

The Highland Council

Minutes of Meeting of the **Economy and Infrastructure Committee** held in the Council Chamber, Council Headquarters, Glenurquhart Road, Inverness on Thursday, 20 August 2026 at 9.30 am.

Present:

Mr I Brown

Mr M Cameron (Remote)

Mr A Christie

Mr S Coghill (Remote)

Ms L Dundas (Remote)

Mr J Edmondson

Ms C Gillies

Mr K Gowans

Mr M Green

Mr R Jones

Mr P Logue (Remote)

Mr D Macpherson

Mr H Morrison (Remote)

Ms L Niven (Remote)

Mrs T Robertson

Mr R Stewart

Ms K Willis (Remote)

Non-Members also present:

Mr J Finlayson

Mr D Fraser (Remote)

Mr R Gale (Remote)

Dr M Gregson (Remote)

Mr M Hutchison (Remote)

Mr L Johnston (Remote)

Ms L Kraft (Remote)

Mr B Lobban

Ms K MacLean (Remote)

Mr D McDonald (Remote)

Mr D Millar (Remote)

Mr J Murray

Mr P Oldham (Remote)

Mrs M Ross (Remote)

Officials in Attendance:

Mr M MacLeod, Assistant Chief Executive – Place

Mr J Welsh, Chief Officer - Enterprise and Investment

Mr P Reid, Chief Officer - Facilities & Fleet Management

Mr B Porter, Chief Officer – Corporate Finance

Ms D Sutton, Chief Officer - Operations and Maintenance

Ms C Pieraccini, Strategic Lead- Finance (Place)

Ms J Cromarty, Integrated Transport Manager

Mr N Osborne, Climate Change Manager

Mr T Stott, Development Plans Manager

Ms T Ratnam, Programme Manager

Mr S Farrow, Principal Engineer

Ms E Maciver, Principal Engineer

Ms L Ross, Senior Transport Officer

Ms L Carpenter, Senior Transport Officer

Miss J MacLennan, Joint Democratic Services Manager

Mrs O Bayon, Committee Officer

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

An apology for absence was intimated on behalf of Mr J Bruce.

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

The Committee **NOTED** the following Transparency Statements:-

Items 8, 9 and 10 – Mr J Edmondson, Mr Jones and Mrs Robertson

3. Recess Powers
Cumhachdan Fosaidh

The Committee **NOTED** that the recess powers granted by the Council at its meeting on 25 June 2026 had not been exercised in relation to the business of the Economy and Infrastructure Committee.

4. Good News
Naidheachdan Matha

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

Congratulations

Congratulations were extended to Ms Kimberly Young, Technician in Caithness and Sutherland Roads, who had recently gained her Degree in Civil Engineering and would progress to Honours study in the forthcoming year. She had started her career in a clerical role before moving to Roads as an Inspector and subsequently a Technician.

Congratulations were also extended to Mr Ross Miller, Technician, and Mr Colin Campbell, Structural Technician, both in Caithness and Sutherland Roads, who had gained their HNC in Civil Engineering. Mr Miller had started as a trainee in the Technician post, while Mr Campbell had previously worked as a Roads Operative within the Brora squad before moving to the technical side of the Service.

Mr Calum Seaton had successfully completed his Graduate Apprenticeship, qualifying as a Building Standards Surveyor and achieving an Honours Degree in Construction and the Built Environment from Edinburgh Napier University. He had been the seventh Graduate Apprentice Building Standards Surveyor to achieve this milestone since 2022.

Summer Placements

The Project Design Unit had supported several student placements during the summer period. Mr Alexander Feacham had completed a two-week placement as part of his Foundation Apprenticeship at UHI. Ms Lucy Hodgson had undertaken a four-week placement through the schoolwork placement programme and would

return to school to commence her fifth year. Ms Fiona Eades, a student at Edinburgh University, had joined the team for an eight-week placement.

Mr Andrew Mackenzie had worked as a summer student within the Council's Materials Testing Laboratory. He would return to the University of Strathclyde, where he was studying for a BEng(Hons)/MEng in Civil Engineering and would commence his second year of study.

The Economy, Regeneration and Tourism Team had welcomed Mr Harry Streeter-Smith and Ms Molly Jardine, both of whom had completed four-week summer placements.

£2 Bus Cap Fare Pilot

Following the introduction of the £2 Bus Cap Fare Pilot across the Highlands, the Council's in-house bus service had reported significant growth in passenger numbers, with more than 28,000 cash fare passenger journeys recorded by 30 July 2026 and usage more than doubling compared with the same period in 2025.

Navar Bridge

Significant progress had been made on the Navar Bridge replacement project near Bettyhill, Sutherland. A new 66metre long, two lane concrete bridge had been constructed to replace the former narrow steel bridge, with the project nearing completion. The official opening was scheduled for 3 September.

5. Revenue Budget Monitoring Report for the period Q4 2025/26 and Q1 2026/27

Aithisg Sgrùdaidh Buidseat Teachd-a-steach airson R4 2025/26 agus R1 2026/27

There had been circulated Report No. ECI/26/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- concern was expressed that the Climate Change and Energy Team was reported as being in an overspend position despite having secured significant external investment and savings for the Council. It was suggested that the value of external funding attracted by the team should be reflected more clearly in future reporting;
- in relation to the forecast overspend at an early stage of the financial year and the continuation of staffing underspends, questions were raised regarding the extent to which the forecast overspend relied on vacancy management, delayed expenditure or income projections and whether further consideration should be given to projects where anticipated income had not been realised;
- concern was expressed regarding continued staffing underspends and the impact unfilled vacancies could have on service delivery and workforce pressures and information was sought, and provided, on the factors contributing to recruitment and retention difficulties, including pay differentials, housing availability and labour market pressures;

- questions were raised regarding recurring overspends within the winter roads maintenance budget and whether the budget should be reviewed to better reflect actual expenditure;
- information was sought, and provided, on progress with the digitisation of job cards, including the completion of a review of the current process and work underway to identify a suitable IT solution and deliver a pilot;
- information was sought on progress with the rollout of light emitting diode (LED) street lighting and on timescales for replacing missing or damaged road signs. A further update on the LED rollout would be provided outwith the meeting; and
- reference was made to delays in completing roads-related requests submitted by Members and it was indicated that concerns regarding the effectiveness of the Member enquiry portal would be taken forward.

The Committee:-

- APPROVED** the final budget position for 2025/26 as set out in the report and Appendices 1 and 2 of the report;
- APPROVED** the forecast financial position for 2026/27 as set out in the report and Appendices 3 and 4 of the report;
- NOTED** the explanations provided for any material variances and actions taken or proposed; and
- NOTED** the update provided regarding savings delivery.

6. Capital Monitoring Report Q1 2026/27 Aithisg Sgrùdaidh Calpa R1 2026/27

There had been circulated Report No. ECI/27/26 by the Assistant Chief Executive - Place.

The Committee **APPROVED** the financial position to 30 May 2026 and **NOTED** the estimated year end forecast.

7. Reducing Light Pollution: Draft Good Practice Guidance A' Lùghdachadh Truailleadh Solais: Dreachd Stiùireadh Deagh Chleachdaidh

There had been circulated Report No. ECI/28/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- the Chair clarified that the report title should read “Dark Skies - Reducing Light Pollution”;
- concern was expressed that the proposed guidance could introduce additional planning requirements where existing statutory powers already existed to address excessive lighting. Questions were raised regarding the evidence for additional controls, potential impacts on public safety and security and the costs that could fall on developers, businesses, sports clubs, community groups and householders;

- support was expressed for the principle of reducing light pollution and protecting dark skies, however concern was expressed that some significant sources of lighting, including major energy infrastructure and aviation lighting on wind turbines, appeared to fall outwith the scope of the proposed guidance;
- reference was made to the potential impact of light-emitting diode (LED) lighting on wildlife and clarification was sought on how such issues would be considered as part of the consultation. It was indicated that nature conservation bodies would be consulted on this matter and that lighting assessments would require consideration of impacts on sensitive habitats and species;
- clarification was sought on how the proposed guidance would apply to outdoor sports facilities and whether provision would be made for circumstances where lighting was required beyond normal operating hours;
- clarification was sought, and provided, on the interaction between the proposed guidance and the Council's existing street lighting policy. It was explained that these matters were already addressed through the Council's existing street lighting policy;
- reference was made to the Council Motion regarding aviation lighting on wind turbines and it was indicated that references to Transponder Mandatory Zones could be considered further as part of the consultation document;
- reference was made to lighting associated with Council and other public sector buildings and it was suggested that the public sector should demonstrate good practice in reducing unnecessary light pollution;
- it was indicated that further consideration would be given to identifying designated Dark Sky Areas more clearly within the guidance and to providing additional clarification regarding the meaning of public safety within the document;
- concern was expressed that Members of the public could misunderstand the purpose of the guidance and it was suggested that the consultation material should make clear that the intention was not to remove lighting from buildings, attractions or public spaces where it was required but to encourage appropriate lighting design and reduce unnecessary light pollution;
- reference was made to the reduced light coverage associated with the introduction of LED street lighting and the potential implications for access to community facilities; and
- a request was made for a Members Workshop and a short deferral to allow further discussion of the issues raised prior to proceeding to public consultation.

The Committee:-

- NOTED** the positive impacts of reducing light pollution outlined in the report;
- APPROVED** the Guidance within Appendix 2 of the report as a basis for public consultation;
- AGREED** that prior to public consultation, officers add further illustrative material and Gaelic language content to the Guidance to enhance its readability and appearance; and

- iv. **NOTED** that there would be a policy on reducing light pollution in the new Highland Local Development Plan which would be subject to future committee approval.

8. Integrated Transport Team Update **Cunntas Sgioba na Còmhdhalach Amalaichte**

Transparency Statements: the undernoted Members declared connections to this item but, having applied the objective test, they did not consider that they had an interest to declare:-

Mr J Edmondson - as a member of a local transport forum

Mr R Jones – as Chair of the Badenoch and Strathspey Transport Forum

Mrs T Robertson – as a member of a local transport group

There had been circulated Report No. ECI/29/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- information was sought on maintenance arrangements for the proposed Rosskeen to Invergordon active travel route and it was explained that active travel route maintenance was being considered through work associated with the Local Transport Strategy;
- concern was expressed regarding the continued number of road deaths and the need for further safety improvements on trunk roads, including A9 junctions;
- clarification was sought on parking arrangements associated with the Cromarty to Nigg Ferry service and it was indicated that further information would be provided outwith the meeting;
- thanks were expressed to the Integrated Transport Team for its engagement with local transport forums and it was requested that the Behaviour Change Officer attend a future Ward meeting. It was confirmed that arrangements could be made;
- information was sought on progress with the Upper Achintore path project and the Blar Mhor and Upper Achintore bus link projects, including funding arrangements and options should the bus link projects not proceed. It was indicated that funding applications had been submitted and that further discussion would take place with the relevant officers outwith the meeting;
- information was sought on the Fort William Mobility Hub feasibility study, proposals for the Neptune's Staircase site at Banavie, ownership and funding arrangements for the site, community consultation requirements and onward active travel connections;
- information was sought on delays to the implementation of safety measures at Sunnyside Railway Bridge and it was indicated that the delay related to an electricity network connection;
- reference was made to expenditure of almost £11m on sustainable travel initiatives compared with the roads capital budget. It was suggested that greater investment should be directed towards roads maintenance and repair;
- information was sought on whether the Visitor Levy could contribute towards sustainable travel initiatives in future years;

- concern was expressed regarding the requirement for driving licences for certain active travel posts, given the nature and purpose of those roles and it was indicated that this would be reviewed; and
- information was sought on the type of evidence communities could provide to support applications for external road safety funding. It was explained that this was being informed through engagement undertaken as part of the Local Transport Strategy, Place Plans and community action plans.

The Committee:-

- NOTED** the progress made by the Integrated Transport Team in delivering active and sustainable transport and road safety initiatives across the Highland area;
- NOTED** the progress made to the 2030 national road casualty reduction targets;
- NOTED** the successful securing of external funding to support low-carbon transport infrastructure and associated programme delivery; and
- AGREED** the continued delivery of active and sustainable transport and road safety initiatives aligned with the Council's strategies and national priorities.

9. Highland Bus Service Improvement Partnership Com-pàirteachas Leasachaidh Seirbheis nam Busaichean

Transparency Statements: the undernoted Members declared connections to this item but, having applied the objective test, they did not consider that they had an interest to declare:-

Mr J Edmondson - as a member of a local transport forum

Mr R Jones – as Chair of the Badenoch and Strathspey Transport Forum

Mrs T Robertson – as a member of a local transport group

There had been circulated Report No. ECI/30/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- reference was made to vehicle quality specifications and it was suggested that consideration be given to the use of winter tyres on rural routes and to the potential inclusion of cycle provision on certain services;
- clarification was sought regarding ticketing requirements, with concern expressed that some operators might not currently have the capability to meet the proposed standards;
- concern was expressed regarding the maintenance, responsibility and funding arrangements for bus shelters, observing that shelters were often installed without clear ownership for ongoing upkeep and that further guidance within the policy would be helpful;
- reference was made to the condition, suitability and maintenance of bus shelters, including issues of graffiti, damage and redundancy following route changes. It was suggested that more mobile or easily relocatable shelter designs could be considered, that redundant shelters could be reused in areas of greater need and that provision should be explored for shelters at

exposed locations within Inverness. Support was expressed for continued improvements to bus shelters as an important element of encouraging greater bus use;

- concern was expressed regarding governance arrangements, with reference made to the need for stronger Member oversight. Clarification was sought on the proposed voting structure within the partnership documentation. It was indicated that these matters could be considered further as part of the ongoing process;
- clarification was sought regarding operator licensing arrangements, including whether Highland Council buses, D&E coaches and the Council's HGV fleet operated under separate licences;
- reference was made to the volume of information relating to Lochaber services and it was suggested that further discussion at local area level would be valuable, particularly in relation to bus forums, partnership groups and the consultation process;
- reference was made to service reliability and it was suggested that monitoring reports should include information on cancelled services, given the frequency of complaints regarding buses not operating due to driver shortages; and
- reference was made to the benefits of direct routing, particularly where reoriented routes enabled cross-town journeys without interchange and support was expressed for measures that improved convenience for passengers.

The Committee:-

- i. **NOTED** the progress made in developing the Highland Bus Service; Improvement Partnership (BSIP) since the previous report to Committee in February 2023;
- ii. **NOTED** the continued progression of the draft Highland BSIP Partnership Plan, Bus Service Improvement Plan and supporting Scheme Area documentation;
- iii. **AGREED** that officers proceed to a 12-week consultation on the draft BSIP; and
- iv. **NOTED** that a further report was expected to be brought back to Committee following consultation, further legal review and operator engagement before any final decision was taken to make the BSIP or associated Scheme(s).

10. Balnaan Bridge - Options Report

Drochaid Bheul an Àthain – Aithisg Roghainnean

There had been circulated Report No. ECI/31/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- there were long-term implications of adopting a "do minimum" approach, with reference made to the risk of managed decline of rural infrastructure and the potential precedent this could set for other communities;
- support was expressed for the amendment proposing Option 2 (overbridging), with reference made to the importance of maintaining rural connectivity,

supporting agriculture, preserving access for local residents and maintaining rural road links across Highland;

- concern was expressed regarding the current bridge prioritisation methodology, with reference made to the position of Balnaan Bridge at number 118 on the priority list. It was suggested that traffic volumes and diversion lengths did not adequately reflect the importance of rural bridges to the communities they served;
- reference was made to recent decisions affecting other bridges in Badenoch and Strathspey, including structures placed into managed decline and concern was expressed that multiple bridge restrictions or closures within the same area could have a cumulative impact on rural communities;
- concerns were raised regarding the use of Council Reserves to fund bridge works, with Members highlighting the need for appropriate financial assessment, the potential precedent this could create and the importance of adhering to the Council's established financial strategy;
- there was a need for a consistent approach to bridge failures across Highland, with Members observing that a number of higher priority bridges remained open and required significant investment. Future decisions should be informed by full financial and operational information;
- concern was expressed regarding the wider funding context for roads and bridge infrastructure, including the adequacy of Scottish Government funding arrangements and the challenges associated with maintaining Highland's extensive road network;
- attention was drawn to potential external funding sources and questions were raised regarding whether national funding support could be sought to assist with future bridge investment;
- reference was made to the importance of transparency and it was suggested that the bridge priority list should be publicly available to assist communities in understanding how priorities had been determined;
- concern was expressed regarding the impact of the bridge closure on local agriculture and rural businesses, including the additional mileage and operational costs arising from the loss of the crossing;
- support was expressed for ensuring that rural communities across Highland were treated equitably and that consideration should be given to supporting bridge reinvestment where closures significantly affected local communities;
- financial clarification was provided but, should the Committee agree one of the other two options, a detailed financial assessment would be provided to the full Council.

Mr K Gowans, seconded by Mr I Brown, **MOVED** the recommendations as set out in the report.

As an **AMENDMENT**, Mr R Jones seconded by Mr M Green **MOVED** that Option 2 - the bridge overlay - was adopted as the preferred option, with the objective of reopening Balnaan Bridge to traffic.

On a vote being taken, the **MOTION** received 5 votes, and the **AMENDMENT** received 9 votes, with no abstentions and the **AMENDMENT** was therefore **CARRIED**, the votes having been cast as follows:-

For the Motion:

Mr I Brown, Mr A Christie, Mr J Edmondson, Mr K Gowans, Mrs T Robertson.

For the Amendment:

Mr S Coghill, Ms L Dundas, Ms C Gillies, Mr M Green, Mr R Jones, Mr D Macpherson, H Morrison, Mr R Stewart, Ms K Willis.

The Committee:-

- i. **NOTED** the available options for Balnaan Bridge; and
- * ii. **AGREED to RECOMMEND** to the Council that adoption of Option 2, the bridge overlay, as the preferred option, with the objective of reopening Balnaan Bridge to traffic.

11. Scottish Road Maintenance Condition Survey 2025/26
Suirbhidh Staid Cumail Suas Rathaiden na h-Alba 2025/26

There had been circulated Report No. ECI/32/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- Highland's position of 28th out of 32 local authorities was highlighted, with Members remarking that road condition had worsened since 2022 despite a slight improvement in the most recent year. The need for increased investment to improve outcomes was emphasised;
- the scale and nature of the Highland road network were recognised, with Members observing the particular challenges posed by long rural routes and roads not built to modern engineering standards, especially in areas such as Skye and the impact this had on maintenance demands and survey results;
- questions were raised regarding the scope of the Scottish Road Maintenance Condition Survey (SRMCS), with Members seeking clarification on whether the survey reflected public facing maintenance issues such as potholes, lining, ditching, drainage and surface dressing or whether it was limited to engineering-based measurements;
- operational challenges in delivering road maintenance were discussed, including procurement constraints, resource limitations and the need to ensure equity of maintenance activity across Highland's wards;
- attention was drawn to the impact of increased traffic volumes in areas such as Skye, with Members observing that higher usage could offset the benefits of recent resurfacing works and place additional pressure on maintenance budgets;
- questions were raised regarding how SRMCS results could be used to support bids for additional funding, including representations to the Scottish and UK Governments to address the needs of rural road networks;
- reference was made to the national funding formula, with Members highlighting that current allocations were based on usage rather than network length and suggesting that a revised weighting could better support rural authorities with extensive road networks; and
- it was vital representations continued to be made through CoSLA and other national forums regarding funding arrangements for Highland's road network.

The Committee **NOTED**:-

- i. the results of the Scottish Road Maintenance Condition Survey for 2025/26 and the Highland Councils ranking had remained at 28th position amongst Scottish Local Authorities, with a road condition index (RCI) of 38.9% which represented the percentage of the road network needs maintenance treatment; and
- ii. that the 2025/26 results were already published on the refreshed version of the Council's website, as agreed at the 4 May 2023 Economy & Infrastructure Committee.

12. Delivery Plan Budget Monitoring and Progress Update Q1 2026/27 Sgrùdadh Buidseit agus Cunntas air Adhartas a' Phlana Lìbhrigidh R1 2026/27

There had been circulated Report No. ECI/33/26 by the Assistant Chief Executive - Place.

During discussion, the following main points were raised:-

- questions were raised regarding the repowering pilot, with Members seeking clarification on how repowering turbines approaching end-of-life could be made financially viable for communities;
- clarification was also sought regarding community involvement in the repowering pilot, with reference made to groups such as Highland People's Power and questions raised about future engagement once governance arrangements for the Highland Clean Energy Investment Fund were established;
- a technical point was raised regarding the description of zero-emission Heavy Goods Vehicles (HGVs), observing that tyre and road wear still produce particulate emissions and suggesting that the terminology should refer to carbon emissions rather than zero emissions; and
- there were opportunities for district heating in Invergordon and the potential heat sources from local industrial activity was highlighted. It was confirmed that opportunities to develop heat networks were being explored.

The Committee **NOTED** the project/programme updates provided in the report.

13. Performance Monitoring Report Q1 2026/27 Aithisg Sgrùdadh Coileanaidh R1 2026/27

There had been circulated Report No. ECI/34/26 by the Assistant Chief Executive - Place.

During discussion, reference was made to the Freedom of Information (FOI) performance figures and concern was expressed regarding the proportion of requests closed within statutory timescales. Clarification was sought on the reasons for the service's performance, noting the relevance of FOI response times to public scrutiny and the Committee's oversight responsibilities. It was indicated that the information requested would be provided outwith the meeting and circulated to all Members.

The Committee **NOTED** the service performance information and **AGREED** that information relating to FOI response times, in the context of public scrutiny and the Committee's oversight responsibilities, be circulated to all Members.

14. Appointment to the Flow Country Partnership **Cur an Dreuchd gu Com-pàirteachas nam Flobhachan**

The Peatlands Partnership was formed at the end of 2006 following the completion of the EU LIFE funded Peatlands Project and aimed to develop and build on that project. The Partnership changed its name in 2021 to the Flow Country Partnership to emphasise the wider links in the landscape and its focus on the peatlands of Caithness and Sutherland.

The Committee **AGREED** to appoint Ms Leslie-Anne Niven as a Trustee of the Flow Country Partnership.

15. Membership of the Harbours Management Board **Ballrachd Bòrd Stiùiridh nan Calachan**

The Committee **AGREED** to appoint Mr Russel Jones to replace Mr Willie MacKay as a member of the Harbours Management Board.

16. Membership of the City Region Deal Monitoring Group **Ballrachd Buidheann-sgrùdaidh a' Chùmhnaight Baile Roinne**

The Committee **AGREED** to appoint Mr Duncan McDonald to replace Mr Ruraidh Stewart as a member of the City Region Deal Monitoring Group.

17. Minutes **Geàrr-chunntas**

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

- i. North PAC – 11 March 2026;
- ii. North PAC – 23 April 2026;
- iii. South PAC – 13 May 2026;
- iv. South PAC – 17 June 2026;

and, **APPROVED**:-

- v. City Region Deal Monitoring Group held on 28 April 2026;
- vi. Community Regeneration Fund Strategic Subgroup held on 2 June 2026;
and
- vii. Inverness and Cromarty Firth Green Freeport Monitoring Group held on the 5 June 2026.

18. Exclusion of the Public **Às-dùnadh a' Phobail**

The Committee **AGREED** to **RESOLVED** that, under Section 50A (4) of the Local Government (Scotland) Act 1973, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 6 and 9 Part 1 of Schedule 7A of the Act.

19. Awards of Contract for Passenger and School Transport Services:

Lochaber & Caithness

Toirt Seachad Chùmhnanntan airson Seirbheisean Còmhdhalach Luchd-siubhail is Sgoile: Loch Abar & Gallaibh

Transparency Statements: the undernoted Members declared connections to this item but, having applied the objective test, they did not consider that they had an interest to declare:-

Mr J Edmondson - as a member of a local transport forum

Mr R Jones – as Chair of the Badenoch and Strathspey Transport Forum

Mrs T Robertson – as a member of a local transport group

There had been circulated to Members only Report No. ECI/35/26 by the Assistant Chief Executive - Place.

The Committee **APPROVED** the recommendations as detailed in the report.

The meeting ended at 12:30 pm