
	Lower Blackhill Ind Est	Lerwick	Replacement of selected columns	£8,000.00	8000.00			
	South Gremist Ind Est	Lerwick	Replacement of selected columns	£8,000.00	8000.00			
	A970	Cunningsburgh	Replacement of selected columns	£4,000.00	4000.00			
	Brough / Southerhouse	Burra	Replacement of selected columns	£4,000.00	4000.00			
	Hamnavoe	Burra	Replacement of selected columns & Mini Pillars	£8,000.00	8000.00			
	A970	Lerwick	Replacement of selected columns	£4,000.00	4000.00			
	Mid Gard,	North Roe	Scheme Renewal	£6,000.00	6000.00			
	Gardentown	Whalsay	Scheme Renewal	£40,000.00	40000.00			
	Mulla	Voe	Replacement of selected columns	£15,000.00		15000.00		
	Stackafletts	Fetlar	Scheme Renewal	£20,000.00		20000.00		
	Westerloch Brae/Crescent/Terrace	Lerwick	Scheme Renewal	£40,000.00		40000.00		
	Gressy Loan	Lerwick	Scheme Renewal	£10,000.00		10000.00		
	A970	Voe	Replacement of selected columns	£15,000.00		15000.00		
	Greenbank Road / Terrace, Cullivoe	Yell	Replacement of selected columns	£12,000.00		12000.00		
	A971	Bixter	Scheme Renewal	£60,000.00		60000.00		
	Various	Various	Replacement of selected columns	£30,000.00		30000.00		
	Nederdale	Lerwick	Replacement of selected columns	£7,000.00			7000.00	
	Mossbank	Firth	Replacement of selected columns	£5,000.00			5000.00	
	West Sletts Park	Lerwick	Scheme Renewal	£5,000.00			5000.00	
	Gressy Loan	Lerwick	Scheme Renewal	£10,000.00			10000.00	
	B9076	Brae	Scheme Renewal	£60,000.00			60000.00	
	Beach Road	Unst	Scheme Renewal	£6,000.00			6000.00	
	A970	Brae	Scheme Renewal	£55,000.00			55000.00	
	A970	Voe	Scheme Renewal	£50,000.00			50000.00	
	Various	Various	Replacement of selected columns	£40,000.00			40000.00	
	A970	Brae	Scheme Renewal	£120,000.00				120000.00
	A970	Cunningsburgh	Scheme Renewal	£180,000.00				180000.00
	A970	Lerwick	Scheme Renewal	£60,000.00				60000.00
	Steenbrae, Aywick	Yell	Scheme Renewal	£10,000.00				10000.00
	A970	Lerwick	Scheme Renewal	£60,000.00				60000.00
	Runnadale	Ollaberry	New Installation	£20,000.00				20000.00
	North Voe	Whalsay	New Installation	£35,000.00				35000.00
					168,000.00	202,000.00	238,000.00	485,000.00

"Crash Barrier" Replacement Programme - Provisional Works for 2007 - 2014

APPENDIX 1.4

Rank	Road	Location	Proposal	Estimated	2011-12	2012-13	2013-14
Year 4 -Wormadale to Tresta 2011-12							
Started	A 971	Wormadale	Replace untensioned barrier with new tensioned to comply with design manual	31,500	34,100		
22	A 971	Whiteness Shop	Replace untensioned barrier with new tensioned to comply with design manual	21,000	21,000		
23	A 971	Strom Bridge	Replace barriers either side of bridge to comply with design manual	12,000	12,000		
24	A 971	Head of Weisdale Voe	Replace barriers at large culvert to comply with design manual	36,000	36,000		
25	A 971	Burn of Tresta	Replace untensioned timber post barrier with new tensioned	7,500	7,500		
26	A 971	Tumblin Bridge	Replace and extend barriers either side of bridge	11,000	11,000		
Year 5 -Tresta to Parkhall and B9076 Brae to Graven 2012-13							
27	A 971	Parkhall	Replace and extend barriers at large culvert	11,000		11,000	
28	B 9076	Brae to Voxter No 1	Replace untensioned barrier with new tensioned to comply with design manual	121,000		121,000	
Year 6 - B9076 Brae to Graven and A968 Dales Lees Road 2013-2014							
29	A 971	Tresta (West)	Replace untensioned timber post barrier in poor condition with new tensioned	42,000			42,000
30	B 9076	Brae to Voxter No 2	Replace untensioned barrier with new tensioned to comply with design manual	20,000			20,000
31	A 968	Dales Lees No 1	Replace untensioned barrier with new tensioned to comply with design manual	88,000			88,000
				£251,000	£121,600	£132,000	£150,000

GCY9201

Appendix 1.5

Development Related Roads

	Estimate	2011-12	2012-13	2013-14	Future
Sumburgh, Lighthouse Road Improvements	70,000	15,000	55,000		
Sandwick, Cullister Road Improvements	55,000	50,000	5,000		
Sandwick, Swinister Bends	60,000			60,000	
B9076 Nesting, Vassa Improvements	35,000				35,000
Levenwick, Passing Place	5,000	5,000			
A970 Vatchley Junction	10,000	10,000			
Gulberwick, North Heathery Park Remedials	20,000	20,000			
	<i>255,000</i>	<i>100,000</i>	<i>60,000</i>	<i>60,000</i>	<i>35,000</i>

GCY9206**Traffic Management**

	Estimate	2011-12	2012-13	2013-14	Future
A970 South Gulberwick Junction Widening	130,000		125,000	5,000	
Lerwick, Hillhead Environmental Works	85,000			85,000	
Lerwick, Crescents 20mph Extension of Zone	20,000				20,000
Lerwick, Gilbertson Road Traffic Calming	15,000				15,000
Lerwick, Breiwick Road 20mph Zone	25,000	25,000			
Lerwick, Commercial Street Pedestrianisation Revision	9,000	9,000			
Lerwick, Irvine Place Environmental Works	10,000	10,000			
Lerwick, Burns Walk No Traffic Order	3,000	3,000			
Lerwick, Burns Walk Environmental Works	50,000			50,000	
Lerwick, Harrison Square Environmental Works	120,000	60,000	60,000		
Lerwick, Queens Place Parking	15,000	15,000			
	<i>482,000</i>	<i>122,000</i>	<i>185,000</i>	<i>140,000</i>	<i>35,000</i>
Traffic Regulation Orders	annual	20,000	20,000	20,000	20,000
		<i>142,000</i>	<i>205,000</i>	<i>160,000</i>	<i>55,000</i>

GCY9207**AIP**

	Estimate	2011-12	2012-13	2013-14	Future
Main Routes - Passive Safety Sign Poles	30,000	13,000	10,000	7,000	
Main Routes - Verge Markers	18,000	6,000	6,000	6,000	
A970 Brig o' Fitch Junction Improvement	100,000		100,000		
A968 Dales Lees Signage	7,000	7,000			
B9074 Meal Junction, Burra	75,000			75,000	
B9076 Brae to Graven Signage	5,000	5,000			
A970 Quarff, North Junction	75,000				75,000
	<i>310,000</i>	<i>31,000</i>	<i>116,000</i>	<i>88,000</i>	<i>75,000</i>

20 MPH SPEED LIMITS AT SCHOOLS
Programme of Remaining Works, 2011/12

Anderson High School. Works are under way to install the approved road humps, signs and parking restrictions for the permanent speed limit. Completion due shortly.

Mid Yell Junior High School. Works for the part-time limit were delayed by the construction of the new school, but installation can now proceed. Completion due this Summer.

Bells Brae Primary School. Works for the part-time limit on the main road were delayed by various other works on this section of road. Construction is now getting under way.

Symbister Junior High School. Final design is being done for the footway widening scheme, which is to be installed at the same time as the part-time limit. Construction due this Summer.

Olnafirth Primary School. Virtually complete.

Sandness Primary School. Works were ordered for the agreed part-time limit, but were delayed due to the poor winter weather.

Lunnasting Primary School. Final details of the lighting, road humps and signs for the permanent limit are being prepared for construction later this year.



REPORT

To: **Infrastructure Committee**

03 May 2011

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

AIR QUALITY – UPDATE REPORT

1. Introduction

- 1.1 The purpose of this report is to advise Members of the outcome of the latest Air Quality Progress review, as requested.

2. Links to Council Priorities and Risk

- 2.1 The monitoring of air quality contributes to Improving Health outcomes in the Single Outcome Agreement. The Council has a duty to review, assess and manage air quality under the Environment Act 1995. This requires the Council to produce three yearly Updating and Screening Assessment (USA) reports. Annual Progress Reports are required in the intervening years between the three-yearly USA. Their purpose is to maintain continuity in the Local Air Quality Management process.
- 2.2 There are no risks associated with this report.

3. Background

- 3.1 The Local Air Quality Management (LAQM) plan was submitted and agreed by Environmental Services Committee on 17 February 1999 (Min Ref 07/99) and by Council on 17 March 1999 (Min Ref 36/99).
- 3.2 It is a duty on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the national air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.
- 3.3 In 2008, Environmental Health was awarded a grant from the Scottish Government to create an automatic air quality monitoring site for NO_x and SO₂. Since December 2008 the data has been collated. This has indicated that no exceedences of air quality objectives have been recorded.

- 3.4 Local authority review and assessments reveal continuing air pollution problems in the UK, with 58% of all authorities having declared AQMAs, many of which cover the whole area of the authority. There are 43 AQMAs declared in Scotland across 13 of the 32 Scottish local authorities. The UK is at present failing to meet EU targets for ambient concentrations of particulate matter (PM₁₀) and nitrogen dioxide (NO₂).
- 3.5 Members considered a report in October 2010 (Min Ref 89/10) about the continued cost of the maintenance and calibration of the air quality monitoring site. Following the Members' decision not to continue to fund the equipment as this would be growth to the budget, the Scottish Government agreed to pay £6178 to maintain the contract for 2011. This has enabled the continuous monitoring of air quality in Shetland to continue for a further year. It is proposed that a request will be made again in October 2011 for further funding from the Scottish Government and if this is not made available then the contract to maintain and calibrate the equipment will cease.
- 3.6 At the meeting in October 2010 Members requested that future air quality progress reports be reported to Committee for noting. A copy of the report on Air Quality submitted to the Scottish Government in April 2011 is attached for information.

4. Financial Implications

- 4.1 The maintenance and calibration of the Air Quality Monitoring station is being funded by the Scottish Government and the statutory monitoring activity and reporting is met from the existing Environmental Health budget.

5. Policy and Delegated Authority

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit (Min Refs SIC 19/03 and 70/03) and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

6. Conclusion

- 6.1 This progress report concludes that detailed assessments are not required for any pollutant.

7. Recommendation

- 7.1 I recommend that Committee note the contents of the progress report.

Report Number : ES-10-11-F



2011 Air Quality Progress Report for Shetland Islands Council

In fulfillment of Part IV of the Environment Act 1995
Local Air Quality Management

March 2011

Local Authority Officer	Elaina Leach, Environmental Health Officer
Telephone	01595 744816
Email	elaina.leach@shetland.gov.uk

Department	Infrastructure Services Department
Address	Grantfield, Lerwick, Shetland, ZE1 0NT
Telephone	01595 744800
Email	infrastructure@shetland.gov.uk

Report Reference Number	ES – xx – 11 - F
Date	29 March 2011

Executive Summary

This report considers local air quality management in Shetland, taking into account relevant policy and technical guidance documents.

No significant changes to air pollution sources have been identified, although some proposed future changes are noted. Further information on these will be included in annual progress reports and updating and screening assessments as and when the developments take place.

An automatic air quality monitoring site for NO_x and SO₂ came on line in December 2008. There is data for the majority of 2010 and no exceedences of air quality objectives have been recorded.

This progress report concludes that detailed assessments are not required for any pollutant.

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1 Introduction

1.1 Description of Local Authority Area

1.1.1 Geography

Shetland is an archipelago, about 400 miles from the Arctic Circle. The 60°N latitude line passes through mainland Shetland. The southern tip of mainland Shetland is about 100 miles from the nearest point on mainland Scotland & almost 400 miles north of Edinburgh.

Including Fair Isle, Shetland stretches about 100 miles north to south. There are over 100 islands in the group, 15 of which are inhabited. The highest point is Ronas Hill, rising to 1,475 feet. Nowhere in Shetland is more than 3 miles from the sea.

1.1.2 Population

After decades of decline, the population of Shetland, which had fallen to nearly 17,000 in the mid-1960s, rose significantly between 1971 and 1981 as a direct result of oil related activity. Based on recent population estimates since the 2001 Census, the population has been relatively stable at around 22,000.

1.1.3 Air Pollution Sources

a) Road Traffic

Traffic density, is very low in comparison to motorway and city traffic. There are very few roads and junctions where traffic is in excess of 5,000 and 10,000 vehicles per day.

b) Other Transport

There are no trains in Shetland, however there are air and sea ports. The main airports are Sumburgh & Scatsta and the main seaports are Lerwick and Sullom Voe.

c) Industrial

The key industry sectors in Shetland are Fisheries, Oil Production Operations and Agriculture. A (small) major fuel storage depot is located in Lerwick.

1.2 Purpose of Progress Report

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the

risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in Scotland are set out in the Air Quality (Scotland) Regulations 2000 (Scottish SI 2000 No 97), the Air Quality (Scotland) (Amendment) Regulations 2002 (Scottish SI 2002 No 297), and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre, $\mu\text{g}/\text{m}^3$ (milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in Scotland.

Pollutant	Concentration	Measured as	Date to be achieved by
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	3.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM₁₀) (gravimetric)	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	18 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2010
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

Previous rounds of Review and Assessment have not determined the need for detailed assessment and no air quality management areas have been declared in Shetland Islands Council's area.

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

There has been no change to the automatic monitoring site.

Figure 2.1 Location Map of Automatic Monitoring Site

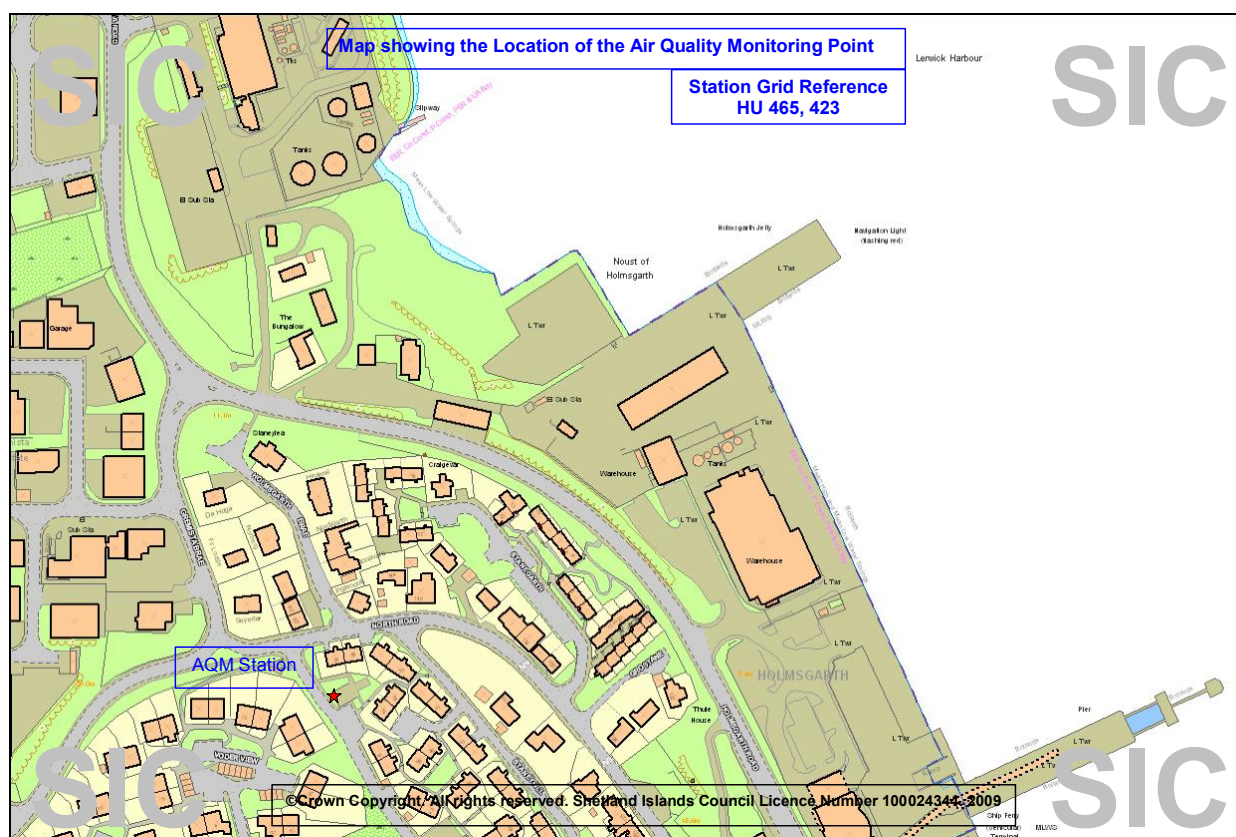


Table 2.1 Details of Automatic Monitoring Site

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to kerb of nearest road	Worst-case exposure?
LER 3	Urban Background	HU 465 423	NO _x SO ₂	N	1.5m	Y

Figure 2.2 Details of Ratified Data Produced by AEA on behalf of the Scottish Government

LERWICK STANEY HILL 1st January to 31st December 2010

These data have been fully ratified by AEA

POLLUTANT	NO ₂	NO _x	SO ₂
Number Very High	0	-	0
Number High	0	-	0
Number Moderate	0	-	0
Number Low	5524	-	30787
Maximum 15-minute mean	199 µg m ⁻³	886 µg m ⁻³	255 µg m ⁻³
Maximum hourly mean	183 µg m ⁻³	670 µg m ⁻³	194 µg m ⁻³
Maximum running 8-hour mean	105 µg m ⁻³	495 µg m ⁻³	149 µg m ⁻³
Maximum running 24-hour mean	67 µg m ⁻³	407 µg m ⁻³	108 µg m ⁻³
Maximum daily mean	62 µg m ⁻³	297 µg m ⁻³	79 µg m ⁻³
Average	12 µg m ⁻³	23 µg m ⁻³	4 µg m ⁻³
Data capture	63.1 %	63.1 %	87.0 %

All mass units are at 20°C and 1013 mb
NO_x mass units are NO_x as NO₂ µg m⁻³

Pollutant	Air Quality Regulations (2000) and Air Quality (Scotland) Amendment Regulations 2002	Exceedences	Days
Nitrogen Dioxide	Annual mean > 40 µg m ⁻³	0	-
Nitrogen Dioxide	Hourly mean > 200 µg m ⁻³	0	0
Sulphur Dioxide	15-minute mean > 266 µg m ⁻³	0	0
Sulphur Dioxide	Hourly mean > 350 µg m ⁻³	0	0
Sulphur Dioxide	Daily mean > 125 µg m ⁻³	0	0

2.2.1 Nitrogen Dioxide

The annual mean concentration has not exceeded the 40 µg/m³ objective. The 99.8th percentile of 1-hour mean concentrations does not exceed 200 µg/m³.

Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective

Location	Within AQMA ^a	Data Capture for full calendar year	Annual mean concentrations
Staney Hill	N	63.1 %	12 µg m ⁻³

Air Quality Regulations 2000 and Air Quality (Scotland) Amendment Regulations 2002	Exceedences	Days
Annual mean > 40 µg m ⁻³	0	0

Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective

Location	Within AQMA?	Data Capture for full calendar year	Maximum Hourly Mean Concentration
Staney Hill	N	63.1 %	183 $\mu\text{g m}^{-3}$

Air Quality Regulations 2000 and Air Quality (Scotland) Amendment Regulations 2002	Exceedences	Days
Hourly mean > 200 $\mu\text{g m}^{-3}$	0	0

Trends in Nitrogen Dioxide

The overall levels of Nitrogen Dioxide are generally low and with just two years of monitoring any data trend analysis would not be statistically valid.

2.2.2 PM₁₀

No monitoring for PM₁₀ has been carried out for the purposes of this report.

2.2.3 Sulphur Dioxide

There are:

- no 15-minute means greater than 266 $\mu\text{g/m}^3$,
- no 1-hour means greater than 350 $\mu\text{g/m}^3$, or
- no 24-hour means greater than 125 $\mu\text{g/m}^3$

Table 2.6 Results of SO₂ Automatic Monitoring: Comparison with Objectives

Location	Within AQMA?	Data Capture 2010	Number of Exceedences of:		
			15-minute Objective (266 $\mu\text{g/m}^3$)	1-hour Objective (350 $\mu\text{g/m}^3$)	24-hour Objective (125 $\mu\text{g/m}^3$)
Staney Hill	N	87%	0	0	0

Trends in Sulphur Dioxide

The overall levels of Sulphur Dioxide are generally low and with just two years of monitoring any data trend analysis would not be statistically valid.

2.2.4 Benzene

No monitoring for Benzene has been carried out for the purposes of this report.

2.2.5 Other pollutants monitored

No other monitoring has been carried out for the purposes of this report.

2.2.6 Summary of Compliance with AQS Objectives

Shetland Islands Council has examined the results from monitoring in the Shetland Islands Council's area. Concentrations are all below the objectives; therefore there is no need to proceed to a Detailed Assessment.

3 New Local Developments

3.1 Road Traffic Sources

There are new housing developments planned for Lerwick, Tingwall and Brae. A new large residential unit and associated Park and Ride facility is planned at Sellaness.

None of these developments are likely to generate enough traffic to impact adversely on air quality, but they will be considered in the 2012 Updating and Screening Assessment.

3.2 Other Transport Sources

There are no new or newly identified non-road traffic transport sources.

3.3 Industrial Sources

There are no new or newly identified industrial sources identified since those identified in the 2010 progress report.

3.4 Commercial and Domestic Sources

There are no new or newly identified commercial and domestic sources.

3.5 New Developments with Fugitive or Uncontrolled Sources

There is one proposed new quarry in Sellaness. Localised dust suppression should mean that this development is unlikely to impact adversely on air quality, but it will be considered in the 2012 Updating and Screening Assessment.

Shetland Islands Council has identified the following new or previously unidentified local developments which may impact on air quality in the Local Authority area.

- Housing scheme developments at Lerwick, Tingwall and Brae.
- Residential unit and associated Park and Ride facility at Sellaness.
- Quarry, Sellaness

These will be taken into consideration in the next Updating and Screening Assessment, scheduled for 2012.

4 Local / Regional Air Quality Strategy

Shetland Islands Council has not designated an AQMA and does not expect to designate one in the future. There are no areas close to exceedance levels and therefore we do not propose to draw up a local air quality strategy.

5 Planning Applications

The Development Management section of the Planning Service forward a weekly list of Planning Applications to the Environmental Health Service and all the applications are available [on line](#).

6 Air Quality Planning Policies

The preparation of the new [Shetland Local Development Plan](#) will assist with the delivery of sustainable economic growth and the preservation of the natural and built environment of Shetland including its rich cultural and landscape heritage and ways of life, whilst making sure we can continue to provide 21st century communications and infrastructure to communities that are growing and changing.

As part of its commitment to achieving sustainable development Shetland Islands Council Planning Service have issued Interim Planning Guidance - [Reducing Carbon Emissions in New Development](#). The Council requires to assess the environmental impacts of building and construction projects and to ensure that the Scottish Government's target for zero and low carbon developments are met, through the use of energy efficient, micro-generating and decentralised renewable energy systems. Energy requirement is determined at the design stage and there is significant potential to minimise energy demand through adopting good practice in the design and construction phases.

7 Local Transport Plans and Strategies

[ZetTrans](#) is one of the Regional Transport Partnerships within Scotland, formally established on 1 December 2005. No significant effects on local air quality are predicted in the [Shetland Transport Strategy Document](#)

In the absence of local air quality problems and congestion, the main reasons that ZetTrans would set road traffic reduction targets would be to reduce carbon dioxide emissions and accidents/injuries.

A range of policies are being adopted within the Shetland Transport Strategy to contribute to reducing carbon dioxide emissions. Principally, they include fuel efficiency and alternative fuel initiatives. The promotion of walking and cycling and policies to reduce the need to travel are also included. These will help reduce traffic growth, and also carbon dioxide, but also have wider impacts, including benefits to health, and local community vitality and viability.

8 Climate Change Strategies

In 1995 the Shetland Energy Unit was established within the Council to identify, develop and implement practical and cost effective energy conservation measures. The Unit published the Shetland Energy Plan in 1998, which set out to encourage a more strategic and co-ordinated approach to energy management in Shetland. The objectives in the plan were broadly to reduce reliance on oil, maximise the use of local resources - including renewable technologies - and promote energy efficiency and sustainability. The mechanisms for achieving the Plan's objectives are summarised in an action plan which draws together existing strategies such as the Home Energy Conservation Act Report and promotes initiatives including the Lerwick District Heating Scheme.

In January 2006, the Convenor, Councillor Sandy Cluness, signed the [Scottish Climate Change Declaration](#) on behalf of the Shetland Islands Council. By signing this declaration, the Council acknowledges that climate change is happening and beginning to impact on people's lives, and that everyone has a part to play in lessening future changes and adapting to changes already underway.

[Towards a Greener Shetland](#) presents Shetland Community Planning Board's strategy to protect and enhance Shetland's environment, to promote sustainable social and economic benefits from the environment for the local community, and thus improve quality of life in Shetland.



REPORT

To: Infrastructure Committee

3 May 2011

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

SHETLAND LOCAL PLAN: REQUIREMENTS FOR ACCESS ARRANGEMENTS ROADS AUTHORITY PROCEDURES WITH REGARD TO ACCESSES

1. Introduction

- 1.1 In this report I outline the Standard Conditions which go along with permission to construct or alter accesses onto the Public Road. I also address the issue of the Roads Authority's approach to existing accesses which are causing damage or are resulting in water or debris being emitted or carried onto, the public road.
- 1.2 The Executive Director agreed to report to Committee on these issues, following questions asked by Members at the meeting of the Planning Board on 23 February 2011 (min ref 06/11) and at the Council on 23 March (min ref 37/11).
- 1.3 I was also asked to report on current procedures for Stopping Up, or Deleting from the List of Public Roads, lengths of former public road which have been replaced, by-passed or are otherwise no longer required for public use. I will report on this complex issue at a later date,

2. Links to Council Priorities and Risk

- 2.1 The Standard Planning Conditions are identified in the Shetland Local Plan.
- 2.2 The Roads Procedures comply with the Principles of the Shetland Transport Strategy, notably those of Sustainability, Accessibility and Inclusion, Efficiency and Environmental Responsibility.
- 2.3 The risks associated with failure to set and enforce appropriate Conditions for new accesses, or in not addressing problems at existing accesses, are that road safety may be compromised, additional road maintenance costs may be incurred (by the Council or by the owner of the access), or (in some cases) a demand may eventually be made to the Council to reconstruct a substandard access. The Council may also be considered negligent, and held liable in the case of insurance claims.

3. Planning Conditions for New or Improved Accesses

3.1 When developers of new or altered residential or other properties apply for Planning Permission, they are required to meet certain Conditions. These are intended to ensure that the various properties are built in a safe and appropriate manner, and that the completed works are safe, suitable for use, and do not disadvantage others, including the Council and the general public. In the case of accesses to new or altered properties, the Conditions include the requirement to surface with bitmac the first 6m or more of the access: please see the appended excerpt from the current Shetland Local Plan.

3.2 The reasons for this particular requirement include the following:

- To reduce the risk of gravel, mud, etc being dragged or washing onto the Public Road by vehicles, and causing a hazard to road users, especially pedestrians, cyclists and motorcyclists;
- to eliminate damage to the edge of the public road's tarred surface;
- to minimise long term maintenance costs for the occupiers of the property concerned, and
- to minimise the risk of the Council as Roads Authority being found negligent, in the case of insurance claims.

4. Roads Procedures for New or Existing Accesses

4.1 The Roads (Scotland) Act 1984 requires all those proposing to instal a new or modify an existing access onto the Public Road to seek consent to do so. In giving this consent, we set various conditions for the satisfactory design and construction of the access. Please see paragraph 6.2 below. These conditions are of the same nature (and for the same reasons) as those set by the Planning Service for new developments, and therefore include the requirement to surface the first 6m or more of the access. See section 3 above.

4.2 Existing accesses can sometimes cause significant problems for road users (such as water, gravel, or mud being dragged onto the public road), or can incur significant costs to the Council for repairs or maintenance of the public road (for drainage works, removal of mud or gravel, or repairs to the edge of the carriageway). In these cases, it is essential that we instruct the owner or user of such an access to improve the situation. Please see paragraph 6.2 below. We do not normally demand that this improvement include the surfacing of the access. However, in most cases we would strongly recommend that this would be the most effective way to cure the problems.

5. Financial Implications

5.1 There are no financial implications arising from this report, other than to note that the existing policy and procedures are designed to ensure that

the Council as Roads Authority does not incur undue future maintenance, repairs and improvement of badly-constructed accesses.

6. Policy and Delegated Authority

- 6.1 Planning Conditions. These are detailed in the current Shetland Local Plan, Appendix E, a copy of which is attached to this report. Non residential accesses are addressed in a similar manner in the Strathclyde Guidelines, which were adopted by this Council in the 1990s.
- 6.2 Roads Procedures. The Roads (Scotland) Act 1984, Section 56 requires that anyone seeking to instal a new access onto the Public Road must only do so *“with the Roads Authority’s consent in writing and in accordance with any reasonable conditions which they think fit to attach to the consent.”* Section 99 (1) of this Act states that *“The owner and the occupier of any land ... shall prevent any flow of water or of filth, dirt or other offensive matter from ... the land onto the road”* and Section 99 (6) states that *“A person failing to comply with subsection (1) above commits an offence.”*

7. Conclusions

- 7.1 In conclusion, I can confirm that it is necessary to require that the first 6m (and in some cases more) of new or upgraded accesses be surfaced with bitmac. This Condition applies to accesses which are part of housing or other developments for which Planning Permission is being sought, and for applications to the Roads Service for any access. The risks which may be incurred by doing otherwise include reduced road safety, additional roads repairs and maintenance costs, increased risk of being found negligent in insurance claims, and substandard developments.
- 7.2 I also confirm that the Roads Service has procedures in place to address problems at existing accesses, which may involve our recommending to the occupier of the property that they surface in bitmac part or all of the access

8. Recommendation

- 8.1 I ask the Infrastructure Committee to note the contents of this report.

Report Number : RD-03-11-F

Residential Access Requirements**Appendix E****TURNING AREAS**

For all residential developments having access to a road a permanent turning space shall, where applicable, be provided within each site measuring not less than 7.6m x 7.6m, and constructed of suitable material.

ACCESS ARRANGEMENTS

The provision of access suitable for both pedestrians and vehicles is very important to the overall success of any residential development. The required standards are set out below: -

1. Accesses serving less than 4 Dwellings

Metalled tracks are acceptable but must meet minimum standards for visibility etc. and be surfaced with hot bitmac for the first 6m at the point of access with the public road. No specific standards are proposed for overall design but these accesses shall be required to be convenient and safe and to the satisfaction of the Roads Authority.

2. Roads or Accesses serving developments of between 4 and 8 dwellings

Single track, 3.5m in width, with adequate provision for passing and turning, and kerbed with one 1.5m wide footway (1.8 metres where street lighting is to be provided). Surfacing shall be hot bitmac except in Unst, Fetlar and Skerries where cold mix bitmac shall be permitted. In islands not served by Ro-Ro Ferries cold tar spray and chip will be permitted.

In rural areas street lighting need not be provided although provision of lighting cable ducts in the footway shall be required. Where a proposed development is to be situated in, or adjacent to, an already lit and built up area, street lighting shall be provided.

3. Roads or accesses serving developments of 9 or more dwellings

Double track, surfaced in bitmac with a minimum width of 5.5 metres and adequate provision for turning. Kerbed footways shall be provided on both sides and street lighting will be required. Permitted surfacing variations shall be accepted as in 2 above.

4. Scheme Phasing

In a phased scheme provision must be made for possible upgrading of the service road or access to an appropriate standard.

VISIBILITY SPLAY

A visibility splay is an area of ground required at a point of access or road junction to be kept free of development in order to allow drivers of vehicles joining the road to see or be seen by approaching traffic. Splays defined by building lines may also be required in order to provide or preserve required sight distances for stopping.

Visibility for major roads should be provided in accordance with the Scottish Office "Highway Link Design" manual.

It is intended that fuller detailed guidance will be published in due course.

MINUTE

“A & B”

**Zetland Transport Partnership
Council Chamber, Town Hall, Lerwick
Monday 18 April 2011 at 2.00pm**

Present:

I J Hawkins	A S Wishart
F A Robertson	S Robertson
Dr S Taylor	

Advisers:

S Laurensen, Lerwick Port Authority
S Mathieson, Visit Shetland

Apologies:

C H J Miller	R Moore
A Steven	

In attendance (Officers):

M Craigie, Lead Officer
K Duerden, Ferry Services Manager
G Greenhill, Executive Director - Infrastructure
E Park, Transport Strategy Officer
L Geddes, Committee Officer

Also:

Councillor L Angus

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 minute of meeting held on 21 February 2011 was confirmed on the motion of Mr S Robertson, seconded by Mrs I J Hawkins.

Members' Attendance at External Meetings

The Chairperson advised that she had recently attended a CPMR meeting in Spain along with Councillor Angus and the Service Manager – Transport Planning and Support. The

meeting had discussed the Transport White Paper, and she had felt it would be useful to invite Councillor Angus to the meeting to explain in more detail.

Mr Angus advised that the Transport White Paper was subject to a 10-yearly review, and this review followed the one undertaken in 2001. The issue of emissions was seen to be crucial to EU transport policy. The target was to reduce levels to 1990 levels by 2030, which would mean an 80-90% reduction. There was an emphasis on getting freight off the roads, and on to rail and sea transport. The CPMR had picked up on the fact that the White Paper was more relevant to metropolitan and urban areas, and had stressed that there had to be a more coherent policy towards peripheral and island areas. With regard to sea transport, the CPMR had been lobbying in relation to the levels set before ports could qualify as hub ports. The CPMR was seeking a reduction to 0.5% of all EU generated freight handled, rather than 1%. This would still mean that only two ports in Scotland – Forth Ports and Sullom Voe – would qualify, and it was unclear what the situation would be for Aberdeen Harbour.

He went on to say that there were three main funding streams relating to infrastructure development, and he felt that it would be impossible to achieve the emissions targets without assistance. It would also be necessary to secure support from both the Scottish and UK Governments. He also referred to the potential implications in relation to the Northern Isles Ferry Services Tender, and expressed concern that the White Paper proposals may ultimately lead to a reduction in the service to Shetland. He went on to say that COSLA had responded to the White Paper consultation, and they had expressed concern at the potential for local and regional authorities losing control of transport.

In response to a query, he confirmed that there would be opportunities to feed into the White Paper consultation through the CPMR.

09/11 **Lead Officer's Report**

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

The Lead Officer summarised the main terms of the report, and the Partnership noted the following updates:

Christie Commission Submission from RTPs

Whilst the official date for responses had now passed, there was still an opportunity for the Partnership to submit any additional opinions or views.

The Partnership agreed that they were content with the joint response that had been submitted.

2012 Northern Isles Ferry Services Tender

The Partnership was continuing to make the point that the timetable was very challenging, and it was noted that it would not be possible to report the detail of the specification in public. As a result, it was proposed that the Partnership delegate authority to the Lead Officer, in consultation with the Chair and Vice Chair of ZetTrans, to comment on the drafts of the specification for the Tender when they were issued.

In response to a query, the Lead Officer confirmed that ZetTrans would have the opportunity to comment on the fit between the specification and what was

articulated through the consultation process. There would also be an opportunity to discuss the wider sentiments with stakeholders.

Loganair Announcements

Loganair were responding to the increase in demand for summer flights, and had arranged additional flights for the summer period. They were also anticipating that recent changes in the ADS Scheme would have a negative effect on their business.

Sustainable Framework for UK Aviation

This had not yet been discussed at officer level. One of the key issues was that islands rely on air travel in a different way to the mainland, and any developments in air policy should reflect this.

10/11

Implementation of Shetland Transport Strategy

The Partnership noted a report by the Lead Officer (Appendix 2).

The Lead Officer summarised the main terms of the report, and the Partnership noted the following updates:

Fetlar breakwater and small craft berthing

Works were ahead of schedule, and there had been significant benefits in using local sites for some of the materials.

Fixed Links Strategy

It was noted that as this was a Council project, it would be reported to the Council first. However it could also be presented to ZetTrans following presentation to the Council.

Sustainable Travel

The Transport Strategy Officer updated the Partnership on the preliminary arrangements that had been made for the Sustainable Travel Roadshows, and advised that work was being undertaken to identify interested parties to participate in these roadshows.

The Lead Officer referred to the proposed pilot study relating to integrated transport provision in Bressay, and advised that it would focus on exploring the connections between public transport, access to healthcare and education transport, and how best to integrate these.

In response to a query, he also confirmed that the Transport Group referred to was a sub-group of the Shetland Renewable Energy Forum. Its membership included representatives of HIE, Economic Development, Planning, Ferries and Community Energy Scotland.

Tier 2 Ferry Consultation

The Ferry Services Manager advised that it was intended to call a meeting when the consultants had reported on the implications of the cost-cutting measures.

RET Pilot

It was noted that this sub-heading had been omitted from the report, and that the hyperlink between paragraphs 2.7 and 2.8 related to the RET report. The Ferry Services Manager advised that the Chairperson and he would be attending a meeting of the stakeholders group.

Internal Public Transport

In response to a query as to whether an indication of costs would be available, the Lead Officer advised that some indication of the current costs could be reported, and it would be possible to estimate the impact of fuel price rises and inflation on current operations. However it would not be possible to estimate costs for future bus services, as it would depend on how contractors chose to put together their proposals. He went on to say that the transformation of the transport delivery structure would take a longer period of time.

It was noted that the Walls Pier contract had now been let, and that a proportion of the contract related to ferry operations. This would be reported to the Harbour Board, but it may be relevant to also report to ZetTrans.

The meeting concluded at 2.45pm.

I J Hawkins
CHAIRPERSON