

**Environment and Transport Committee****26 June 2013****Public Toilets Review****Report Number : ES-06-13-F****Executive Manager – Environmental Services****Environmental Services
Infrastructure Services Department****1.0 Summary**

- 1.1 The purpose of this report is to seek a decision from Shetland Islands Council on the second phase of the implementation of the review of rural public toilets.
- 1.2 The Council proposed a Review of the Rural Public Toilet provision on 9 February 2012 (min ref 14/12). The Council agreed the implementation of the review options at their meeting on 20 February 2013, however requested that a further committee report be prepared following consultation with communities, detailing any instances where a toilet is offered for sale or transfer and there is no interest to take over ownership and management. This report provides an update on the implementation of the review options and details the toilets where there is no interest from the community to take on the ownership or management of the toilet.

2.0 Decision Required

- 2.1 That the Environment and Transport Committee RESOLVE to close the toilets where there is no interest from communities in taking over ownership and management of the premises.

3.0 Detail

- 3.1 Three toilets were approved for closure on 31st May 2013. Consultation with unions and staff has been underway since the Council decision in February. To date, three cleaners have completed applications for retirement on the grounds of redundancy and these are being processed and there are eleven further expressions of interest from the cleaners in voluntary redundancy or retirement.

3.2 The table below sets out the current position for each toilet:

Toilet	Future Plan
Belmont	Transfer to ferries or other service
Gutcher	Transfer to ferries or other service
Hamar's Ness	Transfer to ferries or other service
Ulsta	Transfer to ferries or other service
Toft	Transfer to ferries or other service
Laxo	Transfer to ferries or other service
Vidlin	Transfer to ferries or other service
Symbister	Transfer to ferries or other service
Skerries	Transfer to ferries or other service
Maryfield Bressay	Transfer to ferries or other service
West Burrafirth	Transfer to ferries or other service
Papa Stour	Transfer to ferries or other service
Grutness	Transfer to ferries or other service
Foula Airstrip toilet and waiting room	Transfer to ferries or other service
Walls Pier	Transfer to ferries or other service
Cullivoe Pier Industrial Unit	Transfer to ferries or other service

Knab	No interest shown in transfer. Letter from Lerwick CC expressing concern about closure
Brae	No interest
Bressay (Mail)	Marina/Church
Bigton	Shop
Sandness	Interest from Community
Hamnavoe	No Interest
Burra (Meal)	No Interest
Hillswick	Shop
Sandwick	Youth Centre
Skeld	Sail Loft

Aith	Cease cleaning and maintenance from 31 May 2013
Baltasound	Cease cleaning and maintenance from 31 May 2013
Eshaness	Cease cleaning and maintenance from 31 May 2013
Hermaness	Cease cleaning and maintenance from 31 May 2013
Ollaberry	Cease cleaning and maintenance from 31 May 2013
Walls	Cease cleaning and maintenance from 31 May 2013

Mid Yell	Close from 31 May 2013
Uyeasound	Close From 31 May 2013
Jarlshof	Close from 31 May 2013

- 3.3 There are four toilets where there are no community groups identified for taking over ownership and management. These are Knab, Brae, Hamnavoe and Burra (Meal). It is proposed that these toilets should close on 31 August 2013 and be offered for sale. If there are any community groups who approach the Council before 31 August 2013 to take on ownership of the toilets, this would be pursued as a first option rather than an open market sale.

4.0 Implications

Strategic

4.1 Delivery On Corporate Priorities

The review process contributes to the following part of the Council's Improvement Plan.

Area 6.5 – To deliver the agreed savings reviews within the timescales agreed by Council.

4.2 Community/Stakeholder Issues

Community Councils and community groups have been approached to discuss taking over the toilets and Union and staff consultation has been undertaken as the project has developed.

4.3 Policy and/or Delegated Authority

In accordance with Section 2.3.1 of the Council's Scheme of Delegations, the Environment and Transport Committee has responsibility for discharging the powers and duties of the Council within its functional areas.

4.4 Risk Management

Failure to reduce the net ongoing running cost of the Council carries a significant risk of breach of the Council financial policies which will require a further draw on Reserves.

4.5 Equalities, Health And Human Rights

The equalities impact assessment undertaken as part of the review of rural toilets identified these impacts, this second phase of implementation does not change the original assessment.

4.6 Environmental –N/A

Resources

4.7 Financial

The Council set its 2013/2014 budget on 20 February 2013 which contained reductions of £12.5m on the general fund budget. The delivery of this budget is key to ensuring that the Council continues to work towards delivering the Medium Term Financial Plan.

This service redesign/reduction will deliver ongoing annual savings of £90k which is required to ensure that the service meets its 2013/14 budget. If these proposals are not approved in full, any deficit will constitute an additional draw on reserves for 2013/14.

4.8 Legal

In terms of Section 26 of the Local Government and Planning (Scotland) Act 1982, local authorities have the discretionary power to “provide, equip and maintain” public conveniences. This is not a statutory duty.

4.9 Human Resources

Shetland Islands Council has Human Resource policies which will be used to facilitate the staffing changes and during the change to terms and conditions of employment. Consultation with all staff affected and with Trades Unions has been held during the change process.

4.10 Assets and Property

The process of sale or transfer of toilet infrastructure will proceed in liaison with Asset and Property Services and Legal Services. The transfer to community groups should be completed by 31 August 2013.

5.0 Conclusions

- 5.1 The implementation of review options in the review of the rural public toilets has been progressing. Members requested a Committee report if any of the toilets that were being offered to community groups had no

expressions of interest to take on the management and ownership of these toilets.

- 5.2 In order to secure the financial savings identified in the 2013/14 budget exercise, it is proposed that the four toilets with no expressions of interest should still close on 31 August 2013 as planned, however if any community groups express interest prior to that date, this would be pursued as a preferred option rather than a sale on the open market.

For further information please contact:

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11 June 2013

**Environment and Transport Committee****26 June 2013****STREETLIGHTING REVIEW:
APPROVAL OF PROPOSED LIGHTING REDUCTIONS**

RD-05-13-F

Team Leader, Roads**Infrastructure Services****1.0 Summary**

- 1.1 This report seeks approval for lighting reductions recommended following implementation of the streetlighting reduction policy as approved by the Council on 31st October 2012.
- 1.2 The objective of the policy is: *“to manage the reduction of street lighting through risk assessment so as to retain lighting at locations where it is most needed.”* The policy also aims *“to reduce streetlighting during the hours of darkness when vehicles and pedestrians are least likely to be present.”*
- 1.3 The report lists a number of housing estates and other lit areas where the complete removal of the streetlighting is recommended and others where the recommendation is that the lighting should be switched off from midnight to 6am. A further list contains areas that meet the policy’s exception criteria and will no longer be considered for lighting reduction.

2.0 Decisions Required

- 2.1 That the Environment & Transport Committee RESOLVE to: -
 - 2.1.1 Approve the physical removal of columns, lanterns and other lighting apparatus from the streetlit areas listed in Appendix 1;
 - 2.1.2 Approve the switching-off of streetlights between midnight to 6am (part-night lighting) in the areas listed in Appendix 2;
 - 2.1.3 Note that the streetlit areas, listed in Appendix 3, will no longer be considered for removal or reduction, as part of the approved policy decision.

3.0 Detail

- 3.1 Shetland Islands Council, Roads Service is responsible for the management and maintenance of streetlighting. The Council's statutory duties are defined by Section 35 of the Roads (Scotland) Act 1984 which state *"a local roads authority shall provide and maintain lighting for roads, or proposed roads, which are, or will be, maintainable by them and which in their opinion ought to be lit."*
- 3.2 This does not imply an "absolute" duty to light all public roads or to keep the existing public lighting lit. However, the Council must have reasonable justification if it wishes to reduce or remove streetlighting. Therefore, the policy requires that prior any lighting reduction a public consultation exercise and risk assessment must be undertaken.
- 3.3 A copy of the standard letter sent to each household in the areas that would be affected is attached in Appendix 4. This letter was also copied to the local Members and Community Council. The general risk assessment for lighting reductions and the risk assessment for each scheme have been placed in the Members room. Please note that a summary of the comments received from residents and our responses are listed against each scheme in Appendices 1 and 2. Copies of the actual letters and e-mails have also been placed in the Members room for your information.
- 3.4 The approved exception criteria, where lighting is not to be reduced, are as follows:
- major traffic routes (A class roads) through developed areas;
 - major road junctions;
 - sites with a significant night-time traffic accident record and where streetlights have been installed as an accident remedial measure;
 - town centres where there are CCTV areas, high security premises such as banks and jewellers, a high crime risk and a high concentration of people at night;
 - areas with 24hr emergency services sites including hospitals;
 - sites where Police are concerned that there may be an increase in crime;
 - areas with sheltered housing and other residences accommodating vulnerable people;
 - footpaths with steps that would be a trip hazard in poor light; and
 - where there is a statutory requirement such as the lighting of traffic calming measures and Pelican crossings.
- 3.5 Where residents' comments have alerted us to a significant safety risk, that was not previously identified, the new risk has been added to the scheme risk assessment. A number of proposals have been changed due to the findings of their risk assessment. For example the recommendation for Nesbister has been amended from complete removal to part-night due to the estates parking area being separated from the houses by a through road that is becoming increasingly busy due to development. This is a unique situation and retaining the

lighting, but switching it off when pedestrian and vehicle numbers are at their lowest, would reduce the likelihood of an incident.

- 3.6 The policy requires that where there has been community objection to a proposal the matter will be reported to this Committee for its decision. See Appendices 1 and 2 for resident's comments. Where there are no comment or objections we have approval from the previous report to proceed.

4.0 Savings

- 4.1 The estimated savings are listed against each scheme in Appendices 1 and 2. The schemes where the street lighting apparatus is to be physically removed have a figure for capital and revenue savings. This is because these streetlights would only be removed when they are at the end of their useful life when their replacement is the only option if the lighting in that area is to be retained. The cost of the new column, lantern, cut-outs etc can, therefore, be deducted from capital expenditure if they are not being replaced.
- 4.2 The total recurring savings achievable through the recommendations made in Appendices 1 and 2 of this report are £13,426. The total one off capital savings are £140,400. (Please note that these will only be realised when the lighting is in poor condition and due for replacement. An approximate split is that £36,400 would be achieved in the near future with £104,000 in later years). The projected recurring revenue savings in October 2012 were £25,155 so the recommendations would realise 53% of the required amount. A further report recommending more lighting reductions is to be presented to this Committee in September this year. This is expected to make up the balance of the £25,155.

5.0 Implications

Strategic

5.1 Delivery On Corporate Priorities

Development of a sustainable public road network contributes to the "Stronger" section of the Community Plan and also the Corporate aim to use resources sustainably.

Shetland Islands Council Improvement Plan 12/13

Area 6.5 – To deliver the agreed savings reviews within the timescales agreed by Council.

Area 8.1 – Make sure the Council has a comprehensive view of its asset needs and how they are to be most effectively delivered.

5.2 Community/Stakeholder Issues

Consultation has been undertaken with Community Councils and all residents of the areas that may be affected by the proposals.

5.3 Policy and/or Delegated Authority

In accordance with Section 2.3.1 of the Council's Scheme of Administration and Delegations, the Environment and Transport Committee has delegated authority to make decisions on matters within approved policy and for which there is budget.

5.4 Risk Management

Failure to reduce the net ongoing running cost of the Council carries a significant risk of breach of the Council financial policies that will require a further draw on Reserves.

There could be disadvantages with the removal of streetlighting including an increase in night time accidents, reduced social inclusion and an increase in crime and in the fear of crime. It is crucial that savings made by the Council are not just transferred to wider society such as to the Police through an increase in crime levels. Therefore, prior to the introduction of any lighting reduction scheme the risks must be assessed.

5.5 Equalities, Health And Human Rights

This was addressed within the streetlighting review process through Equalities Impact Assessments.

5.6 Environmental

Carbon Management

We are working to reduce the Council's carbon footprint, and our electricity costs, by removing lighting and reducing the operating hours of the remaining lighting in some areas.

Light Pollution

The most obvious impact of light pollution is interference with the view of the night sky but there are other affects such as harming people's quality of life. For example disturbance of sleep caused by excessive light shining into homes.

5.7 Financial

The following table sets out last year's capital and revenue budget provision for streetlighting against actual expenditure to show the savings that were made by changing the maintenance regime:

		<u>Budget</u>	<u>Actual</u>
GRY6551	Maintenance	£165,000	£102,800
GRY6551	Electricity	£211,760	£193,700
GRY6675	Renewals	£23,000	£7,000
GCY9204	Capital Replacement	£61,800	£48,700
Overall Total		<u>£461,560</u>	<u>£352,200</u>

The underspend on renewals was largely due to the review and the need to wait until it was approved before progressing works. This meant that the work could only start in November last year.

5.8 Legal

The Council's statutory duties are defined by Section 35 of the Roads (Scotland) Act 1984 which requires that "*a local roads authority shall provide and maintain lighting for roads, or proposed roads, which are, or will be, maintainable by them and which in their opinion ought to be lit.*"

5.9 Human Resources

No implications.

5.10 Assets and Property

The removal of street lighting would reduce the asset and thereby reduce the cost of maintaining Shetland's road network.

6.0 Conclusions

- 6.1 The Committee is asked to note the contents of this report, including the appendices, and to approve the recommendations detailed in sections 2.1 (above).

For further information please contact:
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12 June 2013

List of Appendices

Appendix 1 – Lighting Schemes Recommended for Complete Removal
Appendix 2 – Lighting Schemes Recommended for Part-Night Lighting
Appendix 3 – Schemes that Meet Exception Criteria
Appendix 4 – Standard Consultation Letter

Background Documents:

["Streetlighting Review Report" 29 October 2012 \(ISD-11-12-F\)](#)

[General and Scheme Risk Assessments](#) (Placed in Members Room)

[Residents Letters and E-Mails](#) (Placed in Members Room)

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	MINI PILLARS	COSTS (£)	CAPITAL SAVINGS (£)	ANNUAL REVENUE SAVINGS (£)	PART NIGHT COSTS (£)	PART NIGHT SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
South Mainland											
Cameron Way, Sandwich	6	1	3840	6240	557.28	173.00	132.6	1.3	NONE	-	•Part-night as interim measure
Colonial Place, Scatness	4	1	2560	4160	371.52	173.00	89.74	1.9	1 AGAINST OUT OF 15	<ul style="list-style-type: none"> •Removing the lighting will put the area between Sanblister and Colonial Place into darkness. •Removing lighting cannot be considered completely safe as a wind blown obstruction could cause a serious trip or fall. •School bus reversing into estate poses a risk to children. •A single light at least could be retained. 	<ul style="list-style-type: none"> •Removal is the preferred option but part-night lighting recommended as an interim measure until new columns have reached end of their design life. •Providing lighting to enable a small number of pedestrians to identify the rare occasion when a wind blown obstacle may be present is not the best use of the Council's limited resources. Expectation that people will have to be more self-reliant including carrying torches, as is already the case. •The majority of bus shelters in Shetland are not lit but Police records show no accidents at bus shelters in the past 9 years. Suitable turning head at the end of the Scatness road only 300 metres away. •No absolute duty to provide lighting but must comply with standards when we do.
Dalsetter Wynd, Boddam	19	1	12160	19760	1764.72	173.00	411.19	0.4	NONE	-	
Sanblister Place, Scatness	4	1	-	-	-	-	-	-	4 AGAINST OUT OF 15	<ul style="list-style-type: none"> •Disabled resident whose home is located on remote footpath some distance from the estates access road. Removal or reduction of lighting would significantly inconvenience this resident. 	•The current proposal to reduce streetlighting at Sanblister Place has been discontinued.
Swinister Cul-de-sac, Sandwich	4	1	2560	4160	371.52	173.00	89.74	1.9	NONE	-	•Part-night as interim measure
The Hillock, Boddam	5	1	3200	5200	464.4	173.00	111.17	1.6	NONE	-	•Part-night as interim measure
TOTAL COSTS/SAVINGS	42		24,320	39520	3,529	865	834				

APPENDIX 1: LIGHTING TO BE REMOVED

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	MINI PILLARS	COSTS (£)	CAPITAL SAVINGS (£)	ANNUAL REVENUE SAVINGS (£)	PART NIGHT COSTS (£)	PART NIGHT SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
Scalloway & Central Mainland											
Sunnybank, Burra	3	1	1920	3120	278.64	173.00	68.31	2.5	1 AGAINST OUT OF 5	<ul style="list-style-type: none"> •Lit areas deter criminals and vandals. •Lighting should use less costly electronic control gear. 	<ul style="list-style-type: none"> •Complete removal is to be recommended. •Policy has been discussed with the Police and Sunnybank is not an area where they are concerned about an increase in crime. •We intend to use electronic apparatus from now on.
The Strand, Tingwall	5	1	3200	5200	464.4	173.00	111.17	1.6	5 AGAINST OUT OF 12	<ul style="list-style-type: none"> •The bus stop and the gate between the estate and school should be lit for safety reasons. •Solar powered lighting could be provided at bus stop. •I am elderly and would be confined to my house if lighting was removed. •New housing being built in area so additional lighting needed. 	<ul style="list-style-type: none"> •Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life. •Bus stop is located within a 30 mph limit so risk factor has an acceptable score. Police accident records show no accidents involving buses in past 5 years even though most are unlit. •Streetlighting was not designed to light car park and is inadequate for this purpose. Roads Service would be willing to assist with the design and funding of lighting that school considers necessary. •Existing solar powered streetlighting at shelters has proven to be unreliable and expensive to maintain. •Disability Shetland concerns regarding crime but none specific to disability issues. •Relaxed planning conditions mean that new housing developments do not necessarily have to have streetlights.

TOTAL COSTS/SAVINGS	8	5120	8320	743	346	179
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APPENDIX 1: LIGHTING TO BE REMOVED

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	MINI PILLARS	COSTS (£)	CAPITAL SAVINGS (£)	ANNUAL REVENUE SAVINGS (£)	PART NIGHT COSTS (£)	PART NIGHT SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
West Mainland											
Clach-na-Strom, Weisdale	9	1	5760	9360	835.92	173.00	196.89	0.9	NONE	-	•Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life.
Gostagert, Sandness	3	1	1920	4160	278.64	173.00	68.31	2.5	NONE	-	•Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life.
Whitelaw, Aith	5	1	3200	5200	464.4	173.00	111.17	1.6	NONE	-	•Complete removal is recommended.
North Mainland											
Hillside, Voe	4	1	2560	4160	371.52	173.00	89.74	1.9	2 FOR OUT OF 6	•Lights serve no useful purpose and spoil our view of the night sky.	•Complete removal is recommended.
Midgard, North Roe	4	1	2560	4160	371.52	173.00	89.74	1.9	NONE	-	•Part-night lighting until relatively new columns have reached end of their design life.
Stackhoull, Sullom	5	1	3200	5200	464.4	173.00	111.17	1.6	NONE	-	•Complete removal is recommended.
Wethersta Ind Estate, Delting	8	1	5120	8320	743.04	173.00	175.46	1.0	NONE	-	•Complete removal is recommended.

TOTAL COSTS/SAVINGS	38	24320	40560	3529	1211	842
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**APPENDIX 1: LIGHTING TO BE
REMOVED**

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	MINI PILLARS	COSTS (£)	CAPITAL SAVINGS (£)	ANNUAL REVENUE SAVINGS (£)	PART NIGHT COSTS (£)	PART NIGHT SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
Yell											
Burrapark, Mid Yell	7	1	4480	7280	650.16	173.00	154.03	1.1	1 FOR OUT OF 11	•The majority of the lighting could be removed as it is unnecessary.	•Complete removal is recommended.
Clingrapark, Camb, Yell	5	1	3200	5200	464.4	173.00	111.17	1.6	NONE	-	•Complete removal is recommended.
Ferry View, Ulsta	2	1	1280	2080	185.76	173.00	46.88	3.7	1 AGAINST OUT OF 3	<ul style="list-style-type: none"> •Risk assessment does not consider speeding issues in existing 30 mph limit. This makes the road dangerous, especially in winter in the darkness. •Ferry Terminal means Ulsta is busy by Shetland standards. •We have small children who will grow up and need to use the road. •There are no pavements on the road, we already carry torches. 	<ul style="list-style-type: none"> •Complete removal is recommended. •We need to reduce our lighting stock in order to manage and maintain the remaining streetlights effectively. Removal of these lights complies with the aim of the policy "to reduce lighting through risk assessment to retain lighting at locations where it is most needed." •The two streetlights at Ferry View provide little useful lighting of the road between the estate and the shop. •May be some benefit due to the lighting highlighting the housing which in turn would indicate to drivers that the length of road is more likely to be used by pedestrians. Install "pedestrian in road ahead" signs to give drivers a specific warning.
Steenbrae, Aywick	5	1	3200	5200	464.4	173.00	111.17	1.6	NONE	-	•Complete removal is recommended.
Unst											
Beach Road, Haroldswick	3	1	1920	3120	252.27	173.00	68.31	2.5	NONE	-	•Complete removal is recommended.
East Road, Uyeasound	6	1	3840	6240	557.28	173.00	132.6	1.3	NONE	-	•Complete removal is recommended.
Gutter Street, Baltasound	10	1	6400	10400	928.8	173.00	218.32	0.8	1 AGAINST OUT OF 6	<ul style="list-style-type: none"> •Would miss lighting if removed completely, especially in winter. •LED bollard light should be installed instead. 	•Complete removal is recommended.

TOTAL COSTS/SAVINGS	38	24320	39520	3503.07	1211	842.48
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**APPENDIX 1: LIGHTING TO BE
REMOVED**

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	MINI PILLARS	COSTS (£)	CAPITAL SAVINGS (£)	ANNUAL REVENUE SAVINGS (£)	PART NIGHT COSTS (£)	PART NIGHT SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
Whalsay & Skerries											
Harlsdale, Whalsay	3	1	1920	3120	252.27	173.00	68.31	2.5	2 AGAINST OUT OF 16	<ul style="list-style-type: none"> • There are sheltered houses in the estate. • Essy bag box should be relocated. 	<ul style="list-style-type: none"> • Complete removal of <u>some</u> lights is to be recommended. • Lighting at sheltered housing is to be retained. • Essy cart crew to check location of box and move it if necessary.
Saeter, Symbister	5	1	3200	5200	464.4	173.00	111.17	1.6	1 FOR AND 3 AGAINST OUT OF 10	<ul style="list-style-type: none"> • Happy if removed as we have the moon, torches and outside lights. • Slips and trips would increase in wintry conditions. • Switch off every second light instead. • The junction is blind and would become more dangerous. • Would prefer part-night lighting. 	<ul style="list-style-type: none"> • Complete removal is to be recommended. • No steep gradients within estate so risk of slipping no greater than other locations. • Parking area to be surface dressed so "skid" resistance will be increased. • Removal option recommended because Saeter is not linked to the rest of Symbister by lighting, resident currently needs a torch if going outwith the estate.

TOTAL COSTS/SAVINGS	8	5120	8320	716.67	346	179.48
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GRAND TOTAL COSTS/SAVINGS	134	85,760	140,400	12,393	3,979	2,878	1.4
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**APPENDIX 2: PART-NIGHT LIGHTING
SCHEMES**

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	COSTS (£)	SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
South Mainland							
Horseshoe Close, Toab	5	173.00	115.17	1.5	NONE	-	• Part-night lighting is to be recommended.
Turnibrae, Boddam	7	173.00	159.63	1.1	NONE	-	• Part-night lighting is to be recommended.
Lerwick South							
Hillcrest, Lerwick	10	173.00	226.32	0.8	NONE	-	• Part-night lighting is to be recommended.
Sands o' Sound, Lerwick	6	173.00	137.4	1.3	NONE	-	• Part-night lighting is to be recommended.
Sandy Loch Drive, Lerwick	10	173.00	226.32	0.8	1 FOR OUT OF 22	•Wholeheartedly welcome the proposal	• Part-night lighting is to be recommended.
Upper Baila, Lerwick	11	173.00	248.55	0.7	NONE	-	• Part-night lighting is to be recommended.
West Baila, Lerwick	19	173.00	426.39	0.4	1 FOR OUT OF 43	•No objection but mini pillar would need luminous markings	• Part-night lighting is to be recommended. •Luminous strips to be fitted as requested.
Westerloch, Lerwick	23	346.00	515.31	0.7	1 FOR AND 2 UNSURE OUT OF 48	•No objections. •No real objection but be aware that road is narrow. •Do not agree that vehicle speeds are generally low. •Vehicles cut corner at foot of Andrewston Brae, especially dangerous in dark.	• Part-night lighting is to be recommended. •Double yellow lines would be marked prior to introduction of part-night lighting. "SLOW" road markings and centreline also installed on each approach to bend. •Narrow road now included in risk assessment but risk factor score is in the acceptable range.
Lerwick North							
Old North Ness, Lerwick	4	173.00	92.94	1.9	NONE	-	• Part-night lighting is to be recommended.

TOTAL COSTS/SAVINGS	95	1,730	2,148
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**APPENDIX 2: PART-NIGHT LIGHTING
SCHEMES**

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	COSTS (£)	SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
Scalloway & Central Mainland							
Blydoit, East Voe, Scalloway	21	173.00	470.85	0.4	1 AGAINST OUT OF 36	<ul style="list-style-type: none"> •Why are lights kept in where there are road humps? •The footpaths are in poor condition. 	<ul style="list-style-type: none"> • Part-night lighting is to be recommended. •It is a legal requirement to light vertical traffic calming measures. •The risk assessment did not identify any significant safety defects with the footpath surfacing. They will be inspected and repairs will be prioritised as required.
Duke St, Hamnavoe, Burra	9	173.00	204.09	0.8	1 FOR OUT OF 23	<ul style="list-style-type: none"> •Delighted to hear that streetlights are being switched off 	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Ingaville Road, Scalloway	8	173.00	181.86	1.0	1 FOR OUT OF 15	<ul style="list-style-type: none"> •No objections to the proposals. 	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Rockmount, Burra	6	173.00	137.4	1.3	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Undirhoul, East Voe	7	173.00	159.63	1.1	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
West Mainland							
Nesbister, Wornadale	4	173.00	92.94	1.9	2 AGAINST OUT OF 8	<ul style="list-style-type: none"> •There is a busy road between our parking area and homes which is to get busier due to new developments. •There is no reduced speed limit. •The kerb at the footpath is high. 	<ul style="list-style-type: none"> •Agreement that the situation here is unusual due to the relatively busy through route separating the houses and parking. •Recommendation changed from removal to part-night lighting.
North Mainland							
Grindwell, Brae	6	173.00	137.4	1.3	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Maidenfield, Mossbank	18	173.00	404.16	0.4	1 FOR OUT OF 25	<ul style="list-style-type: none"> •Should have been done a long time ago. 	<ul style="list-style-type: none"> •Part-night lighting is to be recommended.
Midlea Autopoint, Firth	12	173.00	270.78	0.6	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Mulla, Voe	29	173.00	648.69	0.3	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Roebrek, Brae	9	173.00	204.09	0.8	NONE	-	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
Skelladale, Brae	10	173.00	226.32	0.8	1 FOR OUT OF 29	<ul style="list-style-type: none"> •No objection to part-night lighting. 	<ul style="list-style-type: none"> • Part-night lighting is to be recommended.
TOTAL COSTS/SAVINGS	139	2,076	3,138				

**APPENDIX 2: PART-NIGHT LIGHTING
SCHEMES**

LIGHTING SCHEME REDUCTIONS	NO OF LIGHTS	COSTS (£)	SAVINGS (£)	RETURN PERIOD (YEARS)	NO OF RESIDENT REPLIES	RESIDENTS COMMENTS	ROADS SERVICE RESPONSE
Yell							
Greenbank Terrace, Cullivoe	4	173.00	92.94	1.9	2 AGAINST OUT OF 8	<ul style="list-style-type: none"> •No objections personally but every second light should be retained for elderly residents. •Concerned about steps on "private" footpaths between gate and front door. •Emergency services may not be able to locate an address 	<ul style="list-style-type: none"> •Part-night lighting is to be recommended. •Lighting design must comply with British Standard to avoid light and dark area.
Meadowbank Road, Burravoe	10	173.00	226.32	0.8	NONE	-	•Part-night lighting is to be recommended.
Unst							
Nikkavord Lea, Baltasound	7	173.00	159.63	1.1	NONE	-	• Part-night lighting is to be recommended.
Whalsay & Skerries							
Norrendal, Symbister	5	173.00	115.17	1.5	NONE	-	• Part-night lighting is to be recommended.
North Park, Symbister	5	173.00	115.17	1.5	1 FOR AND 3 AGAINST OUT OF 12	<ul style="list-style-type: none"> •Lights can easily be switched off from midnight to 6am, should have been that way from the start. •Don't mind part-night lighting but would prefer 2 or 3 lights on all the time. •Most residents are elderly, some of whom are disabled, and rely greatly on the lighting to get about. 	<ul style="list-style-type: none"> • Part-night lighting is to be recommended. • There is likely to be little pedestrian movement in the hours when lighting is switched off.

TOTAL COSTS/SAVINGS	31	865	709
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GRAND TOTAL COSTS/SAVINGS	265	4,671	5,995
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**APPENDIX 3: SCHEMES NO LONGER TO BE
CONSIDERED**

LIGHTING SCHEMES RETAINED	EXCEPTION CRITERIA MET
<u>South Mainland</u>	
Aester Houll, Fair Isle	Sheltered Housing
Dandigarth, Cunningsburgh	Sheltered Housing
Hayhoull Place, Bigton	Sheltered Housing
Park Wynd, Sandwich	Sheltered Housing
Toabsgeo, Virkie	Sheltered Housing
Turnibrae, Virkie	Steps
<u>Lerwick South</u>	
Anderson Homes, Twageos	Sheltered Housing
Brevik Cottages, Burgh Rd	Sheltered Housing
Grodians, Quoys, Sound	Police Concerns
Ladies Drive, Lerwick	Police Concerns
Leog, Lerwick	Sheltered Housing, Steps
Nederdale (Nos 1-52)	Steps, Police Concerns
Nederdale (Nos 53-106)	Police Concerns
North Gremista Ind Estate	Police Concerns
Sandveien, Lerwick	Traffic Calming
St Olaf Street (No 47)	Sheltered Housing, Steps
<u>Lerwick North</u>	
Blackhill Ind Estate, Lerwick	Police Concerns
Cunningham Way, Lerwick	Police Concerns
Glebe Park, Bressay	Sheltered Housing
Gremmasgaet, Lerwick	Steps
Hjaltland Place, Lerwick	Steps
Hoofields, Lerwick	Police Concerns
Lower Blackhill Ind Estate	Police Concerns
Marina Business Park	Police Concerns
Old North Road, Lerwick	Traffic Calming
Port Business Park	Police Concerns
Pegasus Place, Lerwick	Police Concerns
South Gremista Ind Estate	Police Concerns
Staney Hill Ind Estate	Police Concerns
Stocketgaet, Lerwick	Steps
Unicorn Court, Lerwick	Police Concerns
Unicorn View, Lerwick	Police Concerns
<u>Scalloway & Central Mainland</u>	
Endavoe, East Voe, Scalloway	Traffic Calming
Glenhaven, Burra	Sheltered Housing
Hogalee, East Voe	Traffic Calming
Meadowfield Cres, Scalloway	Sheltered Housing
Meadowfield Place, Scalloway	Sheltered Housing
North Toogs, Burra	Sheltered Housing
Stendaal, Nesting	Sheltered Housing, Steps

**APPENDIX 3: SCHEMES NO LONGER TO BE
CONSIDERED**

LIGHTING SCHEMES RETAINED	EXCEPTION CRITERIA MET
<u>West Mainland</u>	
Grindybrecks, Skeld	Sheltered Housing
Kalliness, Weisdale	Sheltered Housing
Kirkidale, Walls	Traffic Calming
Shendale Burn, Sandness	Sheltered Housing
Stove Cottages, Walls	Sheltered Housing
Wirligert, Aith	Sheltered Housing
<u>North Mainland</u>	
Bayview, North Roe	Sheltered Housing
Gillside, Vidlin	Sheltered Housing
Grindahoul, Brae	Sheltered Housing, Steps
Norderhoull, Voe	Sheltered Housing
Queeness Rd, Vidlin	Sheltered Housing, Steps
Runnadale, Ollaberry	Sheltered Housing
Smuggabank, Mossbank	Sheltered Housing
Stucca, Hillswick	Sheltered Housing
Valladale, Urafirth	Sheltered Housing
<u>Yell</u>	
Bellevue, Mid Yell	Sheltered Housing
Greenbank Road, Cullivoe	Sheltered Housing
Meadowbank Rd (Nos 9-21), Burravoe	Sheltered Housing
<u>Unst</u>	
Brakefield, Haroldswick	Sheltered Housing, Steps
Brucehall, Uyeasound	Sheltered Housing
Daisy Park, Baltasound	Sheltered Housing
Setters Hill, Baltasound	Traffic Calming
<u>Fetlar</u>	
Stakkafletts, Fetlar	Sheltered Housing, Steps
<u>Whalsay & Skerries</u>	
Harbourview, Skerries	Sheltered Housing
Hartsdale, Whalsay	Sheltered Housing
Tripwell, Whalsay	Sheltered Housing, Steps

APPENDIX 4: STANDARD CONSULTATION LETTER

Executive Manager: Dave Coupe
Director: Phil Crossland

Roads
Infrastructure Services Department
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ZE1 0PX

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Fax: 01595 744879
roads@shetland.gov.uk
www.shetland.gov.uk

If calling please ask for
Neil Hutcheson
Direct Dial: 01595 744882
Date: 29th April 2013

Our Ref: NH/SMG/R/C9

Dear Sir/Madam

Streetlighting Review: Lighting Reduction Options

A review of the Council's Streetlighting policy was approved at a special meeting of Shetland Islands Council on 9th February 2012. The aim was to produce a policy that manages the reduction of street lighting through risk assessment so as to retain lighting at locations where it is most needed. The policy would also aim to reduce streetlighting during the hours of darkness, when vehicles and pedestrians are least likely to be present.

A series of meetings to discuss the future of streetlighting provision was held with the general public, stakeholders and Community Councils between 13 and 30 June 2012. A total of six options were presented at these meetings.

Shetland Islands Council approved two of these options on 31st October 2012. These were part-night lighting and the complete removal of streetlighting circuits. The latter option would remove the streetlighting lanterns and columns from an area but only when they have reached the end of their useful life. This would save the capital money required for their replacement as well as the annual expenditure on electricity and maintenance. This is the saving method proposed for the streetlighting at

There could be disadvantages with the reduction of streetlighting. It is crucial that savings made by the Council are not just transferred to wider society. Therefore, prior to the introduction of any lighting reduction scheme a risk assessment and public consultation exercise must be undertaken. A copy of the assessment for is enclosed for your information.

I would appreciate your comments on these proposals, particularly if any risks or hazards have been omitted from the risk assessment.

Please reply to Neil Hutcheson at the above address prior to 31 May 2013. Neil should also be contacted with any queries you may have regarding the proposals.

Yours faithfully

Executive Manager, Roads

GENERAL & SCHEME RISK ASSESSMENTS

RESIDENTS LETTERS AND E-MAILS

BOTH PLACED IN MEMBERS ROOM

**Environment and Transport Committee****26 June 2013****Roads Maintenance and Minor Improvement Works
Continuation of Contracts and Trading Arrangements**

RD-06-13-F

Executive Manager - Roads**Infrastructure Services****1.0 Summary**

- 1.1 This report seeks approval of the commissioning process adopted by the Roads Service.
- 1.2 The majority of roads maintenance works are carried out by the Roads Trading Organisation (formerly the Roads Direct Labour Organisation) within the Maintenance Section of the Roads Service. Streetlighting maintenance is done by the Council's Building Services, and all other works are done by external contractors. Roads improvement works follow similar arrangements, although the proportion carried out by external contractors is higher.

2.0 Decisions Required

- 2.1 That the Environment & Transport Committee NOTE the contents of this report; and
- 2.2 RESOLVE to approve the continuation of the following existing in-house arrangements that have been through an annual monitoring process:
 - 2.1.1 General Roads Maintenance, Resurfacing, Surface Dressing, and Winter Service works issued to the Roads Maintenance Trading Organisation, for three years to the end of March 2016;
 - 2.1.2 Streetlighting Maintenance to Building Services, for three years, also to the end of March 2016.

3.0 In-house Trading Arrangements

3.1 The categories of works undertaken at present by the Roads Trading Organisation include the following:

- Winter Maintenance;
- Surface dressing and slurry sealing;
- Resurfacing;
- General roads maintenance (that is, grass cutting of rural verges, drainage maintenance, road sweeping, patching, localised reconstruction, footway maintenance, verging, streetlighting replacement, minor improvements, minor repairs to structures, minor bridge replacements and any other works falling under council de minimis to save on tendering costs).

3.2 The Roads Best Value Service Review, approved by the Resources Committee (Min. Ref. 28/02), concluded that the current mix of in-house and external provision was good value for money. Those arrangements were therefore extended. However, regular monitoring of how the Council provides services ensures that the Council secures best value.

3.3 Annual Performance Monitoring

3.3.1 The majority of orders for work to be carried out by the DLO are input onto our Routine Maintenance System (RMS) by Roads Officers. The budgets for works only have been allocated to the various cost codes within the RMS, to allow direct monitoring of the overall monies. The work is ordered against the various budgets, and when completed the final costs are applied to the RMS, which adjusts the Budget Cost to reflect the Actual Spend. This form of commitment accounting is monitored throughout the year. The cost of works in terms of labour, plant and materials is also monitored to check that they do not exceed the value of the scheduled rates, such as the rate for installing a gully, that are assigned to each job.

3.3.2 Since 2002 the DLO's scheduled rates for maintenance have been uplifted in line with the "Price Adjustment Formulae Indices for Construction Contracts" published by the Building Cost Information Services. An assessment is also made to ensure that the DLO remains competitive with the private sector. This generally involves the Network, or client section of the service, comparing tenders that are submitted for the contracts to undertake minor improvement works. This has shown over the years that the DLO's scheduled rates are generally less than or equal to average market prices. Of the last three tenders submitted by the DLO, using rates from the "Reactive Repairs and Minor Maintenance Contract," they have been the successful contractor on two occasions. These were the contracts for the Toabsgeo and Grindibrecks Environmental Improvements.

3.3.3 The Senior Foremen and engineering staff undertake regular checks on health and safety, risk assessments and

workmanship of works in progress. A random safety audit is undertaken at job level by the General Foreman to ensure that jobs are monitored for Health and Safety compliance. The majority of staff have also achieved National Certification in construction safety.

3.3.4 The Programme Manager is overseeing the creation of a Roads Asset Management Plan in conjunction with representatives from all other Scottish Authorities. This document will allow future maintenance, operating, and financial requirements to be determined with a greater level of confidence than at present. It is also expected to provide information on *all* of Scotland's roads authorities need for greater funding to avoid long-term serious deterioration in the maintained state of our road networks.

3.3.5 The Association of Public Service Excellence (APSE) Performance Network processes benchmarks, to monitor and compare on an annual basis each participating authority's performance. This allows both inter-authority comparisons and year-on-year improvement initiatives to be evaluated. The collection of the necessary data is now a joint exercise between APSE and the SCOTS group as much of the information is also used as performance indicators within the RAMP. The Council's performance indicators, including those for the Roads Service, are now reported to the Audit and Standards Committee.

3.4 Streetlighting maintenance is carried out by Building Services. Roads undertake replacement works with the assistance of Building Services. This year, following the review of Street Lighting Maintenance, the Roads Service and Building Service have jointly developed a Service Level Agreement that defines the parties involved, their respective responsibilities, the extent of services to be provided and the terms and conditions for the maintenance & installation of streetlighting on the public road network.

3.5 In order to carry out all of the above works, the Roads Trading Organisation and Building Services occasionally engage private contractors to carry out some elements of the work. This allows a flexible approach to individual tasks and helps to ensure that value for money is achieved. The engagement of these contractors is carried out in accordance with the Council's procurement policy and procedures.

4.0 Capital Programme Service Need Case (Gateways)

4.1 For practical reasons, the above contracts and in-house arrangements have been used to carry out a proportion of the improvements done under the Roads and Transport Capital Rolling Programmes and minor construction work required by other Services. In 2004 the Infrastructure Committee (Min. Ref 26/04) delegated authority to continue to order such works from the appropriate contractor or in-house provider as in Sections 3 or 4 above provided the following conditions apply. Otherwise the works are put out to tender. The conditions also apply to maintenance works, and are:

- 4.1.1 That the nature of each of these Capital works should be very similar to those maintenance works for which the above contracts or in-house arrangements have been established, and
 - 4.1.2 That the estimated cost of the projects does not exceed the current trading figure of £150,000 which will be superseded by the 2013 revised standing orders.
- 4.2 The Capital Rolling Programme has now been replaced by the Capital Programme Service Need Case or “Gateway” process. A project is now submitted to the Corporate Management Team for consideration before being reported to the Executive Committee and Council for approval. This ensures that national and best practice guidance is followed to ensure the robustness of the Council’s capital projects. A key principle in the process is that the projects are individually named so that the Council’s Assurance and Improvement Plan is re-prioritised on an annual basis.

5.0 Implications

Strategic

5.1 Delivery On Corporate Priorities

Development of a sustainable public road network contributes to the “Stronger” section of the Community Plan and also the Corporate aim to use resources sustainably.

Shetland Islands Council Improvement Plan 12/13

Area 8.1 – Make sure the Council has a comprehensive view of its asset needs and how they are to be most effectively delivered.

Area 8.3 - Ensure the Council takes a long term view of its Asset Investment Plan to achieve the best investment in capital assets to support and cost effective service delivery;

Area 9.1 - The Council can demonstrate that it meets its supply needs economically and efficiently.

5.2 Community/Stakeholder Issues

Effective and efficient maintenance of the road network will improve its reliability for road users and the community.

5.3 Policy and/or Delegated Authority

In accordance with Section 2.3.1 of the Council’s Scheme of Delegations the Environment and Transport Committee has delegated authority to discharge the powers and duties of the Council within its functional areas, including responsibility for the Roads Service.

Authority is delegated to the Chief Executive, or his nominee, to participate in contracts established by Scotland Excel and Procurement Scotland (now Scottish Procurement and Commercial Directorate) for the public sector (SIC min ref 125/08).

5.4 Risk Management

Failure to reduce the net ongoing running cost of the Council carries a significant risk of breach of the Council financial policies that will require a further draw on Reserves.

Regular reviews of contractual and trading arrangements are essential to ensure that best value is achieved for the Council.

5.5 Equalities, Health And Human Rights

No implications.

5.6 Environmental

No implications.

5.7 Financial

The Council set its 2013-14 budget on 20 February 2013 which contained reductions of £12.5m on the general fund budget. The delivery of this budget is key to ensuring that the Council continues to work towards delivering the Medium Term Financial Plan.

The proposals in this report will ensure that the Council continues to work towards delivering the Medium Term Financial Plan.

The recommendations provide the best mix of service outcomes and cost and therefore delivers best value for the authority.

5.8 Legal

The Council's statutory duties are defined by Section 1 of the Roads (Scotland) Act 1984 which requires that "a local roads authority shall manage and maintain all such roads in their area as are for the time being entered in their list of public roads."

In terms of the Local Government in Scotland Act 2003 the Council has a duty to make procurement arrangements that secure best value.

5.9 Human Resources

No implications.

5.10 Assets and Property

The road network is the largest community asset for which Shetland Islands Council is responsible. It is vital and fundamental to the economic, social and environmental well being of the community. Therefore, it is important that it is managed and maintained in an effective manner.

6.0 Conclusions

- 6.1 The Committee is asked to note the contents of this report and approve the recommendations detailed in section 2.2 above.

For further information please contact:
Dave Coupe, *Executive Manager, Roads*
01595 744104, dave.coupe@shetland.gov.uk
13 June 2013

**Environment and Transport Committee****26 June 2013****Carriageway Condition of Shetland's Roads**

Report Number: RD-07-13-F

Executive Manager - Roads**Roads /
Infrastructure Services Department****1.0 Summary**

- 1.1 The purpose of this report is to inform the Committee of the current condition of Shetland's roads.

2.0 Decisions Required

- 2.1 The Environment and Transport Committee is asked to NOTE:
- 2.1.1 the contents of this report;
 - 2.1.2 the improvement in the overall RCI figure shown in the 2011-13 results and the detailed reasoning behind this improvement in section 3.5.

3.0 Detail**3.1 Road Condition Indicator (RCI)**

Audit Scotland's statutory performance indicator (SPI) for road carriageways is 'the percentage of the road network that should be considered for maintenance treatment'. The figure reported for the SPI is a Road Condition Indicator (RCI) produced from machine-based measurements taken during a Scotland wide survey of the road network. The parameters measured are surface texture, cracking, rutting and longitudinal profile.

3.2 Survey Frequency

Survey coverage of the road network is detailed in the SPI. The "A Class" roads are surveyed in both directions every two years, that is one direction in one year and the opposite direction the next year. The "B and C Class" roads are surveyed in both directions over a four year period, that is 50% per year in one direction. The unclassified roads have a 10% sample surveyed on an annual basis selected at random by the survey contractor.

While surveys are carried out on an annual basis, the RCI is calculated over two years to minimise the effect of sampling errors on the results.

3.3 Results and Analysis

The results are categorised into Green, Amber and Red condition bands where:

Green indicates the carriageway is generally in a good state of repair;

Amber indicates the carriageway has some deterioration that should be investigated to determine the optimum time for planned maintenance treatment; and

Red indicates the carriageway has lengths in poor overall condition that are likely to require planned maintenance soon.

The RCI figure includes both the Amber and Red categories so an increase in the figure indicates deterioration in the condition of the road. Table 1 and Graph 1 show how the RCI for both Shetland's and Scotland's roads has varied since 2004. The graphs show that there has been a steady deterioration in the condition of all our road classifications since 2007-09.

"A class" Roads

The "A class" roads have been and still are in a better condition than the average for "A class" roads in Scotland. However, the gap between them has reduced from a high of 12.2% in 2007-09 to 4.1% in 2010-12. This closing of the figures appears to have slowed as the latest survey shows that the difference is now 4.2%. The reason for this long term decline is that the majority of Shetland's "classified" roads were improved in a short period during the early years of the oil "boom." Many are now together after 30 years starting to show signs of deterioration.

"Classified" Roads

Shetland's "B and C class" roads have over the years tended to be in a poorer condition than the Scottish average. The exception was in a period between 2006 and 2010 when their condition significantly improved. Following this period the deterioration of both the "B and C class" roads was in the region of 7.5%. These two classes now have a condition figure approximately 5% worse than the national average. While a number of these roads were improved in the 1970's and 80's the majority are still single track. In the region of 20% of these are founded on peat that generally has a low load bearing capacity. This can result in uneven, road surfaces, differential settlement, edge deterioration, cracking and eventually disintegration of the bitmac surface. This has always been a problem but the rate of deterioration has increased as the number of heavy goods vehicles accessing aquaculture sites and other developments has increased.

"Unclassified" Roads

The "unclassified" roads have historically been in a worse than average condition. They did show some improvement recently but have now deteriorated to the point where their RCI is 14.1% worse than the

average percentage for Scotland. An even greater proportion of these roads are single-track. They tend to be narrower than their “classified” equivalent. Therefore, while suffering the same deterioration they are more susceptible to edge damage due to HGV’s or the larger agricultural vehicles now being used.

Entire Network

The “all” roads graph shows that the figure for the entire network is now 6.3% worse than the average but has only begun to diverge from the average figure in the last 3 surveys. The reduction in funding over the past 3 years may be a contributory factor but the main issue is likely to be the age of our “classified” roads as discussed above. Prior to this the percentage of Shetland’s carriageways that should be considered for treatment was approximately 3% greater than the national average. This “historic” difference is largely due to the relatively poor condition of our single track unclassified roads.

Table 1: Road Condition Indicators (RCI) for Shetland and Scotland

	A Class Shetland	A Class Scotland	Classified Shetland	Classified Scotland	Unclassified Shetland	Unclassified Scotland	All Shetland	All Scotland
2004-06	18.3	27.4	27.9	30.4	48.3	41.3	36.9	35.9
2005-07	21.0	28.6	29.7	31.5	48.1	42.8	37.8	37.2
2006-08	19.9	29.2	28.	32.4	54.6	42.5	40.2	37.4
2007-09	16.3	28.5	26.0	31.8	54.1	36.6	38.3	34.2
2008-10	21.8	29.6	29.9	32.7	51.2	39.4	39.3	36.1
2009-11	24.7	30.5	33.2	33.8	50.3	41.9	40.7	37.9
2010-12	26.4	30.5	35.6	34.5	53.8	38.3	43.7	36.4
2011-13	25.2	29.4	34.2	33.3	53.1	39.0	42.5	36.2

3.4 Maintenance Backlog

The Society of Chief Officers of Transportation in Scotland (SCOTS) has analysed these surveys and the carriageway maintenance budgets of local authorities to calculate a maintenance backlog figure. This figure is the expenditure required to bring the entire road network of an authority to the acceptable or “Green” condition. The latest headline backlog figure to improve Shetland's carriageways to this acceptable condition, based on the 2011 data, is £20.4M.

SCOTS developed this concept further and arrived at a figure giving the annual budget required to maintain carriageways in a “steady state” so that they are neither improving nor deteriorating. In 2009 this figure for Shetland was £2.4M per year. The budget allocated for carriageway treatments in 2009/10 was £2.14M or 89% of the steady state figure. The Council approved a further reduction in the surfacing budget of £75,000 last year and this with previous reductions gave a total carriageway maintenance budget of £1.85M in 2012-13. This equates to only 77% of the “steady state” figure from 2009 but as the condition of the carriageways has deteriorated further the gap between the “steady state” and actual budgets is likely to be greater than the 23% indicated. The exact percentage will become apparent when SCOTS next update their figures.

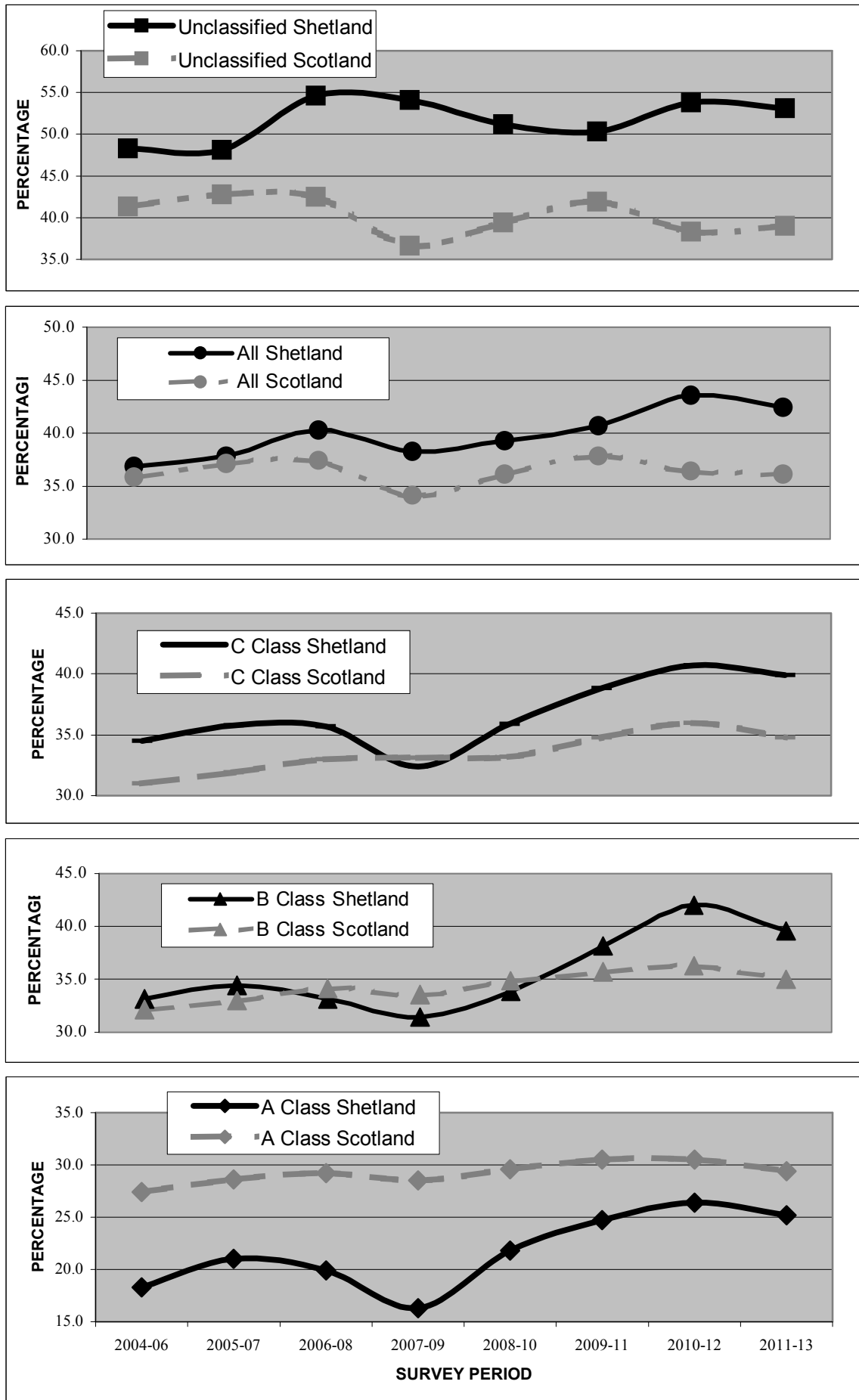
The SCOTS financial model can also be used to predict the likely change in Network RCI over the next 10 years for any Scottish Authority by calculating the difference between the “steady state” budget and the settlement expected in future years. Were the 77% figure to be retained for the long term the RCI would be expected to increase by a further 8% in the next 10 years. Were the budgets to be returned to their 2009/10 level at 89% of the “steady state” figure the RCI would only increase by 4%. This may not appear to be a significant difference but the road network is the Council’s most valuable asset, with an estimated gross replacement cost in the region of £1,000M, so even a deterioration of 4% in its condition equates to a reduction in value of tens of millions of pounds.

3.5 Recent Improvements in RCI

The most recent survey shows that the condition of the “A class” roads has improved slightly. This may be because we are now making more use of the survey results to target treatment of the worst lengths of carriageway. Previously more weight was given to the Area Engineer’s opinion and treatment was prioritised accordingly with some consideration given to surveyed skid resistance. The survey results are now used to prioritise the surface dressing and resurfacing programme although the Area Engineers still have an input and, based on their opinion, roads are moved up the list.

A change in how the RCI for unclassified roads is calculated, by including 4 years survey data on unclassified roads, was approved by Audit Scotland in February 2012. This will give a more consistent assessment but reduced our figure for that year from 44.3 to 43.7%. It is likely that this new method has had the same effect this year.

Graph 1: Comparison of Shetland and Scotland Road Condition by Class



4.0 Implications

Strategic

- 4.1 Delivery On Corporate Priorities – The local outcomes from Shetland's Single outcome agreement include "Shetland stays a safe place to live, and we have strong, resilient and supportive communities." The condition of the carriageway has direct implications for road safety.

A further local outcome that is particularly relevant to carriageway condition is "Our internal and external transport systems are efficient, sustainable, flexible and affordable, meet our individual and business needs and enable us to access amenities and services."

- 4.2 Community /Stakeholder Issues - The condition of the road network will affect its reliability which in turn will impact on stakeholders and the community if there are delays and temporary road closures due to maintenance works.
- 4.3 Policy And/Or Delegated Authority – The Council's Scheme of Administration and Delegation provides authority for each functional Committee to discharge the powers and duties of the Council within their own functional areas in accordance with the policies of the Council, and the relevant provisions in its approved revenue and capital budgets.
- 4.4 Risk Management – Failure to manage and maintain the road network the net ongoing running costs of the Council carries a significant risk of the Council's financial policies not being adhered to and will require a further draw on Reserves.
- 4.5 Equalities, Health And Human Rights - No implications.
- 4.6 Environmental - No implications.

Resources

- 4.7 Financial - There are no direct implications arising from this report but for Councillors information the combined total carriageway maintenance budget (made up of resurfacing, surface dressing and patching) for each of the past 8 financial years was as shown in the following table.

<u>Financial Year</u>	<u>Resurfacing</u>	<u>Surface Dressing</u>	<u>Patching</u>	<u>Reconstruct</u>	TOTAL
2008/09	665,000	410,000	350,000	290,000	1,715,000
2009/10	1,223,000	477,000	151,000	287,000	2,138,000
2010/11	1,089,000	498,000	350,000	400,000	2,337,000
2011/12	802,000	498,000	325,000	300,000	1,925,000
2012/13	727,000	498,000	368,000	322,000	1,915,000
2013/14	687,000	500,000	362,000	300,000	1,849,000

4.8 Financial - Future Road Condition - In the current economic climate, there is a need to realign budgets with available resources. Recent reductions to carriageway maintenance budgets will have some detrimental impact on the future condition of the road network but they have been a relatively small proportion of the £1.05 million gap that already existed between spending and the modelled cost of maintaining the network in its current condition. These small reductions are unlikely to have any appreciable affect for drivers on Shetland's roads, and providing they are short term only, will have little affect on the statutory performance indicator.

4.9 Financial - Carriageway Budgets - However, there are issues that will need to be addressed if the overall condition of Shetland's roads is to be kept at a manageable level. The most notable long-term concern is our single-track roads founded on peat. A more recent concern is our "A class" roads which more than 30 years after the oil "boom" are showing a long term trend of deterioration. These issues mean that, if the recent reductions in carriageway budgets are sustained in the long term, there will be a significant deterioration of the road network. It is vital that planned and preventative maintenance measures, such as surface dressing, are adequately funded in order to avoid much costlier reactive maintenance such as the repair of potholes as such the budget strategy for the Road Service will be to continue to reduce expenditure on all non essential maintenance activities in order to minimise the reductions in planned and preventative measures. However, it needs to be recognised that this will not halt it and we are therefore in the position of managing a deteriorating network over the medium term.

4.10 Best Value - Under the Local Government in Scotland Act 2003, the Council has a duty to make arrangements that secure Best Value. Best Value is continuous improvement in the performance of the authority's functions taking into account efficiency, effectiveness, economy and equal opportunities.

4.11 Legal – None.

4.12 Human Resources – None.

- 4.13 Assets And Property – The road network is the largest and most well used community asset for which Shetland Islands Council is responsible. It is vital and fundamental to the economic, social and environmental well being of the community. It helps to shape the character of an area, the quality of life of the local community and makes an important contribution to wider Council priorities including growth, regeneration, education, health and community safety. Our network also makes a wider contribution to society, providing access to ferry terminals, ports and airports.

5.0 Conclusion

- 5.1 This report is for the Committee, in its monitoring and scrutiny role, to note and comment on the performance indicator for the carriageway condition of Shetland's roads.

For further information please contact:

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13 June 2013

List of Appendices

None

Background Documents

SCOTS Financial Model, March 2010

[http://scots.sharepoint.apptix.net/Lists/Announcements/Attachments/141/170510%20SCOTS%20SRMCS%20Backlog%20\(Public%20Report\)%20V2-2.pdf](http://scots.sharepoint.apptix.net/Lists/Announcements/Attachments/141/170510%20SCOTS%20SRMCS%20Backlog%20(Public%20Report)%20V2-2.pdf)