



Steering Group Orkney Community Planning Partnership

Minutes of the meeting of the OCPP Steering Group
held at 3.00pm on 28 February 2012 at Orkney Islands Council

Present:	Stephen Hagan John Ross Scott James Stockan Andrew Drever Albert Tait Cathie Cowan Graeme Harrison David Clark Gordon Deans Sally Inkster Hannah Thomson Anna Whelan	Convener, Orkney Islands Council (<i>Chair</i>) Chair, NHS Orkney Vice-Convener, Orkney Islands Council Northern Joint Police Board and Highlands & Islands Fire Board Orkney Islands Council NHS Orkney Highlands & Islands Enterprise Highlands & Islands Fire and Rescue Service Northern Constabulary Partnership Liaison Group Community Planning Officer Orkney Islands Council (<i>Secretary</i>)
Apologies:	Gail Anderson Les Donaldson Ken Grant	Voluntary Action Orkney Northern Constabulary Highlands & Islands Enterprise
By invitation	John Ireland Alex Reid David Rendall Karen Johnstone Alison Skea Derek Aiken Stuart Allison Jim Foubister	Scottish Government Scottish Government Orkney Islands Council (<i>for item 3</i>) JobCentre Plus (<i>for item 4</i>) OIC HR and Personnel (<i>for item 4</i>) Orkney Health & Care (<i>for item 4</i>) OIC Economic Development (<i>for item 7</i>) Chair, Transport Forum (<i>for item 8</i>)

The Chair welcomed John Ireland to his first Steering Group meeting and noted that he was representing David Wilson, Orkney's Scottish Government liaison director.

1. Draft minutes of meeting held 14 December 2011

1.1 The minutes were agreed.

2. Matters arising

2.1 Fire Service (item 2.3)

Andrew Drever reported that the sustainability of small rural fire stations was looking more positive following the announcement this week that the programme of closures mooted by HIFRS would not now be taking place.

DRAFT

David Clark added that the lifting of the moratorium on recruitment would also be helpful locally.

2.2 Performance Management Software (item 9)

It was reported that a meeting was being called to discuss all aspects of the planned software with OCPP partner organisations.

3. Low Carbon Transport Funding

(David Rendall in attendance)

3.1 David Rendall reported that, as requested by the Steering Group on 14 December 2011, a sub-group of the Transport Strategy Group had met to consider a strategy for low carbon transport infrastructure, to be funded by the grant on offer from Transport Scotland. The sub-group had recommended four locations for electric vehicle charging posts, which were (i) the Old Academy, Stromness, (ii) St. Rognvalds House, Kirkwall, (iii) Braeburn Court Care Home, St. Margaret's Hope, and (iv) Dounby School. These were in addition to the existing charging post in the Council car park in Kirkwall.

3.2 It was agreed that the proposed locations gave a good spread across mainland Orkney, and the proposal was endorsed.

3.3 It was noted that as part of the continuing Council pilot of electric vehicles, agreed by the Steering Group on 14 December 2011, the Council was using the 2011-12 vehicle funding grant to purchase a 12-seater minibus to replace the existing minibus at St Rognvald's House which had been identified as requiring replacement.

4. Employability draft proposal

(Karen Johnstone, Alison Skea and Derek Aiken in attendance)

4.1 Alison Skea presented an outline proposal from the Employability Strategic Group for a new model for the provision of a one-stop-shop employability service. The new model was designed to have a single point of entry and the ultimate aim of moving people on to sustainable employment and self-sufficiency. The Steering Group was asked for initial feedback prior to full consultation and working up of the proposal.

4.2 In discussion it was considered that JobCentre Plus was the most logical choice of location for the new service. This would help to mainstream the service. Locating more staff at JCP would also help reduce unit costs per client. It had been estimated that potentially 259 clients would be likely to use the service over the course of a year. The proposal included a suggestion that some public sector jobs (notably at OIC and NHSO) might be ringfenced for employability clients.

4.3 It was noted that other areas (notably Glasgow) had set up employment hubs which had failed because they had not pulled in all the relevant agencies. Wraparound provision was needed. A project manager would be needed to take the project forward, and the Council could potentially help with

DRAFT

facilitation. Karen Johnstone noted that JobCentre Plus had central staff working on integration and co-location who could put in some resource.

- 4.4 It was agreed that further development work and consultation should be done on the proposal, and that it should be taken to the Council's Senior Management Team and NHS Orkney's Board for further discussion and feedback, prior to being brought back to the next meeting of the Steering Group in June. **Action: KJ/AVT/CC**

5. Integrated Service Provision (Single Public Authority) – progress reports

5.1 Ambulance services

- 5.1.1 Cathie Cowan reported that the air ambulance re-procurement exercise for services from April 2013 was currently under way and Orkney was seeking reassurance regarding island provision. NHS Orkney continued to work with SAS and Highlands & Islands Fire & Rescue Service regarding shared responder services and a pilot was to take place on Shapinsay. A recent NHSO Board paper had demonstrated that the annual cost to the NHS of not having a responder service on Shapinsay was £270k. If the Shapinsay model worked, it could be used throughout the isles, and would be a Scottish first.

- 5.1.2 Andrew Drever noted that from the point of view of Highlands & Islands FRS the shared responder service was a positive move as it gave volunteers more opportunities for training and experience, which could be infrequent in a service which was seldom called upon.

5.2 Social housing

- 5.2.1 Sally Inkster reported that an officer working group had held an initial meeting to flag up key issues, which it was proposed to work up in a feasibility study. It should be recognised that OIC and OHAL were coming from different directions and needed to be very clear as whether there were real benefits to be gained. Tenants currently had a choice of social housing provider, but it was acknowledged that some did not know or care who their landlord was.

- 5.2.2 It was confirmed that the feasibility study would look solely at service management and provision and would not consider stock transfer. On this basis it was agreed to proceed with the feasibility study.

5.3 Economic Development

- 5.3.1 Graeme Harrison reported that a HIE/OIC officer group had held some positive meetings to consider potential areas for "extreme collaboration", short of actual integration. A number of options had been identified, and a plan would be drawn up for the incoming Council, to include:

- Joint plan for marine renewables
- Harbours and marine energy park
- Joint development of enterprise areas

DRAFT

- The evolution of EMEC
- Stromness marine campus
- Inward investment
- Exploiting innovation
- Shared promotion of the Orkney brand

5.3.1 Albert Tait noted that the group was working along the same lines as the Orkney Health and Care model, i.e. with staff remaining with their existing employers and on existing terms and conditions but joining up the service at the front line.

6. Scottish Government Review of Community Planning and SOAs

6.1 The draft response was considered and agreed subject to some minor changes, notably:

- Para 7 (Single Public Authority) last sentence changed to read “This model might ultimately see all of the major public sector providers in Orkney merged into a single body, eliminating duplication in governance and freeing up resources for seamless front line service delivery.”
- Para 1 (Prerequisites for effective community planning) should be amended to include references to “collaborative leadership” and “innovation”.

Action: AFW

7. Orkney Economic Strategy 2012-16 *(Stuart Allison in attendance)*

7.1 Introducing the Strategy, Stuart Allison noted that it had been adopted by the Strategic Economic Forum, which “owned” National Outcome 1. The draft was now at an advanced stage and had been widely consulted upon via members of the Forum. The Forum had made a conscious decision to keep the action plan a live document and shorter term than the strategy, with new projects to be added as they arose. The Strategy was approved provisionally, subject to endorsement by the Council at the next available committee cycle.

7.2 The issue of procurement, in particular EU contract regulations, was raised as a matter of particular concern to small local businesses. The Chair reported that the issue had come up in a meeting earlier in the day between the Council and the Builders’ Federation, who were planning to take it directly to the Cabinet Secretary for Infrastructure and Capital Investment, Alex Neil. The Council had offered their support. It was agreed that early action was needed or local businesses might not survive.

7.3 John Ireland noted that procurement was a longstanding concern which he heard a lot about from all over Scotland. He agreed to take the matter back to the Government and maybe set up a meeting of interested parties, including Orkney. It was agreed to refer the matter locally to the Strategic Economic Forum, to address in partnership with the Scottish Government.

8. Transport Forum – progress report

(This item was taken after item 4, with Councillor Jim Foubister in attendance)

8.1 Jim Foubister reported that the Transport Forum had met twice as a group, with work being undertaken between meetings by sub-groups. Issues addressed by the forum had included the following:

- The first meeting had raised enough interest to fund the integrated summer transport timetable for 2011, which had been a casualty of Council cuts.
- Monitoring of public sector transport use had revealed a marked increase over the past year
- Taxi firms present at the meetings had proposed a change to the next round of bus tenders to allow the use of people carriers rather than buses for low-volume routes where this would be an economical alternative.
- A sub-group was looking at joint provision of public sector patient/social care transport.
- The Council's transport section was still consulting on internal ferry fares; while deficit funding for the ferry service was going up every year. Replacement of the internal ferry fleet was a top SOA priority.
- While the electric vehicle pilot was being progressed, it was debatable whether electric vehicles were the future or whether dual fuel self-charging vehicles might be more practicable for Orkney.
- The possibility of building fixed links incorporating energy generators was still under consideration as a long term goal.

8.2 In discussion the following points were raised:

- Bus routes were being advertised through the travel centre but could maybe do more to reach out to non-bus users.
- There had been a 40% increase in use of the airport bus over the past year, with 15,000 journeys recorded.
- Insurance for the electric vehicles had been investigated. Under the Council's current type of policy this could be provided only for named individuals. Insuring the vehicles for anybody to test drive would require the type of policy used by the motor trade at a much higher cost.
- While RET was being pursued as an SOA objective, it would be economic only for the Pentland Firth routes and not for Aberdeen.

9. Police and Fire Reform – update

9.1 Andrew Drever reported that the joint Board was working on its written evidence to the Justice Committee. Oral evidence had been given by the FRS and the Police were due shortly. Local MSPs were keen to retain local back office services. Andrew noted that while the start date for the new

DRAFT

structure was still to be 1 April 2013, the Government was now talking of a 5-year handover period.

- 9.2 Albert Tait reported that Orkney, Shetland and the Western Isles had signed up to undertake a joint Pathfinder project, which Shetland would lead. The group was due to meet with Scottish Government officials on 9 March in Inverness.
- 9.3 Gordon Deans noted that the Chief Constable was committed to maintaining police officer numbers, so the Force was continuing to recruit.
- 9.4 The makeup of the new single police and fire boards was queried, and it was confirmed that both COSLA and the Joint Board were asking for an increase in the proposed number of board members to 15, with at least eight on each board to be elected members.

10. Consultation and Engagement Guidelines

- 10.1 The revised guidelines were considered and it was noted that they now recommended more flexibility in the duration of consultations.
- 10.2 The status of NHS Open was queried and it was agreed to check this and amend the reference if necessary.
- 10.3 Subject to 10.2, the revised guidelines were endorsed as OCPP policy.

11. Any other business

11.1 Autism support card

Hannah Thomson reported that she had been asked whether the Partnership would allow its logo to be used on support cards to be carried by people with autism, in place of all the logos of partner organisations. This was agreed.

11.2 Membership

It was queried whether members of the Steering Group could stand for election to the Chair of thematic groups. The Chair confirmed that they could.

12. Press release

- 12.1 It was agreed that the press release would cover electric vehicle charging points, procurement issues and the Economic Strategy. **Action: HT**

13. Date of next meeting

- 13.1 Since elected members of the Council were not able to attend meetings over the election period, it was agreed to meet next in June.

Anna Whelan
14 June 2012