

## The Highland Council

Minutes of Meeting of the **Economy and Infrastructure Committee** held in the Council Chamber, Council Headquarters, Glenurquhart Road, Inverness on Thursday, 13 February 2025 at 10.30 am.

### **Present:**

Mr A Baxter	Mr D Louden (Substitute)
Mr C Ballance (Substitute)	Mr W MacKay
Mr J Bruce	Mr D Macpherson
Mr M Cameron	Mr H Morrison
Mr J Edmondson	Ms L Niven
Mr K Gowans	Mr P Oldham
Mr R Jones	Mrs T Robertson
Mr P Logue	Mr R Stewart
Mr B Lobban (Substitute)	Ms M Smith

### **Non-Members also present:**

Mr M Baird	Ms L Kraft (Remote)
Dr C Birt (Remote)	Mr R MacKintosh
Ms L Dundas (Remote)	Mr D McDonald
Mr J Finlayson (Remote)	Mr J McGillivray
Mr D Fraser (Remote)	Mr D Millar
Dr M Gregson	Mr K Rosie

### **Officials in Attendance:**

Mr M MacLeod, Assistant Chief Executive – Place  
Ms N Wallace, Service Lead-Environment Dev Active Travel  
Mr M Bailey, Programme Manager (City Region Deal)  
Mr N Osborne, Climate Change and Energy Team Manager  
Ms J Cromarty, Team Leader (Sustainable Transport)  
Ms L MacKellaich, Road Safety Manager  
Miss J MacLennan, Joint Democratic Services Manager, Performance & Governance  
Mrs O Marsh, Committee Officer, Performance & Governance

### **Also in attendance:**

Ms S Mackenzie, Co-founder and CEO, Gro For You  
Mr R Jones, Co-Founder and Finance Director, Gro For You  
Ms A Ross, Centre Director, Gro For You

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

**Mr K Gowans in the Chair**

**Business**

**1. Calling of the Roll and Apologies for Absence  
Gairm a' Chlàir agus Leisgeulan**

Apologies for absence were intimated on behalf of Mr I Brown, Mr M Green and Ms K Willis.

**2. Declarations of Interest/Transparency Statement  
Foillseachaidhean Com-pàirt/Aithris Fhollaiseachd**

The Committee **NOTED** the following declaration of interest:-

Item 14 – Mr J Edmondson

**3. Good News  
Naidheachdan Matha**

The Committee **NOTED** the following items of Good News:-

**Deal for Council to take over D&E Coaches completed**

The Council acquired full ownership of D&E Coaches Limited, making a significant investment in public and school transport. This decision was influenced by the in-house team success in providing cost-effective services. Thanks were conveyed to everyone who contributed to the huge amount of due diligence work that was required to get to this point.

**Stromeferry Rockworks - Phase 13**

The latest phase of the Stromeferry Bypass project was completed to improve road safety on the A890. A £400k contract to install active mesh protection and rock bolting was finished in January. The annual rope access survey of condition of the 4km section was scheduled for April 2025, with future works set to undergo risk assessment to identify high-priority areas.

**Naver Bridge**

Preparation work for the new Naver Bridge near Bettyhill in North Sutherland began under an £11m contract with Wills Brothers. The project planned for the bridge to open in 2025, with demolition and contract completion set for 2026.

**4. Presentation – Gro For You Project Tain  
Taisbeanadh – Pròiseact Gro For You Bhaile Dhubhthaich**

Ms S MacKenzie, Mr R Jones and Ms A Ross from Gro for You Community Innovation Campus, delivered a presentation about The Gro for You Project, a pioneering project set to open in the heart of Tain in Summer 2025. This transformative Community Innovation Campus, the first of its kind in the Highlands, focused on delivering triple impact in the following key areas:

Sustainability and Net Zero Technologies, Community Learning and Development and Health and Wellbeing.

During discussion, Members raised the following main points:-

- Members expressed strong appreciation for the dedication, passion and hard work of the Gro For You team and recognised their work in social innovation addressing various community challenges, including health and wellbeing, skills training, social isolation and environmental concerns;
- it was acknowledged that the project aligned with sustainable development goals, supporting community growth and problem-solving. In addition, the significant effort and personal investment put into the project over the years was also acknowledged;
- continued support from the Council to ensure the project's ongoing success was needed;
- Members welcomed Tain's new developments which were highlighted as key improvements for the community. These included the Tain 3-18 campus which was the first of its kind in the Highlands, the training café and pathway from Tain to the Glenmorangie Distillery;
- it was emphasised that the Tain projects were the result of five years of hard work and perseverance and represented some of the most significant social investments in the area within the past 40 years; and
- it was suggested that other communities could potentially replicate these initiatives across Highland and seek guidance from the project team.

The Committee **NOTED** the presentation.

#### **5. Quarterly Revenue and Performance Monitoring Report Q3 2024/25 Aithisg Ràitheil Teachd-a-steach agus Sgrùdadh Coileanaidh R3 2024/25**

There had been circulated Report No. ECI/01/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- thanks were expressed for the thorough and honest report;
- regarding the major investment in renewables, particularly in relation to the expected uplift in planning fees towards the end of the year, it was queried whether this projection would be affected by recent announcements from major oil companies withdrawing from renewables and refocusing on oil and gas due to profitability;
- planning and building warrant fees were anticipated to come in £400,000 above target. However, there was an existing overspend of over £500,000 and clarification was sought on how this discrepancy would be managed;
- it was hoped that the bus operation overspend of £466,000 would be recoverable in the next financial year. However, concern was raised over whether part of this overspend was due to the initial purchase of buses without prior inspection and the additional expenses required to make them road-ready;

- concern was raised regarding the Inverness Rose Street car park floor surface potholes and it was queried whether the issues were structural. It was felt that the car park required remedial works to improve its condition, ensure its safety, and encourage people to use the facility and signage should be displayed to confirm remedial works were planned;
- the overspend on the Corran Ferry was acknowledged and it was recognised that the aging vessel was a primary contributing factor. It was confirmed that the vessel was due to return to service shortly but concern was expressed about the potential costs associated with its return. Additionally, as the Maid of Glencoul vessel was due to be repaired and refitted, it was queried what the associated costs would be for these works and other related costs to be incurred before the new vessels arrived;
- disappointment was expressed regarding the reduction of £200k from the Coastal Communities Fund as there were many projects being worked across Highland which needed this funding;
- it was queried what actions were being taken to encourage business startups, including whether and where advertisements were being placed;
- regarding bus operations, it was queried if the Council planned for bus leasing given the success of past collaborations;
- it was noted that the Quarter 3 monitoring report omitted staff sickness absence data and therefore it was requested that this be issued to Members to allow for ongoing monitoring;
- disappointment and concern were expressed regarding budget management, particularly in relation to climate change and energy spending. It was felt that despite the Council making difficult financial choices, agreed budgets set by Members were not being adhered to and this was deemed unacceptable. Therefore, stronger budgetary controls to ensure that financial allocations were accurate and achievable was called for. In response, assurance was provided that all council decisions were made based on the best available professional intelligence and with due diligence, and contingencies and reserves were in place for unforeseen challenges;
- while the acquisition of D&E Coaches was a positive development, concern was expressed regarding the timing and handling of the announcement. It had been released to the press at 8pm on a Wednesday, which was perceived as an unusual time for a positive announcement. In addition, concern was also raised regarding the due diligence process, as it appeared that the seller was under the impression that all checks had already been completed, despite the Council stating that these were only beginning;
- reference was made to a previous query regarding the financial viability of the in-house bus service, with a request for a profit and loss account to be shared as evidence of the savings it was generating. It was highlighted that this had not been produced despite Members requests. Members had a duty to scrutinise the work of the Council and required clear, evidence-based information to do so effectively;
- officers were currently working on a strategy to reduce the current financial pressures but concern was expressed about the level of outstanding debts and losses, especially with only six weeks remaining in the financial year;
- the surplus generated by the planning system was welcomed, with the expectation that progress would be made on mapping renewable energy

projects in the Highlands, as per the Council's decision on 30 September 2024;

- information was sought, and provided, regarding the poor investigation resolution rate, as the report indicated that only one inquiry had been successfully resolved within the 20-day timeframe, while 15 had not been completed within that period;
- explanation was sought regarding the £400,000 overspend on the car parking budget due to a loss of income. Whilst the overspend had been attributed to the Rose Street car park and arrangements with the Fort William Common Good Fund, it was confirmed that a detailed update would be provided to Members to identify the exact proportion of the overspend related to the West End (WE) car park in Fort William. In addition, concern was raised that liability for the WE car park might be unfairly shifted onto the Common Good Fund despite a lack of maintenance to the sea wall or the car park surface over a long period;
- regarding appendix 2 of the report, it was highlighted that the year-end car parking estimated income would be nearly £300k overbudget. In addition, clarification was sought why staff costs were estimated to be over £500k which was equated to a 35% overspend;
- further detail was requested on the fuel sales overspend as the income targets were considered to have been overly ambitious for some time; and
- regarding paragraph 8.4 of the report, information was sought, and provided, on the comparison between the poor roads network ratings for B, C, and U class roads and road maintenance staff costs being £923k underspent for the year-end. Clarification was also sought on the reason behind the underspend, along with its impact on the ability to carry out necessary road repairs.

The Committee:-

- i. **APPROVED** the Service's revenue monitoring position; and
- ii. **NOTED** the Service's performance and risk information.

## 6. Capital Monitoring Q3 2024/25 Sgrùdadh Calpa R3 2024/25

There had been circulated Report No. ECI/02/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- it was queried what steps were being taken to find a permanent solution to the annual expenditure on rock face stabilisation at Stromeferry;
- information was sought, and provided, that restrictions on the Inverness Infirmary Bridge would be subject to engineering approval and health and safety considerations. In addition, it was highlighted that a full study should be undertaken to weigh up expensive repairs against rebuild costs to ensure best use of funds;
- it was queried whether the use of smaller vessels, rather than the originally planned ferries, would impact the loan repayment period for Uig Harbour due to lower revenue from dues;

- it was requested that the long-awaited road sign, which had been in storage for seven years, be installed as part of the planned major signage works at the B9006 at Croy;
- concerns were raised regarding outstanding payments for land acquisition at Invercoe Bridge. It was highlighted that local goodwill had allowed the project to proceed, yet payments to individuals remained unresolved since August of the previous year. It was requested that communications immediately improve and payments be processed promptly to resolve the matter;
- it was highlighted that local businesses and residents had raised concerns about damage to properties due to waves from the Uig Pier reconfiguration. In this regard it was requested that a meeting with Council officers and the Chair of the E&I Committee be held with local residents to discuss potential remedial measures;
- the Academy Street plan had resulted in a £139,000 deficit, with potential further legal costs and the risk of clawback of funding. Further clarification was sought regarding these additional costs; and
- it was queried whether funding for gully clearance and drainage maintenance fell under capital monitoring. In addition, the importance of ensuring adequate infrastructure investment in drainage maintenance was emphasised.

The Committee **NOTED** the financial position as at 31 December 2024 and the estimated year end forecast.

## **7. Community Wealth Building Strategy Ro-innleachd Togail Saidhbhreas Coimhearsnachd**

There had been circulated Report No. ECI/03/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- it was highlighted that despite numerous locality plans, place plans and area action plans, there remained a lack of practical action addressing core community issues. It was felt that while housing development continued at a rapid pace, necessary infrastructure and services, such as GP facilities, had not kept up with the demand;
- concern was raised regarding patients at Raigmore Hospital who remained in care longer than necessary due to the absence of post-hospital care services and it was suggested that all partners be brought together to discuss how to address these pressing issues within limited resources;
- whilst the community wealth-building strategy aimed to increase socio-economic benefits through local procurement strategies, it was queried which strategy took precedence in cases of potential conflicts;
- it was highlighted that current legislation had hindered the adoption of hybrid childcare models, particularly in remote areas like the Ardnamurchan Peninsula. Concerns were raised about depopulation, with young families considering relocating due to the lack of childcare and potentially impacting local education services. Therefore, it was proposed to collectively lobby representatives in the Scottish Parliament for a legislative review, as the current childcare model was deemed unsuitable for the Highlands and

Islands. In this regard, it was suggested that the Ardnamurchan Peninsula could serve as a pilot project for testing innovative childcare solutions that better reflected local needs; and

- the importance of supporting community wealth-building initiatives was emphasised, particularly in addressing depopulation within the Highlands. In this regard concern was raised over the Highland Council's contract awards for piers used by Caledonian MacBrayne ferries. It was highlighted that a local construction company, based near Lochmaddy Pier, was overlooked despite its proven expertise. It was felt that greater scrutiny was required to ensure that public funds were spent in a way that supported local businesses and communities.

The Committee:-

- i. **NOTED** updates on progress against the CWB action plan;
- ii. **NOTED** the updates; and
- iii. **AGREED** that a stand-alone Highland Social Value Charter update report be brought to the 29 May 2025 meeting of the Economy and Infrastructure Committee.

#### **8. UK Shared Prosperity Fund - Delivery Plan Progress Update Maoin Soirbheachas Co-roinnte na RA – Cunntas air Adhartas a' Phlana Lìbhrigidh**

There had been circulated Report No. ECI/04/25 by the Assistant Chief Executive - Place.

During discussion, it was stated that, while significant support existed for adult music initiatives, concern was raised for supporting music competitions in schools and the Inverness Music Festival (IMF) continued to struggle with financial sustainability. In this regard, it was suggested that further financial support be considered for school music programmes and the IMF. Additionally, information was sought on how many participants had attended the 500 adult numeracy training courses. It was confirmed that the number of participants would be provided to Members at the 29 May 2025 committee meeting.

The Committee:-

- i. **NOTED** the UKSPF Delivery Plan progress update; and
- ii. **AGREED** that the proposals for projects to ensure the spend of the 2025/26 allocation of funds were brought for agreement to the May 2025 Economy and Infrastructure Committee.

#### **9. Regional Economic Strategy – Highlands and Islands Regional Economic Partnership (HIRE) Ro-innleachd Eaconamach Roinneil – Com-pàirteachas Eaconamach Roinneil na Gàidhealtachd is nan Eilean**

There had been circulated Report No. ECI/05/25 by the Assistant Chief Executive - Place.

The Committee:-

- i. **NOTED** the contents of the Draft HIREP Draft Regional Economic Strategy; and
- ii. **AGREED** to endorse the Regional Economic Strategy attached as Appendix 1 to this report.

#### **10. Delivery Plan Budget Monitoring & Progress Update – Q3 2024/25 Sgrùdadh Buidseit & Cunntas air Adhartas a' Phlana Lìbhrigidh – R3 2024/25**

There had been circulated joint Report No. ECI/06/25 by the Assistant Chief Executive – Place and Assistant Chief Executive – People.

The Committee **NOTED** the progress provided in the Programme and Project updates in this report.

#### **11. Highland Draft Local Transport Strategy Dreachd Ro-innleachd Còmhdhail Ionadail na Gàidhealtachd**

There had been circulated Report No. ECI/07/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- it was highlighted that the use of the term emissions in reports should be more precise, as emissions from vehicles included not only carbon dioxide but also unburnt hydrocarbons, water vapor, nitrous oxide and tire and brake wear;
- a request was made to include consideration of additional railway stations in the Highland Transport Strategy. It was felt that expanding rail access could help promote a lower-carbon economy;
- concern was raised that safety improvements on crossings had led to closures, or threats of closures, on certain rights of way in the Highlands, impacting access for hillwalkers. It was suggested that a more balanced approach should be taken, prioritising both safety and accessibility;
- it was highlighted that whilst improvements to mobile phone networks were essential, newer emergency phones were equipped with satellite communication capability to reduce the reliance on mobile coverage in remote areas. It was suggested that focus should shift toward serving communities with consistently poor mobile coverage rather than extremely remote locations;
- concern was raised regarding the Scottish Government's sustainable travel hierarchy, which was perceived as being anti-motorist. For many Highland residents, private vehicle use was a necessity, not a luxury, due to limited public transport services in rural areas. Therefore, it was proposed that the Council should advocate for rural considerations in Scottish transport policies,

ensuring that strategies developed for urban centres were not inappropriately applied to the Highlands;

- transportation strategies should better accommodate the aging population in the Highlands, particularly addressing accessibility issues for those using mobility aids;
- it was queried if the intent would be a reality to no longer purchase new petrol or diesel light good vehicles by the end of 2025;
- a suggestion was made to prioritise incentivising public transport use through positive measures rather than penalties, with examples such as discounted train fares encouraging a shift from car use;
- rural areas like Sutherland had successfully implemented local community car-sharing opportunities and had managed to secure 4 Corsa cars which were strategically placed to help residents access essential services. It was proposed that additional funding, potentially from the Coastal Regeneration Fund, be pursued to expand initiatives like this;
- concern was raised about contradictory elements in the transport strategy, such as promoting air travel while simultaneously seeking to reduce carbon emissions. It was suggested that efforts focus on realistic sustainability goals based on current technological limits;
- it was proposed that public transport campaigns emphasise safety, particularly for women and vulnerable groups, with calls for a reporting system similar to “Safe Cab” apps to address incidents quickly. In this regard, it was also suggested that timetables for public transport be coordinated to avoid long connection wait times; and
- praise and commendation was offered for the hard work and due diligence in producing the transport strategy report. Appreciation was especially expressed for the recognition of demographic and geographic challenges in the Highlands, as public transport had to be at the core of service provision for communities.

The Committee:-

- i. **NOTED** the content of the Case for Change Report within Appendix 3 of the report;
- ii. **NOTED** the content of the Engagement Report within Appendix 4 of the report;
- iii. **APPROVED** the Draft Local Transport Strategy within Appendix 2 of the report; and
- iv. **AGREED** officers progress with the Delivery Plan and development of a Full Monitoring and Evaluation Plan.

## **12. National Speed Limit Review Consultation Co-chomhairleachadh mu Ath-sgrùdadh air Crìoch-astair Nàiseanta**

There had been circulated Report No. ECI/08/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- it was observed that proposed speed limit changes in Scotland and those implemented in England and Wales differed as variances between car and HGVs (Heavy Goods Vehicles) speed limits remained in place in England and Wales. It was suggested that the Scottish proposal, which aligned speed limits for all vehicles, could have wider implications for traffic flow and safety;
- concerns were raised about the safety impact of increasing HGV speed limits, particularly on narrower and more challenging roads such as the A82. It was suggested that the proposal should consider the specific nature of rural roads, which were perhaps not built to the same standard as larger highways like the A9;
- it was highlighted that driver frustration often stemmed from vehicle type speed variances, leading to riskier overtaking. Therefore, aligning speed limits could reduce accidents caused by dangerous overtaking manoeuvres;
- questions were raised regarding the report's claims that changes in speed limits would have no impact on air quality, noise pollution or climate change. It was suggested that even minor changes in speed could have measurable effects on emissions;
- clarification and further information was sought on the uncertainty around the potential reduction in fatalities and serious injuries resulting from changes in speed limits;
- it was suggested that the Scottish Government's reduction in speed limits might be perceived as a cost-saving measure, avoiding necessary investments in road upgrades for key routes such as the A82. Therefore, it was hoped that priority would be given to upgrading infrastructure rather than simply reducing speed limits;
- praise was expressed for the Council's pragmatic supportive response to the consultation, particularly in recognising the unique transportation challenges in the Highlands and advocating for the needs of rural communities. Local communities were also encouraged to take part in the consultation;
- it was highlighted that any policy changes from Transport Scotland should weigh local authority responses more heavily due to their detailed understanding of regional transport issues;
- concerns were raised that reducing speed limits on rural roads could lead to driver frustration, road rage and an overall decrease in road safety; and
- it was acknowledged that professional HGV drivers were generally responsible and skilled, making the proposed increase from 40 mph to 50 mph for HGVs a reasonable adjustment.

The Committee:-

- i. **AGREED** Highland Council's response to the National Speed Limit Review as set out in Appendix 1 of the report;
- ii. **NOTED** the deadline for consultation response submission is 5 March 2025; and
- iii. **AGREED** that should there be any amendments to the consultation response as set out in Appendix 1 of the report, due to timescales, sign off of the final Highland Council response is delegated to the Assistant Chief Executive – Place.

### **13. Council Response to Review of Ofgem – Call for Evidence Freagairt na Comhairle do dh’Ath-sgrùdadh Ofgem – Gairm airson Fianais**

There had been circulated Report No. ECI/09/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- officers were thanked for the detailed and comprehensive response but a number of amendments were proposed to strengthen it, such a reduction in energy prices to reduce the number of people living in fuel poverty. In Highland there was a disproportionate number living in fuel poverty;
- there needed to be better regulation of Smart Meters by Ofgem to offer better consumer protection and that cheaper tariffs were available in Highland. Ideally, these Smart Meters should work via broadband and not mobile phone coverage;
- on 30 June 2025 the Radio Teleswitch Service (RTS) would be switched off, affecting homes and business that used RTS, and it was important that energy suppliers contacted their customers;
- without a Smart Meter there was no flexibility in offering different tariffs closer to renewable energy developments;
- transmission was increasingly becoming a matter of concern in Highland and a call was made for a review of alternative network technologies with a presumption in favour of underground transmission; and
- it was suggested that there was a degree of conflict between the responses concerning Regional Equity in Pricing and Infrastructure Investment. Apparently, the Council had advocated for reforms to location pricing mechanisms but the Scottish Government Energy Minister had stated that there was both positive and negative impacts of this. In addition, the concerns of the renewable energy industry in Scotland was that they might have to sell energy at very cheap or even negative rates and that would limit the incentive to invest in infrastructure.

The Committee **AGREED**:-

- i. the Highland Council’s formal response to the Ofgem review as in Appendix 1 of the report subject to the amendments outlined by Councillor Loudon and officers reflecting in the submission the discussion surrounding Smart Meters;
- ii. to endorse the Council’s recommendations for enhanced regional equity, improved consumer protections and streamlined regulatory processes; and
- iii. that continued engagement with Ofgem and other stakeholders is critical to addressing the systemic challenges faced by the Highlands in energy pricing and infrastructure development.

### **14. Beinn Tharsuinn Windfarm Community Limited Annual Accounts 2023/24 Cunntasan Bliadhnaid Coimhearsnachd Tuathanas-gaoithe na Beinne Tarsainn Earranta 2023/24**

**Declaration of Interest – Mr J Edmondson made a Declaration of Interest as he was a Reserve Director of Beinn Tharsuinn Windfarm Limited for the**

**period in question and, in accordance with paragraph 5.6 of the revised Code of Conduct, he left the meeting for this item.**

There had been circulated Report No. ECI/10/25 by the Assistant Chief Executive - Place.

During discussion, Members raised the following main points:-

- it was emphasised that whilst wind farm developers were beginning to invest in local communities, the financial contributions offered—such as £2,000 per megawatt—were deemed insufficient. It was suggested that these contributions should be significantly higher and be indexed to ensure their value did not diminish over the 25-year lifespan of such projects;
- it was suggested that developers be encouraged to sign up to the social value charter, ensuring they provided tangible community benefits beyond the minimal financial contributions currently offered;
- concern was raised about the management of community funds generated from renewable projects, with particular focus on the lack of interest accrued from these funds. It was suggested that funds should be managed more effectively, possibly through high interest accounts;
- it was noted that communities in the Highlands pay significantly more for electricity than those in other parts of the country, despite hosting much of the nation's renewable energy infrastructure. It was highlighted that local MPs had made efforts to ensure a fairer distribution of energy costs and benefits by raising the issues at both the UK and Scottish Parliamentary levels; and
- Members emphasised the importance of ensuring that strategic funds from renewable developments were distributed equitably across the Highlands, rather than being concentrated at specific postcode areas that directly hosted the infrastructure.

The Committee:-

- i. **NOTED** the activities of Beinn Tharsuinn Windfarm Community Limited; and
- ii. **AGREED** to accept, on behalf of Highland Council, the Financial Statement of Beinn Tharsuinn Windfarm Community Limited for year ending 31 March 2024.

## **15. Minutes Geàrr-chunntas**

There Committee **NOTED** Minutes of the Planning Applications Committees (PAC) for:-

- i. South PAC – 1 October 2024;
- ii. North PAC – 29 October 2024;
- iii. South PAC – 19 November 2024;
- iv. North PAC– 4 December 2024;

and, also **APPROVED**:-

- v. Harbours Management Board held on 15 November 2024;
- vi. Inverness and Cromarty Firth Green Freeport Monitoring Group held on the 3 December 2024;
- vii. City Region Deal Monitoring Group held on 4 February 2025.

The meeting concluded at 11:50 am