

Minute

Development and Infrastructure Committee

Tuesday, 6 September 2022, 09:30.

Council Chamber, Council Offices, School Place, Kirkwall.



Present

Councillors David Dawson, Gillian Skuse, Graham A Bevan, P Lindsay Hall, Kristopher D Leask, W Leslie Manson, Raymond S Peace, James W Stockan, Owen Tierney, Duncan A Tullock and Heather N Woodbridge.

Councillor Jean E Stevenson, who had been invited for Item 6.

Present via remote link (Microsoft Teams)

Councillor Mellissa-Louise Thomson.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Gareth Waterson, Corporate Director for Enterprise and Sustainable Regeneration (for Items 1 to 10 and 13 to 19).
- Hayley Green, Corporate Director for Neighbourhood Services and Infrastructure.
- James Buck, Head of Marine Services, Transportation and Harbour Master.
- Sweyn Johnston, Head of Enterprise and Economic Growth.
- Erik Knight, Head of Finance (for Items 1 to 6).
- Lorna Richardson, Interim Head of Neighbourhood Services (for Items 1 to 12).
- Stuart Allison, Service Manager (Enterprise) (for Items 13 to 19).
- David Custer, Service Manager (Engineering) (for Items 9 to 12).
- Hazel Flett, Service Manager (Governance).
- Shonagh Merriman, Service Manager (Corporate Finance).
- Laura Cromarty, Transportation Manager (for Items 5 to 13).
- Kenneth Roy, Team Manager (Roads Support) (for Items 1 to 9).
- Karen Bevilacqua, Solicitor.

Observing

- Kirsty Groundwater, Communications Team Leader (for Items 11 to 19).
- Alison Barclay, Community Led Local Development Officer (for Items 13 to 15).
- Jordan Low, Economic Development Officer (for Items 13 to 15).
- Lauren Pring, Graduate Planner (Development and Marine Planning) (for Items 1 to 6).

Apology

- Councillor Rachael A King – who had been invited for Item 6.

Declarations of Interest

- No declarations of interest had been intimated.

Chair

- Councillor David Dawson.

1. Disclosure of Exempt Information

The Committee noted the proposal that the public be excluded from the meeting for consideration of Item 18, together with Annex B of Item 16, as the business to be discussed involved the potential disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

2. Revenue Expenditure Outturn

After consideration of a joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

2.1. The revenue expenditure outturn statement, in respect of service areas for which the Development and Infrastructure Committee was responsible, for financial year 2021/22, attached as Annex 1 to the joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, which indicated an overspend of £558,000.

The Committee scrutinised:

2.2. The explanations given and actions proposed in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 2 to the joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, and obtained assurance that appropriate action was taken with regard to significant budget variances.

3. Revenue Expenditure Monitoring

After consideration of a joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

3.1. The revenue financial summary statement, in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 30 June 2022, attached as Annex 1 to the joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, which indicated a budget overspend position of £1,386,800.

3.2. The revenue financial detail by service area statement, in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 30 June 2022, attached as Annex 2 to the joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance.

The Committee scrutinised:

3.3. The explanations given and actions proposed, in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the joint report by the Corporate Director for Enterprise and Sustainable Regeneration, the Corporate Director for Neighbourhood Services and Infrastructure and the Head of Finance, and obtained assurance that action was being taken with regard to significant budget variances.

4. Road Asset Replacement Programme and Roads Revenue Maintenance Programme

Expenditure Outturn

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

4.1. The summary outturn position of expenditure incurred for financial year 2021/22 in respect of the Road Asset Replacement Programme and the Roads Revenue Maintenance Programme, as detailed in section 4.1 of the report by the Head of Finance.

The Committee scrutinised:

4.2. The detailed analysis of expenditure figures and programme updates, attached as Appendices 1 and 2 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress made with delivery of the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme.

5. Road Asset Replacement Programme and Roads Revenue Maintenance Programme

Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Service Manager (Corporate Finance), the Committee:

Noted:

5.1. The summary position of expenditure incurred, as at 30 June 2022, against the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme for 2022/23, as detailed in section 4.1 of the report by the Head of Finance.

The Committee scrutinised:

5.2. The detailed analysis of expenditure figures and programme updates, attached as Appendices 1 and 2 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme.

6. Finstown Traffic Management Study

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

6.1. That, following receipt of a petition in 2021 from the Finstown local community raising road safety concerns, the Council engaged Systra UK Limited to undertake a Traffic Management Study to determine what, if any, traffic management solutions would be required to improve current traffic conditions and alleviate road safety concerns.

6.2. That the Traffic Management Study, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, provided options for improvements to the current traffic management within Finstown.

6.3. The proposal to introduce the following new and revised speed limits, with the aim to deliver those measures within the current financial year, the process for which took three to four months to complete:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of the existing part-time 20mph speed limit on the A966 to cover a section of the A965.
- Extension of the existing 30mph speed limits on the Old Finstown Road, A966 and A965 East.

6.4. The cost of introducing new speed limits and installing necessary signage, estimated at £40,000, which could be met from the Cycling, Walking and Safer Routes grant for 2022/23.

6.5. That works associated with the following additional measures would be progressed as resources permitted:

- Within 12 to 18 months – upgrade existing village gateways.
- Within 2 to 3 years – introduce speed indication devices, upgrade existing and introduce new uncontrolled pedestrian crossings.
- Within 3 to 5 years – introduce traffic calming measures and widen a section of footway on the east side of A966.

Councillor David Dawson, seconded by Councillor Owen Tierney, moved that new and revised speed limits be introduced in Finstown at the following locations, with the costs, estimated at £40,000, being funded from the Cycling, Walking and Safer Routes grant for 2022/23:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of the existing part-time 20mph speed limit on the A966 to cover a section of the A965.
- Extension of the existing 30mph speed limits on the Old Finstown Road, A966 and A965 East.

Councillor Duncan A Tullock moved an amendment that the existing part-time 20mph speed limit on the A966 be extended to cover a section of the A965 in Finstown, together with installation of non-intrusive traffic calming measures, including visual speed indication devices.

On receiving no seconder, his amendment fell, and the Committee:

Resolved to **recommend to the Council:**

6.6. That new and revised speed limits be introduced in Finstown at the following locations:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of the existing part-time 20mph speed limit on the A966 to cover a section of the A965.
- Extension of the existing 30mph speed limits on the Old Finstown Road, A966 and A965 East.

6.7. That the costs in respect of introducing the new and revised speed limits in Finstown, referred to at paragraph 6.6 above, estimated at £40,000, be funded from the Cycling, Walking and Safer Routes grant for 2022/23.

**Please refer to the Minute of the General Meeting of the Council held on
4 October 2022.**

7. Winter Service Plan

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

7.1. That delivery of the Winter Service was based on guidance set out in the Well-managed Highway Infrastructure – A Code of Practice.

7.2. That the cost of the winter service for 2021/22 was £1,238,348 against a budget of £944,200.

7.3. That the approved budget for winter service costs for financial year 2022/23 was £963,200.

7.4. That a review of operational performance for winter 2021/22 had been undertaken, as detailed in section 5 of the report by the Corporate Director for Neighbourhood Services and Infrastructure.

7.5. That stakeholders were consulted annually on the proposals within the Winter Service Plan, as detailed in section 6 of the report by the Corporate Director for Neighbourhood Services and Infrastructure.

7.6. The responses to the consultation process, summarised in Appendix 2 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, together with proposed amendments to route priorities arising from the consultation process, as detailed in Appendix 3.

7.7. The draft Winter Service Plan 2022/23, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, which had been updated to take account of the review of performance and the responses to the consultation.

The Committee resolved to **recommend to the Council:**

7.8. That the Winter Service Plan 2022/23, attached as Appendix 1 to this Minute, be approved.

8. Household Waste and Recycling

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

8.1. That, on 10 September 2019, the Development and Infrastructure Committee endorsed the Household Refuse and Recycling Service Policies, a single document, covering various aspects of the waste and recycling service.

8.2. That much of the information contained in the policies, referred to at paragraph 8.1 above, related to messaging and communications regarding how to use the service, and a communication campaign was planned to ensure that householders were better informed and able to easily access the necessary information.

8.3. That the policies had been reviewed and updated, reflecting feedback received since first publication, and combined into a single policy, the Household Refuse and Recycling Policy, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure.

The Committee resolved to **recommend to the Council:**

8.4. That the Household Refuse and Recycling Policy, attached as Appendix 2 to this Minute, be endorsed.

9. Electric Vehicle Charges

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

9.1. That, in October 2014, the Council approved Orkney's Electric Vehicle (EV) Infrastructure Strategy, as the basis for further consultation in respect of specific projects and initiatives noted therein.

9.2. That funding was available from the Scottish Government in the current financial year to update the EV Strategy and draft an Expansion Plan to align with local and national policies and to consider the Council's future involvement in the EV infrastructure network.

9.3. That the Council managed and operated a number of EV charging points across Mainland Orkney, which were installed using funding provided from central Government and their agencies.

9.4. That, since May 2019, fees had been levied for use of the Council's EV charging points, with fees varying depending on whether the charger type was fast or rapid.

9.5. That fee income did not cover the cost of managing and maintaining the EV charging infrastructure.

9.6. That officers had engaged with Orkney Renewable Energy Forum to ensure that the EV charging network remained attractive to users while the burden on the Council was not excessive, resulting in a proposed revised fee structure as detailed in section 4.4 of the report by the Corporate Director for Neighbourhood Services and Infrastructure.

9.7. That no additional staff or budgetary resource had been assigned to the increasing strategic and operational work associated with the EV infrastructure roll out.

The Committee resolved to **recommend to the Council:**

9.8. That the undernoted charging structure in respect of the Council's EV charging infrastructure be adopted and implemented from 1 November 2022:

- Rapid Charger:
 - Price per kWh – 38p.
 - Minimum charge – £3.
 - Maximum stay – 1 hour.
 - Penalty for overstay – £1 per minute.
- Fast Charger:
 - Price per kWh – 30p.
 - Minimum charge – £1.50.
 - Maximum stay – 4 hours.
 - Penalty for overstay between 08:00 and 18:00 – £5.
 - Penalty for overstay between 18:00 and 08:00 – £nil.

9.9. That the Corporate Director for Neighbourhood Services and Infrastructure should arrange for the existing EV Infrastructure Strategy to be reviewed and updated, the cost of which should be met from the Transport Scotland funding referred to at paragraph 9.2 above.

9.10. That, following approval of the revised EV Infrastructure Strategy, the Corporate Director for Neighbourhood Services and Infrastructure should review the charging structure referred to at paragraph 9.8 above.

Councillor James W Stockan left the meeting during discussion of this item.

10. Orkney Flood Risk Management Plan

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Service Manager (Engineering), the Committee:

Noted:

10.1. That, on 8 June 2021, when considering the draft list of actions for inclusion in the Local Flood Risk Management Plan for the period 2022 to 2028, the Development and Infrastructure Committee recommended:

- That the local list of proposed actions for inclusion in the Local Flood Risk Management Plan 2022 to 2028, attached as Appendix 1 to the report by the Executive Director of Development and Infrastructure, be approved for public consultation.
- That the Executive Director of Development and Infrastructure should review the local list of draft actions for inclusion in the Local Flood Risk Management Plan 2022 to 2028, following consultation feedback, and thereafter submit a report to the Committee, detailing the actions for inclusion in the Plan.

10.2. That, from July to October 2021, the actions proposed within the Local Flood Risk Management Plan, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, were subject to a joint public consultation exercise with the Scottish Environment Protection Agency on the Flood Risk Management Strategy and Local Flood Risk Management Plan for Orkney.

The Committee resolved to **recommend to the Council:**

10.3. That the local list of actions for inclusion in the Local Flood Risk Management Plan 2022 to 2028, attached as Appendix 3 to this Minute, be approved.

Councillor James W Stockan rejoined the meeting during discussion of this item and left the meeting at this point.

11. Proposed Salt Storage Facility

After consideration of a report by the Corporate Director for Neighbourhood Services and Infrastructure, copies of which had been circulated, and after hearing a report from the Interim Head of Neighbourhood Services, the Committee:

Noted:

11.1. That the Winter Maintenance Policy, approved by Council in October 2021, stated that the ability to adequately manage storage conditions for salt and keep it dry was required if national road safety standards were to be met.

11.2. Options for the proposed development of a salt storage facility, as detailed in the Stage 1 Capital Project Appraisal, attached as Appendix 1 to the report by the Corporate Director for Neighbourhood Services and Infrastructure, with the preferred option being a new build facility at Cursiter Quarry.

11.3. That, should the project be approved for progression through the Capital Project Appraisal process, a further sum of up to £20,000 was required to develop the Stage 2 Capital Project Appraisal, which could be met from existing service budgets.

The Committee resolved to **recommend to the Council:**

11.4. That, as an exception to the Capital Project Appraisal process, in order to manage storage conditions for salt to meet national road safety standards, the Corporate Director for Neighbourhood Services and Infrastructure should submit, to the Policy and Resources Committee, a Stage 2 Capital Project Appraisal in respect of a proposed new salt storage facility at Cursiter Quarry.

12. Harbour Authority Sub-committee

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 23 August 2022, copies of which had been circulated, the Committee:

Resolved, on the motion of Councillor David Dawson, seconded by Councillor Gillian Skuse, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 23 August 2022, attached as Appendix 4 to this Minute, as a true record.

13. Public Bus Service Contract Monitoring

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

13.1. That the School and Public Bus Contract commenced on 16 August 2021 for a period of eight years, with the ability to extend up to a maximum of 10 years.

13.2. Passenger carryings for the period August 2021 to July 2022, together with details of passenger fare income received from August 2021 to July 2022, which was now allocated to the Sustainable and Green Transport Fund, as detailed in section 4 of the report by the Corporate Director for Enterprise and Sustainable Regeneration.

13.3. A comparison of passenger carryings pre COVID-19 to the present day, attached as Appendix 1 to the report by the Corporate Director for Enterprise and Sustainable Regeneration.

Councillor James W Stockan rejoined the meeting during discussion of this item.

14. Crown Estate Economic Development Fund

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Enterprise and Economic Growth, the Committee:

Noted:

14.1. That, on 21 June 2022, when considering the establishment of ring-fenced economic development and community development budgets within the Council's Crown Estate Fund, the Policy and Resources Committee recommended:

- That, following deduction of all funding commitments made to date, 50% of the balance of the Crown Estate Fund, plus 50% of future annual allocations of Crown Estate revenues, be allocated and split evenly to the following two new funding schemes:
 - Crown Estate Economic Development Fund.
 - Crown Estate Community Led Development Fund.
- That determination of applications for funding from the Crown Estate Economic Development Fund be delegated to the Corporate Director for Enterprise and Sustainable Regeneration, in consultation with the Leader, Depute Leader, Chair and Vice Chair of the Development and Infrastructure Committee.
- That any budget allocations to the Crown Estate Economic Development Fund and Crown Estate Community Led Development Fund that were not spent or committed within the financial year in which they were awarded be carried forward and retained as ring fenced elements within the Fund balances.
- That the Corporate Director for Enterprise and Sustainable Regeneration should submit a report, to the first available meeting of the Development and Infrastructure Committee, setting out eligibility criteria and parameters in respect of the Crown Estate Economic Development Fund and the Crown Estate Community Led Development Fund.

14.2. That eligibility parameters and criteria for the Crown Estate Economic Development Fund had been developed that aligned with economic development priorities at both a national and local level and the principles for the use of the Crown Estate funding, agreed by the Council in December 2019.

14.3. That, in October 2019, Council agreed the following Economic Development priorities:

- SME business start-up and development.
- Sustainable development of tourism and destination management.
- Energy, renewables and energy-systems management.
- Primary production challenges.
- Internationalisation and marketing.

14.4. The proposal to introduce a new farm/croft diversification grant scheme, to be funded from the Crown Estate Economic Development Fund, to assist local farm/croft businesses to diversify, which would create additional income streams to help offset the loss of traditional Common Agricultural Policy (CAP) payments.

14.5. That guidelines for the proposed new farm/croft diversification grant scheme would be developed, in line with the scheme principles outlined at section 5 of the report by the Corporate Director for Enterprise and Sustainable Regeneration, which would be published, should establishment of the scheme be approved.

The Committee resolved to **recommend to the Council:**

14.6. That the following eligibility parameters in respect of the Crown Estate Economic Development Fund be approved:

- Creating and safeguarding sustainable economic growth and jobs.
- Projects contributing to the net zero agenda, including climate change adaptation, which benefits the 'Blue Economy' such as environmental enhancement, emissions reduction or removal of waste.
- Adding value to Orkney's economy through collective efforts, including supporting promotion/marketing, developing new products/facilities and improving sustainability.
- Developing sustainable tourism.
- Diversification projects such as farming or fisheries diversification.

14.7. That the Crown Estate Economic Development Fund be used to provide additional funding for any existing economic development grants budget, where the core budget allocation for the financial year had first been exhausted.

14.8. That, for the purposes of disbursement of funding, the Crown Estate Economic Development Fund be recognised as constituting funding which was external to the Council.

14.9. That a new Farm/Croft Diversification Support Scheme, to be funded from the Crown Estate Economic Development Fund up to a maximum sum of £40,000 to any project, and at a maximum rate of 30% of total eligible costs, be established.

Councillor Raymond S Peace left the meeting during discussion of this item.

15. Crown Estate Community Led Development Fund

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Head of Enterprise and Economic Growth, the Committee:

Noted:

15.1. That, on 21 June 2022, when considering the establishment of ring-fenced economic development and community development budgets within the Council's Crown Estate Fund, the Policy and Resources Committee recommended:

- That, following deduction of all funding commitments made to date, 50% of the balance of the Crown Estate Fund, plus 50% of future annual allocations of Crown Estate revenues, be allocated and split evenly to the following two new funding schemes:
 - Crown Estate Economic Development Fund.
 - Crown Estate Community Led Development Fund.
- That determination of applications for funding from the Crown Estate Community Led Development Fund be delegated to the Corporate Director for Enterprise and Sustainable Regeneration, in consultation with the Leader, Depute Leader, Chair and Vice Chair of the Development and Infrastructure Committee, together with the Chair of the Orkney Local Action Group, established to deliver the 2014-20 LEADER Programme.
- That any budget allocations to the Crown Estate Economic Development Fund and Crown Estate Community Led Development Fund that were not spent or committed within the financial year in which they were awarded be carried forward and retained as ring fenced elements within the Fund balances.
- That the Corporate Director for Enterprise and Sustainable Regeneration should submit a report, to the first available meeting of the Development and Infrastructure Committee, setting out eligibility criteria and parameters in respect of the Crown Estate Economic Development Fund and the Crown Estate Community Led Development Fund.

15.2. The limited provision of community led development funding following closure of the EU LEADER Programme within Scotland.

15.3. That a proposed scheme had been developed by Scottish Government that aligned with community priorities at both national and local levels, but with a significantly reduced budget compared to the EU LEADER Programme.

15.4. That ongoing communications with community groups, coupled with recent community consultations, had identified the priority of Community Led Local Development and potential projects from within those communities.

15.5. That proposed eligibility criteria and parameters for the Crown Estate Community Led Development Fund had been designed to complement and mirror the Scottish Government Community Led Local Development Fund.

The Committee resolved to **recommend to the Council:**

15.6. That the following eligibility parameters in respect of the Crown Estate Community Led Local Development Fund be approved:

- Developing and regenerating Orkney communities including infrastructure and assets.
- Creating and safeguarding sustainable community economic growth and jobs.
- Providing communities with the means and opportunity to address issues of poverty, disadvantage and inequality.
- Contributing to net zero agenda through community assets decarbonisation and renewable energy, building in greater resilience.
- Supporting communities to develop projects which promote and develop local inclusion and resilience in areas, for example, food supply and connectivity.
- Supporting community capacity building and community development.
- Supporting opportunities for community skills development and learning experiences.
- Adding value to Orkney's economy through collective community body efforts including supporting promotion, developing new offers, and improving resilience/sustainability.
- Developing sustainable community tourism.
- Supporting strategic community events such as collective heritage/festivals infrastructure/development, etc.
- Safeguarding, restoring, enhancing or interpreting the coastal environment all across Orkney by the Community.
- Empowering, supporting, developing, participation and networking of young people (0-30 years) and their facilities/services/opportunities within the community.

15.7. That, for the purposes of disbursement of funding, the Crown Estate Community Led Development Fund be recognised as constituting funding which was external to the Council.

15.8. That the following schemes be established for funding from the Crown Estate Community Led Development Fund:

- Feasibility grants for potential community led projects, up to a maximum sum of £25,000 to any project, and at a maximum rate of 50% of total eligible costs.
- Delivery grants for community led projects, up to a maximum sum of £50,000 to any project, and at a maximum rate of 50% of total eligible costs. Grants higher than 50% and up to £100,000 would be considered in exceptional circumstances over more than one financial year and upon evidence of all other match funding options being exhausted.
- A young people's (0-30 years) grant scheme, to be funded from a ringfenced budget of £10,000 annually, to support young people develop projects up to a maximum sum of £3,000, and at a maximum rate of 100% of total eligible costs per project.

Councillor Raymond S Peace rejoined the meeting during discussion of this item.

16. Economic Development Grants

Budget Monitoring Statement and Delegated Approvals

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, and after hearing a report from the Service Manager (Enterprise), the Committee:

Noted:

16.1. That, for financial year 2022/23, the approved budget in respect of Economic Development Grants amounted to £306,300.

16.2. Spending to 31 July 2022, in relation to Economic Development Grants, totalling £71,937, of which £44,229 related to grant commitments made in previous financial years and £27,708 to current year commitments.

16.3. That, as at 31 July 2022, the budget available for approval from the Economic Development Grants budget amounted to £162,582, as detailed in Annex A to the report by the Corporate Director for Enterprise and Sustainable Regeneration.

16.4. Grant approvals made in the period 1 April to 31 July 2022, totalling £143,718, which included grants approved under delegated schemes for the same period, totalling £71,648, as detailed in Annex B to the report by the Corporate Director for Enterprise and Sustainable Regeneration.

17. Exclusion of Public

On the motion of Councillor David Dawson, seconded by Councillor Gillian Skuse, the Committee resolved that the public be excluded for the remainder of the meeting, as the business to be considered involved the disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

18. Kirkwall Town Centre Regeneration

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Corporate Director for Enterprise and Sustainable Regeneration, copies of which had been circulated, the Committee:

Resolved to **recommend to the Council** what action should be taken with regard to a Kirkwall Town Centre Regeneration project.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

19. Conclusion of Meeting

At 15:08 the Chair declared the meeting concluded.

Signed: David Dawson.