

Minutes of Meeting of the **Isle of Skye and Raasay Committee (Comataidh an Eilein Sgitheanaich agus Ratharsair)** held in the Chamber, Tigh na Sgìre, Park Lane, Portree on **Monday, 2 March, 2020 at 10.30 am.**

Present:

Mr J Finlayson
Mr J Gordon
Mr C MacLeod

In attendance:

Mr W MacKinnon, Ward Manager
Mr S Manning, Principal Traffic Officer
Mr G MacDonald, Senior Engineer (Ross, Skye & Lochalsh)
Ms J Bruce, Principal Housing Officer
Mr A MacInnes, Administrative Assistant

Also in Attendance:

Assistant Chief Constable J Hawkins, Police Scotland
Inspector L Allan, Police Scotland

An asterisk in the margin denotes a recommendation to the Council. All decisions with no marking in the margin are delegated to the Committee.

Mr J Gordon – Cathraiche (Chair)

Business

**1. Apologies for Absence
Leisgeulan**

There were no apologies for absence.

**2. Declarations of Interest
Foillseachaidhean Com-pàirt**

There were no declarations of interest.

**3. Minutes
Geàrr-chunntas**

There were circulated for information, Minutes of Meeting of the Isle of Skye and Raasay Committee (Comataidh an Eilein Sgitheanaich agus Ratharsair) held on 2 December, 2019, which were approved at the Highland Council meeting held on 9 December, 2019, the terms of which were **NOTED**.

4. Police Scotland Local Committee Performance Report Aithisg Choileanaidh Comataidh Ionadail Poileas Alba

There was circulated Report No SR/1/20 by the Area Inspector, Police Scotland.

During discussion, the following main points were raised by Members:-

- It was queried if local Police Officers were involved in discussions regarding the Skye cycle path initiative. There was a community event to discuss this initiative on Thursday, 5 March and organisers were keen to have as many public organisations involved as possible. Initially, plans were to develop a cycle path between Kyleakin and Broadford. Details of the community event would be forwarded to the Area Inspector who indicated that Police Scotland would be happy to assist in this initiative.
- Signage on trunk roads showing the protocol for overtaking cyclists may improve road safety;
- The number of people detected for speeding on Skye had increased given Police Scotland's focus on road safety. Police Scotland were consulted by The Highland Council and Transport Scotland on any speed limits that were proposed to be introduced and would provide statistics on road safety at specific locations.
- There had been a slight increase in the number of people detected for drink/drug driving offences on Skye. This was as a result of a media campaign on the issue of drink/drug driving and the intelligence that had been received from the public as a result.
- It was queried if staff resources had an impact on local Police Officers ability to undertake licensed premises checks. It was advised that the Police liaison with licensed premises would occur when Officers were in attendance at a licensed premises for an incident or proactively when Officers knew the premises would be open. Feedback from communities was that Officers seen in or around licensed premises did act as a deterrent to problems such as under age drinking or drug misuse.
- It was queried if local Officers had to deal with historical sexual crimes. It was advised that sexual crimes did not have a significant impact on local Officers and some of the historical cases would be dealt with by a national Police Unit.
- It was explained that there were various specialist units within Police Scotland that were there to assist local Officers when necessary, thereby allowing local Officers to continue with their normal operational duties.
- All intelligence related to serious and organised crime was monitored daily. In terms of drug misuse in the area, there was an affluent generation in the area who had a significant amount of disposable income and intelligence was used to determine how drugs were brought into the area so that the Police could target this. The level of drug related death was very high in Scotland and statistically the worst in Europe. Efforts to educate people and a joint approach by Public Organisations to tackle the problem of drugs would continue.
- In relation to the Climate Change conference to be held in Glasgow later this year, it was noted that the policing of the event would cost in the region of £250m. The Chief Constable had requested this funding from the UK

Government who were hosting the event. This event would have a significant impact on policing throughout Scotland.

- The demands on Police had changed significantly over the years to dealing more with domestic violence cases and cyber crime and the threat this posed to adults and children.
- Police Scotland received 3.2m calls a year, but less than 20% of these calls resulted in a crime being recorded. The majority of calls related to issues such as mental health and missing persons, incidents that people would not necessarily assume were the Police's responsibility.
- The financial challenges facing Police Scotland and the pressures this put on service delivery were highlighted;
- There were currently 2 vacancies in the Skye/Raasay area and it was intended to fill these by Police probationers. There were recruitment challenges in the North of Scotland area and there was a need for the right HR polices and recruitment strategies in place to encourage Police Officers to work in remote communities.
- Members felt that policing in the area was very positive and there was a good culture of local community connections which would draw valuable intelligence for policing in the area.
- The Skye and Raasay Police Scotland team won the top team award in Scotland which was excellent and well deserved and reflected the flexibility and loyalty of local Officers servicing the community.

Having scrutinised the Local Performance Report, the Committee **NOTED** progress made against the objectives set within the Highland and Islands Local Policing Plan 2017-20 Year 3, attached as Annex A to the report, for the period covering 1 April 2019- 31 December 2019.

5. Consideration of Traffic Regulation Order Objections Beachdachadh air Gearanan mu Òrdughan Riaghladh Trafaig

There was circulated Report No. SR/2/20 by the Executive Chief Officer Infrastructure and Environment relating to the On-street pay and display proposed for Ford Road, Broadford.

It was the Services' view that the proposed Pay and Display parking was an effective tool to allow proper management of on street parking at this location and the amendments already made to the proposed timings and tariffs were reasonable.

During discussion, it was noted that this had been a long standing local issue in Broadford and that the local community and local businesses had initially come forward with concerns about traffic management in Ford Road, Broadford. There had been representations that people were parking their cars in this area for a week and people parking their cars and then using public transport to Portree or Inverness.

It was noted that some of the objections to the Traffic Order were that staff in local businesses would have to park their car elsewhere and walk to work, often in poor weather conditions. However, the point was made that this would apply to many other areas where people required to park their car and walk to work. Further, it was felt that, arising from the consultation, the adjustments that had now been made to the Traffic Regulation Order were reasonable i.e. the free parking period

was increased from 0.5 hrs to 1 hr, charging times were reduced from 12 to 8 months and the maximum stay increased from 2 to 3 hours.

Thereafter, the Committee **AGREED** that the Traffic Regulation Order as advertised is made in so far as it relates to matters deliberated by this Committee and the objections to the Ford Road Pay & Display proposals as advertised, are set aside.

6. Housing Revenue Account: Garage Rents 2020/21
Cunntas Teachd-a-steach Taigheadais: Màil Gharaidsean 2020/21

There was circulated Report No. SR/3/20 by the Executive Chief Officer Property and Housing which provided information on garage rents for Skye & Raasay and invited the Committee to set rent levels for garages held on the Housing Revenue Account for 2020/21.

Following consideration, the Committee **AGREED** a 3% level of rent increase to apply to Skye and Raasay Garages.

7. Roads Maintenance Programme 2020/21
Prògram Càradh Rathaidean airson 2020/21

There was circulated Report No. SR/4/20 by the Executive Chief Officer Infrastructure and Environment.

During discussion, the following main points were raised:-

- The Bayfield Project had an allowance for puffin crossings to be installed;
- There would be surface dressing in Portree Village at locations yet to be determined;
- The schedule of works in the Roads Maintenance Programme was based on last year's financial allocation and it was anticipated that, if there was good weather, the planned programme of works would be completed.
- In light of concerns expressed by communities regarding road conditions, if there was no additional roads funding from the Council budget meeting this week, it was queried what the impact would be. It was advised that all other schemes not on the programme would be included in the structural maintenance road patching programme. This programme would be extensive and ongoing throughout the year, outwith the surface dressing & surfacing programme as weather and resources allow.
- If part of the recommended increase in Council tax was to be ring fenced for additional funds for roads maintenance, a new programme of surfacing would be drawn up for the Local Committee's approval. It would also enable additional work to be carried out by the Jetpatcher on unclassified roads.
- In terms of the Skye/Raasay single track network, 75% of roads were "U" or "C" Class. It was explained that these roads were cart tracks that had evolved by putting tarmac on them, but they were not designed to carry any significant traffic. These single track roads cannot cope and were at the end of their useful life and they will continue to deteriorate if untreated.
- There was a suggestion that the roads allocation across Highland should be changed to take account of double track roads in Inverness. These roads were properly engineered and new compared with some of the roads on Skye/Raasay.
- Road maintenance allocations were based on road length, but there were very few new housing schemes on Skye and therefore the chances of

increasing road length in this area was limited, whereas in Inverness their road length was continuously increasing due to new developments.

- The last significant road building schemes on Skye, with the exception of the A851 Broadford to Armadale Road, was under the Crofter Counties Road schemes whereby single track roads were enhanced to double track roads. Since then there was only road maintenance of the existing network.
- Repairing pot holes was a priority for roads teams;
- Drainage was one of the most important factors in maintaining roads and a programme of works was being planned.
- The white lining machine was currently in Fort William and as soon as it was available for the Skye/Raasay area, training for staff on using the machine would commence. There was a commitment to complete a programme of lining works associated with the 'Keep Left' campaign;
- In terms of external contractors installing fibre cables for Broadband or utilities works, some communities had stated that the contractors were not reinstating the verges following completion of the works. The Council had a duty to inspect contractors work on roads and contractors had a duty to reinstate roads to a good condition. It was advised that the Council's Roads Inspector would deal with such issues.

Thereafter, the Committee **APPROVED** the proposed 2020/21 Roads Maintenance Programme for Isle of Skye & Raasay Area.

The meeting ended at 12.20 p.m.