

# MORAY COUNCIL

## Minute of Meeting of the Economic Development & Infrastructure Services Committee

Tuesday, 21 January 2020

Council Chambers, Council Office, High Street, Elgin, IV30 1BX

### **PRESENT**

Councillor George Alexander, Councillor David Bremner, Councillor Theresa Coull, Councillor John Cowe, Councillor Gordon Cowie, Councillor John Divers, Councillor Claire Feaver, Councillor Graham Leadbitter, Councillor Marc Macrae, Councillor Maria McLean, Councillor Shona Morrison, Councillor Sonya Warren, Councillor Walter Wilson

### **IN ATTENDANCE**

Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Head of Economic Growth and Development, Transportation Manager, Roads Maintenance Manager, Environmental Protection Manager, Moray Access Manager, Legal Services Manager, Mrs D Anderson, Senior Engineer (Transport Development) and Mrs L Rowan, Committee Services Officer as Clerk to the Meeting.

### **ALSO PRESENT**

Councillor Ross

#### **1 Chair**

Councillor Leadbitter, being Chair of the Economic Development and Infrastructure Services Committee, chaired the meeting.

#### **2 Declaration of Group Decisions and Members Interests**

In terms of Standing Order 20 and the Councillors' Code of Conduct, there were no declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda or any declarations of Member's interests in respect of any item on the agenda.

#### **3 Minute of Meeting dated 5 November 2019**

The minute of the meeting of the Economic Development and Infrastructure Services Committee dated 22 January 2019 was submitted and approved.

#### **4 Written Questions**

The Committee noted that no written questions had been submitted.

## 5 Speed Indicator Devices Community Partnership Policy

A report by the Depute Chief Executive (Economy, Environment and Finance) sought endorsement of a collaborative approach to managing vehicle speeds and the perception of speeding traffic in communities through the use of Speed Indicator Devices. The report stated that Speed Indicator Devices (SIDS) can be effective when erected on a temporary basis as drivers may become complacent after the sign has been in place for some time. The report therefore recommended that the Committee endorse the continuation and promotion of the current programme of SIDs deployment in response to community requests.

At the invitation of the Chair, Councillor Ross stated that speeding is a significant concern in Speyside/Glenlivet and communities have requested signage reminding drivers to adhere to the speed limit. He stated that he knew of communities all over Scotland who have permanent signage and was of the view that it was a matter of opinion whether the signage is effective or otherwise. He urged the Committee to listen to communities as they know the area in which they stay and are best placed to make decisions in this regard and allow them to purchase their own signs should they wish to do so.

The Chair was of the view that, if communities feel safer with VAS then the Committee should consider their request and moved that the Committee agree the recommendations as printed with an amendment to recommendation ii) as follows; endorse the continuation and promotion of the current programme of SIDs deployment in response to community requests, and an additional recommendation stating that, where the community wishes to deploy a permanent digital display, the Council should co-operate with the purchase of VAS signs to enforce the prevailing speed limit - these signs to be purchased by the community (including installation costs) but to be installed by the Council as roads authority in safe and suitable locations.

During discussion, it was recognised that communities are best placed to make decisions in their area however concern was raised in relation to the costs implications of installing VAS and assurance was sought that communities would be made aware that they would be responsible for the cost implications including ongoing maintenance of the signage.

In response, the Chair stated that his proposed recommendation covered any concern the Committee may have in terms of the purchase and installation of the signage however agreed to include wording to reflect that the community would be responsible for ongoing maintenance of the signage.

The Transportation Manager advised that a simple VAS cost approximately £3000 per unit plus installation costs and that the mechanism of charging for ongoing maintenance would have to be explored therefore suggested that a further report be brought to the next meeting of this Committee detailing any requests for VAS from communities and potential costs in this regard.

Councillor Macrae welcomed the offer of a further report from the Transportation Manager and moved, as an amendment, that the Committee defer making a decision until the further report detailing how VAS can be achieved in communities is considered.

On considering Councillor Macrae's amendment of a deferral, the Chair proposed a fourth recommendation requesting that a report be brought to the next meeting of this Committee detailing how VAS can be achieved in communities.

After considering the Chair's proposal, Councillor Macrae agreed to withdraw his motion however asked that the proposed recommendation reflect that the report be brought in conjunction with communities and Police Scotland. The Chair agreed to include this in his proposed recommendation.

The Depute Chief Executive (Economy, Environment and Finance) raised concern that the Committee were agreeing to communities purchasing their own VAS prior to considering the mechanism of implementation and suggested that the Committee consider the additional recommendation in principle. The Chair agreed to amend his proposed recommendation so that the agreement would be in principle.

Councillor Alexander noted the Community Speed Watch initiative where active members of local communities join with the support of the Police to monitor speeds of vehicles using speed detection devices, reporting drivers exceeding the speed limit to the Police and was of the view that some communities may prefer to deal with speeding concerns in this manner and asked that when communities are consulted on how VAS can be achieved, they also be made aware of the Community Speed Watch initiative as an alternative option to VAS. This was agreed.

There being no-one otherwise minded, the Committee agreed:

- i. to note the best practice with regard to the criteria for the use of Speed Indicator Devices (SIDs);
- ii. to endorse the continuation and promotion of the current programme of SIDs deployment in response to community requests;
- iii. in principle, where a community wishes to deploy a permanent digital display, to co-operate with the purchase of Vehicle Activated Signs to re-enforce the prevailing speed limit – these signs to be purchased by the community (including installation and ongoing maintenance) but to be installed by the Council as Roads Authority, in safe and suitable locations;
- iv. that a report be brought to the next meeting of this Committee detailing how Vehicle Activated Signs in communities can be achieved, in conjunction with communities and Police Scotland; and
- v. that when communities are consulted on how Vehicle Activated Signs can be achieved, they be made aware of the Community Speed Watch initiative as an alternative option.

## **6 Harbour Safety Management System**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the review of the Harbours Safety Management System in compliance with the Port Marine Safety Code (PMSC).

Prior to discussion of the report, the Chair pointed out that the date of the report should read 21 January 2020 and not 2019 and also that there was reference throughout the Harbour Safety Management System Report to the Economy, Environment and Finance which was an error and should be the Economic

Development and Infrastructure Services Committee. This was noted.

Following lengthy discussion whereby the Committee sought clarification on a number of aspects of report which were answered by Officers, the Committee joined the Chair in commending the work of Officers in the provision of the comprehensive report on the Harbours Safety Management System and thereafter agreed to note the review of the Harbours Safety Management System as set out in Appendix 1 of the report, fulfilling their function as Duty Holder under the Port Marine Safety Code.

## **7 Roads Asset Management Planning**

Under reference to paragraph 3 of the Minute of Moray Council dated 11 February 2014, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the latest road network condition information and how it compares with the 2016 modelling forecast.

The Chair acknowledged the previous Council decision where it was agreed that the road network in Moray would be allowed to deteriorate to mid-point in the National table by the end of the following 5 year period however this was a short term policy which should be monitored to ensure that the roads do not reach a point where they are beyond repair and need relayed which would be more expensive.

During discussion in relation to the condition of the roads, concern was raised that the road condition indicators were reviewed annually as it was considered that, as road conditions were deteriorating significantly, reviewing again in a year was too long to wait and it was queried whether this could be reviewed earlier.

In response, the Head of Environmental and Commercial Services confirmed that road conditions are measured on an annual basis by vehicles travelling all over Scotland therefore this information would not be available any earlier. He further acknowledged the concerns of the Committee in relation to the impact the current policy is having on the road network and advised that Officers will consider this when reviewing the Capital Plan.

Thereafter, the Committee agreed:

- i. to note the latest road condition indicator (RCI) results for Moray Council, and our position when compared nationally;
- ii. to recommend that the RCI results continue to be monitored and reported back on an annual basis to this Committee; and
- iii. that Officers note the concern of the Committee in terms of the impact of the current policy on the road network and consider this when reviewing the Capital Plan.

## **8 Dorenell Wind Farm - Financial Contributions to the Moray Council for use on Moray's Core Paths**

Councillor Cowe left the meeting at this juncture.

A report by the Depute Chief Executive (Economy, Environment and Finance) asked that the Committee approve the Strategic Framework Document as the blueprint for the range of outputs and activities relating to expenditure of the Dorenell Windfarm

Financial contribution to be spent on Core Paths in Moray over a 25 year period to 2044.

Following consideration, the Committee agreed:

- i. the Strategic Framework Document as the blueprint for the range of outputs and activities on which the £50k annual Dorenell Windfarm financial contribution for Moray's Core Paths can be spent over the next 25 years until 2044, as set out in Appendix 1 of the report;
- ii. to homologate the spend of £120k from the Dorenell Fund over 3 years 2019 to 2022 as outlined in paragraph 4 of the report;
- iii. to allocate £30k to provide temporary staff to carry out a baseline audit as outlined in paragraph 5.3 of the report; and
- iv. the preparation of a 3 year rolling Action Plan as outlined in paragraph 5.4 of the report to be submitted for approval in 2022.

## **9 Annual Report on Economic Development in Moray 2018/19**

Under reference to paragraph 9 of the Minute of Moray Council dated 25 August 2015, a report by the Depute Chief Executive (Economy, Environment and Finance) presented the Committee with the Draft Annual Report providing holistic information about Economic Development in Moray during 2018/19 in which the Council is a lead or principal agency including the Moray Growth Deal, the launch of the Moray Economic Strategy led by Highlands and Islands Enterprise, a new Skills Investment Action Plan for Moray and significant investment in RAF Lossiemouth.

The Committee joined the Chair in commending the work of the Tourism BID following their successful ballot and thereafter agreed:

- i. to note the draft annual report on economic development in Moray, as set out in Appendix 1 of the report; and
- ii. its publication as set out in paragraph 3.1 of the report.

## **10 Update on Business Gateway Review**

Under reference to paragraph 11 of the Minute of the Policy and Resources Committee dated 29 October 2019, a report by the Depute Chief Executive (Economy, Environment and Finance) provided the Committee with an update of the Business Gateway review and sought approval for the recommendations detailed within the report.

Councillor Alexander acknowledged the contribution from Business Gateway to Economic Development in Moray and welcomed the saving of £11,414 by taking services associated with Business Gateway in-house and moved that the Committee agree the recommendations as printed within the report. This was seconded by Councillor Warren.

The Committee joined the Chair in commending the work of Business Gateway and noted the positive comments from those who had accessed the service and

thereafter agreed:

- i. to note that the required 3 months' notice for terminating the Business Gateway Service Level Agreement with Highland Council by the end of this financial year has been given;
- ii. once the outstanding funds from Phase I of the Local Growth Accelerator Programme have been recovered, to consider whether to reinvest this into bespoke advice and training for businesses;
- iii. to note that there will be no further participation in Phase II of the Local Growth Accelerator Programme;
- iv. to approve a Development Officer post from 1 April 2020 onwards; and
- v. to note that the above arrangements will present an annual saving of £11,414.

## **11 Environmental and Commercial Services/Economic Growth and Development Budget Monitoring Report to 31 October 2019**

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the current position regarding Environmental and Commercial Services/Economic Growth and Development Budgets.

Following consideration, the Committee agreed to note the budget monitoring report for the period to 31 October 2019.

## **12 Performance Report (Environmental and Commercial Services) - Half Year to September 2019**

Councillor Wilson left the meeting during discussion of this item.

Under reference to paragraph 5 of the Minute of Moray Council dated 7 August 2019, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the performance of the service for the period from 1 April 2019 to 30 September 2019. The report stated that, at the end of September 2019, 80% of Environmental and Commercial Services' indicators, with data to report against target, have shown good performance. It also stated that the Service Plan for 2019/20 has been approved with work ongoing to deliver the agreed actions which includes targeting the high number of complaints in relation to Household Waste collections.

Following consideration, the Committee welcomed the good performance in the report and thereafter agreed to:

- i. note performance of the Performance Indicators, Service Plan priorities and Complaints to the end of September 2019;
- ii. note the actions being taken to improve performance where required; and
- iii. approves the suggested changes to the Performance Indicators reported to this Committee, as detailed in Section 6 of the report and within Appendix 1.

### 13 Question Time

Under reference to paragraph 8 of the minute of the meeting of this Committee dated 5 November 2019, Councillors Warren and Alexander (on behalf of Councillor Cowe) queried whether any decision had been made in relation to the 2 schools to be used in the School Street trial.

In response, the Transportation Manager advised that 6 schools had asked to be considered for the trial, all of whom had been assessed with 2 schools meeting the criteria. Final checks are being made and all parties will be notified in due course with a view to the trial commencing after the Easter holidays.

Under reference to paragraph 9 of the minute of the meeting of this Committee dated 5 November 2019, Councillor Warren asked for an update on the possible solutions to consistency between membership of the Harbour Advisory Committee and the Economic Development and Infrastructure Services Committee.

In response, the Head of Environmental and Commercial Services advised that he had discussed this with the Head of Governance, Strategy and Performance who was satisfied that members who are not part of the Economic Development and Infrastructure Services Committee but on the Harbour Advisory Committee is not an issue as this Committee is adequately represented on Harbour Advisory Committees.

Under reference to paragraph 13 of the minute of the meeting of this Committee dated 5 November 2019, Councillor Warren sought an update on securing funding for the Ice Plant and Chill at Buckie Harbour and noted that she had not received the Business Case as yet.

In response, the Transportation Manager advised that the Council had approved the Business Case and expenditure and advised that the Business Case would be circulated in due course.

The Head of Economic Development and Growth further advised that a report had been presented to the Policy and Resources Committee recently to consider alternative funding for the Business Case which had been approved by the Committee. At this meeting, Members had requested further details surrounding the Business Case however this was yet to be provided.