

Notice of Meeting and Agenda Environment Policy Board

Date	Time	Venue
Wednesday, 09 November 2016	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM
Head of Corporate Governance

Membership

Councillor Derek Bibby: Councillor John Caldwell: Councillor Margaret Devine: Councillor Audrey Doig: Provost Anne Hall: Councillor James MacLaren: Councillor Kenny MacLaren: Councillor Marie McGurk: Councillor Iain McMillan: Councillor Alexander Murrin: Councillor Will Mylet: Councillor Iain Nicolson: Councillor Jim Paterson:

Councillor Eddie Devine (Convener): Councillor Christopher Gilmour (Depute Convener):

Members of the Press and Public

Members of the press and public wishing to attend the meeting should report to the customer service centre where they will be met and directed to the meeting.

Further Information

This is a meeting which is open to members of the public.

A copy of the agenda and reports for this meeting will be available for inspection prior to the meeting at the Customer Service Centre, Renfrewshire House, Cotton Street, Paisley and online at www.renfrewshire.cmis.uk.com/renfrewshire/CouncilandBoards.aspx

For further information, please either email democratic-services@renfrewshire.gov.uk or telephone 0141 618 7112.

Items of business

Apologies

Apologies from members.

Declarations of Interest

Members are asked to declare an interest in any item(s) on the agenda and to provide a brief explanation of the nature of the interest.

- | | | |
|----------|---|----------------|
| 1 | Revenue Budget Monitoring Report | 5 - 10 |
| | Joint report by Director of Finance & Resources and Director of Community Resources. | |
| 2 | Capital Budget Monitoring Report | 11 - 16 |
| | Report by Director of Finance & Resources. | |
| 3 | Operational Performance Report | 17 - 30 |
| | Report by Director of Community Resources. | |
| 4 | Food for Life Catering Mark Accreditation for Primary Schools | 31 - 38 |
| | Report by Director of Community Resources. | |
| 5 | The Scottish Government's Air Quality Strategy: Cleaner Air for Scotland (CAFS) - The Road to a Healthier Future | 39 - 44 |
| | Report by Director of Community Resources. | |
| 6 | Scottish Environment Protection Agency (SEPA) One Planet Prosperity - Our Regulatory Strategy | 45 - 50 |
| | Report by Director of Community Resources. | |
| 7 | Food Standards Scotland Strategy to 2021 - Shaping Scotland's Food Future. | 51 - 56 |
| | Report by Director of Community Resources. | |
| 8 | Renfrewshire Responsible Dog Ownership Strategy | 57 - 70 |
| | Report by Director of Community Resources. | |

- 9 Public Sector Climate Change Duties Reporting 2015/16 71 - 130**
- Joint report by Director Community Resources and Director of Development & Housing Services.
- 10 Renfrewshire Cycling Strategy 2016/25 131 - 208**
- Report by Director of Community Resources.
- 11 Service Improvement Plan Monitoring Report 209 - 242**
- Report by Director of Community Resources.

EXCLUSION OF PRESS AND PUBLIC

The Board may by resolution exclude the press and public from the meeting during consideration of the following items of business as it is likely, in view of the nature of the business to be transacted, that if members of the press and public are present, there could be disclosure to them of exempt information as defined in paragraphs 8 and 9 of Part I of Schedule 7A of the Local Government (Scotland) Act, 1973.

Statement of Exempt Reports

- 12 Roads Trading Budget Monitoring Report**
- 13 Vehicle Maintenance Budget Monitoring Report**
- 14 Catering Trading Budget Monitoring Report**



To: Environment Policy Board

On: 9 November 2016

Report by: Director of Finance and Resources and Director of Community Resources

Heading: Revenue Budget Monitoring to 16 September 2016

1. Summary

- 1.1 Gross expenditure is £27,000 (0.1%) less than budget and income is £27,000 (0.7%) less than anticipated which results in a net breakeven position for those services reporting to this Policy Board. This is summarised over the relevant services in the table below:

Division / Department	Current Reported Position	% variance	Previously Reported Position	% variance
Community Resources	Breakeven	-	Breakeven	-

2. Recommendations

- 2.1 Members are requested to note the budget position
- 2.2 Members are requested to note there have been net budget realignments of (£498,189) processed since the last report related to procurement savings and the transfer of budget for the Policy and Commission team to Chief Executives. These decreases are partially offset by rates realignments and additional flooding grant.
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3. **Community Resources**

Current Position:	Breakeven
<i>Previously Reported:</i>	<i>Breakeven</i>

3.1	Refuse Collection	
	Current Position:	Net overspend of (£32,000)
	<i>Previously Reported:</i>	<i>Net Overspend of (£12,000)</i>

The overspend is mainly due to lower than anticipated income from trade waste and special uplifts, and a small overspend on employee costs, for leave and absence cover, which is partly offset by an underspend on property costs and supplies and services.

3.2	School Crossing Patrollers	
	Current Position:	Net underspend £22,000
	<i>Previously Reported:</i>	<i>Net Underspend £5,000</i>

The underspend is due to lower than budgeted employee costs, as a result of vacancies. Recruitment of School Crossing Patrollers is historically difficult and a number of targeted recruitment actions are in place.

3.3	Regulatory Services	
	Current Position:	Net underspend £10,000
	<i>Previously Reported:</i>	<i>Net underspend £7,000</i>

The underspend is due to a small underspend on employee costs.

3.4 **Projected Year End Position**

It is currently forecast that Community Resources will break even at year end. This forecast position will be reviewed on an ongoing basis during the financial year, particularly with regard to recycling performance and the level of tonnages received for recycling or disposal, and the costs of roads maintenance throughout the winter maintenance period from October 2016 to March 2017.

Implications of the Report

1. **Financial** – Net revenue expenditure will be contained within available resources.
2. **HR & Organisational Development** – none
3. **Community Planning** – none
4. **Legal** – none
5. **Property/Assets** – none
6. **Information Technology** - none.
7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – none
9. **Procurement** – none
10. **Risk** – none
11. **Privacy Impact** - none

List of Background Papers

None

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RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2016/2017
1st April 2016 to 16 September 2016

POLICY BOARD : ENVIRONMENT

Description (1)	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance £000's % (7)
Employee Costs	24,123	10,691	11,021	(67)	10,954	(263) -2.5% overspend
Property Costs	1,093	536	623	(119)	504	32 6.0% underspend
Supplies & Services	4,210	1,858	1,368	449	1,817	41 2.2% underspend
Contractors and Others	16,341	6,054	5,670	195	5,865	189 3.1% underspend
Transport & Plant Costs	4,926	2,182	2,051	97	2,148	34 1.6% underspend
Administration Costs	10,419	166	175	(5)	170	(4) -2.4% overspend
Payments to Other Bodies	3,422	1,706	1,676	32	1,708	(2) -0.1% overspend
CFCR	0	0	0	0	0	0 0.0% breakeven
Capital Charges	6,743	0	0	0	0	0 0.0% breakeven
GROSS EXPENDITURE	71,277	23,193	22,584	582	23,166	27 0.1% underspend
Income	(17,235)	(3,606)	(3,490)	(89)	(3,579)	(27) -0.7% under-recovery
NET EXPENDITURE	54,042	19,587	19,094	493	19,587	0 0.0% breakeven

£000's

0.0%

0.0%

Bottom Line Position to 16 September 2016 is breakeven of

Anticipated Year End Budget Position is breakeven of

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2016/2017
1st April 2016 to 16 September 2016

POLICY BOARD : ENVIRONMENT						
Description (1)	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance (7)
	£000's	£000's	£000's	£000's	£000's	%
MSS	(213)	1,214	1,378	(164)	1,214	0
Refuse Collection	4,482	1,974	2,084	(78)	2,006	(32)
School Crossing Patrol	695	271	248	1	249	22
Regulatory Services	2,239	516	460	46	506	10
Public Conveniences	0	0	0	0	0	0
Refuse Disposal	7,890	3,327	3,454	(127)	3,327	0
Steetscene	6,545	2,503	2,476	27	2,503	0
Cleaning & Janitorial	7,354	2,826	2,782	44	2,826	0
Catering Client	4,077	1,414	1,401	13	1,414	0
Parks & Cemeteries	710	(127)	(153)	26	(127)	0
Transport	1,713	556	491	65	556	0
Renfrewshire Wardens	2,660	1,052	993	59	1,052	0
Civil Contingencies Service	111	(26)	(26)	0	(26)	0
Maintenance	8,808	1,286	1,288	(1)	1,287	(1)
Flooding	365	53	68	(16)	52	1
Structures	307	77	91	(14)	77	0
Street Lighting	2,073	845	235	610	845	0
Traffic Management	1,627	483	483	0	483	0
Traffic & Transport Studies	0	2	2	0	2	0
Road Safety Training	0	0	0	0	0	0
Parking of Vehicles	(767)	(335)	(320)	(15)	(335)	0
Trunk Road	11	2	(15)	17	2	0
SPTA	3,355	1,674	1,674	0	1,674	0
NET EXPENDITURE	54,042	19,587	19,094	493	19,587	0
						0.0%

£000's
0
(0)

Bottom Line Position to 16 September 2016 is breakeven of
Anticipated Year End Budget Position is breakeven of

0.0%
0.0%



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: Director of Finance and Resources

Heading: Capital Budget Monitoring Report

1. Summary

- 1.1 Capital expenditure to 16th September 2016 totals £4.011m compared to anticipated expenditure of £4.078m for this time of year. This results in an under-spend position of £0.067m for those services reporting to this board, and is summarised in the table below:

Division	Current Reported Position	% Variance	Previously Reported Position	% Variance
Community Resources	£0.067m u/spend	2% u/spend	£0.007m u/spend	1% u/spend
Total	£0.067m u/spend	2% u/spend	£0.007m u/spend	1% u/spend

- 1.2 The expenditure total of £4.011m represents 20% of the resources available to fund the projects being reported to this board. Appendix 1 provides further information on the budget monitoring position of the projects within the remit of this board.
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2. Recommendations

- 2.1 It is recommended that Members note this report.

3. **Background**

- 3.1 This report has been prepared by the Director of Finance and Resources in conjunction with the Chief Executive and the Director of Community Resources.
- 3.2 This capital budget monitoring report details the performance of the Capital Programme to 16th September 2016, and is based on the Capital Investment Programme which was approved by members on 3rd March 2016, adjusted for movements since its approval.

4. **Budget Changes**

- 4.1 Since the last report budget changes totalling £3.250m have arisen which reflects budget re-profiled into 2017/18:
- Parks Improvement Programme (£1.250m) reflecting the revised spend following the outline of the project detailed in the report submitted to Council on 29th September 2016.
 - Community Halls & Facilities Improvement Programme (£2.000m) due to revised timescales for the project with the remainder expected to fully spend in 2017/18.

Implications of the Report

1. **Financial** – The programme will be continually monitored, in conjunction with other programmes, to ensure that the available resources are fully utilised and that approved limits are achieved.
2. **HR & Organisational Development** – none.
3. **Community Planning** –
Greener - Capital investment will make property assets more energy efficient.
4. **Legal** – none.
5. **Property/Assets** – none.
6. **Information Technology** – none.
7. **Equality & Human Rights** – The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – none.
9. **Procurement** – none.
10. **Risk** – none.
11. **Privacy Impact** – none.

List of Background Papers

- (a). Capital Investment Programme 2016/17 & 2017/18 – Council, 3rd March 2016.

The contact officers within the service are:

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Environment - Appendix 1

RENFREWSHIRE COUNCIL

CAPITAL INVESTMENT STRATEGY - NON-HOUSING SERVICES

BUDGET MONITORING REPORT

BOARD: ENVIRONMENT

Project Title	Approved Programme @03/03/16	Current Programme MR 6	Year To Date Budget to 16-Sep-16	Cash Spent to 16-Sep-16	Variance to 16-Sep-16	% Variance	Cash to be Spent by 31-Mar-16	% Cash Spent
COMMUNITY RESOURCES								
Programme Funded By Specific Consent	191	191	40	18	22	55%	173	9%
Vehicle Replacement Programme	1,500	1,514	154	154	0	0%	1,360	10%
Bridge Assessment/Strengthening	1,400	1,319	425	403	22	5%	916	31%
Roads/Footways Upgrade Programme	3,000	2,978	1,561	1,515	47	3%	1,464	51%
Lighting Columns Replacement	0	278	197	200	-4	-2%	78	72%
Traffic Management	0	5	0	0	0	0%	5	0%
Paisley Town Centre Signage	0	120	0	0	0	0%	120	0%
LED Street Lighting Strategy	11,000	11,003	1,476	1,476	0	0%	9,527	13%
Parks Improvement Programme	0	1,000	47	61	-13	-28%	939	6%
Community Halls & Facilities Improvement Programme	3,000	1,000	50	50	0	0%	950	5%
Improving Community Safety (CCTV)	0	27	15	19	-4	-27%	8	71%
North Renfrew Flood Prevention Scheme	0	298	114	114	0	0%	185	38%
Free School Meals (Capital)	0	16	0	0	0	0%	16	0%
Strathclyde Partnership Transport	0	710	0	2	-2	100%	708	0%
TOTAL ENVIRONMENT BOARD	20,091	20,460	4,078	4,011	67	2%	16,449	20%



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: OPERATIONAL PERFORMANCE REPORT

1. Summary

- 1.1 Community Resources brings together a range of Council services and activities, with both strategic and operational responsibilities. This report provides an operational performance update on the services and key projects delivered by Community Resources during the period 1 April 2016 to 16 September 2016.
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2. Recommendations

- 2.1 It is recommended that the Environment Policy Board notes the operational performance update contained within this report.
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3. Background

- 3.1 Community Resources provides essential services to every household in Renfrewshire and works in partnership with the local community, other services and community planning partners to deliver key council priorities and initiatives. A progress update on the main projects and activities delivered by Community Resources, together with key performance indicators is detailed below.
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OPERATIONAL UPDATES

4. Renfrewshire Community Safety Partnership

4.1 Community Safety Officer Trainees

The Community Safety Partnership employed 3 new Community Safety Officer Trainees in September 2016 using funding awarded from the Council's Tackling Poverty Fund. These trainees are based within the Renfrewshire Community Safety Partnership Hub and will remain in post until March 2017. The trainees are initially working with the Council's CCTV Operators and Youth Officers, also gaining a variety of skills and experience necessary to the preparation of future job applications.

4.2 Renfrewshire Child Protection Conference

The annual Renfrewshire Child Protection Conference in September 2016 saw a day of discussion on the theme of 'Getting it right for children in Renfrewshire'. More than 200 child protection professionals attended to hear from experts in the field. Officers from Community Resources/Community Safety Partnership being key contributors to the conference.

4.3 Attendees at the conference included staff from the Council, NHS, Police Scotland, and many other local agencies involved in looking after young people. This event was an excellent opportunity for child protection professionals to learn about latest developments from the sector's leaders. The key message of the event was that keeping children safe is everybody's responsibility, not just something for the experts to think about.

4.4 School Talks

The Community Safety Partnership Youth Team began their range of promotional and educational visits to Renfrewshire Schools in September 2016 and will continue throughout the school year. These school talks are targeted at P7 pupils in all primary schools and S1 pupils in all secondary schools throughout Renfrewshire. The talks will encourage young people to make better choices around responsible citizenship and community safety, as well as raising awareness of the impact of antisocial behaviour on communities.

4.5 Building Safer Communities

A Renfrewshire multi-agency tasking group was set up in April 2016 to focus on the Building Safer Communities National Strategy of reducing victims of crime and victims of unintentional harm. This is achieved through interventions in key communities to help them build capacity to resolve issues

affecting their areas. Analysts from the Renfrewshire Community Safety Partnership select areas for this programme using a range of data including:

- Crimes of violence;
- Drug supply and possession;
- Public reports of anti social behaviour and disorder;
- Environmental issues such as dog fouling, fly tipping, vandalism and graffiti;
- The Scottish Index of Multiple Deprivation (SIMD).

4.6 The first programme was delivered in Ferguslie Park between May and July 2016, with the Gallowhill area being the focus during October and November 2016. Over a six week period the group works with the local community to support them in improving their area. Desired outcomes include:

- Reduced victims of serious violent crime;
- Fewer admissions at Accident and Emergency;
- Fewer families requiring support from social services/education;
- Fewer criminal injury claims;
- Increased satisfaction in the community with where they live and increased feelings of safety.

4.7 From the surveys undertaken, 47% of Ferguslie residents rated the area as a very good place to live which was an increase of 16% in comparison to 2013.

4.8 The surveys also indicated that 64% of Ferguslie residents stated that they feel very or fairly safe when walking alone in Ferguslie after dark which was an increase of 14% in comparison to 2013.

4.9 Some of the other issues raised included:

- Vandalism and house breakings (both identified as high priority during 2013) were not highlighted in 2016.
- The two highest priority common issues were litter and dog fouling.
- Residents requested more high visible patrols by police officers and local authority wardens
- Further improvement suggestions for the area were local facilities for youths and more CCTV cameras

4.10 **Purple Flag Status**

The Renfrewshire Community Safety Partnership is supporting Paisley First in their submission to be awarded Purple Flag Status for Paisley Town Centre. An application was submitted by Paisley First on 14 October 2016. If

successful it is anticipated that this award will support the City of Culture Bid. Purple Flag is an accreditation process similar to the Green Flag award for parks and the Blue Flag for beaches. It leads to Purple Flag status for town and city centres that meet or surpass standards of excellence in managing the evening and night time economy. Only two other locations in Scotland have attained Purple Flag Status so far, Dunfermline and Aberdeen.

- 4.11 Research by the Awarding body, the Association of Town and City Management (ATCM) suggests that Purple Flag can bring real benefits which include:

- A raised profile and an improved public image for the town
- A wider patronage with increased expenditure
- Lower crime and anti social behaviour
- Support for a more successful mixed use economy in the longer term

- 4.12 A partnership working group was formed in February 2016, which includes representation from Police Scotland, Council services, businesses, NHS, community groups, street pastors and those involved in transport services. This group is working collaboratively to ensure that the application reflects the activities of all interested parties. As part of the application process, a preparatory overnight assessment of the town centre was undertaken on Friday 26 August from 5pm to 4am on the Saturday morning. This assessment was an on the ground appraisal of the town centre during the hours it is active at night. The results of this preparatory assessment formed part of the application which was submitted to the Association of Town and City Management on 14 October 2016. If the application meets the required criteria a second formal Assessment will be carried out by two external Purple Flag Assessors prior to the end of 2016.

4.13 **Office of Surveillance Commissions Inspection**

In August 2016, Renfrewshire Council was inspected by the Office of Surveillance Commissions (OSC) to ensure compliance with statutory provisions for the use of covert surveillance. The previous 2013 inspection confirmed we were compliant but identified some minor recommendations:

- minor revisions to the Council guidelines & procedures;
- the introduction of corporate refresher training for Authorising Officers;
- the need for Authorising Officers to justify any authorising decision in their own words.

- 4.14 The 2016 inspector's report highlighted that Renfrewshire Council had addressed all of the recommendations and now has an "exceptional training

programme and excellent levels of awareness amongst staff". The inspector identified no new specific recommendations.

4.15 Summer Events, 2016

During July-September 2016, Community Resources and in particular Amenity Services and the Community Safety Partnership (including wardens, CCTV and Street Stuff) have been supporting various summer events throughout Renfrewshire. This included local events such as Sma Shot Day, Paisley Pipe Band Championships, Scottish Afro Caribbean Carnival at Barshaw Park, Johnstone Fire Engine Rally and local gala days at Erskine and Johnstone. Amenity Services undertook pre and post activities for each event. The wardens provided the Safe Bus and the CCTV vehicle at many of these events. Meanwhile, Street Stuff was in attendance at family orientated events like the gala days, providing football and dance activities for young people to participate in.

4.16 STEM (Science, Technology, Engineering and Maths) Fortnight

The Renfrewshire Community Safety Partnership assisted Children's Services and the Renfrewshire Chamber of Commerce with the STEM Fortnight 2016 which ran from 3 October to 13 October 2016. As part of this, pupils visited the Community Safety Hub to see how Renfrewshire Council, Police Scotland and the Scottish Fire and Rescue Services use technology to protect people and public spaces across the Renfrewshire area. This involved a tour of the facility and a presentation from the Community Safety Partnership Manager to demonstrate how the Council uses various technologies including mobile CCTV. Trinity High School and Paisley Grammar School were the schools chosen to participate.

4.17 Street Stuff

The Street Stuff programme continues to be delivered throughout Renfrewshire and continues to go from strength to strength. To date over 27,882 attendances have been recorded with around 170 attendances per day at summer holiday activities and a similar number participating during October 2016 school holiday week.

4.18 During the holiday period, an extra programme of afternoon classes was run in addition to the normal timetable of early-evening activities. Afternoon activities included football, dance and the Street Stuff Bus with a free healthy meal for every child who attended. These summer classes ran at six locations: the Paisley 2021 Stadium and Glenburn in Paisley, Bargarran in Erskine, Knockhill Park in Renfrew, Our Lady of Peace PS in Linwood and the McMaster Centre in Johnstone. The free meals and summer expansion was financed by the Council's Tackling Poverty Fund.

- 4.19 A similar programme was run in the October 2016 school week, with sessions being held at St Mirren, Bargarran Primary School, Gallowhill MUGA, Glenburn Community Centre and Our Lady of Peace MUGA. These sessions were run on different days throughout the week (1pm – 4pm) and either a meal or sandwich was provided.
- 4.20 During October 2016, the fourth Street Stuff bus was launched with a colourful wrap designed by Street Stuff participants as part of the summer programme of activities. Over 90 participants attended the launch day activities. The bus offers a range of interactive and cultural activities onboard. The bus will be deployed throughout Renfrewshire and will also be used for events and activities linked to the Paisley 2021 City of Culture bid.
- 4.21 The fifth Street Stuff bus will develop this approach further when it is launched later this month with a focus on cultural activities, performance art and creativity. This bus is slightly larger than the other four Street Stuff buses and will again be used to support the Paisley 2021 City of Culture bid.

5. Regulatory Services

5.1 Trading Standards - Best Bar None Awards

Applications have now opened for Best Bar None Renfrewshire 2016-17. As well as the existing national categories such as Best Pub or Best Bar, applicant venues will now be considered for new local categories such as best newcomer, best family venue and best venue manager.

6. Amenity Services Waste

6.1 Linwood Moss Landfill Site

The installation of a new leachate treatment plant has now been completed and commissioning and testing work has been quality checked, revised and finalised to allow leachate from the site to be discharged in accordance with consented SEPA levels. Now that discharge from the site is fully within SEPA's consented quality levels, it is being released to watercourses and there has been no requirement since June 2016 to tanker effluent off site.

6.2 Co-mingling of Food and Garden Waste

The planned service change of comingling food and garden waste was implemented on 10 October 2016. The service is being monitored closely to ensure that operations continue to work efficiently and effectively. The revised arrangements are working well and are supported by customers.

7. Amenity Services, StreetScene & Land Services

7.1 2021 Weekend of Events

StreetScene & Land Services worked in partnership with the Paisley 2021 events team to support the 2021 Weekend of Events which took place on 20 & 21 August 2016 and attracted large numbers of local residents and visitors to Renfrewshire. StreetScene Services undertook pre and post activities for each event to ensure areas were presentable and well maintained throughout.

On Saturday 20th August 2016, the event encompassed music and busking events and the Diversity Carnival Procession/Gala Day. On Sunday 21st August 2016 support was provided to Renfrewshire Leisure in terms of barrier installation and additional cleaning for the Renfrewshire 10K, with a record number taking part and watching this event. Amenity Services also assisted in supporting the Doors Open Day in September 2016.

The Council's ambitious events programme for November and December 2016 including seasonal festive events will be fully supported by the various services from within Community Resources.

8. Amenity Services, Roads & Transportation (Fleet and Infrastructure)

8.1 Roads Capital Programme, 2016/17

The capital resurfacing programme for 2016/17 commenced in April 2016 with the programme now nearing completion, and a full spend will be achieved by the end of the financial year. The programme has had a positive impact on our road network and will contribute to ongoing improvements in roads' condition indicators.

8.2 Winter Maintenance, 2016/17

The winter maintenance season started on 1st October 2016 with all preparations completed well in advance and staff and equipment prepared for any gritting activity as required. Over 4,000 tonnes of salt have been delivered in readiness for any severe weather. The Council's stock of over 400 grit bins have been cleared of debris and filled with fresh salt in readiness for winter weather.

8.3 Street Lighting – LED Investment Programme

The overall investment programme has three phases and will be completed by the end of Spring 2017, with all of the Council's street lighting stock then utilising LED technology. Phase 1 commenced in May 2016 and Phase 2 in September 2016. The overall programme will deliver a reduction in energy usage for street lighting in excess of 60%, and will make a substantial

contribution towards the Council's carbon reduction targets. At the end of October 2016, following commencement of the investment programme in May 2016, approximately 25% of the Council's lighting stock is using LED technology.

8.4 Sewerage Improvement Works

Scottish Water began the first phase of its £17m capital investment programme to the sewerage system in Paisley on 10 October 2016. This investment and programme of improvement will span a 60 week period.

The project involves building new sewers from the White Cart Water in the vicinity of Cotton Street Bridge to Brodie Park in the south side of Paisley. A new storm water overflow system is also being constructed to serve the Seedhill Road area. The project will increase sewer capacity as well as improving water quality in the Espedair Burn and White Cart Water. Scottish Water & Renfrewshire Council have worked jointly on managing communications of the works. Improved sewer capacity will contribute to the Regeneration of Paisley and associated plans.

9. Facilities Management

9.1 Facilities Management (Soft Services)

Facilities Management (Soft Services) is working in partnership with West College Scotland to provide a new bespoke Cooking Skills training programme for catering staff. The 10 week programme began in September 2016 and will provide training for 14 staff on a day release basis which will allow them to gain a college qualification. This has been undertaken in response to the request from the catering staff to gain further cooking skills and qualifications, which will also allow for succession planning within the service.

9.2 During the summer holiday period of 2016, Families First clubs have operated within Renfrewshire. These clubs provided activities and around 10,800 healthy meals to pupils who are entitled to a free school meal, children who attend additional support needs schools and also to children under five who attend a Council pre five centre during school holidays.

9.3 As part of the Council's Tackling Poverty initiative, morning clubs have been established in 9 primary schools and 1 secondary school. Uptake of the clubs has been encouraging with nearly 10,000 breakfasts served to date and feedback from pupils, parents and teachers has been very positive. The morning clubs in St Catherine's Primary School, Gallowhill Primary School, St David's Primary School, Cochrane Castle Primary School, St Mary's Primary

School, St Margaret's Primary School, West Primary School, Brediland Primary School and Our Lady of the Peace School are open to all pupils and include a healthy breakfast and a programme of activities developed in partnership with the Soil Association and Active Schools. Pupils eligible for a free school meal at Castlehead High School can also receive a free healthy breakfast in the cafe area before the start of the school day.

- 9.4 In addition, through the Council's Tackling Poverty initiative, the service is providing hot meals as part of the Street Stuff programme of activities for young people at various locations throughout Renfrewshire.

9.5 **Facilities Management (Hard Services)**

9.6 **Building Services and Youth Development**

Building Services is working closely with local schools and West College Scotland to ensure they maximise opportunities for young people within Renfrewshire. To date this year, over twenty work experience placements have been provided from Renfrewshire secondary schools, with more placements during the October 2016 holiday period. In addition to this, in partnership with West College Scotland, six work experience placements have been provided for their Get Ready For Work Programme and twelve 2 week placements on their Pre Apprenticeship Course. Building Services have also been able to offer site visits and site experience on our projects for students attending the HNC Construction Practice course provided by West College Scotland.

- 9.7 In addition Building Services have recruited two young people from Renfrewshire to undertake electrical apprenticeships. They commenced their 4 year apprenticeship at the end of August 2016 and will be studying at West College Scotland. In addition to the two youth placements, an adult electrical apprenticeship opportunity was also offered to an existing employee of the Council. The adult apprenticeship will take two years and is a mixture of college and distance learning.

10. **Performance Update – Indicators and Targets**

- 10.1 The table below summarises target and actual performance for key performance indicators and benchmarking targets under each of the key change themes for 2016/17.

Performance Indicators and Benchmarking Targets	Target for 2016/17	Target to Period 6	Actual to Period 6
% of household waste which is recycled	55%	55%	48.7% **
Domestic Noise Complaints – Part V – the average time (hours) between time of complaint and attendance on site	1	1	0.55
Food Hygiene Information Scheme - % of premises which currently achieve a Pass rating	97%	97%	96% (to Quarter 2)
Trading Standards – Consumer Complaints completed within 14 days	82%	82%	88%
Number of incidents of anti-social behaviour reported to Renfrewshire Community Safety Service	1,700	Annual target	1,255
% uptake of free school meals in primary and secondary schools	73%	73%	67.4%
Land Audit Management System - % of areas assessed as acceptable	90%	90%	95.4%
% of front line resolutions dealt with within timescale by Community Resources	100%	100%	87%
% of complaint investigations dealt with within timescale by Community Resources	100%	100%	81%
% of Freedom of Information requests completed within timescale by Community Resources	100%	100%	100%
(Traffic and Transportation) Traffic light failure - % of traffic light repairs completed within 48 hours	95%	95%	95% (to Quarter 2)
% of reported street lighting faults which were repaired within the 7 day timescale	95%	95%	84.6% (to Quarter 2)
Community Resources – Overtime as a % of total employee costs	7%	7%	7.3%
Community Resources – Sickness Absence	4%	4%	5.2%
Grounds Maintenance - Sickness Absence	4%	4%	2.5%

Performance Indicators and Benchmarking Targets	Target for 2016/17	Target to Period 6	Actual to Period 6
Street Cleansing - Sickness Absence	4%	4%	4.7%
Refuse Collection - Sickness Absence	4%	4%	9.9%
Building Cleaning and Janitorial - Sickness Absence	4%	4%	4.5%
Renfrewshire Community Safety Partnership - Sickness Absence	4%	4%	7.6%
Roads and Transportation – Sickness Absence %	4%	4%	6.2%
Developing our workforce – number of SVQ qualifications achieved by our frontline workforce	50	Annual target	16
% of Community Resources employees having completed IDPs (from MDP/MTIPD)	100%	100%	84%
% of pothole repairs completed within timescales	66%	66%	67%
Building Services - % of overall repairs completed within target	95%	95%	95%

*** Waste data is now published by SEPA on a calendar year basis – this is the data for the first 6 months of 2016 calendar year and has not yet been verified by SEPA*

10.2 Supporting Information

- **% of household waste which is recycled** – The cumulative recycling rate from January to June 2016 is 48.7% Recycling seasonally increases through the summer due to increased garden waste and the figures for quarter 3 will reflect this.
- **Food Hygiene Information Scheme - % of premises which currently achieve a Pass rating** - The Food Hygiene information scheme (FHIS) is designed to provide consumers with information about hygiene standards at food premises. During a routine inspection, the Business Regulation Team will either provide the premises with a "Pass" rating or "Improvement Required" rating.

Whilst the above rating is below the expected target, it should be noted that the "Pass" percentage fluctuates throughout the year. The pass rate depends on the premises visited i.e. new premises that require more help and it is anticipated that the yearly target will be met by the end of the 2016/17 year.

- **Number of incidents of anti-social behaviour reported to Renfrewshire Community Safety Service** – the target for this indicator has reduced from

2,200 in 2014/15 to 1,700 for 2016/17. This reflects the challenging targets agreed in December 2015 by the Community Planning Partnership in respect of the Local Outcome Improvement Plan indicator which measures the combined anti-social behaviour incidents reported to both the RCSP and Police Scotland.

- **% uptake of free school meals in primary and secondary schools** - School meal uptake to period 6 is 67.4% which is in line with the same period last year. The first part of the financial year includes the seasonal end of the school year when school meal uptake is generally lower due to exam leave and school trips.
- **% of front line resolutions dealt with within timescale by Community Resources** - To the end of period 6 the service dealt with 2,798 front line resolutions, 87% of which were dealt with within the agreed timescale.
- **% of complaint investigations dealt with within timescale by Community Resources** - The service dealt with 16 complaint investigations to the end of Period 6, 13 of which were dealt with within the agreed timescale.
- **% of reported street lighting faults which were repaired within the 7 day timescale** the year to date performance is below target, reflecting the previously reported contractual issues. The service subsequently being brought in house, subsequently the performance for quarter 2 was 95.2%, which is above the annual target. Year end performance is anticipated to exceed the target with the in house service performing well.
- **Community Resources – Sickness Absence** - Sickness absence at the end of Period 6 across Community Resources was 5.2% which is slightly above the challenging target of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
- **% of Community Resources employees having completed IDPs (from MDP/MTIPD)** - The MDP/MTIPD process is ongoing across the service with personal development plans being established for individuals and teams. The process will continue throughout the year.

11. Quality, Training and Development

- 11.1 Training and development of our workforce is a key priority within Community Resources. It ensures that our workforce is equipped with the appropriate skills and gains the experience necessary to deliver services safely, efficiently and effectively. 16 Community Resources' employees have achieved an SVQ since April 2016.
-

Implications of the Report

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community Planning**

Children and Young People – the Catering Service promotes the uptake of healthy and nutritious school meals.

Community Care, Health & Well-being – the services encourages use of our parks and open spaces to promote a healthy and active lifestyle.

Empowering our Communities – Community Resources is actively working with community groups to encourage participation to help improve local communities.

Greener - working in partnership with the community to deliver a cleaner Renfrewshire. Promoting and encouraging waste minimisation through reducing, reusing and recycling. Reducing carbon emissions, through the implementation of LED streetlights and electric and low carbon vehicles within the council fleet.

Jobs and the Economy – the service is actively involved in the Invest in Renfrewshire scheme.

Safer and Stronger - by working with the local community and through enforcement activities, to improve the appearance of local areas and to help reduce anti-social behaviour.

4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations

and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.

List of Background Papers: None

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To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: FOOD FOR LIFE CATERING MARK ACCREDITATION FOR PRIMARY SCHOOLS

1. Summary

- 1.1 The Soil Association Food for Life Catering Mark is a scheme supported by the Scottish Government that aims to raise standards of food quality, provenance and sustainability in public and private sector catering. The Catering Mark is awarded at three levels based on the steps that a caterer is taking towards the Catering Mark values. These levels are Bronze, Silver and Gold.
-

2. Recommendations

- 2.1 It is recommended that the Environment Policy Board notes the service developments and progress towards application for the Food for Life Catering Mark Bronze Award Standard for primary schools.
-

3. Background

- 3.1 Over the last four years Facilities Management (Soft Services) has implemented a new catering service style in primary schools with a 'Grab and Go' type lunch provided three days per week and a more traditional 'Dine in Day' service two days per week. The new service was developed in line with significant stakeholder consultation, including pupil feedback, which highlighted a desire to have more time

to play during lunch time. The new service was implemented over a period of time, from an initial small number of pilot schools with the final school implemented in December 2015. The 'Eat, Meet and Play' ethos has proved very popular with pupils and has been supported by investment in branding, communications and a pre-ordering system to improve the throughput of the lunch time service.

- 3.2 As part of the Better Council Change Programme, investment was made in two central production units (CPUs), as launched in August 2015. Each unit is located in a secondary school kitchen and produces high volume items, such as sandwiches and home baking for the full school estate. This has increased efficiency of the service and has also improved quality and consistency of the food provided.
- 3.3 Whilst the service changes within the schools catering service over the last four years have modernised the schools catering service and improved efficiency, catering staff have fed back an aspiration to improve their cooking skills by preparing more meals on site. Having an appropriately skilled and confident workforce is a key component of service improvement and maintaining staff morale. The service has explored options for introducing greater food production within school kitchens.
- 3.4 Options have been investigated and tested in parallel with discussions with the Soil Association with regards their Food for Life Catering Mark accreditation. The accreditation scheme aims to raise standards of food quality, provenance and sustainability in public and private sector catering.

4. Soil Association Food for Life Catering Mark – Bronze Award

- 4.1 Facilities Management (Soft Services) has engaged with the Soil Association to determine the specific requirements of working towards the Catering Mark Bronze Award for the primary school catering service. An initial gap analysis of the school meal menu demonstrated that of the 13 standards required to achieve the Bronze Award Standard 10 were already being met, with 3 requiring some further development. The Bronze Award Standards are set out in Appendix 1.
- 4.2 The main requirement for the Bronze Award Standard stipulates that at least 75% of dishes across a 4 week menu cycle are freshly prepared with unprocessed ingredients. At the time of the gap analysis 61% of dishes were already compliant with that standard. It was evident that with some minor alterations to the menu and method of production, freshly preparing 75% of dishes was wholly achievable. This approach also aligns with catering staff aspiration of improving cooking skills by preparing more food on site and provides a formal accreditation award for doing so.

- 4.3 New methods of food production were tested over a period of time and some food items replaced with others that meet the Bronze Award Standard. A number of menu options are now freshly prepared in primary schools including, pasta sauces, pizza's, baked potato toppings and fish pie. Feedback from staff and pupils has been very positive, with the quality of the food produced improved and staff happy to utilise their cooking skills. The service intends to continue to develop the menu in this way.
- 4.4 Part of the specific Bronze Award Standard accreditation process determines that seasonal produce is utilised where possible and must be shown on the menu. Work is also ongoing to produce material highlighting the provenance of the food we serve in schools, which would meet the final element of the Bronze Award Standard that we currently do not meet.
- 4.5 All menu and food production changes have been delivered on a cost neutral basis. The progressive service redesign changes and the investment in 2 central production units, as detailed earlier in paragraph 3.2, has created sufficient capacity within the schools catering service to produce more prepared food on site.
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5. Training

- 5.1 To support the process and provide continuing professional development for staff, the catering service is working in partnership with West College Scotland to provide a new bespoke Cooking Skills training programme for catering staff. The 10 week programme began in September 2016 and will provide training for 14 staff on a day release basis to gain a college qualification. The training programme will run twice per year on an annual basis.
- 5.2 A broad course outline is shown below and further detail provided in Appendix 2
- Basic skills and techniques
 - Knife use
 - Food preparation techniques
 - Cookery processes
 - Food hygiene and HACCP procedures
-

Implications of the Report

1. **Financial** – Menu and food production changes have been delivered within existing budget. Soil Association annual certification is capped at £995 plus VAT and this includes the annual audit fee and membership fee for each site. This will be met

within the existing revenue budget. The Cooking Skills training programme will be delivered by West College Scotland at a cost of £4k per cohort, which will also be met within the existing revenue budget.

2. **HR & Organisational Development** – The Cooking Skills training programme will be delivered by West College Scotland and will provide training for 14 catering staff each intake with two planned per year.

3. **Community Planning**

Children and Young People – The delivery of our healthy school meal service helps children have the best start in life and supports the link between nutrition and educational attainment.

Greener – The catering service minimises food waste to help reduce the environmental impact of food waste disposal.

Jobs and the Economy – the service actively participates in Invest in Renfrewshire and Project Search.

Safer and Stronger - safe working practices are in place for the delivery of our services. The catering service food safety management system within our secondary schools is ISO 22000:2005 registered.

4. **Legal** – None.

5. **Property/Assets** – None.

6. **Information Technology** – None.

7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – None

9. **Procurement** – None

10. **Risk** – None

11. **Privacy Impact** – None

List of Background Papers: None

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Food for Life Catering Mark Accreditation

At the present time eleven local authorities in Scotland hold the Catering Mark for their schools meals service, two have achieved gold, 2 have achieved Silver and 7 have achieved Bronze.

Bronze Standards

- No undesirable additives or trans fats
- At least 75% of dishes are freshly prepared from unprocessed ingredients
- Meat is from farms which satisfy UK welfare standards
- Eggs are from cage-free hens
- Menus are seasonal and in-season produce is highlighted
- Catering staff are supported with skills training in fresh food preparation and the Catering Mark
- No GM ingredients are used*
- Free drinking water is prominently available
- No fish is served from the (MSC) 'fish to avoid' list
- Information is on display about food provenance
- All suppliers have been verified to ensure they apply appropriate food safety standards
- Caterers in schools and academies, early years and residential care settings and hospitals can demonstrate their compliance with national standards or guidelines on food and nutrition
- Menus provide for all dietary and cultural needs

* this standard cannot guarantee that meat is from animals fed on GM-free feeds, as most non-organic meat, eggs and dairy products come from animals that may be fed on GM animal feed.

Silver and Gold Catering Accreditation

The Silver and Gold Standards are assessed on a points system. Food providers are rewarded for every percentage point of their ingredient spend on ethical and environmentally friendly food, locally sourced ingredients and steps to offer healthier menus.

To achieve Silver and Gold, you must also demonstrate that you meet the Bronze Standards.

Cooking skills training programme delivered by West College Scotland

Day	Subject
-----	---------

- | | |
|----|--|
| 1 | Induction
HACCP Procedures
Basic knife skills
Basic cuts of vegetables
Simple soup making |
| 2 | Food preparation techniques
Safe working practices
Selection and use of equipment and techniques
Basic sauces and derivatives |
| 3 | Cookery processes
Methods of cookery
Controlling the cookery processes
Simple meat, poultry and fish dishes |
| 4 | Cookery Processes
Methods of cookery
Controlling the cookery processes
Simple meat, poultry and fish dishes |
| 5 | Salads and cold preparation |
| 6 | Pasta and pizza |
| 7 | Vegetables and rice |
| 8 | Pastry: <ul style="list-style-type: none">• Savoury products• Sweet products |
| 9 | Desserts <ul style="list-style-type: none">• Hot• Cold |
| 10 | Healthy eating/ alternatives and vegetarian dishes
Evaluation of programme |



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

**Heading: THE SCOTTISH GOVERNMENT'S AIR QUALITY STRATEGY
CLEANER AIR FOR SCOTLAND – THE ROAD TO A HEALTHIER
FUTURE**

1. Summary

- 1.1 In November 2015, the Scottish Government launched its air quality strategy *Cleaner Air for Scotland – The Road to a Healthier Future* (CAFS). The purpose of CAFS is to provide a national cross-government strategy which sets out how the Scottish Government and its partner organisations propose to achieve further reductions in air pollution in order to fulfil Scotland's air quality responsibilities as soon as possible.
- 1.2 The Clean Air for Scotland strategy outlines a series of actions across a range of policy areas and introduces a number of important new initiatives. The majority of action measures will be implemented by the Scottish Government and partner organisations such as Transport Scotland and the Scottish Environment Protection Agency (SEPA). However there are some actions that local authorities will be expected to deliver. These include the production of corporate travel plans which are consistent with air quality action plans and the encouragement of Freight Quality Partnerships.
- 1.3 Officers within Community Resources are currently developing a Renfrewshire wide air quality action plan which will take into account actions for all 3 of Renfrewshire's Air Quality Management Areas (AQMA's). The Council's air

quality action plan will consider the Clean Air for Scotland strategy and detail how it will assist in delivering its aims and objectives.

2. Recommendations

It is recommended that the Policy Board:

- 2.1 Notes the publication of the Scottish Government's air quality strategy *Cleaner Air for Scotland – The Road to a Healthier Future*;
 - 2.2 Notes that the aims and objectives of the strategy will be considered and that the specific actions for local authorities detailed at paragraph 3.5 of this report will be included within Renfrewshire Council's Air Quality Action Plan, as being developed over the next 12 months.
-

3. Background

- 3.1 In November 2015, the Scottish Government launched its air quality strategy *Cleaner Air for Scotland – The Road to a Healthier Future* (CAFS). The purpose of CAFS is to provide a national cross-government strategy which sets out how the Scottish Government and its partner organisations propose to achieve further reductions in air pollution in order to fulfil Scotland's legal responsibilities as soon as possible and to create and maintain a strong, healthy and fair society.
- 3.2 Scotland is not yet fully compliant with EU and Scottish legal requirements for air quality and as a result there are over 30 Air Quality Management Areas in place throughout Scotland. The reasons for non-compliance are varied but include an increase in the diesel fleet over the last decade; an increase in total number of road vehicles since 2004; a disparity between laboratory and real-world emissions from vehicle engines; transboundary emission sources and the topography and spatial planning of urban areas creating street canyons which trap air pollution close to the ground.
- 3.3 Air pollution disproportionately affects the most vulnerable members of society including the very young, the elderly, people with existing medical conditions and those living in deprived urban areas. Thus the key aims of reducing air pollution are to protect human health and eliminate health inequalities, in addition to improving the quality of places and habitats in the wider environment. Air Quality is directly related to the achievement of a number of key Scottish Government National Outcomes and policy priorities, notably

those focussed on the environment, sustainable places, environmental impact and healthier lives.

3.4 The Clean Air for Scotland strategy outlines a series of actions to be achieved by 2020 across a range of six policy areas:

- transport;
- health;
- policy and legislation;
- placemaking;
- communication; and
- climate change.

3.5 A national governance group, supported by specialist subgroups, has been established to oversee implementation of the strategy. A key aspect of the Clean Air for Scotland strategy is the need for partnership working to support delivery of improvements in air quality. The majority of actions set out in the strategy cover areas that are most influenced by the Scottish Government working in partnership with others from across key sectors e.g. Transport Scotland, Scottish Environment Protection Agency (SEPA) and Health Boards. However local authorities do have a key role to play and there are specific actions that they will be required to assist in delivering:

Transport

- All local authorities should ensure they have a corporate travel plan (perhaps within a carbon management plan) which is consistent with any local air quality action plan.
- Transport Scotland & local authorities will work with partners to deliver the Scottish Governments shared vision within the Cycling Action Plan for Scotland that by 2020, 10% of everyday journeys will be made by bike.
- Local authorities with an Air Quality Management Area will be encouraged to create a Freight Quality Partnership (or utilise an existing Regional Transport Partnership Freight Quality Partnership) and consider appropriate measures for local air quality improvement by 2017.

Climate Change

- Any Scottish local authority which has or is currently developing a Sustainable Energy Action Plan must ensure that air quality considerations are covered.

Whilst both Transport and Climate Change are overseen by the Scottish Government, both policy areas are delivered on a local level by Renfrewshire Council and will be instrumental in developing the Air Quality Action Plan for Renfrewshire. Progress in helping to mitigate and adapt to climate change is

being reported to this Board by the Director of Community Resources and Director of Development & Housing Services in the Public Sector (Climate Change Duties Report 2015/16).

- 3.6 The Council's air quality action plan will consider the Clean Air for Scotland strategy and detail how it will assist in delivering the aims and objectives of the strategy. The specific local authority actions detailed within CAFS will be considered in more detail during the Council's action planning process with Community Resources liaising with other Services that lead on or can contribute to the delivery of the above actions as appropriate.
 - 3.7 The Clean Air for Scotland strategy also outlines a range of important new initiatives to be implemented by 2020 including a National Modelling Framework intended to provide a standard air quality assessment methodology for use across Scotland; a National Low Emissions Framework which will assist local authorities in determining effective measures for addressing air quality issues within their areas; and a national air quality public awareness campaign. The Scottish Government, Transport Scotland and SEPA will be responsible for implementing these initiatives which are currently still under development.
 - 3.8 Ultimately the key overall to be achieved by 2020, through the implementation of the Clean Air for Scotland strategy, is full compliance with EU air quality legislation together with significant progress towards revocation of all Scottish Air Quality Management Areas.
-

4. Next Steps

- 4.1 Community Resources is currently developing a Renfrewshire wide air quality action plan which will take into account actions for all 3 of Renfrewshire's Air Quality Management Areas (AQMA's). The Council's air quality action plan will consider the Clean Air for Scotland strategy and detail how it will assist in delivering the aims and objectives of the strategy. The specific local authority actions detailed within the strategy, and set out in paragraph 3.5 above, will also be considered and included within the Council's action planning process.
-

Implications of the Report

- 1. **Financial** – there may be some cost involved in addressing the local authority actions contained within the CAFS report over the next 5

years. However, the Council can apply for funding from the Scottish Government in relation to any action measures that may be incorporated within an Air Quality Action Plan.

2. **HR & Organisational Development** – none

3. **Community Planning**

Community Care, Health & Well-being – by incorporating the objectives of CAFS within our Air Quality Action Plans we aim to improve air quality and provide a clean and safe environment for all of Renfrewshire's residents, workers and visitors.

Greener - improving air quality will have a beneficial impact on Renfrewshire's natural environment.

4. **Legal** – none

5. **Property/Assets**-none

6. **Information Technology** - none

7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – none

9. **Procurement** – none

10. **Risk** – none

11. **Privacy Impact** - none

List of Background Papers

- a) Background Paper 1: Cleaner Air For Scotland – The Road to a Healthier Future, November 2015.

- b) Background Paper 2: Cabinet Secretary for Environment, Climate Change and Land Reform Letter.

The foregoing background papers will be retained within Community Resources for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is the Regulatory and Enforcement Manager.

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To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: SCOTTISH ENVIRONMENT PROTECTION AGENCY (SEPA) ONE PLANET PROSPERITY – OUR REGULATORY STRATEGY

1. Summary

- 1.1 On 8 August 2016 the Scottish Environment Protection Agency (SEPA) published their regulatory strategy entitled - *"One Planet Prosperity – Our Regulatory Strategy"*.
- 1.2 SEPA plan to use the powers given to them under the Regulatory Reform (Scotland) Act 2014 to help Scotland be one of the first countries to tackle the challenge of the over-use of the planet's natural resources.
- 1.3 The regulatory strategy establishes a clear purpose for SEPA which seeks to support and create both social and economic benefits for Scotland by devising and delivering environmental improvements. This is described in the statutory purpose:

Protect and improve the environment (environmental success) in ways that, as far as possible, create:

- *Health and well-being benefits (social success); and*
- *Sustainable economic growth (economic success).*

- 1.4 This represents a step change from the previous focus purely on environmental issues and reflects the Scottish Government commitment to better regulation which the Council has also adopted through the Integrated

Enforcement Policy agreed at Leadership Board on 14 September 2016.
Within their regulatory strategy SEPA are committing to six new organisational objectives:

- Producing information and evidence that people use to make decisions.
- Helping people implement successful innovation, not minor improvements on 'business as usual'.
- Helping communities see the environment as an opportunity to create social and economic success.
- Routinely interacting with regulated businesses through their boardrooms, executive teams and owners.
- Being an organisation that people are clamouring to work for.
- Using partnerships as a principal way of delivering outcomes.

- 1.5 Implementation of this strategy should lead to benefits for communities, business and stakeholders including Renfrewshire Council. The principles adopted take on board the five principles of Better Regulation as required by the Scottish Government and align well with the approach to regulation now agreed by the Council.
- 1.6 This strategy represents a change in the approach to regulation by SEPA and local authorities will be required to observe, respond and work with SEPA as they implement their new regulatory strategy. However, the approach being adopted is positive and is one that should be welcomed by elected members.
- 1.7 The strategy is available for download at the SEPA website and is attached as Appendix 1.

2. Recommendations

It is recommended that the Environment Policy Board:

- 2.1 Notes the publication of the Scottish Environment Protection Agency (SEPA) regulatory strategy entitled - *"One Planet Prosperity – Our Regulatory Strategy"*;
- 2.2 Welcomes the regulatory shift from SEPA from a solely environmental focus to one that also reflects and supports social and economic factors.
-

3. Background

- 3.1 SEPA was formed in 1996 to act as Scotland's environmental regulator and flood warning authority with its main role to protect and improve Scotland's environment.
- 3.2 The primary objective behind the creation of the Environmental Protection Agencies (EPAs) around the world (including SEPA) was to reduce gross pollution, especially from industrial premises.
- 3.3 According to the SEPA strategy and ecological footprint measure, Scotland is currently using around three times its share of planetary resources to sustain its current living. SEPA is looking at innovative and powerful ways to tackle this global challenge and reduce Scotland's impact on global resources.
- 3.4 The strategy highlights some of SEPA's successes over the past 20 years including the substantial clean-up of the River Clyde, reductions in industrial pollution and improvements in landfill performance. However, it is clear that there is still a great deal to be done. The strategy outlines a need to shift focus, work in smarter ways and help society to tackle sources of pollution, over-use of natural resources and major environmental challenges such as climate change.
- 3.5 Renfrewshire Council works very closely with SEPA on many issues including waste, new food waste regulations, recycling, closed landfills, contaminated land, fly tipping and non-compliant businesses.
- 3.6 Appendix 1 of the SEPA strategy sets out 12 actions for 2016/17:
- Development of a Sectoral approach

SEPA will define the sectors and appoint 75% of the sector leads within the next year. In delivering sector plans, they will map existing levels of compliance and focus on the key levers that influence a particular sector.
 - Sustainable Growth Agreements

SEPA will develop clear principles underpinning their approach and will secure Sustainable Growth Agreements (SGAs) with at least 3 businesses. These SGAs will focus on practical actions to improve environmental performance in a way that delivers business success.
 - Integrated Regulatory Framework (Regulatory Reform (Scotland) Act)

SEPA will continue to work in partnership with the Scottish Government in ensuring this strategy and the legislation being developed under the Act allows them to achieve their statutory purpose. This will require consultation on detailed policy principles.

- Reform of permissions

A clear vision for simpler, joined up, outcome based permits will be articulated and SEPA will engage with stakeholders on the approach they are developing. A new permitting service will be set up to drive improvements in relation to the processing of applications.

- Improvements to enforcement

SEPA will implement improvements to their Enforcement Policy, allowing them to take a more proportionate and effective approach. This will also include the phasing of new fixed and variable monetary penalties and enforcement undertakings.

- Tackling non-compliance

Operational effort will be targeted to reduce non-compliance and focus on those who have remained non-compliant for a number of years (or who 'dip in and out' of compliance). SEPA will also use new fixed penalties (where appropriate) as part of two campaigns targeting non-compliance.

- Reform of charging

A new regulatory charging scheme will introduce a more transparent and balanced approach to charging. SEPA will also ensure good communication with charge payers.

- Regulatory Evidence Strategy

A new Regulatory Evidence Strategy will be implemented to support this strategy.

- Staff development

SEPA will place a major focus on staff development giving staff access to world leading external practice and building confidence to deliver new ways of working.

- Communication and engagement

This strategy will be incorporated into SEPA's internal and external communications. This will highlight to the people of Scotland the practical work being undertaken and will help increase understanding, confidence and recognition amongst staff.

- Structure change

There will be small changes to the high level structure within SEPA. This will allow them to strongly deliver their regulatory outcomes and ensure leadership capacity is in place.

- International Innovation Panel

The establishment of an Innovation Panel, made up of international experts, will add to the expertise and experience existing in Scotland. This will broaden thinking and maximise the level of ambition allowing SEPA to deliver as powerfully as possible.

Implications of the Report

1. **Financial** – there are no direct costs from this report, however, depending on the shift in focus could lead to future costs for Renfrewshire Council.
2. **HR & Organisational Development** – none
3. **Community Planning**

Community Care, Health & Well-being – the businesses regulated by SEPA have an impact on communities and the health and well-being of the residents of Scotland and Renfrewshire. This shift in regulatory focus should assist businesses and communities.

Greener – As the national environmental body, SEPA lead on certain environmental issues that will improve the wider greener agenda within Renfrewshire.
4. **Legal** – none
5. **Property/Assets**-none
6. **Information Technology** - none
7. **Equality & Human Rights** - There are no impacts on equality and human rights as part of this paper.
8. **Health & Safety** – none
9. **Procurement** – none
10. **Risk** – none
11. **Privacy Impact** - none

List of Background Papers

- a) Appendix 1 - Scottish Environment Protection Agency (SEPA) regulatory strategy - *“One Planet Prosperity – Our Regulatory Strategy”*.
-

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To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: FOOD STANDARDS SCOTLAND – SHAPING SCOTLAND’S FOOD FUTURE – OUR STRATEGY TO 2021

1. Summary

- 1.1 On 17 August 2016, Food Standards Scotland (FSS) published their strategy entitled - *“Shaping Scotland’s Food Future – Our Strategy to 2021”*.
- 1.2 The strategy sets out a clear vision for Food Standards Scotland: *“to create a food and drink environment in Scotland which benefits, protects and is trusted by consumers”* and outlines a broad remit to be the authoritative voice on food issues, giving out clear advice on nutrition, food safety and food and feed policy. In doing this, Food Standards Scotland will put consumers first, aiming to be a credible, consistent and trusted voice on food matters in Scotland.
- 1.3 The strategy provides a focus for what Food Standards Scotland will do up to 2021 with six strategic outcomes:
 - Food is safe
 - Food is authentic
 - Consumers have healthier diets
 - Responsible food businesses flourish
 - Food Standards Scotland is a trusted organisation
 - Food Standards Scotland is efficient and effective
- 1.4 The new strategy clearly aligns with Renfrewshire Council’s Business Regulation Service Plan presented to Board on 24 August 2016 as part of the

wider Public Protection Service Operational Plan. It is also consistent with the Better Regulation and Enforcement Guidelines (Integrated Enforcement Policy) agreed at the Leadership Board on 14 September 2016.

2. Recommendations

It is recommended that the Environment Policy Board:

- 2.1 Notes the publication of the Food Standards Scotland (FSS) strategy entitled - *“Shaping Scotland’s Food Future – Our Strategy to 2021”*.
 - 2.2 Notes the purpose, vision and outcomes of the Food Standards Scotland strategy and their alignment with the work being undertaken by Renfrewshire Council.
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3. Background

- 3.1 Food Standards Scotland (FSS) was launched in April 2015 by the Scottish Government to deliver independent, consistent, evidence-based and consumer-focused information as it works to protect public health, help improve the Scottish diet and protect the interests of consumers in relation to food.
- 3.2 Food Standards Scotland replaced the Food Standards Agency (Scotland) which was originally formed in 2001.
- 3.3 Food Standards Scotland’s purpose is defined in the Food (Scotland) Act 2015 with three objectives:
 - to protect the public from risks to health which may arise in connection with the consumption of food;
 - to improve the extent to which members of the public have diets which are conducive to good health; and
 - to protect the other interests of consumers in relation to food.
- 3.4 The Act also identifies a number of general functions for Food Standards Scotland:
 - to develop and help others develop policies on food and animal feed;
 - to advise the Scottish Government, other authorities and the public on food and animal feed;
 - to keep the Scottish public and users of animal feed advised and to help them make informed decisions about food and feed stuffs; and

- to monitor the performance of food enforcement authorities.
- 3.5 Renfrewshire Council works closely with Food Standards Scotland, also reflecting our responsibilities for Glasgow Airport. At present there are regular imports of consignments of fish, fruit and vegetables through Glasgow Airport that are subject to controls, as administered by the Council's Business Regulation Team (Regulatory Services). The Business Regulation Team is also involved in the surveillance of exports from the Airport as well as having a Port Health role.
- 3.6 Food Standards Scotland audited the Business Regulation Team (Regulatory Services) in September 2015 with no non-conformances noted and the report stating:

"The system and the operation of monitoring checks performance reports within the department are comprehensive and thorough. These provide information which contributes towards Official Controls being achieved".

Wider Food Policy in Scotland

- 3.7 The food and drink sector is a significant part of Scotland's economy. Employing some 350,000 people in Scotland, there are ambitions to grow the industry to £16.5 billion by 2017. In 2014, Scottish food exports surpassed £1.1 billion for the first time, with total food and drink exports valued at £5.1 billion.
- 3.8 In their strategy, Food Standards Scotland recognise their high dependence on their partners in Scotland's 32 local authorities including Renfrewshire Council, who are carrying out much of the 'on-the-ground' delivery of food and feed law, including compliance and enforcement work. The future of these services, provided by skilled and competent teams and individuals, is key to FSS activities in protecting consumers.
- 3.9 The primary concerns of Food Standards Scotland are protecting public health in relation to food safety and diet, and protecting the interests of consumers in relation to food, for example ensuring that consumers can have confidence that the food they buy is authentic and accurately labelled with information they can understand and trust. In working to achieve these goals and putting the consumer first, FSS also have a responsibility to ensure that food businesses are treated fairly and that regulatory functions are proportionate and do not add undue burden to the industry. This is consistent with the approach set out in the Better Regulation and Enforcement guidelines and that the Council has developed and agreed at the Leadership Board on 14 September 2016.

- 3.10 To underpin this, Food Standards Scotland in their strategy are clear that they will adopt and implement a regulatory strategy which transparently outlines their approach to regulatory decision making and targets interventions in ways that effectively identify and dissuade non-compliance, while providing incentives and rewards for compliance.

Food and Health

- 3.11 Scotland faces considerable challenges in relation to food and health. It is known that poor diets are one of the most significant causes of ill health in Scotland and are a major factor in people being overweight and obese. Poor diet contributes to Scotland having one of the highest prevalence rates of obesity in Europe.
- 3.12 In addition to health problems related to poor diet, considerable numbers of consumers in Scotland suffer from food poisoning every year. It is estimated that there are 43,000 cases of food poisoning in Scotland every year with 23,000 attributed to *Campylobacter*. In addition, the Food Crime Annual Strategic Assessment, published in March 2016 by Food Standards Scotland and Food Standards Agency (which undertakes a similar role in England and Wales), considers spirits to be a substantial area of concern given both the potential health risks and intelligence suggesting increasing counterfeiting in UK markets.
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4. Food Standards Scotland Strategy and Corporate Plan

- 4.1 The Food Standards Scotland strategy provides details about six strategic outcomes they have identified; what they mean, why they matter and what the FSS will do to deliver them:

Food is Safe

- 4.2 This highlights the importance that food on the market complies with legislation, has instructions for safe storage and handling (where appropriate) and that consumers understand how to protect themselves from foodborne illness. As stated in 3.13, there are approximately 43,000 cases of food poisoning every year in Scotland and it is a key aim of the Food Standards Scotland to reduce this figure.

Food is authentic

- 4.3 This ensures that food is of the nature, quality and substance described by the supplier. Labelling is important for members of the public to understand what they are buying; however, 'food fraud' is still noted to be an issue in the

UK, as highlighted by the Horsemeat incident of 2013. This priority is about ensuring all food offered for sale is authentic.

Consumers have healthier diets

- 4.4 In a new focus, with this priority outcome, the FSS are striving to ensure that the dietary choices of the Scottish population change towards meeting the recommended dietary balance and Scottish Dietary Goals. Almost two thirds of adults in Scotland are either overweight or obese and this priority tries to improve the diets of people within Scotland.

Responsible food businesses flourish

- 4.5 In line with proportionality, the FSS will assist responsible businesses by overseeing and providing risk based and proportionate regulation that enables them to flourish. The focus will be on non-compliant businesses and this clearly aligns with the Renfrewshire Council Integrated Enforcement Policy. There will require to be a strong and consistent regulatory strategy and significant partnership working with local authorities to deliver this priority.

FSS is a trusted organisation

- 4.6 Through this outcome it is hoped that consumers are increasingly aware of FSS and trust it as the national body to put them first in relation to food safety, food standards and healthy eating. This strategy is a first step in FSS communicating more to ensure that consumers are aware of who they are and what they do.

FSS is efficient and effective

- 4.7 This outcome is focused internally to deliver well motivated and skilled staff, who are resourced and capable of delivering all the other priorities and outcomes set out in the strategy.
- 4.8 To deliver these six strategic outcomes, Food Standards Scotland has developed their first Corporate Plan (April 2016 – March 2019) attached as an appendix to their five year strategy. This details what the outcome means, why this matters and what they will do about this outcome over the coming years.
- 4.9 A full copy of the Food Standards Scotland strategy, including the Corporate Plan is available from the FSS website at the link below:
<http://www.foodstandards.gov.scot/shaping-scotlands-food-future-our-strategy-2021>

Implications of the Report

1. **Financial** – there are no direct costs from this report.
2. **HR & Organisational Development** – none
3. **Community Planning**

Community Care, Health & Well-being – this strategy will have a direct impact on communities in relation to health and well-being. Safe food is essential and healthy eating contributes to healthier and longer lives.

Greener – none
4. **Legal** – none
5. **Property/Assets** - none
6. **Information Technology** - none
7. **Equality & Human Rights** - There are no impacts on equality and human rights as part of this paper.
8. **Health & Safety** – none
9. **Procurement** – none
10. **Risk** – none
11. **Privacy Impact** - none

List of Background Papers

- a) The Food Standards Scotland (FSS) strategy entitled - *“Shaping Scotland's Food Future – Our Strategy to 2021”*.

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To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: RENFREWSHIRE'S STRATEGY FOR RESPONSIBLE DOG OWNERSHIP

1. Summary

- 1.1 At the Environment Policy Board on 18 May 2016, elected members agreed to note an update on Renfrewshire's Strategy for Responsible Dog Ownership and requested a final strategy and approach for rolling out the strategy be brought back for approval to a future meeting of the Environment Policy Board.
- 1.2 The proposed strategy, as set out in Appendix 1 of this report, recognises that the significant majority of dog owners are very responsible, ensuring that their dog is kept under proper control and that having a dog can be a hugely rewarding experience, but also recognising that owning a dog comes with responsibilities. Across Scotland there continues to be a persistent minority of dog owners who adversely affect communities through their lack of control over their dogs' behaviour. As well as causing welfare issues for their pet, irresponsible dog owners allow their dogs to cause a nuisance or even a danger to others.
- 1.3 The introduction of new Legislation in 2016 requires dog owners to have their dogs microchipped, and increases fine levels from £40 to £80 for dog fouling. This new legislation provided the opportunity for a review of the Council's procedures in relation to dog control. A key outcome of this review being the proposal of a strategy for promoting responsible dog ownership which brings

together separate education, communication and enforcement campaigns into a single approach to promote and support responsible dog ownership in the area

The Local and National Landscape

- 1.4 Community Resources provides the community with a wide variety of services to all householders and businesses across Renfrewshire including: the management of waste and street cleaning services; provision of parks and cemeteries; the protection of public health and regulation of business premises. However, a significant number of complaints are received annually that relate to Dog Fouling and in this Renfrewshire is not unique.
- 1.5 Across Scotland, dog control issues and especially dog fouling are major contributors to anti-social behaviour. In recent research into public attitudes to littering carried out by Keep Scotland Beautiful, almost 7 in 10 people rated dog fouling as the item on our streets, parks and beaches that bothered them most, with around 9 million dogs in the UK, producing over 1,000 tonnes of excrement per day, it's easy to see why dog fouling can be a problem.
- 1.6 Significant work has been undertaken in Renfrewshire in recent years to tackle dog fouling and irresponsible dog ownership including a number of separate high profile dog fouling campaigns, the use of enforcement officers to tackle dog control and dog fouling issues in hotspot locations; and education regarding responsible dog ownership. The proposed responsible dog ownership strategy learns the lessons of these campaigns and interventions and seeks to bring successful elements together in a planned and co-ordinated manner with input from relevant key stakeholders and the public.
- 1.7 Some progress has been made. During 2015/16, there were a total of 825 complaints received in Renfrewshire in relation to Dog Fouling - this represents a 28% reduction in comparison to the corresponding total for 2014/15. This has been achieved through a number of successful actions including targeted patrolling and enforcement, and is further demonstrated by the reducing annual trend in associated issues e.g. stray dogs - reduced by 40% between 2014/15 and 2015/16; dogs barking - reduced by 38% during the same period; and lost dogs, which reduced by 35% over the same period. The number of fixed penalty notices has reduced over the last number of years, reflecting the increase in high visibility patrols undertaken by Renfrewshire Wardens on a daily basis.
- 1.8 Since May 2016, officers within the Renfrewshire Community Safety Partnership have carried out consultation with relevant internal & external stakeholders (including Renfrewshire Wardens, Police Scotland, Street

Scene, the Dogs Trust, Keep Scotland Beautiful and Housing Providers) in order to develop a responsible dog ownership strategy that is able to tackle the priorities for each partner organisation and the wider community.

1.9 The proposed strategy focuses on 4 priorities which were highlighted by the consultation with stakeholders, namely:

- **Enhanced partnership working** to promote closer partnership working between key partners such as Housing Providers, Police and Dog Charities;
- **Promoting responsible behaviours** with a programme of key messages and expectations supported by bespoke publicity campaigns developed to highlight dog control issues;
- **Tackling persistent offenders and improved enforcement** with new policies/practices established to make enforcement of offenders and pursuit of non-payment of fines easier
- **Tackling out of control dogs** with a particular focus on those that represent a danger to the public or nuisance to the wider community

1.10 The strategy is focused on the delivery of a number of key outcomes:

- Increased awareness among dog owners and the general public regarding the responsibilities of dog ownership and control.
- A reduction in the number of stray dogs or dogs under investigation that are not microchipped.
- An increase in the number of Dog Owners who adhere to the Responsible Dog Ownership Pledge
- An increase in the number of dogs in Council rented properties that are microchipped.
- A reduction in the number of complaints regarding dog control issues.
- A reduction in the number of dog owners who fail to pick up after their dogs
- An increase in the number of Fixed Penalty Notices issued for dog fouling.

1.11 If approved the strategy will run throughout 2017 with 3 key phases, Phase 1: Initial Communications and Enforcement Activities, Phase 2: Partnership Engagements, Phase 3: Targeted Campaigns and Enforcement. A review of the strategy will be undertaken from December 2017 to March 2018, the aim of which is to determine the success of the approach and the key priorities for 2018-2019.

- 1.12 Specific communications materials will be produced based on the Keep Scotland Beautiful 'Watching You' Campaign and will incorporate, posters, large moveable banners, bin stickers and leaflets and Information Packs.
 - 1.13 As part of the implementation roll out both Community Resources and Development & Housing Services are working together to ensure that tenants are reminded of their responsibilities regarding dog ownership and that nuisance dogs will not be tolerated in Council properties. To emphasise this tenants seeking permission to have a dog will be asked to adhere to the Responsible Dog Ownership Pledge and this will be rolled out across other Registered Social Landlords in Renfrewshire.
 - 1.14 The proposed Responsible Dog Ownership Pledge is attached as Appendix 2 to this report.
 - 1.15 Whilst enforcement will always take place where people are identified as breaking the law, after the initial launch of the strategy there will be a series of targeted enforcement and capacity building campaigns in specific hot-spot locations using a range of methods to identify persistent offenders whilst at the same time continuing a campaign of education across schools and communities in Renfrewshire.
 - 1.16 The strategy will be dynamic and will continue to evolve and respond to new approaches and consultation will continue with our key stakeholders to ensure that responsible dog ownership is promoted and irresponsible dog ownership is tackled across Renfrewshire.
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2. Recommendations

It is recommended that the Environment Policy Board:

- 2.1 Approves the Renfrewshire's Strategy for Responsible Dog Ownership as detailed in Appendix 1 of this report,
 - 2.2 Approves the responsible Dog Ownership Pledge set out in Appendix 2 of this report
 - 2.3 Notes that future reports will be brought back to future meetings of the Environment Policy Boards, to update on progress with implementation of the strategy.
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3. Background

- 3.1 Following a motion raised at Council on 25 June 2015, a review of responsible dog ownership in Renfrewshire was undertaken and a report presented to the Environment Policy Board on 18 May 2016 when a number of legislative changes introduced by the Scottish Government aimed at responding to the issue of dog fouling were noted and priority areas for the development of a Renfrewshire Promoting Responsible Dog Ownership Strategy were agreed. It was further agreed that progress updates on the development and implementation of a responsible dog ownership strategy should be provided to future meetings of the Environment Policy Board. This subsequent report seeks approval for the strategy and sets out a timeline for its implementation.

Implications of the Report

1. **Financial** – There will be a cost for banners, signs and stickers in order to highlight the strategy. This cost is estimated to be £5000 which will come from existing resources.
2. **HR & Organisational Development** – none
3. **Community Planning**
A Greener Renfrewshire – The introduction of a new strategy promoting Responsible Dog Ownership will help to ensure that Renfrewshire continues to be a clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business.

A Safer and Stronger Renfrewshire - Renfrewshire is known as a safe and tolerant place where residents and visitors enjoy a high level of personal safety and public protection and are free from crime.
4. **Legal** – Legal Services have been consulted for their views in relation to wording for an Agreement for tenants and further consultation will be required in relation to any proposed changes to enforcement procedures.
5. **Property/Assets** - none
6. **Information Technology** - none

7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report.
8. **Health & Safety** – none
9. **Procurement** – none
10. **Risk** – none
11. **Privacy Impact** - none

List of Background Papers - None

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Renfrewshire's Strategy for Responsible Dog Ownership

- 1.1 This strategy is focused on the delivery of a number of key outcomes:
- Increased awareness among dog owners and the general public regarding the responsibilities of dog ownership and control.
 - A reduction in the number of stray dogs or dogs under investigation that are not microchipped.
 - An increase in the number of Dog Owners who adhere to the Responsible Dog Ownership Pledge
 - An increase in the number of dogs in Council rented properties that are microchipped.
 - A reduction in the number of complaints regarding dog control issues.
 - A reduction in the number of dog owners who fail to pick up after their dogs
 - An increase in the number of Fixed Penalty Notices issued for dog fouling.
- 1.2 Evidence from national and local research continues to highlight that the impact of dog fouling is one of the most important environmental issues affecting communities.
- 1.3 The Renfrewshire Community Safety Partnership plays an active role in educating and informing the public of the issues associated with dog control and will continue to work in partnership to help change behaviours around dog control. As part of this we will build on the successes of previous local initiatives whilst adopting approaches which have had success elsewhere. The key aim of this strategy is to promote responsible dog ownership whilst promoting pride in Renfrewshire, highlighting the role that dog owners play in keeping our streets, parks and communities safe and clean. In Paisley we will also tie in with City of Culture messages whenever possible to highlight the role that our dog owners play in keeping Paisley safe and clean.
- 1.4 This strategy will tackle issues surrounding dog control which affect our communities including: dangerous and nuisance dogs, dog fouling; dog barking; and stray dogs; as well as supporting our dog owners in caring for their pets. It focuses on delivering 4 key factors:

- **Enhanced partnership working** to promote closer partnership working between key partners such as housing providers, Police and Dog Charities;
- **Promoting responsible behaviours** with a programme of key messages and expectations supported by bespoke publicity campaigns developed to highlight dog control issues;
- **Tackling persistent offenders and improved enforcement** with new policies/practices established to make enforcement of offenders and pursuit of non-payment of fines easier
- **Tackling out of control dogs** with a particular focus on those that represent a danger to the public or nuisance to the wider community.

1.5 Implementation of this strategy will be undertaken over 3 key phases.

Phase 1: Initial Communications and Enforcement Activities

1.6 Phase 1 will run from December 2016 to April 2017 and will promote the message to the public about what is acceptable dog control. The placing of posters and mobile banners will be carried out in a targeted way in hotspot locations determined by statistical analysis of complaints received and/or local knowledge:

- Launch of this strategy in December with enhanced communications regarding dog control issues. Using festive messages to reinforce the need for all new and existing family pets (cats and dogs) to be microchipped.
- Use of striking posters, first used by Keep Britain Tidy, with hard-hitting messages and trademarked 'glow in the dark' eyes in hotspot locations to help influence the behaviour of those dog owners who currently don't do the right thing. These posters were piloted in partnership with Keep Scotland Beautiful and the NFU Scotland and their use more than halved the incidence of dog fouling recorded over the duration of the pilot.
- Production of a Renfrewshire's Strategy for Responsible Dog Ownership and distribution to the public, community groups, housing providers and dog owners. This will also be made available on line.
- Production of a condensed information leaflet promoting responsible dog ownership will be available on line and as a hard copy for distribution to the public.
- Development of a detailed year round communication plan which will deliver key dog control messages including, using our parks and public spaces responsibly, problems with dog control on agricultural land, dog control in play parks and sports grounds, microchipping dogs, and dog bag litter.

- The 'Any Bin Will Do' message will continue to be promoted using social media and bin stickers.
- Social media will be used to highlight when a stray has been uplifted ensuring the best chance of a speedy return to its owner.

Phase 2: Partnership Engagements

1.7 Phase 2 of the strategy will run from February 2017 to June 2017. As part of the strategy there is an ongoing commitment from each of the key stakeholders: Community Resources; housing providers; Police Scotland; Dogs Charities; NFU and The Forestry Commission, to work together as a partnership to tackle the problem in Renfrewshire and a number of opportunities to work in partnership have been highlighted, including;

- Supporting housing providers (public and private) in promoting responsible dog ownership amongst their tenants.
- Working with Police Scotland thorough the Renfrewshire Rural Tasking Group and with the NFU, Forestry Commission and other landowners who are affected by dog control issues.
- Emphasising that nuisance dogs will not be tolerated in Council rented property and promotion of the Responsible Dog Ownership Pledge to tenants seeking permission for a dog. This initiative strives to remind tenants seeking permission for dogs of the conditions of their Tenancy Agreement and how this could be impacted through lack of control over their dog. To reinforce this message tenants seeking permission for dogs will be asked to adhere to the Responsible Dog Ownership Pledge, and as an incentive those who sign up will receive a Responsible Owner Welcome pack.
- In association with housing providers, posters will be erected in communal areas to encourage responsible dog ownership and promoting the opportunity for dog owning tenants to sign up to the Responsible Dog Ownership Pledge.
- Articles will be published in tenant newsletters promoting the strategy.
- Revising Renfrewshire Council's webpage to ensure that local residents can access dog ownership messages and know how to report incidents of dog related antisocial behaviour.
- Working with the Forestry Commission Scotland and the NFU to deliver publicity materials to support farmers who are affected by dog control issues.
- Supporting animal charities including Dogs Trust, SSPCA and PDSA in the delivery of their education programmes.

Phase 3 Targeted Campaigns and Enforcement

1.8 Phase 3 will run from April 2017 to March 2018 when the overall outcomes of the strategy will be reviewed. Within this phase, in addition to the work undertaken and ongoing in Phases 1 and 2, key hotspot locations identified will be targeted for focused interventions. Key priorities during Phase 3 will include:

- Identification of hotspot locations utilising statistical information.
- Use of social media to highlight issues in key areas.
- Targeted activities in each hotspot lasting 2-4 weeks.
- Wardens will consider a range of measures to promote responsible dog ownership in hotspot locations which may include: low visibility enforcement patrols of hotspot locations, issuing Fixed Penalty Notices to offenders, reporting repeat offenders to the Procurator Fiscal, use of CCTV for targeted interventions; use of DVLA information to trace offenders, erection of temporary 'Watching You' signage or similar, use of 'Any Bins Will Do' stickers on bins and engaging with key partners.
- Wardens will issue warning letters to those suspected of failing to pick up within their communities and will leaflet drop areas where dog control is reported as being an issue asking for the support of the community to catch offenders.
- Large moveable banners for key locations, such as, school play grounds, parks, sports fields and children's play parks will also be used together with 'Any Bin Will Do' stickers. Use of these communication materials will only be considered in hotspot locations as over use of any visual media can reduce the impact of the message.
- Launch of Responsible Owners 'Selfie' Gallery which will use social media to encourage dog owners to sign up to the Responsible Dog Ownership Pledge.
- Relaunch of the 'Don't Put Up with It' campaign designed to encourage the public to report those in their community who are causing issues through a lack of control of their dog.
- Delivery of a workshop at Safe Kids 2017 designed to raise awareness with Primary 6 youths regarding dog control issues and to encourage them to sign up to the Pledge.
- Microchipping will be promoted with Community Resources supporting PDSA and other animal charities in delivering local surgeries to dog owners where microchipping may be offered free of charge.

Tackling persistent offenders and improved enforcement

1.9 Throughout implementation of the strategy there will be a focus on tackling persistent offenders. The Renfrewshire Community Safety Partnership will identify hotspot locations for dog control issues in Renfrewshire. Intelligence led interventions will be developed, focusing on specific dog control or welfare

issues that affect urban and rural communities such as nuisance dogs, aggressive dogs, banned breeds, dog fouling, organised dog fighting, illegal dog dealing/breeding, noisy dogs and neglected dogs. Our communities will be encouraged to share with any information that they have in this regard;

- Bins will be provided in areas of most need but there is an expectation that dog owners will take responsibility for bagged dog waste and its removal in places where bins are not available or they may face an £80 littering fine.
- Failure to pick up after a dog will result in a Fixed Penalty Notice of £80 being imposed for first time offenders. Those who have been previously issued with a Fixed Penalty Notice may be reported to the Procurator Fiscal who can issue a higher fine.
- As part of the strategy, a review of the Enforcement Procedure will be undertaken with consideration being given to the use of reliable witness statements, targeted enforcement of hot spot areas, consideration of low visibility or plain clothes enforcement, the use of CCTV for targeted campaigns, use of DVLA information as appropriate and information sharing between partners to allow follow up on microchipping requirements.
- Where a dog is out of control and it is causing reasonable fear and alarm to others, wardens may issue a Dog Control Notice. This will set conditions which the owner must comply with such as; ensuring that the dog is kept on a lead, wears a muzzle, receives training, microchipping and so on.
- Procedures will be improved to ensure that non-payment of fines is robustly pursued.
- Dog owners will be encouraged to get their dog micro-chipped. Failure to do so will result in animal wardens issuing owners with a Notice which if not adhered to may result in a report being sent to the Procurator Fiscal and a fine of up to £500 being imposed. Wardens and Housing providers will share information to assist compliance.
- An SSPCA education programme will be undertaken with Council employees, police and housing providers to ensure that all persons entering the homes of dog owners are aware of what they should do when they are suspicious that a dog or other animal is being neglected/abused.
- We will continue to work with partners such as Police Scotland and SSPCA to deal with dangerous dogs. Information relating to dangerous dogs in rented accommodation will be shared with the housing provider, to ensure that other tenants are appropriately protected. We will continue to highlight issues relating to dangerous

dogs so that members and the general public know how to report any concerns they may have.

2. Measuring Success

2.1 Community Resources will produce regular updates to local area committees and partners on the success of this strategy. We will:

- Analyse dog control complaints;
- Increase enforcement activities;
- Ensure wide distribution of communications materials and measure social media responses;
- Measure uptake of the Responsible Dog Ownership Pledge;
- Support partners to deliver microchipping services; and
- Measure use of bins in key locations to ensure they are correctly positioned.

2.2 Key success measures will include:

- Increased awareness among dog owners and the general public regarding the responsibilities of dog ownership and control.
 - A reduction in the number of stray dogs or dogs under investigation that are not microchipped.
 - An increase in the number of Dog Owners who adhere to the Responsible Dog Ownership Pledge.
 - An increase in the number of dogs in Council rented properties that are microchipped.
 - A reduction in the number of complaints regarding dog control issues.
 - A reduction in the number of dog owners who fail to pick up after their dogs.
 - An initial increase and subsequent reduction in the number of Fixed Penalty Notices issued for dog fouling.
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Appendix 2

Responsible Dog Ownership Pledge

I understand that owning and looking after a dog comes with responsibilities not only to ensure the welfare of the dog but also to ensure that the behaviour of the dog does not adversely impact on others. I am a responsible dog owner and agree to the following:

- I will look after my dog ensuring that it is well cared for.
- I will not keep a dog without permission of my housing provider.
- I understand that not everyone is comfortable around dogs and will not assume that it is ok for my dog to approach others without their consent.
- I will not allow my dog to bark excessively or cause a nuisance to others.
- I will not allow my dog to use communal areas for exercise or as a doggie WC.
- I will always pick up after my dog and will bin the bagged dog waste.
- I understand that dog faeces can be dangerous as it may carry the *Toxicara* parasite which can cause blindness.
- I will keep my dog under proper control and supervised at all times.
- I understand that by law all dogs over 8 weeks old must be micro-chipped.
- I will not keep a dog that is a banned breed under The Dangerous Dogs Act 1991.
- I will not breed dogs at my residence without my Housing Providers permission.
- I will not provide a dog minding service for others without my Housing Providers permission.
- I will make arrangements with another person to ensure that my dog is looked after in my absence e.g. holiday or hospital stay.

I understand that if my dog causes a nuisance or a disturbance, my housing provider can withdraw permission for me to have a dog and I may be required to rehouse my dog.

Signed: _____

Date: _____

Dog Type and Breed: _____

Dog Name: _____

Dog Age: _____



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

**Report by: DIRECTOR OF COMMUNITY RESOURCES AND
DIRECTOR OF DEVELOPMENT & HOUSING**

Heading: PUBLIC SECTOR CLIMATE CHANGE DUTIES REPORTING 2015/16

1. Summary

- 1.1. To comply with the requirements of the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland), Renfrewshire Council is required to prepare an Annual Report, detailing progress in helping to mitigate and adapt to climate change.
 - 1.2. Renfrewshire Council's Public Sector Climate Change Duties Reporting for 2015/2016 is attached at Appendix 1.
-

2. Recommendations

- 2.1 It is recommended that the Environment Policy Board approves the content and submission of Renfrewshire Council's first mandatory Public Sector Climate Change Duties report for 2015/16.
-

3. Background

- 3.1 In 2007, all 32 local authorities in Scotland signed up to Scotland's Climate Change Declaration. Signatories to the Declaration acknowledging the importance of climate change and were committed to:
 - Mitigating their impact on climate change through reducing greenhouse gas emissions;

- Taking steps to adapt to the unavoidable impacts of a changing climate; and
 - Working in partnership with their communities to respond to climate change.
- 3.2 The Declaration recognised that Scottish local authorities play a key role in helping to tackle the challenges of climate change. Signatories to Scotland's Climate Change Declaration have been committed to preparing an Annual Report, detailing progress in mitigating and adapting to climate change. Importantly, it has provided a mechanism for the public sector to lead by example in addressing climate change.
- 3.3 In November 2015 the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) came into force. This requires all public bodies classed as 'major players' to submit a climate change report using a standard template by 30 November 2016 (for 2015/16) and each year thereafter.
- 3.4 The climate change report submitted in November 2016 for 2016/16 will be the first mandatory submission by Renfrewshire Council, as required by public bodies that are seen as 'major players'.
- 3.5 In previous years Renfrewshire Council's annual climate change report was made on a voluntary basis and submitted to the Planning and Property Policy Board for noting. As this is the Council's first mandatory submission the report requires to be submitted for approval by the Council's Environment Policy Board.
- 3.6 Renfrewshire Council's annual report for 2015/16 is attached and will be submitted, following approval by the Environment Policy Board, to the Sustainable Scotland Network on 30th November, 2016. It will also be available on the following web site: <http://climatechange.sustainable-scotland.net/>.

4. Duties of Public Bodies Reporting – Overview

- 4.1 The introduction of required reporting is intended to help with Public Bodies Duties compliance, engage leaders and encourage continuous improvement. The Scottish Government, through the Sustainable Scotland Network, has developed a standardised reporting template which will assist in providing accurate and consistent performance information to inform the direction of future policy, legislation, funding and support services.
- 4.2 For public sector bodies, reporting on climate change activity is considered good practice as it:
- Increases accountability and transparency, making it easier for the public to understand how Renfrewshire Council is performing in climate change areas;
 - Assists with integrating climate change objectives in corporate business plans and embeds climate change action in all services; and

- Assists with establishing a climate change reporting hierarchy and the mainstreaming of climate change within organisation decision making.

4.3 The reporting duties cover six main areas:

- A brief **Organisation Profile** covering the number of staff, budget and organisational context;
- A section on **Governance and Management** which explains how climate change is governed, managed and embedded in the organisation and identifies its key strategies and priorities;
- A section on **Emissions, Targets and Projects** which reports the key statistical data, performance targets and climate change projects;
- An **Adaption** section explains how risk is managed and assessed and the actions taken to adapt to climate change;
- The reporting requirements also cover the organisations **Procurement** policies and how they contribute to compliance with climate duties and how procurement activity contributes to compliance in climate change duties;
- A final section addresses the **internal and external validation** processes undertaken by the organisation in terms of its climate change duties.

5. Renfrewshire Council's Annual Report 2015/2016 - Summary

5.1 A summary of highlights from Renfrewshire's report is provided below.

Corporate Emissions, Targets and Project Data

- 5.2 The Council has prepared its 3rd Carbon Management Plan for the period 2014 – 2020. A challenging target of 36% emissions reduction based on the 2012/13 baseline has been set. A 14.1% reduction in corporate emissions has been achieved to date through a range of projects including: improved waste segregation; a reduction of waste to landfill; the installation of photovoltaic cells on primary and secondary schools as an alternative renewable energy resource using sunlight.

Adaptation

- 5.3 The Council's Risk Management process considers the risks associated with flood risk, waste management, energy and carbon management and planning for adverse weather.
- 5.4 The Council has continued to work closely with SEPA to improve Renfrewshire's flood data providing the basis for the emerging Clyde and Loch Lomond Flood Risk Management Plan. Renfrewshire's Local Development Plan provides a policy framework for the implementation of sustainable measures through the Local Green Network, River Basin Management Planning and promoting the use of sustainable urban drainage in developments.

- 5.5 Adaptation action has been delivered through the implementation of the final phase of the North Renfrew Flood Prevention Scheme and the improvements in the energy efficiency of the Council's housing stock through the Home Energy Efficiency Programme for Scotland.

Procurement

- 5.6 The key policies that outline the commitment and key actions contributing to climate change duties include the Corporate Procurement Strategy, the Sustainable Procurement Strategy and the Corporate Social Responsibility Policy.
- 5.7 The Council specifies climate change adaptation contractual obligations in its Terms and Conditions for suppliers. A range of contracts awarded demonstrate an integrated approach to sustainability.
-

Implications of the Report

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community Planning**

Children and Young People –

Community Care, Health & Well-being –

Empowering our Communities –

Greener - The Scotland's Climate Change Declaration report demonstrates how the Council and its Community Planning Partners promote the principles of sustainable development and how they are providing a framework to deliver an integrated green infrastructure across the Council.

Jobs and the Economy –

Safer and Stronger -

4. **Legal** – None.
5. **Property/Assets** – None.
6. **Information Technology** – None.

7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.

List of Background Papers: None

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Renfrewshire Council
Public Sector Climate Change Duties Reporting
2015-2016



1 Organisational Profile

Name of the organisation	Renfrewshire Council
Type of organisation	Local Authority
Number of FTE staff in the organisation	6640
Alternative metrics used by the organisation	n/a
Overall net budget revenue of the organisation 2015/16	£377,575,000
Report Year	Financial year 2015/16
Organisational context	Renfrewshire Council is a Local Authority located in the west of Scotland which has a wide range of statutory functions and responsibilities. It is the 9th largest Council by area with a population of over 174,000, or 3% of the Scottish population. As well as its administrative role, the Council is responsible for a significant estate including a portfolio of over 260 buildings and an extensive area of land within its ownership. It is one of the largest employers in Renfrewshire. The Council's contribution to emissions comes primarily from heating and lighting of its buildings, street lighting, amenity services relating to waste management, staff mileage and the Council's own vehicle fleet.

2 Governance, Management and Strategy	
Governance and Management	2a. How is climate change governed in the organisation? Renfrewshire Council and Boards The Council’s agreed framework for decision making and policy development is based on a series of policy boards. In addition to the Leadership Board, Audit, Scrutiny and Petitions Board and Regulatory Functions Board the Council also operates the following policy boards that reflect policy priorities rather than Council service structures. The policy boards are: • Economy and Jobs Policy Board • Education and Children Policy Board • Environment Policy Board • Finance and Resources Policy Board • Housing and Community Safety Policy Board • Planning and Property Policy Board • Procurement Sub-committee Each of these policy boards will have initiatives that contribute to the Council’s work on adaptation and reducing its carbon emissions. In particular activity relating to the Carbon Management Plan, biodiversity, development and sustainable development falls within the remit of the Planning and Property Board. Matters relating to sustainable procurement are reported to the Finance and Resources Board. Matters relating to waste management, transportation and flooding are reported to the Environment Policy Board. The Environment Policy Board has the delegated authority for decision making on climate change. The Convener of the Environment Policy Board, is also convener of the Community Planning Partnership Greener Renfrewshire Thematic Board (a Community Planning Partnership Thematic Board). Renfrewshire Community Planning Partnership In Renfrewshire, the Community Plan sets out a ten year vision and is reviewed, along with the Local Outcome Improvement Plan on a rolling three year basis. Partners have agreed to the principle of keeping governance arrangements simple and straight forward. Each of the six community planning thematic boards have responsibility for driving forward a key community planning theme. Political oversight and senior partner representation is a key

feature of all boards. The boards are at the heart of Renfrewshire's community planning arrangements and drive and coordinate the work of all partners in the community planning partnership.

The Greener Renfrewshire Thematic Board has responsibility for co-ordinating and driving multi-agency activity to ensure the achievement of the long term vision that: 'Renfrewshire will be a clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business through the promotion of sustainable patterns of travel and development, the efficient management of energy and the treatment of waste as a valuable resource.'

To ensure its long term vision the Greener Renfrewshire Thematic Board is supported by three sub-groups, each led by relevant partners and supported by key officers. These are the Greener Communities sub-group; Greener Transport sub-group; and Carbon Management sub-group.

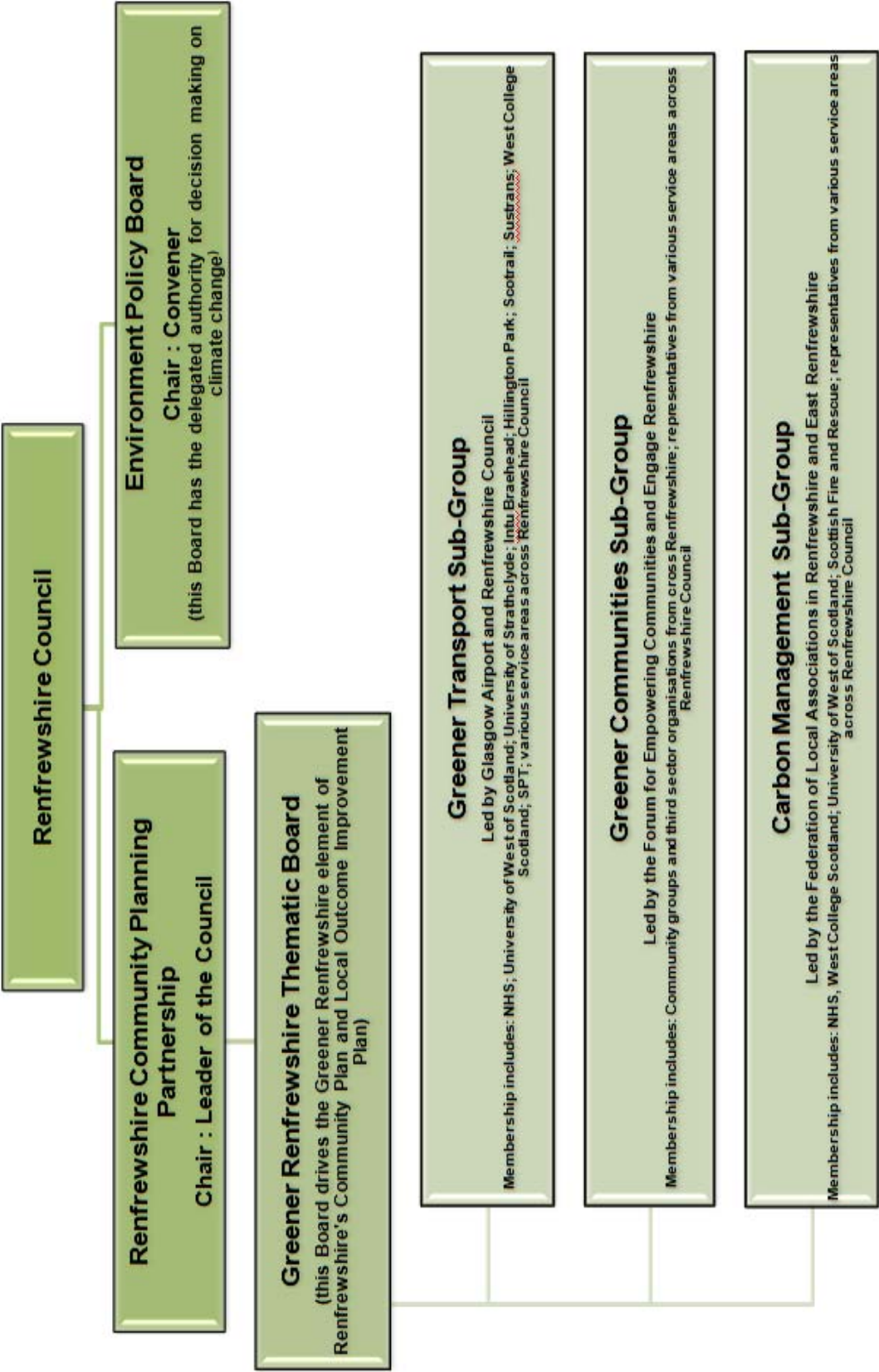
Renfrewshire Local Area Committees

Renfrewshire Council has five Local Area Committees (LACs) which act as a focus for community consultation and allocate a wide range of grants and funds. LACs are statutory committees of the Council that meet on a quarterly basis and are designed to let residents see and influence how services are operating in the community and have the power to take decisions on matters such as making grants. Local initiatives promoting sustainable development and activities such as Growing Grounds, or environmental improvements that will enhance sustainability often benefit from LAC grants.

Other Groups

The Council currently has several internal governance groups in place that work towards promoting emissions reductions. They report to appropriate boards on a range of matters relating to Climate Change Adaptation as and when required.

Governance Structure



2b. How is climate change action managed and embedded in the organisation?	
	Corporate Management Team (CMT) The Council's Corporate Management Team (CMT) provides strategic direction to Council officers and is chaired by the Council's Chief Executive and includes all Council Directors, the Chief Executive of Renfrewshire Leisure (RL) and the Health & Social Care Partnership and other key senior Council staff and meets on a regular basis. Although matters relating to climate change adaptation and mitigation are not the sole remit of this group, issues such as performance in relation to the Community Plan and Local Outcome Improvement Plan and Sustainable Procurement are all considered by the CMT on a regular basis. The CMT also oversees the work of other specific officer groups whose remit includes Climate Change adaptation and mitigation : 1. Strategic Asset Management Group: High level group that meets to discuss and progress corporate asset performance, including energy management. Other projects are discussed including the Carbon Management Plan as well as Capital expenditure projects. 2. Carbon Management Plan Working Group: A group that meets quarterly to monitor the consumption of energy, water, street lighting, waste and transport fleet for the Council's estate and to implement reduction targets. Twice a year the focus of the group is the Carbon Management Plan and the Group Monitors progress towards the target of a 36% reduction in CO₂ emissions by 2019/20 based on a 2012/13 baseline. Updates from this group are reported to the Property Services Senior Management Team convened by the Director of Development and Housing. 3. Fuel Poverty Steering Group: A group that meets regularly to discuss ways in which fuel poverty can be reduced. Membership is cross service and includes representatives from other agencies such as the Citizens' Advice Bureau and the Home Energy Scotland (HES). Climate Change considerations are embedded throughout the Council through the following: • The Council has used the CCAT (Climate Change Assessment Tool) which will help to foster cross-organisational engagement and assessment (see Section 2g). • The Carbon Management Plan contains specific objectives to reduce emissions that are included in the Council's other corporate and strategic documents, including the Council's Plan - 'A Better Council, A Better Future 2014 -2017'. • Through the Council's procurement service, sustainability and community benefits are considered in the development of all contract strategies.

The Sustainability Test has been designed to identify and prioritise the impacts of procurement across the 3 strands of Sustainable Procurement – Social, Economic & Environmental. • The Council's Energy Management Team organise a range of events and awareness raising activities for staff relating to emissions reduction and energy saving throughout the year and across Council services. • The Council continues to participate in Earth Hour annually which helps to raise awareness to staff of the need to reduce emissions and increase sustainability.
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Strategy			
2c. Does the organisation have specific climate change mitigation and adaption objectives in its corporate plan or similar document?			
Objective	Name of Document	Link	
We want the Council to play its part in tackling climate change by focusing on reducing energy use and carbon emissions across all aspects of our operations, making sure that the majority of waste collected is recycled and working with our partners to make Renfrewshire's economy and communities as sustainable as possible.	Renfrewshire Council Plan "A Better Future, A Better Council" 2016-17	http://www.renfrewshire.gov.uk/media/1099/A-Better-Future-A-Better-Council-20162017/pdf/CouncilPlanDec2015.pdf	
Renfrewshire Council has set a target to reduce its total annual carbon footprint by 19,389 tCO2e by the end of financial year 2019/20, this equates to a reduction of 36%.	Renfrewshire Council Carbon Management Plan 2014/15-2019/20. Section 2, page 19,	http://www.renfrewshire.gov.uk/media/1767/Carbon-Management-Plan-2014-2020/pdf/CarbonManagementPlan2014-2020.pdf	
By 2021 no waste generated within	Renfrewshire Council, Community	http://www.renfrewshire.gov.uk/media/2137/Community-	

Renfrewshire will be sent directly to landfill without prior treatment and less than 5% of all waste collected will be landfilled. By 2020 60% of waste collected will be recycled and this shall increase to 70% by 2025.	Resources Service Improvement Plan 2016 – 2019,	Resources-Service-Improvement-Plan-2016-2019/pdf/CRServiceImprovementPlan2016-19.pdf
25% reduction in households experiencing fuel poverty.	Renfrewshire Local Outcome Improvement Plan, A Greener Renfrewshire, Page 40,	http://www.gov.scot/Resource/0043/00435444.pdf

2(d) Does the body have a climate change plan or strategy?

No

(Although the Council does not have a specific Climate Change Policy or Strategy in place, the ethos of these are incorporated into all relevant policies and strategies agreed across the Council.

The Council's Carbon Management Plan 2014/15–2019/20 is an ambitious plan that will reduce Council energy use, reduce climate change emissions and have a positive impact on our financial management).

2e. Does the organisation have any plans or strategies covering the following areas that include climate change?

Topic Area	Name of document	Link	Time period covered	Comments
Adaptation	Clyde & Loch Lomond Flood Risk Management Strategy	http://apps.sepa.org.uk/FRMStrategies/clyde-loch-lomond.html	To 2020	

Topic Area	Name of document	Link	Time period covered	Comments
	Renfrewshire's Sustainable Food Strategy	-	-	
Business Travel	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	
Staff Travel	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	
Energy efficiency	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	
Fleet transport	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	
Information and communication technology	-	-	-	
Renewable Energy	-	-	-	
Sustainable / Renewable Heat	-	-	-	
Waste Management	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	
Water and sewerage	Carbon Management Plan	http://www.renfrewshire.gov.uk/article/3246/Carbon-Management-Plan-2014-2020	2014/15-2019/20	

Topic Area	Name of document	Link	Time period covered	Comments
Air Quality	Paisley Town Centre Air Quality Action Plan	The Council has a statutory duty to regularly review and assess air quality within its area to ensure that it is meeting the requirement of Government legislation with the aim of providing a clean, safe environment where everyone has air that is fit to breathe. Monitoring of air quality identified exceedances of statutory air quality objective levels throughout Paisley town centre and resulted in an Air Quality Management Area (AQMA) being declared across Paisley town centre in 2009. The Paisley Town Centre Air Quality Action Plan was then developed and published in 2014 detailing action measures proposed to improve air quality within the AQMA. The majority of action measures have now been implemented and an update of the Plan will be undertaken during 2016/17. Further information on air quality within Renfrewshire and details of the Council's annual air quality progress reports can be found at http://www.renfrewshire.gov.uk/airquality	2009-2015	Monitoring of air quality identified exceedances of statutory air quality objective levels throughout Paisley town centre which resulted in an Air Quality Management Area (AQMA) being declared across Paisley town centre in 2009.

Topic Area	Name of document	Link	Time period covered	Comments
Land Use	Renfrewshire Local Development Plan	The Renfrewshire Local Development Plan sets out the spatial strategy that facilitates investment and guides the future use of land in Renfrewshire. Its policy statements provide a framework for decision making to ensure that development and changes in land use are appropriate. With a focus on supporting sustainable economic growth, the Local Development Plan identifies opportunities for change, regeneration and enhancement, directing developments to locations that are economically, socially and environmentally sustainable. In doing so, this strategy supports measures for the reduction, mitigation and adaption to climate change along with the promotion of a low carbon economy. http://www.renfrewshire.gov.uk/wps/wcm/connect/e9fdf04c-9b46-44da-afb0-c9aa55575bfc/RenfrewshireLocalDevelopmentPlan2014_14%28forweb%29+141021.pdf?MOD=AJPERES The LDP sets out the strategy, priorities and principles for development in Renfrewshire and the detailed development criteria for the assessment of proposals is contained within the New Development Supplementary Guidance. Both documents outline what developers need to do in designing, delivering and implementing development, with an emphasis on sustainable development and place making. http://www.renfrewshire.gov.uk/wps/wcm/connect/c6513527-ef91-4205-869b-06f49502749c/LDP_SupplementaryGuidance2014_13.pdf?MOD=AJPERES	2014-2019	

Topic Area	Name of document	Link	Time period covered	Comments
	Local Housing Strategy	The Local Housing Strategy sets out how the Council and partners intend to jointly meet housing need and demand across all housing tenures in Renfrewshire. The strategy sets out the strategic vision taking account of national priorities, identifies how the standard of housing will be improved, and provides clear direction for housing investment over the next five years. The Local Housing Strategy is currently under review and a draft LHS was subject of public consultation from November 2015 to March 2016. It is anticipated that a finalised document will be available later in 2016. Seven strategic outcomes are identified in the Draft Local Housing Strategy, including' Outcome 4: Homes are fuel efficient and fuel poverty is minimised'. Climate change and adaptation are considered in conjunction with reducing Fuel Poverty and improving the energy efficiency of Housing Stock. http://www.renfrewshire.gov.uk/webcontent/home/services/council+and+government/council+information%2C+performance+and+statistics/council+policies+and+plans/hp-mc-localhousingstrategy	2016 - 2021	
Other (state topic area covered in the comments)	Renfrewshire Community Plan 2013-2023	Renfrewshire Community Plan 2013 – 2023 provides the vision of communities, public services and business organisations making Renfrewshire a fairer, more inclusive place. The community Partnership recognise the importance of climate change and have agreed to work together to reduce carbon emissions. http://www.renfrewshire2023.com/community-planning/	2013-2023	

2f. What are the organisation's top 5 priorities for climate change governance, management and strategy for the year ahead?

Renfrewshire Council is committed to developing and refining its management response to climate change. Climate change management and governance are key objectives and priorities in the following documents:

1. Renfrewshire's Carbon Management Plan 2014/15 – 2019/20. The Council has set a target to reduce its carbon footprint by 19,389 t CO₂e (36%) by the end of the financial year 2019/20, building on the reduction of 28% that was achieved through the previous CMP. A range of projects have been identified to achieve this ambitious target focusing on:

Upgrade to Efficiency – continuing to upgrade inefficient buildings and replace inefficient appliances.

Build Better – all new buildings to be sustainably designed and resource efficient through adherence to 'Renfrewshire Councils Sustainable Building Design' document.

Move to clean power – continue with the purchase or generation of electricity from renewable sources.

Fuel efficient transport – continued investment in cleaner vehicles.

Waste – increase recycling rates from domestic properties and reduce the quantity of waste being sent to landfill.

Street lighting – implement the council's £11m investment programme for LED street lighting across Renfrewshire. The investment programme has three phases and will be completed by Spring 2017.

Procurement – continue with, and expand the criteria for the procurement of products that use less energy, last longer and are good for the environment.

Awareness – create a culture of awareness across the organisation through all the areas covered under this Carbon Management Plan.

<http://www.renfrewshire.gov.uk/wps/wcm/connect/dd94b7bc-1f72-47ed-9725-4f97af9542cd/fcs-CarbonMgmtPlan2014-2020.pdf?MOD=AJPERES>

2. Completion of the Renfrew North Flood Prevention Scheme. The final phase of the Renfrew Flood Prevention Scheme was completed earlier this year through construction of a pumping station adjacent to Ferry Road. Completion of this scheme concludes a £10m investment which will protect over 300 properties from a 1 in 200 tidal flood event.

[North Renfrew flood prevention scheme: Infrastructure development on Glasgow's River Clyde - Clyde Waterfront](#)

3. Renfrewshire Community Plan 2013 – 2023: The Council will continue to work with its Partners in order to achieve the outcomes identified in the Community Plan. The Greener Renfrewshire thematic group aims to create clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business through the promotion of sustainable patterns of travel and development, the efficient management of energy and the treatment of waste as a valuable resource.

<http://www.renfrewshire2023.com/wp-content/uploads/2013/11/CommunityPlan1.pdf>

4. Renfrewshire Local Development Plan: The Renfrewshire Local Development Plan sets out the spatial strategy that facilitates and guides the future use of land in Renfrewshire. It has a focus on supporting sustainable economic growth, and identifies opportunities for change, regeneration and enhancement, directing developments to locations that are economically, socially and environmentally sustainable. The strategy supports measures for the reduction, mitigation and adaption to climate change along with the promotion of a low carbon economy.

http://www.renfrewshire.gov.uk/wps/wcm/connect/e9fdf04c-9b46-44da-afb0-c9aa55575bfc/RenfrewshireLocalDevelopmentPlan2014_14%28forweb%29+141021.pdf?MOD=AJPERES

5. Regeneration: The Council is seeking to promote sustainable regeneration of Renfrewshire through several significant projects. These will be a strategic focus for the Council and partner organisations for the foreseeable future and include:

City Deal – Renfrewshire is one of eight councils signed up to the £1.13bn Glasgow and Clyde Valley City Deal. Three City Deal projects, with a combined spend of £274m, will take place in Renfrewshire: an airport access project connecting the airport with Glasgow Central and Paisley Gilmour Street stations; construction of a new bridge over the Clyde at Renfrew; and improvement infrastructure and environmental improvements in the Glasgow Airport Investment Area.

City of Culture: Paisley is bidding to be UK City of Culture in 2021. The next step is the formation of a cultural partnership featuring the council, local business and other key bodies from the community to deliver the bid together which is to be submitted in 2017. The benefits from the bid will be felt beyond Paisley.

<http://www.renfrewshire.gov.uk/article/2048/Priority-1-Physical-and-economic-regeneration>

2g. Has the organisation used the Climate Change Assessment Tool (a) or equivalent tool to self assess its capability/performance? Renfrewshire Council's Energy Management Unit helped to develop the CCAT tool for use by other LA's. As such, our initial scores are as follows and were achieved using the CCAT prototype in December 2014: • Governance = 50% • Mitigation = 95% • Adaptation = 17% • Behaviour Change = 46%	2h.Supporting information and best practice? The Greener Renfrewshire Thematic Board has responsibility for co-ordinating and driving multi-agency activity to ensure the achievement of the long term vision that: 'Renfrewshire will be a clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business through the promotion of sustainable patterns of travel and development, the efficient management of energy and the treatment of waste as a valuable resource'. There are three sub-groups to the Greener Renfrewshire Thematic board: Greener Transport; Greener Communities; and Carbon Management. These sub groups have representatives from across the Community Planning Partnership; third sector organisations; and the private sector. Each of these sub groups has developed an action plan which drives forward the key priorities and outcomes of the Greener element of Renfrewshire's Community Plan. The progress of these action plans and the related performance measures from the Local Outcome Improvement Plan are monitored on a regular basis through the Greener Renfrewshire Thematic Board and Renfrewshire's Community Planning Partnership Board.
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3. Corporate Emissions, Targets and Project Data

Emissions

3a. Corporate emissions from start of baseline year to end of report year

Reference Year	Year	Scope 1 (natural gas, gas oil and diesel)	Scope 2 (electricity)	Scope 3 (waste, water, business travel)	Total	Units	Comments
Baseline Carbon footprint	2012/13	19749	19521	14259	53529	tCO2e	Scope 2 emissions include electricity for buildings and street lighting
Year 1	2013/14						The year 2013/14 was the final year of our old CMP. Therefore, no data included
Year 2	2014/15	16955	19441	9579	45975		This is the first year of the CMP, using 2012/13 as the baseline year

3b. Breakdown of emissions sources				
Emission Source	Scope	Consumption Data	Units	
Grid Electricity (generation)	Scope 2	22628705	kW	
Grid Electricity (transmission & distribution losses)	Scope 3	22628705	kW	
Natural Gas	Scope 1	56981936	kW	
Burning Oil	Scope 1	153617	Litres	
Water – Supply	Scope 3	413328	M3	
Water – Treatment	Scope 3	413328	M3	
Petrol	Scope 1	35992	Litres	
Diesel	Scope 1	1328370	Litres	
Grid Electricity (generation)	Scope 2	14513955	kW	
Grid Electricity (transmission & distribution losses)	Scope 3	14513955	kW	
Business Travel – Car	Scope 3	1594963	Miles	

3c. Generation, consumption and export of renewable energy					
Renewable Electricity			Renewable Heat		
Technology	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Solar PV	162119	-			
Biomass	-	-	2,296,950	1,722,200	

Targets										
3d. Organisational targets										
Name of target	Type of target	Target	Units	Boundary/ scope of target	Progress against target	Year used as base line year	Base line figure	Units of base line	Target completion year	Comments
Carbon Mgt Plan	absolute	19,389 (2015/16)	Reduction tCO2e	All emissions	10904	2012/13	53,515	tCO2e	2019/20	Reported to Planning & Property Policy Board 6 monthly
Co2 emissions from public vehicle fleet	reducing	3,171 (2015/16)	tCO2e	All emissions from the public vehicle fleet	3,536	2013/14	3,523	tCO2e	2023	Monitored as part of the Local Outcome Improvement Plan

Co2 emissions from public space lighting	reducing	6,720 (2015/16)	tCO2e	All emissions from public space lighting	6,482	2012/13	7,647	tCO2e	2023	Monitored as part of the Local Outcome Improvement Plan
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Projects and changes
3e. Estimated total annual carbon savings from all projects implemented by the organisation in the report year

Emissions Source	Total estimated annual carbon savings (tCO ₂ e)	Comments
Electricity	434	Hot water controls (pumps); internal/external; LED lighting in public buildings; PV installations
Natural Gas	1105	Boiler replacements; hot water controls; BMS (Additional gas CO2 was put against properties that changed fuel from Oil)
Other heating fuels	540	New boiler plants converting from oil to gas & or biomass
Waste	0	There was a slight increase in carbon emissions from waste collection due to a higher volume of waste collected.
Water and sewerage	44	Identification and repairs of burst pipes.
Business Travel	0	-
Fleet Transport	36	-
Other (specify in comments)	-	-

3f. Detail the top 10 carbon reduction projects implemented by the organisation in the report year

Project Name	Funding Source	First full year of CO2e savings	Are these savings estimated or actual?	Capital Cost (£)	Operational cost (£ / annum)	Project lifetime (years)	Primary fuel / emission source saved	Estimated costs savings (£/annum)	Comments
Secondary Hot Water Controls	Internal	616 tonnes	estimated	340,000		20	gas	£95,000	Savings include savings from: kW, CCL & CRC
BMS Bureau Service	internal	552 tonnes	estimated		£45,000	5	gas	£85,000	Savings include savings from: kW, CCL & CRC
LED External Lighting	internal	95 tonnes	estimated	£111,000		20	electricity	£22,000	Savings include savings from: kW, CCL & CRC

3f. Detail the top 10 carbon reduction projects implemented by the organisation in the report year

Biomass Boilers	internal	410 tonnes	estimated	£600,000	20	oil	£31,000	Savings include savings from: kW, CCL & CRC. Savings do not include an estimated £39,000 per year income from RHI
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3g. Estimated decrease or increase in emissions from other sources in the report year

Emissions source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions	Comments
Estate changes	1,358	Decrease	Due to transfer of properties to Cultural Trust
Service provision	/	/	/

3h. Anticipated annual carbon savings from all projects implemented by the organisation in the year ahead

Emissions source	Total estimated annual carbon savings (tCO ₂ e)
Electricity	429
Natural gas	182
Other heating fuels	498
Waste	238
Water and sewerage	2
Business Travel	4
Fleet Transport	117

3i. Estimated decrease or increase in emissions from other sources in the year ahead

Emissions source	Total estimated annual emissions (tCO ₂ e)	Increase or decrease in emissions
Estate changes	1,033	Decrease
Co2 emissions from public space lighting	tbc	Decrease
Total	tbc	-

3j. Total carbon reduction project savings since baseline year			
Total savings		Total estimated emissions savings (tCO₂e)	Comments
Total project savings since baseline year	10904		
3k. Further Information			
The Council's Carbon Management Plan is available at: http://www.renfrewshire.gov.uk/media/1767/Carbon-Management-Plan-2014-2020/pdf/CarbonManagementPlan2014-2020.pdf			
4. Adaptation			
Assessing and managing risk			
4a. Has the organisation assessed current and future climate related risks?			
Current Risks			
'Risk Matters' is the Council's combined risk management policy strategy and strategy. In keeping with Risk Matters, the Council has a corporate risk register, each service department has its own risk management plan and there is an annual risk management report presented to the Audit, Scrutiny and Petitions Board each year. The most recent report describes the corporate-led risk management activity that has taken place during 2015/16 in relation to the council's risk management arrangements and strategic risk management objectives. Climate related risks and vulnerabilities are considered in some detail, although the Council has not yet completed Adaptation Scotland's 'Five Steps to Managing Your Climate Risks'. The Council's Corporate Risk Register is approved by the Finance and Resources Policy Board each year and is monitored on an ongoing basis by the			

Assessing and managing risk	4a. Has the organisation assessed current and future climate related risks? Corporate Risk Management Group. The current corporate risk register was approved on 18 May 2016 and is linked below. Risk 7 relates to 'Climate change, sustainability and adaptability.' This corporate risk is currently assessed as a moderate risk and is owned by the Director of Development and Housing Services. In managing this risk the following is noted within the Corporate Risk Register: • The Council has used the Climate Change Assessment Tool – helps public sector organisations in Scotland self-evaluate their performance under the public sector duties of the Climate Change (Scotland) Act 2009 • The Carbon Management Plan has specific objectives to reduce emissions and these are included in other key documents such as the Council Plan • Implementation of the Corporate Asset Management Strategy ensures that property assets are managed effectively and efficiently through the provision of relevant management and performance information • The Energy Management Team: - o ensure energy management initiatives are aligned to the capital investment programme and corporate asset strategy to optimise use of property estate and reduce overall running costs and energy consumption levels - o promote reductions in energy usage and advise employees and residents about energy efficiency • Through the Procurement Unit, sustainability and community benefits are considered in the development of all contract strategies http://renfrewshire.cmis.uk.com/renfrewshire/Document.aspx?czJkcaeAi5tUFL1DTL2UE4zNRBcoShgo=iv6jusXSujenA3QeD7yoZ%2bkvMCg3hCDUj3IYA PHLJhxFAQzw1SeoPyg%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyyw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWCTPHwdhUfCZ%2fLUQzgA2ul5jNRG4jdQ%3d%3d%3d&mCTIbCubSFFxsDGW9IXnlg%3d%3d=hFfIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvEw%3d%3d=hFfIUdN3100%3d&uIovDxwdjMPoYv%2bAJvYtYA%3d%3d=ctNJff55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHDURQburHA%3d&d9Qij0ag1Pd993isyOJqFvmyB7XOCsqK=ctNJff55vVA%3d&WGwmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJff55vVA%3d&WGwmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJff55vVA%3d Service department risk management plans reflect the relevant risks specific to each service department. These plans are also approved on an annual basis by the relevant Policy Board and are monitored by service management teams. In relation to climate related risk: • the Community Resources service risk management plan covers waste management, planning for adverse weather, flood risk management, roads, lighting and structures maintenance, cycling and road safety, and incident response and management • the Development and Housing service risk management plan covers planning and development activity
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Assessing and managing risk 4a. Has the organisation assessed current and future climate related risks? the Finance and Resources service risk management plan covers energy and carbon management, and property and infrastructure management Future Risks The Corporate Risk Management Group meets quarterly in order to review the Council's Risk Register and monitor progress being made with regard to identified risks. In addition to the quarterly meetings, two special focus meetings are held each year specifically to consider and identify any new emerging potential future risks which would include those relating to weather, climate, flood risk management, business continuity and civil contingencies. A mechanism is in place, therefore, for full consideration corporately of current risks and identification and inclusion of future risk.	
4b. What arrangements does the organisation have in place to manage climate related risks?	Renfrewshire Council has a proactive approach to managing current and future risks associated with climate change. Flood Risk Assessment and Resilience The Council is a member of the Clyde & Loch Lomond Flood Risk Management area. In June 2016, the first Flood Risk Management Plan was published for this area and presented to the Environment Policy Board in August 2016., Through a partnership involving Scottish Water, SEPA and 13 local authorities, priorities across the area have been set with regard to detailed study to address future flood risk. Within Renfrewshire the priorities include a water catchment study for Erskine, Inchinnan, Linwood, Johnstone and Kilbarchan which will be led by Scottish Water and is due to commence in 2016. A number of other collaborative studies are proposed across Renfrewshire within the plan period which covers from now until 2022. It is anticipated that a consequence of the studies referred to above, flood alleviation measures will emerge. Where these involve capital projects, bids will be made against centrally held capital funds in future years to progress delivery.

4b. What arrangements does the organisation have in place to manage climate related risks?

Flood risk consideration is embedded across the council with impact to development management and the planning and management of the Council's assets.

The Council has emergency response arrangements in place for severe weather events and works corporately to protect people and properties across Renfrewshire.

Completion in 2016 of the North Renfrew Flood Scheme has been a major achievement. Over 300 properties previously at risk from tidal surge are now fully protected.

Metropolitan Glasgow Strategic Drainage Plan -

The Metropolitan Glasgow Strategic Drainage Plan and Partnership has worked in parallel to the Clyde & Loch Lomond Flood Risk Management Area. It involves local authorities and partners across the metropolitan area and a key project has been the progression of sewer upgrades led by Scottish Water.

Sewer capacity has been a constraint on development as well as posing increased flood risk. In Renfrewshire, a £20m investment in sewer capacity, on the south side of Paisley commenced in October 2016. When this 18 month capital project is complete, storm water overflow capacity from south Paisley into the River Cart will be significantly improved.

Air Quality

In recognition of the links between air quality and climate change, the Council has been actively involved in a number of initiatives to improve air quality and reduce emissions within Renfrewshire, and Paisley town centre in particular. Air quality is addressed corporately through the Paisley Town Centre Air Quality Plan developed following declaration of the Paisley Town Centre Air Quality Management Area. A Biomass Guidance Document has also been developed to address the increasing uptake of biomass as a source of energy for space heating, both domestically and commercially but to ensure that the benefits in terms of reducing CO2 emissions are not to the detriment of local air quality through increased emissions of PM10.

4b. What arrangements does the organisation have in place to manage climate related risks?

Strategic Planning

The Council contributes to the development of Clydeplan - the Strategic Development Plan (SDP) for the eight authorities within the Glasgow and Clyde Valley area. Clydeplan sets out a land use development strategy over the next 20 years; indicating where new development should be located and providing a policy framework to help deliver sustainable economic growth, shape good quality places and enhances the quality of life in the Glasgow and the Clyde Valley city region. Adaptation Scotland, the eight constituent authorities and Clydeplan staff have work closely to ensure that full consideration has been given to climate change adaptation and mitigation throughout the development the emerging SDP2. The approved SDP (2012) has now been reviewed and the following the public consultation on the new Proposed Plan, this document is now the subject of an Examination by the Department of Planning and Environmental Appeals. The Reporters' decision on Clydeplan is due in February 2017.

Renfrewshire Local Development Plan

The review of Renfrewshire's Adopted Local Development Plan (LDP) has now been initiated and a Main Issues Report is currently being prepared. The public consultation relating to this document is programmed for the autumn of 2016. The LDP establishes a spatial development strategy for the next 5 -10 years that balances requirements for new development and investment whilst protecting and enhancing the environment and it takes full account of adaptation through its policy framework. Provision has been made for promotion of the low carbon economy and mitigation and adaptation through sustainable urban drainage and flooding measures and improvements to the water environment. Planning policy has been informed by the Council's detailed flood mapping and it's Flood Management Strategy. The LDP policies and all proposed development sites were the subject of a Strategic Environmental Assessment (SEA). The Strategic Flood Risk Assessment will be reviewed as part of the preparation of the new Local Development Plan.

Regeneration

Regeneration is a central focus for the Council. A wide range of projects have been undertaken in order to improve Renfrewshire's economy and quality of life for its residents. The Council has recognised the need to take account of climate related risks to secure a sustainable approach to regeneration within Renfrewshire in order to protect its communities now and in the future. There are many examples, including, the implementation of a Surface Water Drainage Strategy at the former Royal Ordnance Factory at Bishopton, the largest and final phase of the North Renfrew Flood Prevention Scheme and the update of the Surface Water Management Plan for Johnstone South West Integrated Green Network in order to facilitate the delivery of the Community Growth Area.

Renfrewshire is one of eight councils signed up to the £1.13bn Glasgow and Clyde Valley City Deal. Three City Deal projects, with a combined spend of

4b. What arrangements does the organisation have in place to manage climate related risks?

£274m, will take place in Renfrewshire—including an airport access project connecting the airport with Glasgow Central and Paisley Gilmour Street stations and a new bridge over the River Clyde at Renfrew. Both projects will enhance the sustainability of Renfrewshire's transport network and the new bridge seeks to secure the ongoing regeneration of Renfrewshire's waterfront.

Biodiversity

The Nature Conservation (Scotland) Act 2004 created a duty on public bodies to further the conservation of biodiversity. In addition, the Wildlife and Natural Environment (Scotland) Act 2011 requires public bodies to publish a report every three years on the actions taken to meet biodiversity duty. The Renfrewshire Biodiversity Duty Report 2014 incorporates a policy statement, progress report for the period 2011-2014 and the Biodiversity Delivery Action Plan 2014-2017. The Council has made good progress in delivering improvements to biodiversity, particularly through the Local Green Network programme and in embedding biodiversity considerations in the Adopted Renfrewshire Local Development Plan's use of the Green Network as a key component of its spatial strategy. This approach will be continued in the new Local Development Plan.

Forestry

The Council was involved in the development of the Forest and Woodland Strategy (FWS) for the Clydeplan area as part of the development of SDP2. The aim of The Strategy is to guide woodland expansion and management of woodlands in the Clydeplan area, providing a policy and spatial framework to optimise the benefits for the local economy, communities and the environment. The FWS identified priority locations for woodland management and expansion in the Clydeplan area which informed the Spatial Development Strategy of SDP2, thus setting the context for forest management and expansion at the local authority level. Renfrewshire Council's woodland and forestry resource has been considered through the development of the Biomass Renfrewshire Feasibility Study. The Woodland Management Plan for Clyde Muirshiel Regional Park was completed in 2016. The Plan aims to promote the removal of non-native tree species and plantation woodland, the restocking of the Park with native species and their appropriate management.

4c. What action has the organisation taken to adapt to climate change?

Building Adaptive Capacity

Energy Champions

Over 30 staff have been trained in promoting energy efficiency measures. The Energy Champions will have a central role in awareness raising about emissions reductions measures throughout the Council and they will assist in achieving the targets set in the CMP. Energy and Carbon awareness campaigns are regular features, information on the Council's intranet regarding energy and carbon saving actions, staff induction training and the introduction of a suggestions scheme are some of the mechanisms being used to support the cultural change required to build adaptive capacity within Renfrewshire Council. This activity is monitored and progress is reported to the Climate Change working Group reviewed on a regular basis.

Training

The Council is an active member of the SSN and officers from relevant services have attended adaptation focused events. Officers have worked closely with Adaptation Scotland and Clydeplan in order to ensure that climate change resilience is at the core of the development of SDP2 and the Renfrewshire LDP.

Climate Related Risk Assessment

The Corporate Risk Management Group meets quarterly in order to review the Council's Risk Register and monitor progress being made with regard to identified risks. In addition to the quarterly meetings, two special focus meetings are held each year specifically to consider and identify any new emerging potential future risks which would include those relating to weather, climate, flood risk management, business continuity and civil contingencies. A mechanism is in place, therefore, for full consideration corporately of current risks and identification and inclusion of future risk.

Policies and Plans

The climate risks are addressed through the Renfrewshire LDP and emerging SDP2 Proposed Plan. The Strategic Flood Risk Assessment of the LDP is an important element of the climate risk assessment for land use within Renfrewshire. The review and update of this document will be an important consideration in the development of the Main Issues Report for Local Development Plan 2. All potential development sites considered for the Main Issues Report will be reviewed in terms of their sustainability and any likely climate related impacts through the associated Strategic Environmental Assessment. Mitigation and adaptation to climate change and flooding will be included in this assessment. The ongoing work between the Council and

4c. What action has the organisation taken to adapt to climate change?

In January 2016, Renfrewshire Council's draft Outdoor Access Strategy 2016-2026 was the subject of a public consultation. The Strategy reviewed existing access in Renfrewshire and set priorities to deliver future access provision to encourage people to use the outdoors for responsible recreational access and active travel. The Strategy includes an action plan highlighting how the Council intends to deliver this aim in conjunction with a range of partner. A finalised Strategy will be considered by the Council in the Autumn of 2016.

A Sustainable Food Strategy has been developed to tackle food poverty, promote healthy eating and expand the local food sector. It is structured around 5 key themes – Health & Wellbeing, Food Growing Schemes, Community Food, Education & Training, and Economic and Sustainability.

The Council has developed a Cycling Strategy which will provide a holistic approach to developing and promoting active travel. Our Wayfinding Project Cycle Link to promote both National Cycle Routes 7 & 75 and the Paisley South cycle route delivered signage through a combination of on-the-ground signage, mapping and branding - all supported by an advertising campaign. Other initiatives include - adult cycle training; workplace bike loan scheme. Car users will be targeted to encourage modal shift to active & sustainable travel.

Partnership working

The Renfrewshire Community Planning Partnership fosters a close working relationship amongst a range of stakeholders to consider a broad remit of climate related matters through the Greener Renfrewshire Thematic Board. The Council also works in partnership with organisations and individuals on discrete projects, for example:

- The sub-groups of the Greener Renfrewshire Thematic Board comprise of representatives from Renfrewshire Council service areas; Renfrewshire Community Planning Partnership; community groups; third sector organisations; and the private sector. Each of these sub groups has developed an action plan which drives forward the key priorities and outcomes of the Greener element of Renfrewshire's Community Plan. The progress of these action plans and the related performance measures from the Local Outcome Improvement Plan are monitored on a regular basis through the Greener Renfrewshire Thematic Board and Renfrewshire's Community Planning Partnership Board.
- The Council has an energy advocacy service to give independent and expert advice on a wide range of energy issues to local people. In partnership with Linstone Housing Association, it offers a dedicated advocate for housing association tenants. Additional advocates also support council tenants, private renters and home owners;
- The Renfrewshire Growing Grounds Forum has a broad membership that includes Council officers, BTCV, Allotment Associations, Local Housing Associations, and other community and capacity building organisations. Quarterly meetings take place and facilitate the Council's support of the Urban Growing Movement. Temporary allotments have been set up on a gap site in Sutherland Street, Paisley. The allotments were built as part of an initiative to cater for the increasing demand for growing spaces within Renfrewshire. Funding was provided by Renfrewshire Council and the Scottish Government Climate Challenge Fund. The Council is seeking to support more extensive community participation in ownership

4c. What action has the organisation taken to adapt to climate change?	of underused parkland and other open spaces that can be used for growing; • The Council continues to support the Local Outdoor Access Forum which meets regularly to discuss access related matters and ways of improving public access. It is comprised of users (such as cyclists, walkers, horse riders, canoeists and disability users), land owners and managers, community groups and local or national organisations. Communication The Council continues to offer training to inform Council staff and provide an understanding of general air quality issues in Renfrewshire and the potential impact from development and planning. The Council has participated in Earth Hour for several years and will continue to do so. Earth Hour is one of several energy saving initiatives that is communicated to staff through the Council's intranet service. A Greener Renfrewshire newsletter is produced on a quarterly basis providing information on greener projects both at a local level and national level and also provides information on volunteering and funding opportunities. Education The Council continues to support participation in the Eco-schools Programme. The Council will also continue to support initiatives such as 'Walk to School Week', and 'Bikeability' and will work in partnership with parents to ensure that children participate in these events to 'Deliver the Safer Routes to Schools' programme. <u>Deliver Adaptation Action</u> Green Infrastructure - Local Green Network Projects Local Green Network projects have the potential to improve the quality of the local environment by enhancing open space, accessibility, natural features and biodiversity. The delivery of the Renfrewshire Local Green Network programme has been a great success and has secured significant levels of external funding. Path improvements at Linwood On-X sports centre and community woodland have increased access opportunities for all. Improvements to the Renfrew Riverside footpath have completed the design phase their implementation next year, will improve opportunities for access, active travel and links to the City Deal project linking Clyde Waterfront and Renfrew Riverside by a new bridge. Fair Trade
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4c. What action has the organisation taken to adapt to climate change?

During the period 2015-16 the Council has continued its involvement and engagement with schools by including invitations for them to take part in regular Steering Group meetings and, by developing a Fairtrade newsletter. Trophies were awarded to Gryffe High School and St. James Primary School recognising the pupils' outstanding contribution to the Fairtrade movement. Other communities have made significant contributions to the movement and several Fairtrade producers have been welcomed by the Council to support community groups and their activities.

Renfrewshire Growing Grounds Forum

The Forum has a broad membership that includes Council officers, BTCV, Allotment Associations, Local Housing Associations, and other community and capacity building organisations. Quarterly meetings take place and facilitate the Council's support of the Urban Growing Movement. Temporary allotments have been set up on a gap site in Sutherland Street, Paisley. Funding has previously been provided by Renfrewshire Council and the Scottish Government Climate Challenge Fund for this initiative. In 2015/16 the number of allotments has increased from 115 to 145. A new garden has been developed at the West End Community Centre using Architecture and Design Scotland Stalled Spaces funding for ROAR (Reaching Older Adults in Renfrewshire). Growing Glenburn has also expanded the number of growing plots available to the project. St Vincent's Hospice has created a new community garden at the Hospice near Howwood. Other projects have involved Kilbarchan Community Council developing a garden at Cartside Terrace using a disused filling station. Future expansion of the Growing Grounds initiative may also see further gardening space developed at Carbrook Street in Paisley. The Council is seeking to support more extensive community participation in ownership of underused parkland and other open spaces and the emerging Sustainable Food Strategy.

Integrated Green Infrastructure - Johnstone South West

Renfrewshire Council has developed proposals for flood attenuation and landscape improvements within Johnstone South West, a residential neighbourhood which lies a short distance south of Johnstone town centre. The improvements form a key element of a wider regeneration strategy for the area, supporting the development of a Community Growth Area as identified through the SDP. A masterplan was developed as part of the Scottish Government 'Scottish Sustainable Communities Initiative' (SSCI) programme in late 2011 and approved by the Council in March 2012. Much of the area is constrained by flooding and issues of surface water management. The masterplan is therefore underpinned by an outline surface water management strategy which considers developing within a holistic approach led by the consideration of infrastructure requirements. This provides for a number of linked interventions including the deculverting of watercourses, supported by the creation of swales, new woodland areas and storage ponds. The Surface Water Management Strategy was updated in 2016 to set out detailed proposals for required infrastructure, supported by budget costs, anticipated land values and an approach to phasing. The strategy provides the basis for the delivery of infrastructure and in turn development within the CGA.

4c. What action has the organisation taken to adapt to climate change?	Home Energy Efficiency Programme for Scotland In order to address the issue of fuel poverty Renfrewshire Council has been successful in securing funding to improve the energy efficiency of social housing stock. Some £3m has been secured for 2015/16 for external wall insulation as part of an on-going programme of improvements. The Council continues to work with housing associations and other landlords in the social rented housing sector to reduce fuel poverty through a range of retrofit programmes. Renfrew North Flood Prevention Scheme This project is now complete and protects over 300 properties in North Renfrew from tidal surge. The final phase of this £10.5m project involved construction of a pumping station capable of discharging water at over 5m³/s behind the flood defences.
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4d. Where applicable, what progress has the organisation made in delivering the policies and proposals references N1, N2, N3, B1, B2, B3, S1, S2 and S3 in the Scottish Climate Change Adaptation Programme (a) (“the Programme”)?

Delivery progress made	Comments
Objective: Understand the effects of climate change and their impacts on the natural environment SEPA and Renfrewshire Council have worked in partnership to produce the Clyde and Loch Lomond Flood Risk Management Plan which sets the policy framework for the Renfrewshire Local Flood Risk Management Plan	The Clyde & Loch Lomond Flood Risk Management Plan has been approved and sets priorities for flood studies across Renfrewshire.. The Strategic Flood Risk Assessment for the Renfrewshire Local Development Plan will be reviewed and updated for the Main Issues Report as part of the review of the Local Development Plan in 2016
Objective: Support a healthy and diverse natural environment with capacity to adapt The Adopted Renfrewshire Local Development Plan seeks to protect and enhance the green and blue network. A programme of Local Green network projects have been delivered by the Council in partnership with Glasgow and Clyde Valley Green Network Partnership.	Green network opportunities mapping was completed for the Adopted Renfrewshire Local Development Plan. Recent collaboration with the Glasgow and the Clyde Valley Green Network Partnership as part of the background work for Strategic Development Plan 2 – Clydeplan has identified Green Network Strategic Delivery Areas. These are locations where the opportunity exists to address health issues particularly associated with low activity levels; climate change adaptation measures, particularly for flooding; poor access to greenspace; and habitat creation.

Delivery progress made	Comments
Objective: Sustain and enhance the benefits, goods and services that the natural environment provides	
N/A	N/A
Objective: Understand the effects of climate change and their impacts on buildings and infrastructure networks	
SEPA and Renfrewshire Council have worked in partnership to produce the Clyde and Loch Lomond Flood Risk Management Plan which sets the policy framework for the Renfrewshire Local Flood Risk Management Plan. Council worked closely with SEPA on the review of River Basin Management Plans and will now contribute to the implementation of The River Basin Management Plan for Scotland's River Basin District 2015-2027.	The review of the Renfrewshire Local Development Plan will reflect the requirements of the revised River Basin Management Plan. The Strategic Flood Risk Management Assessment for the Renfrewshire Local Development Plan will be also be reviewed and updated for the Local Development Plan Main Issues Report 2016. Officers also attend the Clyde Area Advisory Group and have worked with SEPA officers to identify potential projects for Water Environment Fund inclusion and the Council's responsibilities under the Water Environment Act
Objective: Provide the knowledge, skills and tools to manage climate change impacts on buildings and infrastructure	
N/A	N/A

Delivery progress made	Comments
Objective: Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided	
The Council will be guided by the revised Planning Advice Note on Flooding, Water and Drainage when it is made available for the development of the emerging Local Development Plan 2 and any associated Supplementary Guidance The Renfrewshire Local Development Plan was adopted in August 2014. It complies with the requirements of SPP and the approved SDP by addressing climate change mitigation and adaptation through the choice of sustainable sites that will support economic growth and make provision for the Low Carbon Economy. Flood risk has been fully considered in all aspects of the development of the LDP and a policy framework established that will create sustainable places for the future	As the Spatial Strategy set out in the Adopted Local Renfrewshire Development Plan is in the early stages of delivery, it has been retained for the Main Issues Report of the new Renfrewshire Local Development Plan. It aims to promote sustainable economic growth by identifying opportunities for change and supporting investment which helps to regenerate, create and enhance communities and places, providing high quality new development in appropriate locations. The Spatial Strategy will remain focused on the development of previously used sites, concentrating on existing built-up areas and key redevelopment sites, aiming to facilitate sustainable development and a low carbon economy. The Main Issues Report of the Renfrewshire Local Development Plan Heat identifies that additional guidance will be required in the new Local Development Plan with regards to supporting the delivery of heat networks and the potential for onshore wind development across Renfrewshire

Delivery progress made	Comments
The Adopted Renfrewshire Local Development Plan complies with the requirements of Scottish Planning Policy and the approved SDP by addressing climate change mitigation and adaptation through the choice of sustainable sites that will support economic growth and make provision for the Low Carbon Economy. Flood risk has been fully considered in all aspects of the development of the Adopted Local Development Plan and in the development of the Main Issues Report for the emerging Local Development Plan 2	The Council has been fully involved in the development of the new Strategic Development Plan – Clydeplan, in particular the impact climate change adaptation and mitigation which will set the policy framework for review of the Adopted Local Development Plan
The Local Housing Strategy is currently under review and a draft strategy is currently being finalised.	Renfrewshire Council and its Community Planning Partners, which include the 15 Housing Associations operating in Renfrewshire, aim to achieve seven key outcomes through the Strategy. The outcomes include minimising fuel poverty and increasing the energy efficiency of homes
The Renfrewshire Fuel Poverty Strategy has been updated and replaced (2016). This document reflects the commitment of Renfrewshire Council and its community planning partners to reaching the Scottish Government's target to eradicate fuel poverty, so far as reasonably practicable, by the end of 2016. Since 2014 when the first Strategy was approved, there have been major changes in government led programmes and energy supplier commitments that seek to cut fuel poverty and reduce carbon emissions. The UK government has also made significant changes through the Welfare Reform programme that will affect people's income levels. These changes present both a key opportunity and challenge to reduce fuel poverty	The revised Fuel Poverty Strategy seeks to tackle the factors that put householders at risk of fuel poverty that the Council and partners can influence. It seeks to build on existing partnerships and procedures to refocus our approach to tackling fuel poverty in Renfrewshire

Delivery progress made	Comments
The Council recognises its responsibility to meet the requirement of the Energy Efficiency Standard for Social Housing (EESH). The approved Renfrewshire Fuel Poverty Strategy contains a range of measures to assist in meeting the milestones set through the Standard	The Council and partner Local Housing Associations have previously been successful in securing funding through the Home Energy Efficiency Programme for Scotland Area Based Scheme (HEEPS:ABS) and the Energy Company Obligation (ECO) for a range of projects. The Council intends to continue to deliver the EESH through a further £5m of funding allocated from HEEPS:ABS, ECO and Council resources. Over 700 hard to heat homes in Gallowhill, Paisley will benefit from external wall insulation and a second phase will involve the upgrading of an existing district heating system in George Street, Paisley
Renfrewshire Council is currently developing an Energy Strategy. The Strategy will provide overarching framework for the Council's plans, programmes and initiatives relating to sustainable energy supply and use to 2020: cutting emissions, maintaining energy security, maximising economic opportunities, and protecting the most vulnerable	
A District Heating Strategy is currently being developed by the Council. It is aims to describe the Council's aspirations in developing the local infrastructure and economy to deliver district heating with an aspiration to mitigate fuel costs	The Council is seeking funding through the Low Carbon Infrastructure Transition Programme to consider the feasibility of two district heating schemes in Paisley. The first of these would be focussed on Paisley town centre; in particular the area around the Town Hall and the potential to connect the University of the West of Scotland district heating system to Paisley Museum and Library. The second element of the project would be focussed on Foxbar; linking a biomass heating system to supply a care home and block of flats
Objective: Understand the effects of climate change and their impacts on people, homes and communities.	
N/A	N/A

Delivery progress made	Comments
Objective: Increase the awareness of the impacts of climate change to enable people to adapt to future extreme weather events	
In addition to the physical works associated with Renfrew North Flood Prevention Scheme, local communities have benefited from a range of awareness raising and capacity building initiatives intended to build resilience in areas affected by flooding. Leaflet campaigns and public events have been held and information is available through the Council's website.	The Council works in partnership with Inverclyde and East Renfrewshire to provide its Civil Contingency Service. Risks associated with flooding, infrastructure and other incidents are monitored and regularly reviewed by the Council and its Risk Management Partners
Objective: Support our health services and emergency responders to enable them to respond effectively to the increased pressures associated with a changing climate	
N/A	N/A

Review, Monitoring and evaluation
4e. What arrangements does the organisation have in place to review current and future climate risks?
Carbon Management Plan In partnership with Resource Efficient Scotland, the Council developed the Carbon Management Plan, to guide emissions reductions from building use (electricity, gas, oil & water), waste management, fleet transport and street lighting. The plan puts in place a governance system and projects that makes the Council more aware of the consequences of decisions and allows the Council to significantly reduce its impact on the environment. The plan period is 5 years and reviewed annually. Fuel Poverty Strategy

Review, Monitoring and evaluation 4e. What arrangements does the organisation have in place to review current and future climate risks?	The Fuel Poverty Strategy is a corporate and partnership document that seeks to tackle the factors that put householders at risk of fuel poverty that the Council and partners can influence. It seeks to build on existing partnerships and procedures to refocus our approach to tackling fuel poverty in Renfrewshire. The Renfrewshire Fuel Poverty Strategy has been updated and replaced (2016). This document has been updated reflects the commitment of Renfrewshire Council and its community planning partners to reaching the Scottish Government's target to eradicate fuel poverty, so far as reasonably practicable, by the end of 2016. Paisley Town Centre Air Quality Action Plan An Air Quality Action Plan (AQAP) was published in 2014 following declaration of the Paisley Town Centre Air Quality Management Area. The purpose of the AQAP is to set out measures the Council will take forward to help improve air quality and work towards meeting the statutory air quality objectives that are being exceeded. Development of the plan included steering group meetings and consultation with statutory consultees, key stakeholders, local businesses and members of the public. Sixteen action plan measures were adopted within the plan with a focus on transport and vehicle emissions. The most significant measures included improvements to Central Rd, implementation of a Statutory Quality Bus Partnership Scheme, council vehicle fleet improvements and vehicle emissions testing. The Action Plan will be updated during 2016/17 for the Council to identify new, focussed and effective action measures to take forward. Further information can be found at www.renfrewshire.gov.uk/airquality. Risk Matters 'Risk Matters' is the combined risk management policy and strategy including consideration of: - Energy and Carbon Management, - Incident and response management, - Property and Infrastructure Management, - Planning and Development Activity, Waste Management, - Planning for Adverse Weather, - Flood Risk, - Roads, Lighting and Structures Maintenance, and - Cycling and Road Safety. Each Service updates the corporate risk register on a quarterly basis and the Strategic Risk Management Development Plan is reviewed every 2 years. Strategic Development Plan
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Review, Monitoring and evaluation 4e. What arrangements does the organisation have in place to review current and future climate risks?	Land use and development to support sustainable economic growth and the low carbon economy. Flood risk mitigation and adaptation. Environmental improvement. Integration of green and blue network. The plan period is 10-20 years and it is reviewed every 5 years. Clydeplan 2 – Proposed Plan is currently being prepared and will be the subject of an Examination in the autumn of 2016. Renfrewshire Local Development Plan Land use and development to support sustainable economic growth and the low carbon economy for Renfrewshire. The plan period is 5-10 years and it is reviewed every 5 years. The review of the Adopted Renfrewshire Local Development Plan has started. A Main Issues Report will be prepared and considered by the Council later in 2016 with a public consultation to follow. (following on from framework set by SDP)
4f. What arrangements does the organisation have in place to monitor and evaluate	Carbon Management Plan (CMP) The CMP is viewed as a 'live' document and is reviewed on an annual basis, thus ensuring that it remains 'fit for purpose' and deliver carbon based savings. A report is made annually to the Planning, Property and Policy Board which identifies: 1. Progress towards overall carbon reduction target 2. Progress with identified carbon reduction projects 3. An updated position regarding the Risk Register. The CMP will be reviewed in its entirety after 5 years when a new carbon reduction target will be set based on progress achieved over the previous plan period. Service Improvement Plans

4f. What arrangements does the organisation have in place to monitor and evaluate

Each Council service produces a Service Improvement Plan that details what that service is doing, how it is performing, the challenges faced and the priorities for the next three years. The plan outlines what the service intends to achieve over the next three years based on the financial and employee resources likely to be available. The plan identifies the principal factors that will influence service needs, their development and delivery. It sets out the main priorities to be pursued and outcomes to be achieved over the next three years. An action plan detailing the outcomes and key tasks to achieve them is also included. Progress is monitored regularly by senior managers and Councillors and is available to the public through the appropriate thematic board.

Climate Related Risk Assessment

The Council's Risk Register is reviewed every quarter and each service reports to the appropriate Board on an annual basis. Risks can be added or removed from the register as deemed necessary for a range of reasons including changes in legislation, the reform agenda etc. In 2014/15, the risk relating to the EESSH was added in recognition of the need to meet this challenge and reduce fuel poverty in line with national targets. Failure to control the risk associated with service delivery as a result of adverse weather is recognised as one of the top 5 risks for the Community Resources service. The risk and progress made on the measures to address it are monitored and reviewed regularly.

Policies and Plans

The policies within the LDP and SDP are monitored annually and both documents are the subject of a Strategic Environmental Assessment (SEA) which includes consideration of the effects of the policies on Climate Change mitigation and Adaptation. A State of the Environment Report for Renfrewshire has also been produced. It is updated every 2 years and provides a robust information base for the SEA and consideration of emerging environmental issues for the LDP. Flooding data is regularly updated to reflect the addition of new information and improvements in climate modeling. The data is also used to inform other corporate strategies such as the Local Housing Strategy.

Renfrewshire Council's Plan, 'A Better Future, A Better Council'.

The Renfrewshire Council Plan, *A Better Future, A Better Council*, was formally approved by the Council in December 2013 and outlines the organisation's improvement agenda over the period 2014-2017. Demands on public services are ever growing and are set alongside significant pressures on public finances. Therefore, to achieve positive outcomes, and to deliver the best for communities and citizens, the Council developed new ways of working with a strong focus on prevention and partnership working. The Plan is closely linked to the Community Plan 2013-2023. Renfrewshire Council's plan – *A Better Future A Better Council* was refreshed in December 2015 and approved by Council. This refreshed plan has a priority of 'Creating a Sustainable Renfrewshire' with the aspiration of : *'We want the Council to play its part in tackling climate change by focusing on reducing*

4f. What arrangements does the organisation have in place to monitor and evaluate

energy use and carbon emissions across all aspects of our operations, making sure that the majority of waste collected is recycled and working with our partners to make Renfrewshire's economy and communities as sustainable as possible.'

Community Plan

The Community Planning Partnership Board meets quarterly. The Community Plan focuses on six themes; each of which has a detailed action plan and its own board made up of representatives from the Community Planning Partnership. The boards convene six to eight times per year to make decisions and monitor the progress of the community plan in terms of targets set and the projects associated with the Partnership. Each partner has a complementary role in achieving outcomes for local people and communities. The Greener Renfrewshire Thematic Board considers progress under the headings of communities, transport, housing and carbon management and waste reduction.

Monitoring and Evaluation of Climate Change Adaptation Action to fulfill duties outlined in the Climate Change Adaptation Programme.

N1-8

The Council regularly updates its flooding data and is working closely with SEPA on the development of the emerging Flood Risk Management Strategy for Renfrewshire. Once the strategy and Local Flood Risk Management Plan are in place regular monitoring cycle will be required to inform future updates and maintain the relevance of the plans. 2014 saw joint consultation between SEPA and local authorities to inform the development of Scotland's first Flood Risk Management Strategies.

N1-10

The Council has acquired the acquired Light Detection and Ranging (LIDAR) topographic data which provides very accurate height data for the whole of Renfrewshire. The LIDAR data is used to model flood events more accurately and assisted in the development of a sustainable flood management approach.

The data is used to assess flood risk for individual projects and proposed development and will inform the development of the Local Flood Risk Management Plan for Renfrewshire.

4f. What arrangements does the organisation have in place to monitor and evaluate	
N2-2	The Council monitors the progress of its Green Network projects individually and through the LDP. The review of the Network in 2014/15 jointly with Glasgow and Clyde Valley Green Network Partnership included consideration of its resilience with regard to climate change which will contribute to further development of the network and the identification of Strategic Delivery Areas.
N2-11	The Council has been closely involved in the recent review of the Forest and Woodland Strategy for Glasgow and the Clyde Valley that will inform SDP2 and LDP2. Climate change adaptation and the most recent iteration of the Integrated Habitat Network data have been central to the development of the FWS.
B1 – 13	December 2014 a joint consultation between SEPA and local authorities took place to gain views on the proposed plans for how Scotland will tackle flood risk, and inform the development of Scotland's first Flood Risk Management Strategies and Local Flood Risk Management Plans.
B1-14	Council is working closely with SEPA in the review of River Basin Management Plans.
B3-3	Response made to consultation on second River Basin Management Plan. Officers also attend the Clyde Area Advisory Group and have worked with SEPA officers to identify potential projects for Water Environment Fund inclusion and the Council's responsibilities under the Water Environment Act.
B3-6 and B3-7	The policies within the Renfrewshire Local Development Plan are monitored on an annual basis. Flood risk and climate change resilience are included within the monitoring process. Planning applications stemming from the development plan are also monitored.
	The Council monitors its progress on a range of initiatives that have been implemented in order to meet the targets set the Renfrewshire Fuel Poverty Strategy.

4f. What arrangements does the organisation have in place to monitor and evaluate	S2-5 Risks associated with flooding, infrastructure and other incidents are monitored and regularly reviewed by the Council and its Risk Management Partners.
Future Priorities for adaptation	4g. What are the organisation's top 5 climate change adaptation priorities for the year ahead (2016/17)? Renfrewshire Council's top 5 climate change adaptation priorities for 2016/17 are: 1. Implementation of the Clyde & Loch Lomond Flood Risk Management Plan. 2. Transport – Reduction in emissions through more efficient fleet and reduction in staff mileage 3. Street lighting – Completion of LED street lighting to reduce carbon emissions and improvement to the Council lighting stock. 4. Procurement – Supply of electricity to Council buildings to be under a 100% green tariff from utility suppliers and new build and refurbishment to achieve a minimum EPC rating of B and C respectively. 5. Communication – continued awareness raising and 'green champion' initiatives to be promoted.
4(h) Supporting information and best practice	Community Plan – The Council will continue to work with its Community Planning Partners to achieve the outcomes and priorities of the Greener Renfrewshire element of the Community Plan, through the work of the three sub-groups: Greener Transport; Greener Communities; and Carbon Management. Carbon Management Plan Implementation – to achieve a reduction in carbon emissions and embed carbon management and climate adaptation within the culture of Renfrewshire Council. This will be achieved through: Risk Management – Continual monitoring and evaluation of climate related risks as an integral part of the Corporate Risk Management Strategy Regeneration Agenda – The Council will seek to achieve the most sustainable outcomes for Renfrewshire through City Deal, the City of Culture 2021 bid and other regeneration projects. These and other projects such as the Townscape Heritage Initiative, Local Green Network Partnership, Renfrewshire Access Strategy and the Renfrewshire Cycling Strategy 2015 – 2025 provide investment opportunities in key infrastructure that will make provision for climate change adaptation and mitigation.

5. Procurement	5a. How do procurement policies contribute to compliance with climate change duties? Renfrewshire Council as a contracting authority has developed a range of policies and strategies relevant to regulated procurement in order to ensure compliance with the sustainable procurement duty under section 8 (2) of the Procurement Reform (Scotland) Act 2014, the Climate Change (Scotland) Act 2009 and the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015. The council's Sustainable Procurement Strategy is aligned to the requirements of the statutory guidance to ensure compliance with relevant legislative duties, and contributing to the key strategic priority of 'Creating A Sustainable Renfrewshire' set out in Renfrewshire Council's Plan, 'A Better Future, A Better Council'. Sustainable procurement is an integral part of the procurement process and is embedded as part of the development of all Contract Strategies. This approach has been adopted to support spending decisions which are based on sustainable choices by actively considering social, economic and environmental impacts. This requirement is reinforced in Renfrewshire Council's Standing Orders relating to Contracts to ensure that sustainable procurement is considered in the development of every contract strategy document for regulated procurement. To ensure compliance with the climate change duties an integral part of the contract strategy development process is to assess the resource being purchased, whole life costing requirements, origins of materials, operating costs and disposal and end of life implications; all contributing to minimising impact on the environment. The five environmental aspects embedded in the contract strategy are; 1. <i>Reduction in emissions to air, water, impact on climate change and the impact on population's health;</i> 2. <i>Waste reduction in solid wastes, liquids, hazardous packaging and landfill;</i> 3. <i>Reduction in energy use and business travel;</i> 4. <i>Loss of biodiversity and the impact on habitat;</i> 5. <i>Promotion of energy efficient products, renewable energy and sustainable resources.</i> In order to meet the requirements of the Sustainable Procurement duty specified in section 9 of the Procurement Reform (Scotland) Act 2014 the council's procurement process has incorporated and tailored the four sustainable tools; 1. Prioritisation tool which is supporting implement and adopt a standard, structured approach to assessing spend categories and focussing on increasing sustainable economic growth; 2. Sustainability test is embedded and considered as part of the contract strategy development; 3. The life cycle impact mapping is actively used to help with the identification of sustainable risks and opportunities as part of the procurement process;
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4. Utilised and completed the self assessment using the Flexible Framework and actions identified are being progressed.

5b. How has procurement activity contributed to compliance with climate change duties?

The range of policies and procedures adopted by Renfrewshire Council's Corporate Procurement Unit is making a significant positive impact on the environment by actively giving consideration towards the reduction of greenhouse emissions, energy efficiency and recycling responsibly in order to ensure compliance with the climate change duties. A range of contracts awarded demonstrate the integrated approach to sustainability, for example;

The Strategic Review of Street Lighting LED Replacement Programme contract has been awarded to upgrade all the street lighting to retrofit LED lanterns which will contribute to achieving 62% reduction in energy consumption and carbon emission

Renfrewshire Council currently collects a number of waste related materials both at the kerbside and from the Councils Household Waste Recycling Centres. Materials collected include; asbestos, brick, bulky waste, car batteries, cardboard, dry recyclables, food, garden, general waste, household waste electrical and electronic equipment, metal, textiles, tyres, and wood. These materials are presented to an appropriate treatment facility within the rules as set out by the regulator Scottish Environment Protection Agency (SEPA) and contribute to the council's long term recycling target of 70% of Scotland's waste.

Waste Electrical and Electronic Equipment Regulations (WEEE) Corporate contract is supporting businesses to recycle all electrical equipment owned by the Council, including IT equipment such as desktop PC's (including monitors, keyboards etc), laptops and printers.

Langcraigs Primary School in Paisley has been fitted with Secondary Return Economising System (SRES) which has helped to achieve an estimated 42% reduction in the average daily gas used. Corporate Procurement Unit will support the development of contracts to roll out this technology across Renfrewshire.

The council's new or rebuilt properties are achieving A+ energy efficiency rating and B rating for environmental impact for CO₂ emissions as a minimum.

In order to reduce carbon emissions the Council is procuring vehicles at the current EU emissions rate "Euro 6" and continuing to work towards ensuring that its fleet will be made up of alternative fuel vehicles such as electric vehicles.

The commitment to sustainable procurement remains ongoing with the Corporate Procurement Unit actively collaborating and engaging in partnership work at local and national level with a wide range of public, private and third sector organisations to identify and share best practice and develop knowledge of environmental and sustainable evolving agenda.

Further Information	5c. Supporting information and best practice Corporate Procurement Unit fully embraces the requirements of continuous improvement and continuous professional development which contributes to achieving best practice throughout the procurement process from identification of contractual need to supplier development and management. During 2016 the Corporate Procurement Unit were assessed on the Procurement & Commercial Improvement Programme (PCIP) by Scotland Excel. The results achieved 83% which grades the council in the F1, category. To ensure compliance with the sustainable procurement duty Corporate Procurement Unit continues to utilise the standard sustainable tools and a self assessment of the Flexible Framework indicates that a range of actions have been completed and actions are being progressed at level 4 the advanced level. The results achieved during 2016 from the Prioritisation Tool are informing and shaping procurement process to identify where resources need to be focussed that enable generating benefits such as financial savings, reduce emissions and waste, and identifying areas for innovation. Corporate Procurement Unit remains committed to continuous improvement in order to demonstrate evidence based compliance with all policy and legislative requirements to achieve better outcomes.
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6. Validation and Declaration	
6a. Internal validation process	Corporate Procurement Unit fully embraces the requirements of continuous improvement and continuous professional development which contributes to achieving best practice throughout the procurement process from identification of contractual need to supplier development and management. During 2016 the Corporate Procurement Unit were assessed on the Procurement & Commercial Improvement Programme (PCIP) by Scotland Excel. The results achieved 83% which grades the council in the F1, category. To ensure compliance with the sustainable procurement duty Corporate Procurement Unit continues to utilise the standard sustainable tools and a self assessment of the Flexible Framework indicates that a range of actions have been completed and actions are being progressed at level 4 the advanced level. The results achieved during 2016 from the Prioritisation Tool are informing and shaping procurement process to identify where resources need to be focussed that enable generating benefits such as financial savings, reduce emissions and waste, and identifying areas for innovation. Corporate Procurement Unit remains committed to continuous improvement in order to demonstrate evidence based compliance with all policy and legislative requirements to achieve better outcomes.
6a. Peer validation process	Not applicable.

6c. External validation process	
Carbon Reduction Commitment	Renfrewshire Council's Carbon Reduction Commitment (CRC) has previously benefited from external auditing by SEPA. Carbon Management Plan – this plan was reviewed by Zero Waste Scotland prior to approval Procurement The processes and practice of procurement are subject to Procurement & Commercial Improvement Programme (PCIP) assessment. The new PCIP assessment focuses on the policies and procedures driving procurement performance and results delivered. The PCIP has a new methodology for assessing, different questions and new scoring. The evidence to support the achievement is subject to external scrutiny/validation by Scotland Excel. During 2016 the Corporate Procurement Unit were assessed on the Procurement and Commercial Improvement Programme (PCIP) by Scotland Excel. The results achieved 83% which grades the council in the F1, category. A key element to be assessed and validated with evidence is the delivery and progress across the three factors of Sustainability namely Environmental, Economic, and Social. Furthermore, Renfrewshire Council's Internal Audit also carries out a review of specific procurement processes and activities on an annual basis. Any improvement actions identified are monitored to ensure progress and completion of actions within the specified period. For the purposes of coordinating the data compilation and creation of the Procurement report a central point of contact (Senior Policy Officer) was appointed. The information was gathered from various officers and verified by Category Managers and contacts in Procurement Scotland. The Procurement section will be reviewed and approved by the Corporate Procurement and Commercial Manager. The final validation and approval will be undertaken by the Council's relevant Policy Board as part of the full submission. The full document will be controlled by the nominated Service Lead Officer this being Development and Housing Services Planning Performance Framework An efficient and well-functioning planning service is recognised as facilitating sustainable economic growth and delivering high quality development in the right places. In order to monitor service performance and the commitment to improve planning services all planning authorities, strategic development plan authorities and seven key agencies prepare a Planning Performance Framework (PPF). The Framework captures key elements of a

high-performing planning service, such as:

- speed of decision-making
- certainty of timescales, process and advice
- delivery of good quality development
- project management
- clear communications and open engagement

The framework gives a measure of the quality of the planning service and is used to identify and encourage ongoing improvements.

The PPF is completed on an annual basis and feedback is received from the Scottish Government. PPF reports contain both qualitative and quantitative elements of performance and set out proposals for service improvement.

Strategic Environmental Appraisal

The Council is required to assess, consult and monitor the likely impacts of its plans, programmes and strategies on the environment. Strategic Environmental Assessment (SEA) is a key component of sustainable development, establishing important methods for protecting the environment and extending opportunities for public participation in decision making. SEA achieves this by systematically assessing and monitoring the significant environmental effects of public sector strategies, plans and programmes ensuring that expertise and views are sought at various points in the process from SNH, SEPA, Historic Environment Scotland and the public. The Local Development Plan and other plans that have evolved from the LDP has been the subject of SEA, where climate change and associated factors such as flooding were specific considerations of the assessment.

Local Development Plan Examination

An examination was held so that any unresolved representations to the Proposed Plan could be independently reviewed by reporters from the Directorate for Planning and Environmental Appeals (DPEA). The DPEA concluded the examination of Renfrewshire's Proposed Local Development Plan and Renfrewshire Council were then able to adopt the Proposed Renfrewshire Local Development Plan. The Strategic Development Plan was also the subject of an examination and Strategic Development Plan 2 – Clydeplan – is currently the subject of an examination.

Section 7: Wider Impact and Influence on GHG Emissions	Renfrewshire's Community Plan and Local Outcome Improvement Plan have the vision, through the Community Planning Partnership, of: <i>Working together to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive.</i> This vision and the priorities of Renfrewshire's Community Planning Partnership are driven through six thematic boards: • Children and young people; • Jobs and the economy; • Community care, health and wellbeing; • A safer and stronger Renfrewshire; • A greener Renfrewshire; and • Renfrewshire forum for empowering communities. Renfrewshire Community Planning Partnership, through these boards, is focused on achieving outcomes that deliver step change improvement in life circumstances for individuals and communities across Renfrewshire and has provided the basis for strong partnership working to be taken forward across a range of strategic issues. The Greener Renfrewshire Thematic Board has responsibility for co-ordinating and driving multi-agency activity to ensure that the long term vision is achieved that: 'Renfrewshire will be a clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business through the promotion of sustainable patterns of travel and development, the efficient management of energy and the treatment of waste as a valuable resource' The priorities of the Greener Renfrewshire Thematic Board are progressed through three sub groups: • Greener Transport • Greener Communities • Carbon Management The work of these groups and the progress they achieve through their actions plans and performance outcomes, are reported regularly to the membership of the Greener Renfrewshire Thematic Board
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Greener Transport

The Greener Transport sub-group has identified links between Community Planning Partners in respect of plans relating to active travel. This includes Renfrewshire Council's Cycling Strategy and Outdoor Access Strategy; Glasgow Airport's surface access strategy; Scotrail's plans to encourage passengers to cycle to and from their stations; active travel plans within UWS and WCS; and Sustrans' plans to improve the national cycling routes within Renfrewshire. Actions have been developed by the Greener Transport sub-group to ensure there is a 'joined up' approach to these projects and that they align with strategic activities including the sustainable transport element of the City Deal project at the Glasgow Airport Investment Area and the Clyde Waterfront and Renfrew Riverside project.

The group has been successful in obtaining pre application funding of £10,000 from Transport Scotland in respect of the establishment of a Low Carbon Travel and Transport Hub in Renfrewshire. The group has been linking with other organisations represented in Renfrewshire which have also been successful in obtaining this funding, to ensure a cohesive approach is taken during the scoping exercise for any potential hubs. Membership of the Greener Transport sub-group includes: Renfrewshire Council; Glasgow Airport; SPT; University of the West of Scotland; Sustrans; NHS Greater Glasgow and Clyde; West College Scotland; University of Strathclyde; Scotrail; INTU Braehead; Renfrewshire Leisure Limited; and Hillington Park.

The group has been instrumental in assisting community planning partners in pursuing funding for electric vehicles and charging points for their organisations. Renfrewshire Council has already achieved its 10 year target of more than 5% of its vehicle fleet being electric and an increasing number of electric vehicle charging points have been installed across Renfrewshire.

Priority areas of the Greener Transport sub group include:

- Greener Active Transport
- Greener Public Transport
- Greener Workplace Transport
- Improving Air Quality

These key priorities are being progressed by the community planning partners and private sector representatives, monitored through the action plan.

Greener Communities

The Greener Communities sub-group is led by John Wilby of the Renfrewshire Forum for Empowering Communities, assisted by Iain Cunningham of Engage Renfrewshire. The Community Planning Partners and stakeholders which are represented at the sub-group are: Renfrewshire Council; Forum for Empowering Communities; Engage Renfrewshire; Environmental Training Team; The Forestry Commission; Royal Horticultural Society; SUSTRANS; LEAP; Eadha Enterprises; and Kibble. Invitations are issued to other community representatives when appropriate to the agenda.

The Greener Communities sub-group led on the successful project to improve stalled spaces across Renfrewshire. Funding of £10,000 was provided by Architecture and Design Scotland and this was matched by Renfrewshire Council, providing a total of £20,000 for community projects.

Moving forward, the Greener Communities sub-group have set a number of key priorities, which are progressed through their action plans:

- Encourage and support community (public, business, charities') involvement in developing and measuring activities that help make Renfrewshire Greener.
- Renfrewshire is a well maintained, clean and attractive place to live, work and visit
- Young people in Renfrewshire are aware of Greener initiatives and what they can do to support it
- Our communities are sustainable and high quality places

Carbon Management

A newly formed Carbon Management sub-group has already identified a number of key strategic priorities, which address the outcomes identified in Renfrewshire's Community Plan and Local Outcome Improvement Plan. Work is ongoing to develop an action plan to address how these priorities can be taken forward.

The group has recognised that advice and assistance is required to enable the achievement of the undernoted priorities. Representatives from various national organisations have met with the group to share their expertise and experience, including: Sustainable Scotland Network; Resource Efficient Scotland; Home Energy Scotland; Energy Savings Trust; Zero Waste Scotland. The priorities include:

- *Establishing a Renfrewshire Wide Carbon Management Plan* – The development of a Renfrewshire Wide Carbon Management Plan will help to deliver some of the key performance measures contained with Renfrewshire's Local Outcome Improvement Plan:
 - o Reduction of CO2 per capita;
 - o Reduction in the amount of CO2 emitted from public space lighting; and

- o Reduction in the amount of CO2 emitted from public buildings.	
• <i>Reducing the percentage of households experiencing fuel poverty</i> – The work of the Carbon Management sub-group will contribute to the reduction of the percentage of households across Renfrewshire experiencing fuel poverty, in line with Renfrewshire’s Tackling Poverty Strategy. This will be delivered through the Local Outcome Improvement Plan’s performance measures of: - o Increasing the percentage of social housing properties in Renfrewshire which meet the National Home Energy Ratings target; - o Increasing the percentage of social housing properties in Renfrewshire which meet the Energy Efficiency Standard for Social Housing (EESH) 2020 milestone; - o Maintaining the Scottish Household Quality Standard for social housing across Renfrewshire; and - o Improving engagement with households in the private rented sector and with homeowners across Renfrewshire to help make their homes more energy efficient.	
• <i>Identifying funding streams for carbon reduction and energy efficient projects</i> -The Carbon Management sub-group will identify funding opportunities which are available to the public and private sector including progressing further funding applications from the Scottish government’s Low Carbon Infrastructure Transition Programme.	
• <i>Waste Reduction</i> - The Carbon Management sub-group will work to deliver key performance measures contained within Renfrewshire’s Local Outcome Improvement Plan relating to waste and recycling: - o Increasing the percentage of household waste which is recycling; - o Ensuring no waste generated within Renfrewshire is sent directly to landfill without prior treatment; and - o Ensuring no more than 5% of all waste collected is landfilled.	



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: RENFREWSHIRE CYCLING STRATEGY, 2016 TO 2025

1. Summary

- 1.1. The first Cycling Strategy for Renfrewshire was produced in 2004. Renfrewshire's Local Transport Strategy in 2007 updated the strategy, objectives and aims as a result of significant developments in both National Policy and initiatives within the Council which made a review of cycling policy important. In the last few years there has been increased focus on cycling across Scotland and National targets have now been set for cycling and a Cycling Action Plan Scotland 2013 has been published to assist with a National context.
- 1.2 Scottish Planning Policy strongly supports cycling as does the SPT Regional Transport Strategy 2014-2017. The agreement of City Deal has been a step change for the partnership authorities and the Renfrewshire projects include substantial elements of cycling infrastructure.
- 1.3 Since 2004 new cycle routes have been incrementally designed and constructed throughout Renfrewshire including some strategic. The Renfrewshire Cycling Strategy, 2016 to 2025 attached as an Appendix 1 sets context around existing routes and provides direction for moving forward.

- 1.4 Against this background, the Renfrewshire Cycling Strategy, 2016 to 2025 has reviewed the context and performance of cycling uptake and infrastructure to date, set objectives for moving forward and achieving targets and makes a number of recommendations in respect of what needs to take place to achieve a step change.
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2. **Recommendations**

- 2.1 It is recommended that the Environment Policy Board approves the Renfrewshire Cycling Strategy, 2016 to 2025.
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3. **Background**

- 3.1 Renfrewshire Council last approved a Cycling Strategy in 2004. The focus at that time was to encourage modal shift towards cycling for short journeys, particularly linking main urban centres with satellite communities. This theme was continued into the Renfrewshire Local Transport Strategy as published in 2007. A section was dedicated to the Walking and Cycling Strategy and identified how Walking and Cycling had significant potential to accommodate short trips instead of the use of private cars. The average trip length in Renfrewshire at that time for all activities was between 3 and 4 kilometres. Cycling was therefore seen as a potential policy approach to avoid traffic growth through the proliferation of short journeys by car especially home to work trips.
- 3.2 The strategy also identified the significant benefits to the 39% of Renfrewshire adults at that time who had no access to a car. Cycling was seen as a fundamental means of accessing services and the wider public transport network and consequently barriers to cycling should be removed so far as possible. The leisure and health implications of cycling were also recognised especially the potential to accommodate exercise into everyday life.
- 3.3 Since 2007, there have been significant developments both nationally and within Renfrewshire that creates context for a revised approach to cycling. The Cycling Action Plan Scotland 2013 sets a national context for cycling and an ambitious target of 10% for the number of trips carried out on cycle by 2020 across Scotland. Cycling Scotland has been formed with full time staff and resources with the national role of promoting cycling as an acceptable attractive and practical lifestyle option. Cycling Scotland leads on a number of initiatives and has organised major cycling events such as the annual Glasgow to Edinburgh Cycle run.

- 3.4 A significant amount of cycling infrastructure has been constructed throughout Renfrewshire with design work in progress for future route development as identified in the Renfrewshire Cycling Strategy, 2016 to 2025. The Paisley South link is now complete and was delivered in 6 phases and links Barrhead to Linwood. The cost of this route was approximately £1.5m and funding was from Strathclyde Partnership for Transport (SPT) capital allocations, Sustrans and Scottish Government. The route from Castle Semple in Lochwinnoch to the railway station was completed in 2015 at a cost of over £1m. It was funded in a similar way to the Paisley South Link and included substantial capital grant from SPT. This project involved the construction of three bridges and significant raised embankments within a flood plain. In addition, there have been many local improvements to cycle infrastructure funded from the Cycling Walking and Safer Streets grant. These have typically involved toucan crossings to assist cyclists cross roads and traffic calming to ensure lower traffic speeds to assist cyclists. Cycle parking has also been installed at a number of locations throughout Renfrewshire.
- 3.5 Smarter Choices Smarter Places funding for financial year 2015/16 delivered a way finding project for Renfrewshire which provided signage for towns and villages to cycle routes and places of interest. Funding available for financial year 2016/17 will be used to encourage residents in Glenburn and Linwood to use other forms of transport specifically cycling (through personalised travel planning).
- 3.6 Within Renfrewshire, a significant step change was agreement on the City Deal Partnership. City Deal links transportation strategy and projects to economic growth. Cycling is a significant component of the Renfrewshire City Deal projects.
- 3.7 The Regional Transport Strategy 2014-2017 recognises the benefits from cycling and potential linkage with integrated public transport.
- 3.8 Against this background the Renfrewshire Cycling Strategy, 2016 to 2025 was developed through consultation with a variety of local partners including Sustrans, Cycling Scotland, Renfrewshire Leisure and other Council services. A set of objectives for cycling in Renfrewshire was developed as follows:-
- (i) By 2020 to have achieved 3% of all journeys to work being made by bicycle.
 - (ii) Keep cycling high on the agenda through sustained and collective action within Renfrewshire and with its partners.
 - (iii) Make cycling safe and attractive to people of all ages and backgrounds and for a wide range of transport and leisure journeys.

- (iv) Promote through a range of media and methods, everyday cycling as an attractive and beneficial means of transport. Promotion should be aimed especially at short trips and, in particular, at young people.
- 3.9 The strategy considers infrastructure and attitudes to cycling as existing and makes recommendations to achieve a step change. The key features to deliver step change are associated with improving and expanding the existing cycling infrastructure, providing better signage and network information, promoting and marketing cycle usage and running events to raise cycling profile.
- 3.10 The strategy concludes with a draft Action Plan which encompasses specific proposals against leadership, cycle parking, infrastructure/network development, public transport interchange, marketing and promotion, young people and cycling, and lastly monitoring and evaluation.
- 3.11 The strategy is aspirational and challenging, deliverable through funding streams such as "walking, cycling and safer streets", "smarter choices smarter places," grants from Sustrans, etc. and support from Cycling Scotland. There is a significant capital allocation for cycling within the Renfrewshire City Deal projects. The success of the Renfrewshire Cycling Strategy, 2016 to 2025 will be quantified through monitoring cycle activity. Strategic components of the strategy will be captured in the current work to refresh the Local Transport Strategy. This wider Transport Strategy will support the Renfrewshire Economic Strategy/Framework.
-

Implications of the Report

1. **Financial** – *funding through annual/other grants etc.*
2. **HR & Organisational Development** – *none*
3. **Community Planning** –

Children and Young People – *the Renfrewshire Cycling Strategy, 2016 to 2025 will encourage children and young people to cycle particularly on leisure routes and segregated routes.*

Community Care, Health & Well-being – *The leisure and health implications of cycling are recognised, especially the potential to accommodate exercise into everyday life.*

Greener - *This strategy will assist with modal shift from use of private cars to cycle*

4. **Legal** - *none*
5. **Property/Assets** – *none*
6. **Information Technology** – *none*
7. **Equality & Human Rights** – The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because for example it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website..
8. **Health & Safety** – *None*
9. **Procurement** – *None*
10. **Risk** – *None*
- .
11. **Privacy Impact** – *None*

List of Background Papers - *none*

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Renfrewshire Cycling Strategy

2016 - 2025



A WORD FROM OUR CHIEF EXECUTIVE AND CYCLING CHAMPION

The aim of this cycling strategy is simple: to get more people in Renfrewshire cycling more often.

The strategy supports many of the aims of the council's business plan and Renfrewshire's community plan. Achieving these aims will bring many benefits for Renfrewshire's residents, its communities, its environment and its economy.

By encouraging people to be more active, cycling can help to improve the health and wellbeing of people of all ages.

Getting more people cycling will also help to achieve our vision for a greener Renfrewshire by cutting vehicle emissions and reducing congestion on our roads.

By making further investment in our network of cycle routes and making them easier to access, more people will see cycling as an attractive and convenient way of commuting and making short and medium-distance journeys at low cost.

Promoting cycle routes into Renfrewshire's countryside and historic towns and villages can also bring economic benefits by providing new opportunities for local businesses.



As Renfrewshire Council's first Cycling Champion, I look forward to encouraging colleagues at the council and our community planning partners to support these aims and to seeing more people who visit, live and work in Renfrewshire travelling by bicycle.

Sandra Black

Chief Executive, Renfrewshire Council

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Chapter 1 - Introduction

Why do we need a Cycling Strategy for Renfrewshire?

1. INTRODUCTION: WHY DO WE NEED A CYCLING STRATEGY FOR RENFREWSHIRE?

“Working together to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive.” The Renfrewshire Community Plan 2013 – 2023: Vision statement

1.1 Cycling for Renfrewshire

With higher levels of cycling come a wealth of benefits, both for individuals and for society. People can benefit from improved physical health and mental wellbeing, and enjoy a means of getting around that is quick, convenient and low-cost. Communities benefit through reduced congestion, improved air quality, and more liveable places. Conditions for other road users would also be improved from more people cycling, with reduced congestion, and less competition for parking spaces.

In Renfrewshire, 24 per cent of local carbon emissions relate to transport. Furthermore, at a time when the rising cost of fuel is increasingly a concern for many people, it makes sense to develop new walking and cycling routes that offer genuinely attractive alternatives to car transport. These are some of the reasons why Renfrewshire Council is committed to encouraging more people to cycle – and walk - more often, in line with the aims set down in the Scottish Government’s Cycling Action Plan for Scotland 2013. Cycling also supports several of the high level objectives set out in Renfrewshire’s Community Plan.

The Glasgow and Clyde Valley City Deal represents a great opportunity to develop and renew the area – this will create excellent opportunities for new high-quality infrastructure, and strengthened links between communities. Over the next ten years, there will be new cycle and pedestrian links between Paisley and Renfrew town centres, Inchinnan Business Park, the Glasgow Airport Investment Area and the Clyde Waterfront. A new opening-bridge will join Renfrew and Yoker, with provision for all modes; and there will be new bridges crossing the White Cart river. Furthermore, ‘Green Network’ enhancements will create strategic active travel links between Braehead, Renfrew and Paisley. A range of other interventions to improve infrastructure and improve access to Glasgow airport will bring with them the opportunity to plan for enhanced active travel facilities at the design stage. This City Deal

Renfrewshire at a glance:

- Population: 175,000
- Paisley – Scotland’s largest town – 79,000
- Renfrewshire Council and NHS Greater Glasgow and Clyde are the two largest employers
- Renfrewshire produces more than one third of all Scotland’s manufactured exports
- 73% of Renfrewshire’s working age population are employed
- The average number of persons per household is 2.1

Infrastructure Fund, covered in more detail in Chapter 7, will be transformational for Renfrewshire and the surrounding region.

1.2 Active Travel

Active travel is the collective term for both walking and cycling as a means of travel, as opposed to public transport, or private motorised transport. Most of the trips that people make include an element of walking, be it walking to the bus stop, railway station or car park; and cycling can be suitable for this too.

While this Strategy is predominantly a Cycling Strategy, many of the high level objectives we seek to meet through promoting cycling can also be met by increased levels of walking; and several of the measures in this document will also benefit pedestrians.

A transport system and urban environment that is more cycle-friendly is also more pedestrian-friendly, as well-designed improvements to cycling infrastructure (dropped kerbs, better lighting on off-road paths, crossing points, etc.) very often directly benefit pedestrians, wheelchair users, joggers or dog-walkers. Furthermore, synergies between walkers and cyclists strengthen the business case for increased investment in infrastructure, in terms of numbers of users, not to mention the social inclusion and environmental and placemaking aspects.

“Outdoors For You – the Renfrewshire Outdoor Access Strategy 2016 – 2026” is being developed in parallel with the Cycling Strategy, and the objectives and actions have been co-ordinated so that the two are complementary. “Outdoors For You” will aim to promote health and wellbeing, improve

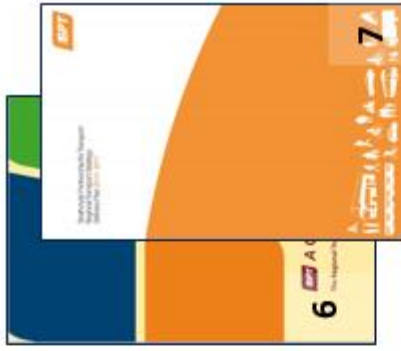
connectivity between people and places, increase economic benefits, and promote and aid responsible access for people and nature.

1.3 National, Regional and Local Policy

Cycling generally takes place on a local scale, and therefore cycling development takes place at a local level. All over Europe, however, there is a growing recognition that cycling contributes to transport, health, social equalities and environmental outcomes, and that a growth in cycling levels is essential to facilitate the forecast growth in cities in coming decades. It is for these reasons that the Scottish Government has set such ambitious targets for cycling. As the largest urban area in Scotland, developing cycling in the Strathclyde Partnership area is essential for meeting national, regional and local policies.

The following page shows some of the national, regional and local policy and guidance documents that have informed this Strategy, and to which the Strategy will aim to support.

Scotland's 5 Strategic Objectives:	
	WEALTHIER AND FAIRER – enable businesses and people to increase their wealth and more people to share fairly in that wealth.
	SMARTER – Expand opportunities for Scots to success from nurture through to lifelong learning ensuring higher and more widely shared achievements.
	HEALTHIER – Help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to healthcare.
	SAFER & STRONGER – Help local communities to flourish, becoming stronger, safer
	GREENER – Improve Scotland's natural and built environment and the sustainable use and enjoyment of it.



1. National Transport Strategy January 2016
2. Cycling Action Plan for Scotland 2013
3. Scottish Planning Policy
4. Let's Get Scotland Walking
5. Cycling By Design
6. A Catalyst for Change – the RTS for the West of Scotland
7. SPT Regional Transport Strategy Delivery Plan 2014 – 2017
8. A More Active Scotland
9. Designing Streets
10. Let's Make Scotland More Active
11. Renfrewshire Local Transport Strategy
12. Renfrewshire Outdoor Access Strategy, 2004

1.4 The Role of Cycling in our Community

Health and Wellbeing

The World Health Organisation recommends that adults undertake at least 150 minutes of moderate activity or 75 minutes of vigorous activity (or a combination) a week. Health Scotland reports that physical inactivity is the fourth leading cause of death as a contributor to diseases such as heart disease, stroke, diabetes and cancers worldwide. It is also related to other leading risk factors - e.g. high blood pressure, high cholesterol and high glucose levels - and to the increase in childhood and adult obesity. Clearly, cycling to work can help these targets to be met, by building exercise into people's daily lives. Wellbeing is harder to quantify, but studies show that people who cycle regularly enjoy a greater sense of wellbeing. The latest Census showed that the number of people in Renfrewshire enjoying good or very good health was lower than the Scottish average, albeit only slightly.

People-centred Places

Modern urban designers (such as Jan Gehl, John Dales, and Carmen Hass-Klau) now recommend a greater focus on people, as opposed to the motor car, in cities and town centres. If more people walk and cycle, streets are quieter and more relaxed, places to linger rather than travel through, and less dominated by cars. This can also bring benefits to local retailers.

Experience elsewhere has shown that people are more likely to stop and greet each other if they meet while travelling by bike or on foot, than if they are cocooned in the private space of a car.

Active travel can therefore also contribute to stronger communities. And this is particularly important at a time when Paisley is preparing its City of Culture bid.

Improved Access to Education, Work and Services

In Renfrewshire, 34.4 per cent of households have no access to a car or van, according to the 2011 Census. Scottish policy recognises that it is important to reduce social inequalities and promote a fair and inclusive society. If jobs and services are easily accessible on foot, by bike or by public transport, it increases the available labour market and customer base for businesses, and vice versa. Having access to a car should not be a prerequisite for access to social, educational or economic opportunities.

Reducing Congestion

Cycling is a more efficient means of transport in terms of road space than journeys made by car. Up to ten bikes can be parked in one car parking space. Positioning cycling as an integral part of our transport system, and making it an attractive option for short and medium journeys, is part of a wider objective of improving the resilience of the transport network for all modes. Renfrewshire's demand management policies in recent years have constrained traffic growth; nevertheless congestion is experienced in Paisley, Renfrew, Lochwinnoch and Johnstone, not to mention the A737 and between Junctions 26 and 29 on the M8. (For example, the annual average daily flow in 2015 on the A737 between the A761 and the B789 at Johnstone was 42,801 vehicles, according to Transport Scotland data.)

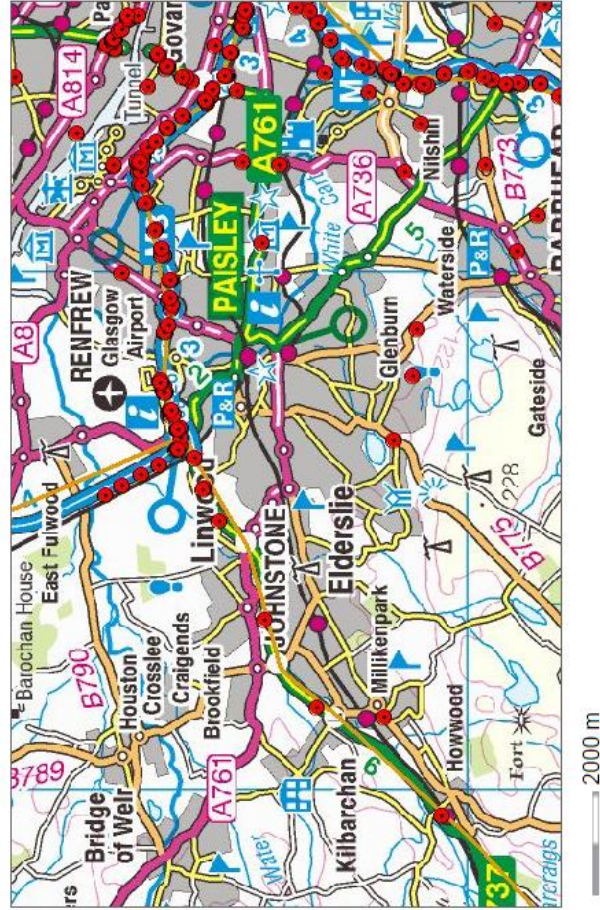


Figure 1. Automatic Traffic Counts sites in Renfrewshire (Transport Scotland)

Reducing Carbon Emissions

The Scottish Government's Climate Change Delivery Plan (2009) has set ambitious targets for reducing CO₂ emissions, aiming for a 42 per cent reduction by 2020, as well as an almost complete decarbonisation of road transport by 2050. While there are improvements in the efficiency of motorised transport modes, even electric-powered vehicles are emission-free only at the point of use. To have even a chance of meeting these targets, a far greater proportion of journeys will have to be made on foot or by bike in coming years. Last year, Renfrewshire Council signed up to its third Carbon Management Plan, which contained a target to reduce its carbon footprint from 2008/ 2009 levels by 36 per cent by 2019 / 2020. While substantial

progress has already been made towards this – with a 28 per cent reduction achieved by 2014, more remains to be done. In terms of transport, the Council aims to move towards a newer, greener fleet, and also reduce staff mileage by five per cent.

Improving Air Quality

As well as being virtually CO₂ free, walking and cycling give rise to zero NO_x emissions, and thus achieving modal shift to active travel can contribute to

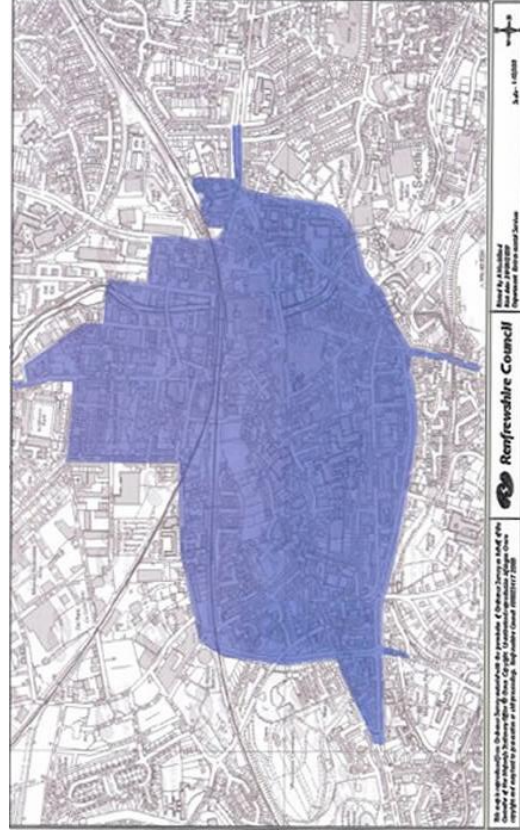


Figure 2. Paisley Town Centre AQMA

improved local air quality. Paisley Town Centre has been declared an Air Quality Management Area in respect of NO₂ and PM₁₀s, and thus it is important to make progress in this area.

Promoting a Strong Local Economy

While the wider social and economic benefits of active travel can be difficult to quantify, an Economic Assessment of Investment in Walking and Cycling published by the UK Department for Health in 2010 demonstrated that the median benefit:cost ratio for cycling projects in the UK was 19:1. The return on investment is therefore considerable; and the more extensive and integrated the network, the more these benefits can be realised.

Strategy Document Structure

This Strategy sets out how we are planning to realise these benefits and can be outlined as follows:

-  **Chapter 1** provides the rationale for a Cycling Strategy in Renfrewshire, in terms of benefits, and fulfilling Scottish Policy and Outcomes.
-  **Chapter 2** sets out the Strategy's Vision and Objectives.
-  **Chapter 3** provides an overview of the existing cycling trends in Renfrewshire, including data from the 2011 Census and findings from public consultation.
-  **Chapter 4** sets out the process followed in developing the strategy: reviewing the cycle network; considering the outcomes of the public and stakeholder consultations; and analysing current and potential demand.
-  **Chapter 5** describes ways in which infrastructure can be improved to develop, enhance and extend the cycle network in Renfrewshire, such as provision of parking and end-of-journey facilities, public transport integration, wayfinding, effective maintenances, and adhering to best practice in design standards.

 **Chapter 6** looks at softer measures for promoting cycling through leading by example; improved wayfinding and route marketing; working with employers and community groups; and providing training and encouragement to young people.

 **Chapter 7** sets out an approach for implementing the Cycling Strategy, in collaboration with Renfrewshire Council's key partners, as well as the Action Plan by which the Objectives will be met – it includes actions on: Leadership; Cycle Parking; Infrastructure and Network Development; Public Transport Interchange; Marketing and Promotion; Young People and Cycling; and Monitoring and Evaluation.

 **Chapter 8** sets out Renfrewshire's targets for 2025, and how these will be monitored and tracked, using automatic counters, and data from the Census 2011, Sustrans, Police Scotland's Stats 19 database, and the Scottish Household Survey, etc.

Chapter 2 - Renfrewshire’s Vision
and Objectives for Cycling
What are we trying to achieve?

2. THE VISION FOR CYCLING IN RENFREWSHIRE: WHAT ARE WE TRYING TO ACHIEVE?

Cycling Action Plan for Scotland 2013

“By 2020, 10% of everyday journeys taken in Scotland will be by bicycle.”

The Renfrewshire Community Plan 2013 – 2023

“Working together to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive.”

The Renfrewshire Local Transport Strategy 2007 – 2017

“The Vision for Renfrewshire is that people can improve their health and travel to where they want to get to within a set timescale using all modes including walking, cycling, public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism and leisure facilities; and all this is accommodated without compromising our future environment and at best value to the Council.”

The Renfrewshire Cycling Strategy 2016 – 2025

“By 2025, there has been genuine ongoing commitment and leadership from Renfrewshire Council in supporting and encouraging cycling. The network is improving and extending steadily, according to best design guidance principles, with clear links to public transport hubs, schools, other key destinations and between communities. Employers and residents alike realise the benefits of cycling; people of all ages and background feel confident cycling on the network; and there is a culture of mutual respect amongst all road users.”

Our Objectives for Cycling in Renfrewshire

The following objectives have been developed to guide the delivery of the Cycling Strategy and, in doing so, support the delivery of the Local Transport Strategy, the Community Plan, and the Cycling Action Plan for Scotland.

Core Objective	Objective Two	Objective Three	Objective Four
By 2020, to have achieved 3 per cent of all journeys to work being made by bicycle; and 7 per cent by 2025. While this is a fairly ambitious target, given current low levels of travelling to work by bike in Renfrewshire, 33% of all people in employment - excluding those who work at home - work less than 5km from their place of work, so it should be possible to make real and substantial progress toward this. We recognise that this is lower than the national target, but it is important that targets reflect the local context to be realistic and achievable.	Keep cycling high in the agenda, through sustained and collective action, within Renfrewshire and with its partners. Key Actions: - Strong leadership, and appointment of an influential cycling champion. - Training in delivery of cycling schemes for all staff involved in the delivery of cycling (cycle specific schemes or wider road/development schemes). - Review of all road/development schemes to identify opportunities for cycling. - Establishment of a cycling forum to facilitate stakeholder engagement. - Maximise collaborative working with institutional partners (NHS, SPT, Renfrewshire Leisure etc.). - Lead by example by making Renfrewshire Council a cycle-friendly employer. - Set up an ongoing monitoring programme to measure progress and areas for improvement.	Make cycling safe and attractive to people of all ages and backgrounds, and for a wide range of transport and leisure journeys. Key Actions: - Upgrading of the existing cycle routes to <i>Cycling by Design</i> standards or better. - Develop new routes, to <i>Cycling by Design</i> standards or better, in order to provide an off-road and on-road cycle network that is coherent, will link communities, and that is attractive to all types of user. - Where the network is on-road, on low traffic routes, identify suitable areas for the implementation of 20mph speed limits. - Increase cycle parking, including sheltered parking, at key locations such as transport hubs, town centre, public buildings, and schools, etc.	Promote, through a range of media and methods, everyday cycling as an attractive and beneficial means of transport. Promotion should be aimed especially at short trips and in particular at young people. Key Actions: - Develop a brand for the promotion of the cycle network in Renfrewshire, which can be used on a range of material and events now and into the future. - Work with schools to further promote Cycle Friendly School status, Bikeability Level 2 training, and safe routes to schools. - Encourage employers to become "cycle friendly employers" by setting up travel plans, improving cycle parking provision, bike-to-work schemes, etc. - Update and publicise "Out there on Bikes – 10 Routes around Renfrewshire". - Maximise opportunities of mass participation events and recreational activities.

Chapter 3 - Cycling In Renfrewshire

How are we doing?

3. CYCLING IN RENFREWSHIRE: HOW ARE WE DOING?

3.1 Existing Levels of Cycling

While Renfrewshire’s cycling levels may be fractionally higher than some of its neighbours, it still remains historically and nationally very low, and well short of the target set for Scotland for 2020, as this graph of recent Census data shows:

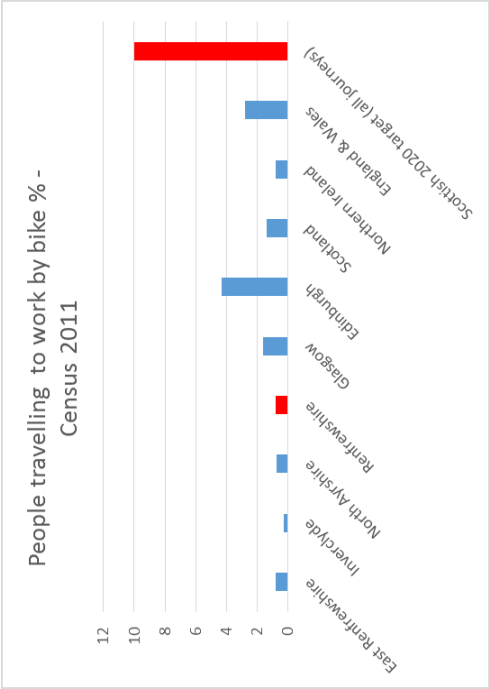


Figure 3. Current Cycling Levels in Renfrewshire

Moreover, according to the latest Scottish Household Survey (2014) data, only 0.4 per cent of people consider cycling to be their usual mode of travel to work, compared to 2.6 per cent of Scots.

The data for Renfrewshire’s young people may be slightly better. According to the Sustrans annual ‘Hands Up’ class room survey, 2.5 per cent of primary and secondary school children cycle to school (and 47 per cent walk).

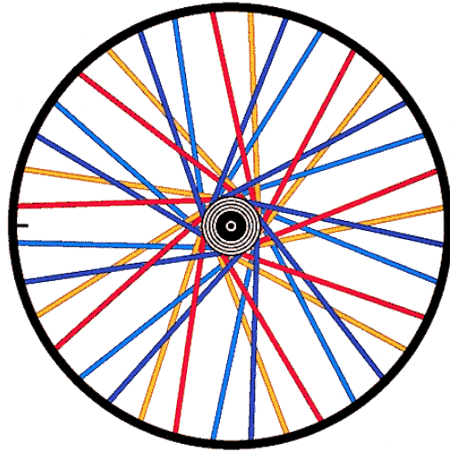
Given that the national target is to have ten percent of all everyday journeys to be made by bicycle by 2020, according to the CAPS 2013, there is a need to achieve a significant ‘step change’ in the growth of cycling in Renfrewshire.

3.2 What do People Working or Living in Renfrewshire Think of Cycling?

Who did we Engage with?

A programme of public and key stakeholder consultation was held in October and November 2014 to help Renfrewshire Council better understand the views of people who cycle regularly, people who cycle occasionally, and people who never cycle.

IN RENFREWSHIRE, 2 IN 3 PEOPLE TRAVEL TO WORK BY CAR OR VAN.
COMMUTERS ARE 75 TIMES MORE LIKELY TO DRIVE – OR BE DRIVEN
– TO WORK THAN TO CYCLE! (CENSUS 2011)



The public provided insights about what are the local priorities for the area.

Employers advised on business attitudes, and the scope to provide facilities.

Current cyclists provided a wealth of detailed local knowledge about the state of the network

Local organisations and community partners provided perspectives from, for example, economic regeneration, community health, tourism, etc.

All of these viewpoints have helped to create a more rounded strategy based on different inputs and viewpoints.

How did we Engage?

The consultation took the form of:

- 🌐 an online survey of the public;
- 🌐 and online survey of businesses;
- 🌐 a workshop with local residents;
- 🌐 and workshops with key stakeholders; and
- 🌐 face-to-face meetings.

The public survey received 352 responses over a four week period. A total of 63 per cent of the participants were **male**, and 36 per cent were **female**; eight per cent of the participants were over 65 years of age, and four per cent were **under 25**. Around 87 per cent of all those who responded **had their own bicycle** and 21 per cent of respondents **cycled to work**. The business survey generated 18 responses from a range of small, medium and major employers.

Why are People Cycling?

The public survey highlighted that the most common journey purposes for cycling among respondents were for **leisure** (40 per cent) or for **travel to work** (26 per cent). Respondents also stated that they chose to travel by bicycle because it provides **good exercise** (36 per cent), and because it is a **pleasant means of travel** (36 per cent). Nine per cent of people cited choosing to travel by bike because it was **quick**, and a further nine per cent because it was **low cost**.

What Strengths do People see for Cycling in Renfrewshire?

A Strong National Network

The area enjoys a number of underlying advantages to support the growth of cycling. One of the strengths that was highlighted in the consultation was the National Cycle Network. Approximately a fifth of all survey respondents were regular users of the two National Cycle Routes, cycling at least part of each route at least once a week.

National Cycle Network (NCN) Route 7 is a 601 mile national route that runs from Sunderland to Inverness, and the section that runs through Renfrewshire also forms part of the EuroVelo 1 route that runs from Portugal to Norway along the Atlantic coast. Within Renfrewshire, this signed route links up Kilbirnie, Lochwinnoch, Howwood, Johnstone and Paisley; regionally, the routes link with Ayr, Troon, Irvine, Kilwinning, Kilbirnie, the SECC, Partick, Clydebank, Dumbarton, and Balloch, to name but some destinations.

NCN "Forth and Clyde" Route 75 runs the same route as NCN7 from Glasgow to Johnstone, and then forks westwards toward Port Glasgow, Greenock and Gourock, via Bridge of Weir and Kilmacolm. East of the SECC, the route runs through Central Glasgow, then heads towards Edinburgh via Coatbridge and Airdrie.

These two national cycle routes form an effective “T”-shaped foundation across Renfrewshire upon which to build a regional and local network.

These two routes run right across Paisley Town Centre and serve some of the largest settlements in Renfrewshire, with many major destinations within 500m of the routes (University of West of Scotland, high schools, Royal Alexandra Hospital, railway stations, etc.)

The routes are used by wide range of users: sportive and everyday cyclists, walkers, joggers and dogwalkers.



Figure 4. The National Cycle Network in Renfrewshire and beyond

The Potential for Leisure Cycling

Renfrewshire has many scenic areas, with gently rolling hills well suited to leisure cycling. There was particular feedback from consultation that the cycle network is a place to spend leisure time, and to access key recreational resources across the area. However, it was noted that improvements could be made and, therefore, this strategy will aim to deliver on this potential.

Growing Local Support for Cycling

Local community partners recognise the potential that cycling has to improve quality of life. With financial support and expertise available from

the Scottish Government, the Strathclyde Partnership for Transport (SPT), Sustrans, and Cycling Scotland, there exists a valuable opportunity to deliver the desired step change in cycling levels.



What Weaknesses were Highlighted?

As well as highlighting the positive aspects of cycling opportunities in Renfrewshire, feedback from consultation also showed that there is a lot of room for improvement.

Existing Provision for People who Cycle

The public were asked how they rate existing provision for people who cycle in Renfrewshire. The surface condition of roads and cycle routes was highlighted as a major issue, as were: lighting; cycle parking availability and

security; route options; signage; and less so, the ability to take bicycles on trains, and the availability of changing facilities.

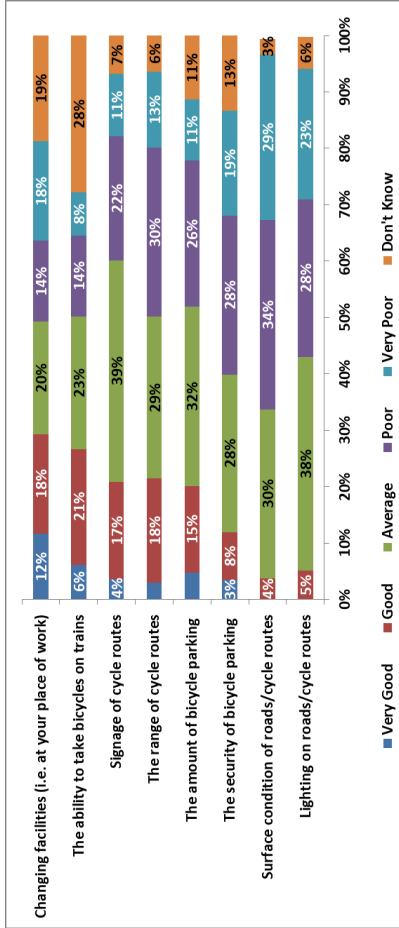


Figure 5. Existing Provision for Cyclists, Graded Very Good to Very Poor

Barriers to Cycling

In terms of barriers to cycling, the following factors were highlighted by respondents:

- 🚦 Safety concerns (including driver behaviour and lack of safe facilities)
- 🚦 Condition of roads and cycle routes (including surfaces, lighting and overhanging vegetation)
- 🚦 Lack of on-road cycle lanes
- 🚦 Lack of off-road, traffic-free cycle routes
- 🚦 Bad weather
- 🚦 Traffic congestion

From this feedback, it is clear that creating an environment where people who cycle feel safe and comfortable will be an important part of promoting every-day and leisure cycling in Renfrewshire.

With regard to the evaluation of the existing cycling facilities – while good in places, existing infrastructure is described as inconsistent and sub-standard in many areas. For there to be a truly attractive, comfortable and convenient network, the existing network will need to be upgraded and expanded.

Specific local issues (e.g. gaps in the network, particular problem areas for road quality etc.) were gathered during consultation. This information has been used to inform the network improvement actions of this Strategy.

Chapter 4 – Developing the Strategy

What is needed to increase cycling levels in Renfrewshire?

4. DEVELOPING THE STRATEGY: WHAT IS NEEDED TO INCREASE CYCLING LEVELS IN RENFREWSHIRE?

It is essential to develop a Cycling Strategy with a funded improvement programme that helps meet the short term needs of the local community, while also pushing towards meeting national best practice and creating an effective environment for cycling in the future. In order to do this effectively, the Strategy has:

- considered the wants and needs of local people by carrying out **public and stakeholder consultation** exercises;
- analysed **existing and latent demand on the network**, e.g. via the mapping of local trip attractors, and the review of census data; and
- carried out a **review of the existing cycle network**, including a high level review of the networks connectivity and quality, and consideration of major local issues.

4.1 Recommendations from our Consultation with the Public

The consultation exercise helped us to understand how we need to develop the coverage of the network into the future, identify areas of local improvements to the network, and understand how people want to be supported in their cycling activity.

The public survey highlighted a number of improvements that would **encourage people to cycle more often**, with the five top options identified as:

- More dedicated off road/traffic-free cycle routes
- More on-road cycle lanes
- Improved road/cycle route surface condition
- Better lighting of road/cycle routes
- Improved security of existing parking facilities

“Travelling out of Johnstone town centre towards Deafhilllock roundabout – two difficult junctions with the added misery of dreadful road surfacing, street furniture and narrow roads.” – Renfrewshire Resident

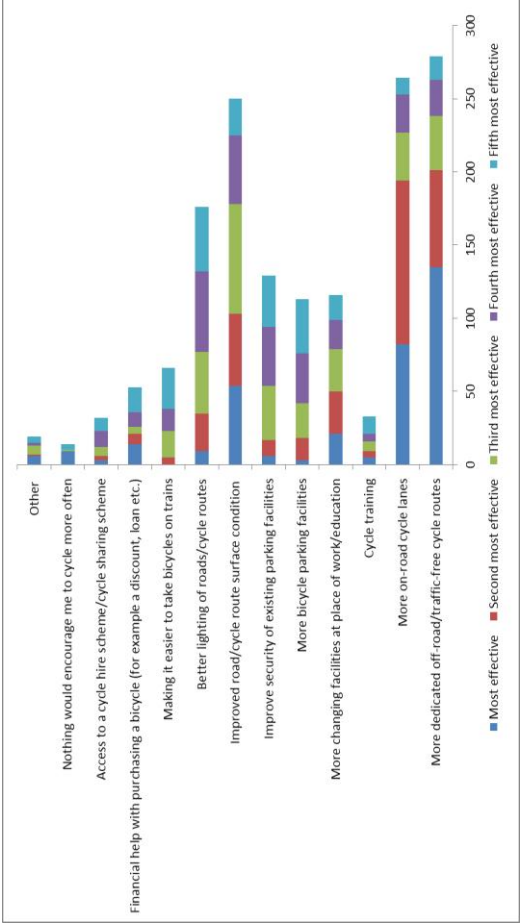


Figure 6. Answers to: ‘Would any improvements encourage you to cycle more often?’

It is clear from the consultation exercise that providing and improving cycle lanes and paths in Renfrewshire is a key priority. A number of recommendations for **new or improved routes and links** were put forward. While specific routing suggestions were also taken into consideration; the recommendations can be broadly grouped as follows:

- Links to the National Cycle Network (e.g. Houston).
- Links to leisure centres and recreational sites (e.g. Linwood On-X, Paisley Lagoon, Clyde Muirshiel Regional Park).
- More direct routes between communities (e.g. from Georgetown to Bishopston).

- Improved connections to Glasgow International Airport (e.g. from Inchinnan, Erskine, Paisley town, Bishopston, and the NCN).
- Enhanced connections to the Renfrew Ferry.
- A direct link from Paisley to the new Queen Elizabeth University Hospital.

Participants were also invited to identify **cycling blackspots** that they were aware of; these have been captured and used to develop the improvement actions included in this strategy.

In Chapter 5, this strategy sets out a proposed network, with immediate, mid-term and long term infrastructure proposals. It may take many years to complete, but with perseverance, continued investment, and a methodical approach, a high-quality network is achievable.

4.2 Recommendations from our Consultation with Key Stakeholders and Businesses

Engagement with key stakeholders highlighted the following areas as opportunities for improving cycling conditions in Renfrewshire:

-  Develop better **signage and wayfinding**.
-  Better **integration of cycling with public transport**– e.g. better cycle signage to public transport hubs, improved facilities at rail stations, and better access links.
-  **Redesigned or re-designated existing infrastructure** – e.g. by converting wide footways to shared use paths, installing advanced stop lines at junctions, or creating some 20mph speed limit areas or zones where people who cycle would benefit.
-  **Improved partnership working**: internally within Renfrewshire Council, and also with others, such as the Chamber of Commerce, Renfrewshire Leisure, VisitScotland, and local cycling clubs etc.
-  Greater focus on **cycling education in schools**, and after-school clubs, etc. Some schools are near cycling routes, and this should be exploited.
-  Stronger **links with leisure and tourism**, building on resources such as Gleniffer Braes and Clyde Muirshiel Park (e.g. developing mountain biking), and accommodation and attraction resources across the network (e.g. development of a network of Cyclist Havens).

-  Appropriately timed use of **promotion and behavioural change** initiatives – e.g. initiating promotion and training activities to match with key cycling infrastructure and facility improvements.
-  Ensuring access to **sufficient funding** – It was suggested that between £5 and £10 per head should be spent on cycling per annum in Renfrewshire; the Edinburgh model of spending 5% of the total transport budget – and then increasing this by 1% year on year – was also recommended.
-  The importance of making better use of possibilities provided by **new developments**, and the accompanying Section 75 funding, to co-ordinate improvements to local cycling facilities.
-  There should be a **commitment to work with third sector organisations** who are invaluable in securing community involvement and effecting positive, meaningful change.

“If Renfrewshire Council made pool cars available for business use, it would increase the number of days I could cycle to work, as I need a car for appointments.” – Renfrewshire Council employee

4.3 Analysing Demand on the Network

A vital step for developing an effective cycling improvement programme is to look at the travel demand for everyday purposes and identify those trips which could be made by cycling, both now and in the future. The map alongside (Figure 7) shows the location of existing and potential future key trip generators: residential areas; rail stations; educational facilities; retail centres; major employment areas, including major business parks, etc.; and major committed planned developments.

Consultation results were also used to highlight the key travel desires of existing and potential users.

Connecting such destinations is one of the key considerations in the development of the Network Upgrade Action Plan presented later in this Strategy.

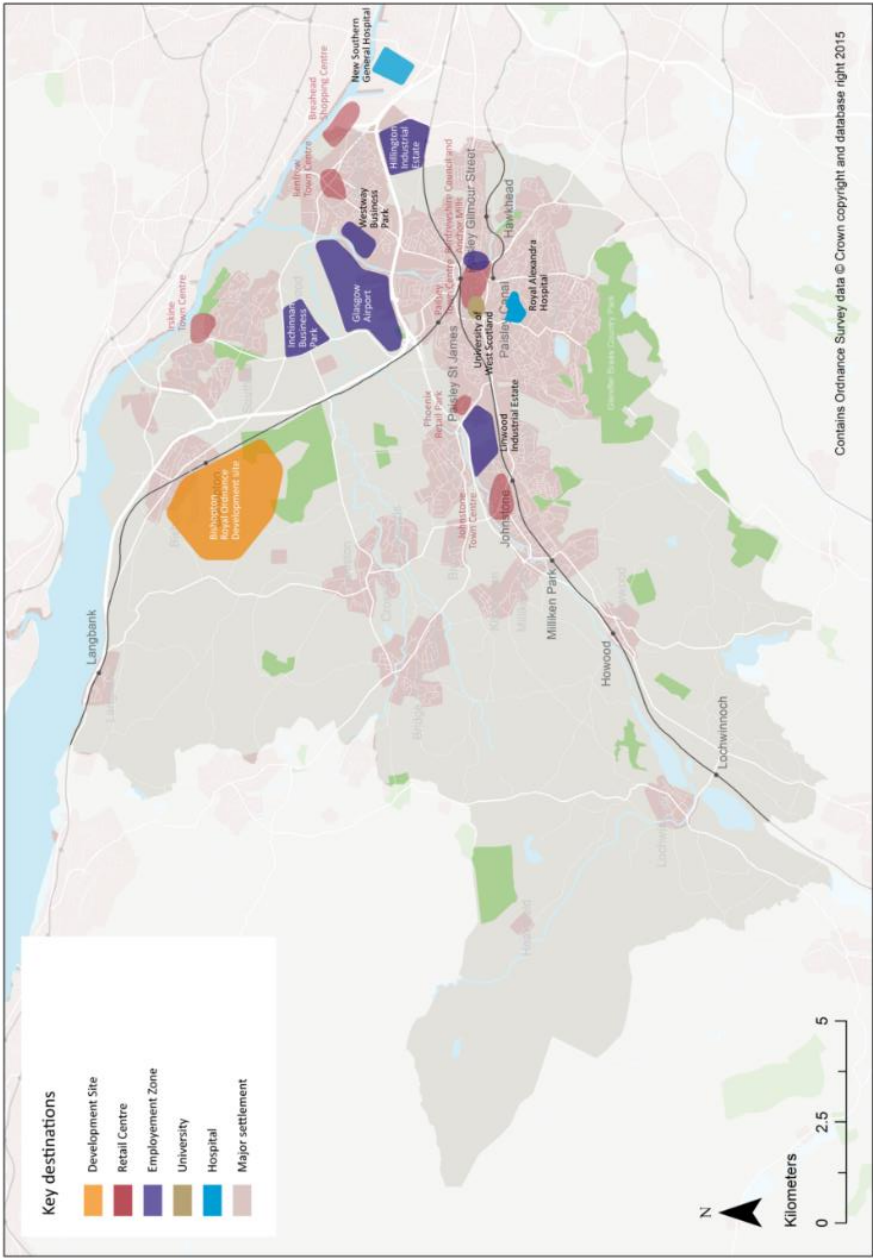


Figure 7. Key Trip Generators Across Renfrewshire

The consultation highlighted the current travel patterns of respondents. When these origins and destinations were analysed, there was a wide range of cycle routes used by survey respondents. The most popular origins / destinations emerging are shown on the map below (as well as Loch Lomond). This pattern helped inform the review of the network.

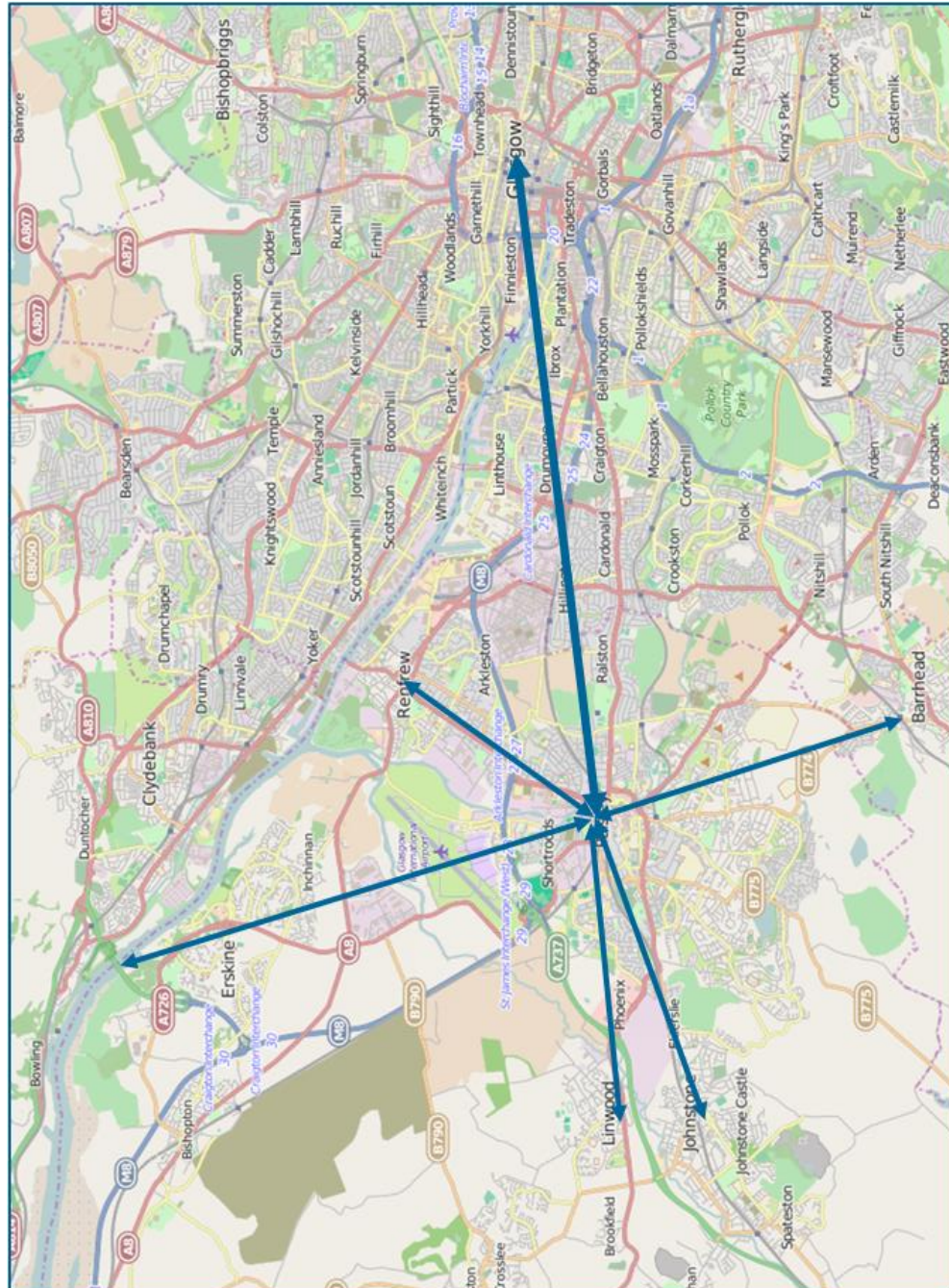


Figure 8. Map of Common Origins and Destinations from Consultation

Cycle-able Journeys

While not all journeys are suitable for cycling (e.g. due to delivery of heavy loads or disability/illness preventing cycling etc.), there is significant scope for integrating use of the bicycle into everyday lives.

The map alongside (Figure 9) represents the percentage of respondents to the 2011 Census whose travel to work or education was under 5km (excluding people working mainly from home), per Output Area. Of all people studying or aged 16 to 74 in employment, and travelling to work or study by car or van, 27.6% are travelling 5 km or less.

It is generally assumed that trips under 5 km of distance are reasonably cycle-able by the majority of adults. While this is a relatively crude and high-level assessment it is expected that a large proportion of these could be cycled, given the right conditions are developed.

While there were various factors to consider in network development, this travel to work data meant that main employment centres and residential areas were given due consideration in network development, and prioritisation.

It's also worth noting that many of these journeys will be a comfortable walking distance, too.

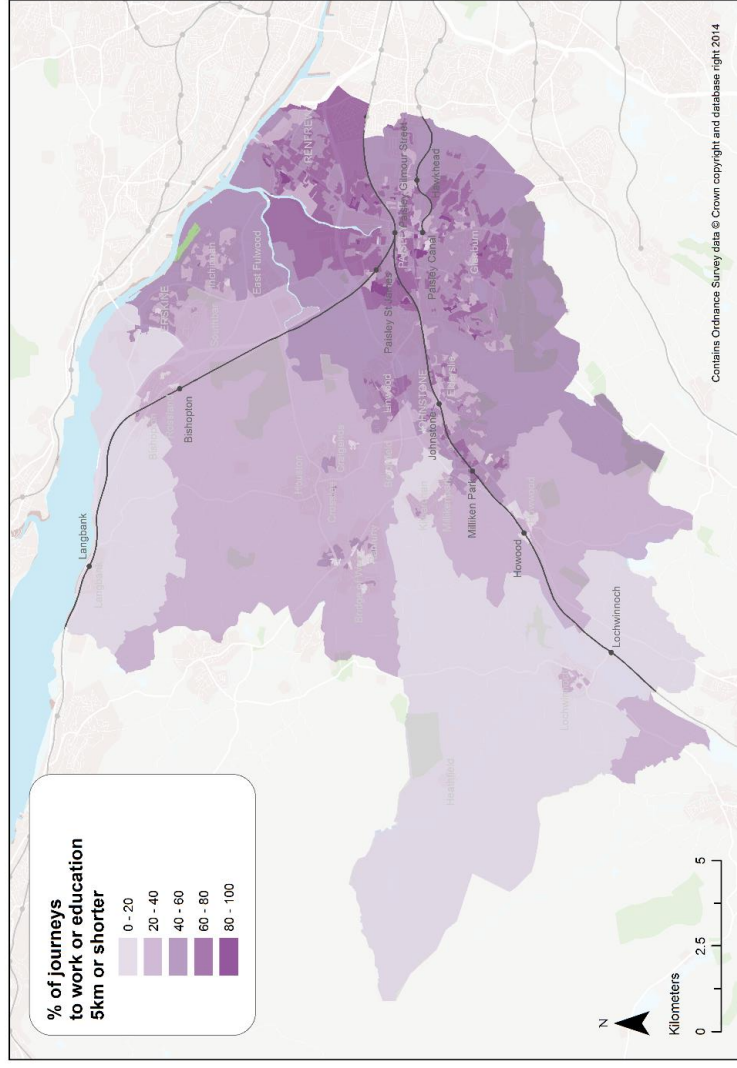


Figure 9. Journeys to Work or Education Under 5km

4.4 Review of the Existing Cycle Network

To make the switch to cycling possible for those trips under 5km (and longer!), the cycle network must connect everyday destinations, from major workplaces and shopping centres, to local surgeries or corner shops.

A strategic review of the infrastructure already in place in Renfrewshire was undertaken as part of the development of this Strategy, with the network being considered in terms of its:

- Coherence,
- Directness,
- Safety,
- Comfort, and
- Attractiveness.

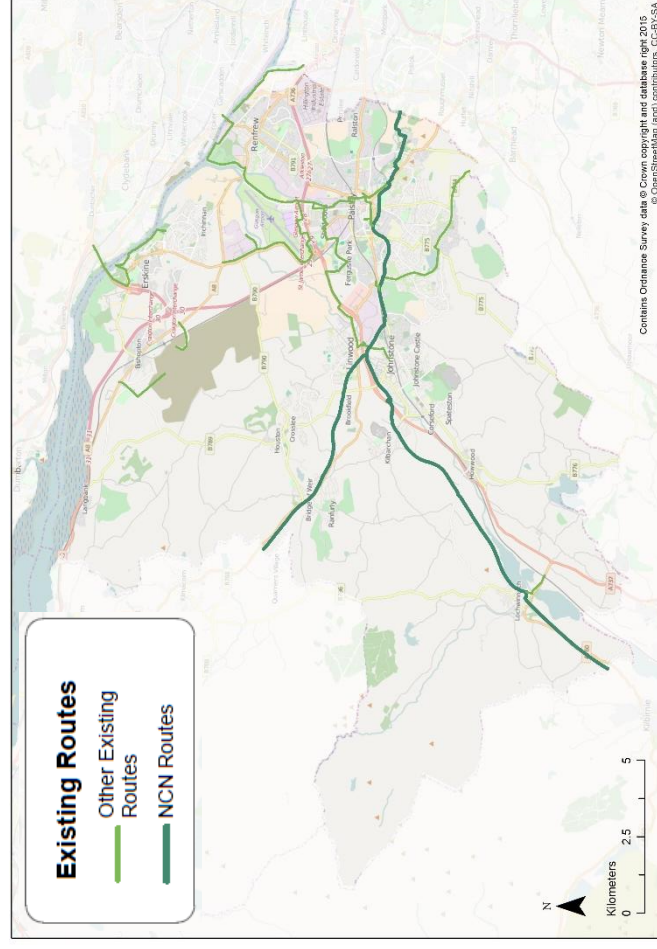
This strategic review was accompanied by a physical review of the network in order to assess local issues and opportunities on the network. This, in turn, was combined with the information gathered through consultation activities.

The National Cycle Network (NCN) Routes 7 and 75, already serve a large number of those destinations and urban areas, and are very close to some key destinations. There would be significant benefits to overall accessibility in Renfrewshire from prioritising actions that build upon these national routes and improve connections with nearby destinations and other, local cycle routes.

The network review also highlighted some missing links which, if joined up, would offer substantial improvement to the overall connectivity of the

network, especially between some of the most popular destinations. As discussed in section 7.1, the City Deal Infrastructure Fund projects offer a once-in-a-generation opportunity to fill in these strategic links.

Figure 10. Existing routes



Chapter 5 Enabling Cycling

How are we improving infrastructure for people who cycle?

5. ENABLING CYCLING: HOW ARE WE IMPROVING INFRASTRUCTURE FOR PEOPLE WHO CYCLE?

5.1 Developing a High Quality Network

To enable cycling as a credible and attractive mode of transport in Renfrewshire, the development of a network of high quality cycle routes, linking key destinations, is essential.

This will be achieved through a combination of network-wide actions, specific upgrades to existing cycle routes, and the construction of new high quality routes to create a bona fide cycle network.

One of the main outcomes of this strategy is the development of a long term plan for the network. Long term planning of the strategic cycle network is essential as:

-  it allows links between communities to be developed systematically over time to follow natural desire lines, so that facilities enable people to go where they want to go, in a coherent way;
-  it assists regional and local authorities with programme setting and budgeting, prepares planners to deal with new development applications appropriately, and ensures that routine highway maintenance can include appropriate modifications; and
-  it allows for a logical and user-friendly signage strategy to be planned in advance, as well as other infrastructure, even though all elements of the network may not yet be in place.

The emphasis for network development in this Strategy is on **quality over quantity**, focusing on building a first class core network of high quality routes, suitable, wherever possible, for all users and multiple journey purposes.

The remainder of this chapter will describe in more detail:

-  Network wide actions.
-  Upgrading existing routes.
-  Developing the network, building on existing routes.

The map in Figure 11 shows the cycle network Renfrewshire Council will endeavour to implement into the future as a long term goal.

This is an ambitious plan and not all these routes will be delivered by 2025, however, it is important to have a vision of what the network should look like in order to ensure the routes which are developed in the coming years are “ready” to be connected to any future cycle routes.

This vision will serve as a reference and will enable us to take advantage of any route development opportunities which may arise in the future (e.g. development, master-planning, or wider road network improvements for example).

Core routes are the key cycling corridors, and should expect higher levels of cycle traffic, especially over time, and therefore be built with higher capacity for cyclists and pedestrians. Some of the core routes will be off-road.

While **secondary routes** will be used by commuters and everyday cyclists for moving around Renfrewshire, they are not expected to receive the same volumes of cycle traffic.

The **access routes** will be primarily used by local residents / employees to access the rest of the network.

While the routes have different priority, all levels of hierarchy require high quality infrastructure suitable for people who cycle.

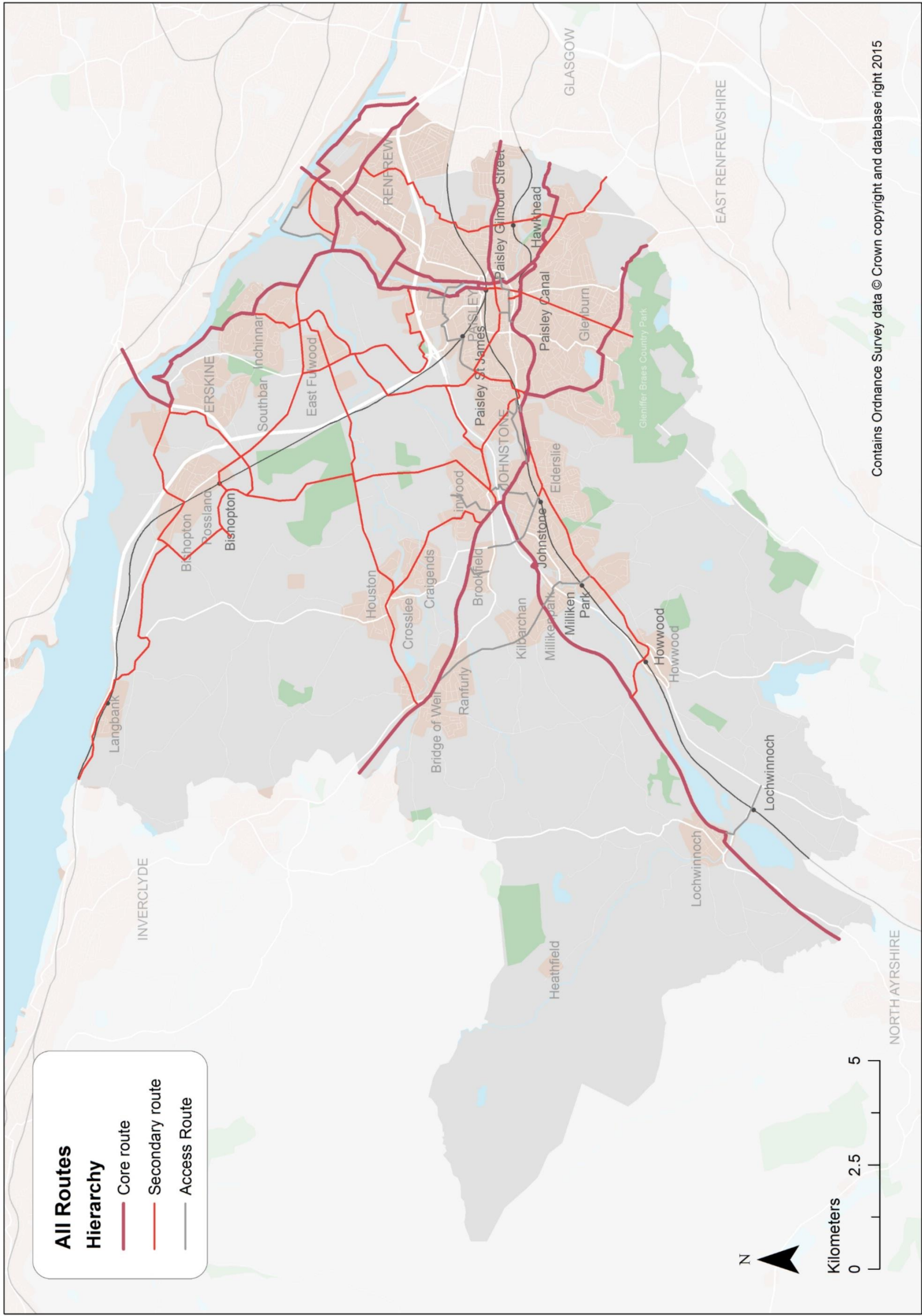


Figure 11. Renfrewshire’s long term vision for the future

5.2 Network Wide Actions

The network wide actions are summarised below, however, a full list of these is provided in Chapter 7.

Design Standards

Providing high standard infrastructure (segregated or not) should be the default position, any compromised/downgrading should require justification. We will therefore consider cycling in every highway scheme from the start; and existing cycle routes will be reviewed against *Cycling by Design* and other best practice guidance.



We will also organise training for staff involved in roads and transport design, to increase awareness of the latest best practice in cycle design.

Lighting

Lighting is valuable for enabling every-day cycling in the evening and during winter months, especially for travel to work and education, and on off-road routes. It is also essential to improve perceived (and real) safety. Where feasible, we will aim to provide lighting at strategic points on cycle routes that are off-road, or on-road in non-built-up urban areas. This will benefit walkers too.

Wayfinding and Signage

A comprehensive, reliable and intuitive signage system not only helps people who walk and/or cycle navigate the network more easily, it can also be used as a marketing tool to highlight destinations easily accessible by bicycle and to advertise the network to other road users. A



wayfinding system will only be effective if it can be trusted. As soon as users realise a sign is missing, out of date, or the routing inaccurate, they are likely to stop trusting it. A major action from this strategy is the development of a Wayfinding Strategy for Renfrewshire. The first element of this got underway in the summer of 2015 for three key routes (NCN Routes 7 and 75, and the Paisley to Barrhead Cycle Route) and will be rolled out more widely in the future. The upgraded wayfinding will be accompanied by a marketing strategy targeted at different types of existing and potential users.

Maintenance

One of the key steps in developing a well-used cycle network is to manage and maintain the network already in place. A route that is well maintained will be more attractive than one left to fall into disrepair. Also, having made the investment to create a new cycle path link or route, it is important that it is then kept in a good state of upkeep.



There is some excellent advice set out in Sustrans guidance handbook, *Maintenance and Management of Routes for Cyclists*, which covers overall principles, on-road routes, traffic-free routes and maintenance procedures. Renfrewshire Council has considered this guidance, as it has the whole Sustrans *Handbook for Cycle-Friendly Design*, to steer its approach to network development and maintenance.

Maintenance of cycle routes is also essential in order to instil trust that the route will not become overgrown, dangerous, or have signage tampered with.

Renfrewshire will implement a programme of review for maintenance along existing cycle routes. Examples of issues to be addressed include overgrown foliage, drainage problems, the lack of dropped kerbs at junctions and accesses, etc. We will also identify provision for maintenance when funding new cycle routes, and consider maintenance (e.g. width for cleaning vehicles) when designing or upgrading cycle paths.

Asset Management

Proper management of cycling infrastructure goes hand in hand with effective maintenance and, as such, one of the actions of this Strategy is to review and improve the asset management of cycling resources, including better cataloguing and GIS referencing.

Cycle Parking and End of Journey Facilities

High quality end of journey cycle facilities in town centres, employment areas, at educational facilities, and other destinations are essential to enabling cycling as a mode of transport. We want all of the most popular destinations

to be accessible by bike, and we recognise that this means providing appropriate facilities – e.g. cycle parking, bike ramps/channels - where needed. We will therefore work with local partners, schools, employers, further and higher education centres, etc. to identify and provide for cycling needs.

Integration with Public Transport

Renfrewshire Council will work with Abellio Scotrail, Strathclyde Partnership for Transport (SPT) and bus operators to enhance the provision for people who cycle at rail stations and major bus interchanges: cycle parking, signage, improved access to stations, etc.

Ultimately, the objective is for the cycle network to be fully integrated with the public transport system, in a way that enables seamless multi-modal commuting, so that even medium- to long-distance journeys can be undertaken without recourse to car travel. This has the added benefit of potentially extending the reach of public transport to a greater consumer base, those for whom the 'final mile' was a barrier to travelling by public transport.



5.3 Upgrading Existing Cycle Routes

The existing cycle routes are of variable quality. Some are of higher quality infrastructure, such as many sections of the NCN Routes 7 and 75 and the recently delivered section of the Paisley to Barrhead Cycle Route. However, other routes are in need of maintenance and upgrade or completion – the ‘Elderslie Gap’, for example, being the missing link on the off-road NCN 7/75 section.

The network review has highlighted issues on these existing routes, and Renfrewshire Council have started, and will continue to roll out, a programme of upgrade of the existing network. Sections 5.5 to 5.7 outline the route upgrade actions (Table 1 (2016-2018), Table 3 (2018-2020), and Table 5 (2020+)) to be undertaken across the period of this strategy. Network maps, showing the location of sections to be upgraded, are provided in Figure 12 (2016-2018), Figure 13 (2018-2020), and Figure 14 (2020+).

For each route, we will aim to upgrade the infrastructure to *Cycling by Design* standards or better.

The upgrade will also integrate the proposed new cycle routes presented in the next section, helping create a genuine cycle network for Renfrewshire.

5.4 Expanding the Network

Expanding the Network

Using the consultation findings, the review of the existing network, and the analysis of demand, it was then possible to draw up a proposed network for Renfrewshire. The development of the network was based on guidance from *Cycling By Design*, Sustrans, and Cycling Scotland, aiming to strike a balance between coherence, directness, safety, comfort and attractiveness.

While traffic free routes can be most attractive to people who cycle, especially less confident cyclists, in practice many of the cycle routes that will be developed will use existing roads; these will need to be modified to be safe and comfortable for cycling. Not only do on-road routes tend to be more direct, there is also the advantage that these routes are more likely to already be lit and maintained, which is especially important in the winter months. There is also a degree of 'passive surveillance' which helps overcome security issues for people travelling by bike.

Rationale for Network Development

The Sustrans handbook for cycle-friendly design recommends the development of a base urban cycle network of no more than a 250m grid 'mesh width' i.e. that alternative routes are no more than 250m away. While Renfrewshire is far from this level of provision, this Strategy will aim to take coverage of urban areas closer to this. The first steps to achieving this can be categorised as follows:

1. Improving access to the National Cycle Routes, in order to build on Renfrewshire's best, existing assets. New or improved links will be provided to:

-  Town and retail centres e.g. Paisley, Renfrew, Johnstone, and Braehead.
-  Rail stations e.g. Lochwinnoch, Howwood, Milliken Park, Johnstone, Paisley St James, Paisley Gilmour Street, Paisley Canal (existing), Hawkhead, Bishopton, and Langbank.
-  Major employment centres, such as Inchinnan Business Park, the Royal Alexandra Hospital, Westway Park, Glasgow Airport.
-  University and college campuses, and schools in proximity to the route.
-  Other existing and proposed cycle routes.

2. Linking Renfrewshire to other Local Authorities. This is essential as Renfrewshire is part of the larger Glasgow urban area, and a significant number of journeys are towards Glasgow, as well as from other local authorities to the airport, Braehead, and other key leisure sites. Neighbouring Authorities include:

-  East Renfrewshire, via the Paisley to Barrhead Cycle link.
-  Glasgow, via Glasgow Road, Braehead, Renfrew Ferry, and Hurllet Road.
-  Inverclyde, via the Bishopton to Inverclyde route and NCN Route 75.
-  North Ayrshire, via NCN Route 7.
-  West Dunbartonshire, via Erskine Bridge.

3. Linking settlements, areas of activity, and leisure resources. Specific actions include route improvements or new connections as follows:

-  A new route in the vicinity of Beith Road (for Howwood, Milliken Park, Johnstone, Elderslie, and the NCN Routes).
-  Enhancement of the Paisley to Barrhead Cycle Route.
-  A new route from Paisley Town Centre to Gleniffer Braes Country Park, via Glenburn.
-  New routes from the Bishopton development to Erskine bridge, and the Bishopton development to south Renfrewshire.

These designated cycle routes will need to be complemented by area-based actions such as 20mph and targeted filtered permeability actions (creating “cells”), which can be a very effective tool to achieve cycle friendly design in an entire area, without carriageway re-design and while maintaining motorised vehicle access.

The objective here is to provide users with as many options as possible.

Standards for Route Development

As mentioned above, traffic free routes can be most attractive to people who cycle, especially those who are new to or have less experience of cycling, though in practice many of the cycle routes will be developed using existing roads. In the development of the network, a balance will need to be struck between what is desirable and the funding available. However, Renfrewshire Council will ensure that all future network developments will be designed to a

standard that is suitable for people who are less confident as cyclists, and for young people.

Priority for Route Development

The development of the network has been prioritised into three stages:

-  2016 to 2018;
-  2018 to 2020; and
-  2020 onwards.

Sections 5.5 to 5.7 outline how the Renfrewshire cycle network will be built up over these development stages in order to achieve Renfrewshire’s long term vision of the future network (Figure 11).

For the period 2016 to 2018 network expansion actions have been included in Table 2 and a network map for the year 2018 has been provided in Figure 12.

For the period 2018 to 2020 network expansion actions have been included in Table 3 and a network map for the year 2020 has been provided in Figure 13.

For the period 2020 onwards network expansion actions have been included in Table 4 and a network map for the year 2020+ has been provided in Figure 14.

Routes have been prioritised largely based on importance to the network, deliverability, and funding availability. Where possible, they have been scheduled in a way that builds up the network in a coherent manner.

5.5 Network Action Plan – 2016 to 2018

Below are listed the cycle routes and links to be upgraded (Table 1), created or extended (Table 2) between the years 2016 and 2018, with further network enhancements in later years, captured in the subsequent sections of the report. A map showing these network actions is provided in Figure 12.

Table 1. Network Upgrade Action Plan – 2016 to 2018

Priority 1: Network Upgrades in 2016 - 2018		
Action	Route Name	What are we going to do?
U01	NCN Routes 7/75 - Elderslie to Glasgow, including the "Elderslie Gap"	This route is to be upgraded at the highest priority because of its importance for the network as a core route, and its connections with other existing or proposed routes. It has recently benefited from improved signage delivered in FY 2015/16 as part of the Cycle Wayfinding Strategy project. The main intervention on this route will be the improvement to the "Elderslie Gap", the section of the route along Elderslie Main Road, currently delineated on the carriageway with red tarmac. The remainder of the route is mostly off-road or on quiet roads, but some areas are poorly maintained and sections could be upgraded (re-surfacing, simplification of crossing points for example). Public consultation is planned to be carried out in 2016/2017, with delivery of upgrades in 2017/2018.
U02	From NCN Routes 7/75 (at Lonend) to Glasgow Airport	This route is in need of extensive upgrade in order to be maintained as a recommended route, this is particularly so given the high volumes of motor vehicle traffic in this area. It will provide a high quality north/south link from the NCN Routes 7/75, to Glasgow Airport via Paisley Town Centre, also linking with the proposed new core route along Glasgow Road and New Sneddon Street.
U03	Johnstone to Linwood to Inchinnan Road	This route runs from Johnstone to Linwood before continuing west to Marchfield Avenue/Inchinnan Road via Candren Road. It is in very poor condition, with unclear signage and infrastructure. Upgrading of this route, in particular with improved junctions, would provide the potential to link up several sections of route built separately, including NCN Routes 7/75, and Johnstone and Paisley St James rail stations.

Table 2. Network Expansion Action Plan – 2016 to 2018

Priority 1: Network Expansions in 2016 - 2018		
Action	Route Name	What are we going to do?
E01	Paisley – Renfrew Ferry	This is a largely off-road, strategic route for commuting and linking to the wider network. Preliminary design is Underway. Connectivity in future years will be transformed by the new multi-modal road bridge across the Clyde between Renfrew and Yoker, planned as part of the Clyde Waterfront and Renfrew Riverside project, which is due to be delivered in 2020. There will also be an opportunity to link to the two new bridges across the White Cart.
E02	Johnstone Station to Howwood Station	This route, along Beith Road, will offer good potential for travel to work/education and other everyday journeys as it connects populated areas along the Beith Road area with Johnstone Station and Howwood Station. The route will provide a spine for a number of additional connections to the NCN Routes 7 and 75, and Milliken Park station in future year network expansion plans (2018-2020).

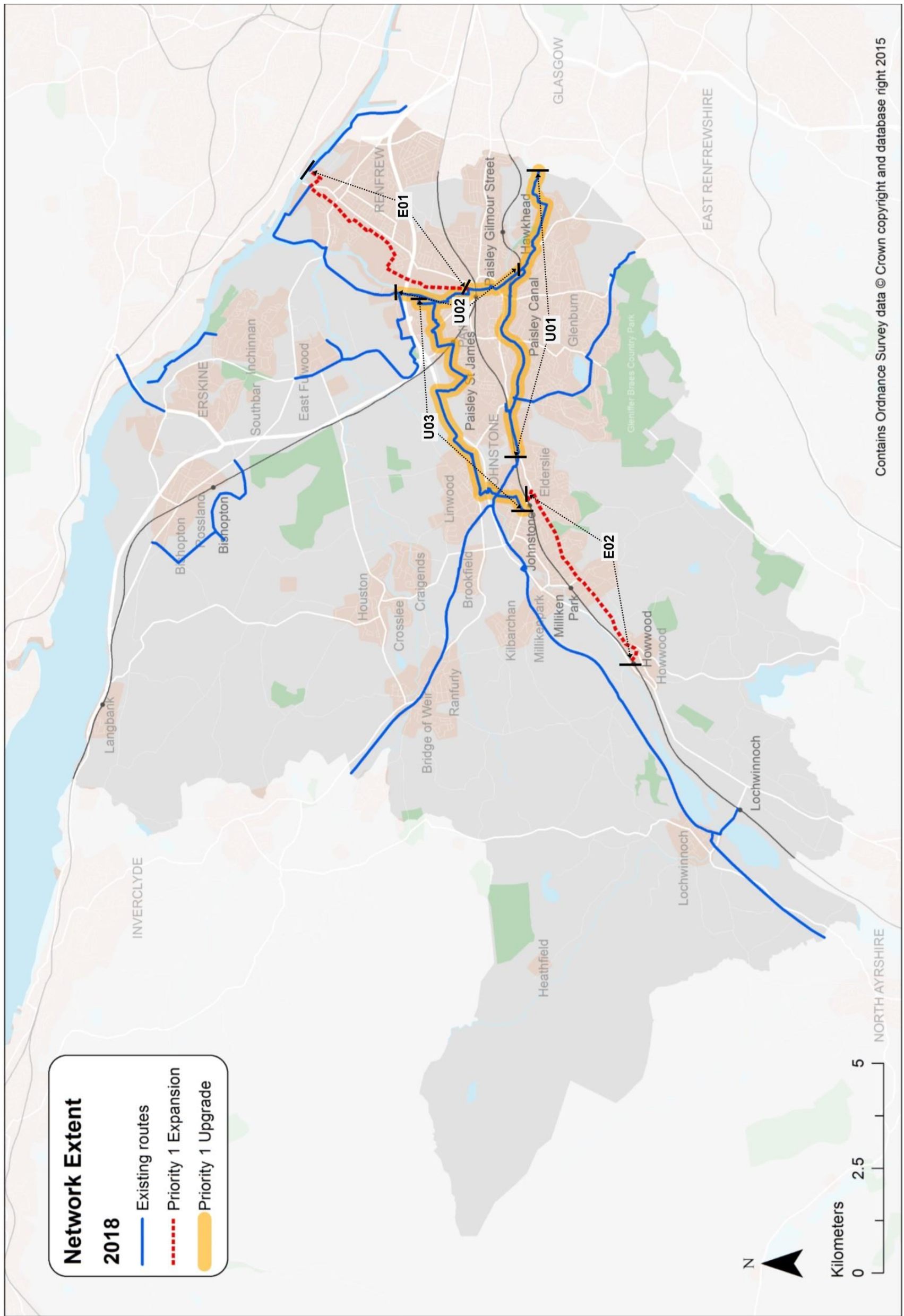


Figure 12. Network Extent in 2018 including Upgrade and Expansion Actions from 2016 to 2018

5.6 Network Action Plan – 2018 to 2020

Below are listed the cycle routes and links to be upgraded (Table 3), created or extended (Table 4) between the years 2018 and 2020, with further network enhancements in later years, captured in the subsequent sections of the report. A map showing these network actions is provided in Figure 13.

Table 3. Network Upgrade Action Plan – 2018 to 2020

Priority 2 – routes to be upgraded in the period 2018 - 2020		
Action	Route Name	What are we going to do?
U04	Paisley to Barrhead Cycle Link	An important route linking Paisley to Barrhead, developed in cooperation with East Renfrewshire. The overall quality is good, however, routing in the Foxbar Road area will be re-evaluated, as will the connection with the NCN Routes 7/75, including the north end of Fulbar Road and the section crossing the A761.
U05	NCN Routes 7/75 at Elderslie to North Ayrshire boundary	Improvements to this focus on maintenance, lighting, wayfinding and improving links with destinations and other cycle routes. This will be taken forward in consultation with North Ayrshire Council. NCN routes are the responsibility of Sustrans.
U06	NCN Routes 7/75 at Elderslie to Inverclyde boundary	Improvements to focus on maintenance, lighting, wayfinding and improving links with destinations and other cycle routes. This will be taken forward in consultation with Inverclyde Council. NCN routes are the responsibility of Sustrans.
U07	Inchinnan Business Park to Abbotsinch Road via Barnsford Road and Airport.	This route skirts Glasgow Airport. It connects the existing cycle route along Inchinnan Road and Abbotsinch Road, at it's south eastern extent, before travelling north up Barnsford Road to Inchinnan Business Park and the Barnsford Road/ Greenock Road junction. A short section is also provided along Inchinnan Drive to the north east. This section of the network will link up with the new route from Bishopton along Greenock Road (E13), as well as the new link to Inchinnan (E15).

Table 4. Network Expansion Action Plan – 2018 to 2020

Priority 2: Routes to be expanded in the period 2018 -2020		
Action	Route Name	What are we going to do?
E03	Paisley Cross to Glasgow City boundary	This is essential commuting route into Glasgow, Paisley Cross to the Glasgow City boundary along Glasgow Road. The first section, on Glasgow Road, is being delivered as part of a road renewal scheme, and the full extent of the route will be delivered in a staged approach by the end of the 2018-2020 period. The route will connect to the NCN network via the new link provided as action E04 below, as well as the existing core north - south route through Paisley, which is being upgraded in action U02.
E04	NCN Routes 7/75 to U of West Scotland campus and Paisley Cross	Improves access to the University of West Scotland and town centre from the NCN Routes 7/75, helping build the network between centres of demand. Improves the potential for commuting to work or education. Short link mostly through residential streets, providing adequate crossing facility at Canal Street junction will be essential. This will link to the proposed east/west route through Paisley town centre.
E05	South-east Paisley to Renfrew	This is a key commuter route that will provide a new north - south route between Renfrew and south-east Paisley. Subject to detailed design, the route will extend from the Barrhead Road/ Hurllet Road Junction in Paisley to the Dean Park/High Street/A8 junction in Renfrew via Hawkhead Road and Arkleston Road before taking advantage of the new foot/cycle bridge built by Transport Scotland over the M8 (Hillington footbridge). The route will then extend north via Cockels Loan and Dean Park Road. The northern extent of the route will connect to a future network White Cart Bridge to Glasgow link being developed in 2020+ (E19). The route will also connect with the NCN Routes 7/75 towards its southern extent, and the new Paisley Cross to Glasgow City Boundary link (E03).
E06	Paisley Abbey to Hurllet	This link will create good commuting opportunities by providing access from Paisley to Glasgow and sites like Silverburn. The route, along Barrhead Road and Hurllet Road, will help develop the south Paisley network, adding a new link from the NCN Routes 7/75 near Ladykirk Crescent/ Barrhead Road, as well as building on the core network that already extends from Paisley Abbey to Barrhead Road.
E07	Fulbar Road to Linwood	This route will link up three existing cycle routes (NCN Route 7/75, Paisley South Cycle Link, and the Linwood to Inchinnan Road route) through built-up areas, strengthening the wider network. The link will extend access to the On-X centre by connecting to existing and

Priority 2: Routes to be expanded in the period 2018 -2020		
Action	Route Name	What are we going to do?
		future links and can be routed through mostly residential areas and on the existing shared use path under the rail track (to be upgraded). Adequate crossing of the A761 (Ferguslie) must be provided to link this route to the NCN Route 7/75 and Paisley South routes.
E08	Johnstone Station Connector Link (NCN Route 7, NCN Route 7/75, and the Johnstone Station to Howwood Station cycle link)	This will provide a link from the rail station at Johnstone to NCN Route 7 to the west and the NCN Routes 7/75 to the east, helping serve commuters and also providing a link between the Johnstone Station to Howwood Station cycle link (E02) and the wider cycle network.
E09	Milliken Park Station Connector Link (NCN Route 7 and the Johnstone Station to Howwood Station cycle link)	This will provide a link from Milliken Park Station to the NCN Route 7 to the west and the Johnstone Station to Howwood Station cycle link (E02) to the east.
E10	Howwood Station Connector Link (NCN Route 7)	This will provide a link from Howwood Station to NCN7 along Station Road.
E11	Lochwinnoch Station to Roadhead roundabout	This links the communities to the east of the A737 with Lochwinnoch Station and village. It also would create a walking link from the village to the bus stops on the A737.

Priority 2: Routes to be expanded in the period 2018 -2020		
Action	Route Name	What are we going to do?
E12	NCN Route to Erskine Bridge via Linwood and Bishopston	This will, in the future (and upon completion of E31), provide a direct link from the NCN Route 75 to Erskine Bridge, via Linwood, Moss Road and the Royal Ordnance Site at Bishopston. The section of the route through the Royal Ordnance Site is being progressed as part of redevelopment by BAE Systems.
E13	Inchinnan Drive to Bishopston	This will provide a link along Greenock Road from the existing cycle network in Bishopston to the Greenock Road/ Inchinnan Drive roundabout. This will connect with a number of other routes in the area including the Inchinnan Business Park to Abbotsinch Road via Barnsford Road and Airport Cycle route (Action U07), Inchinnan Village to Inchinnan Drive route (E15), and the future City Deal Abbotsinch realignment and Greenock Road connection (E16).
E14	Erskine Bridge Connecting Link	This link will connect the cycle route across Erskine Bridge to the existing route along the Clyde to the north of Erskine.
E15	Inchinnan Village to Inchinnan Drive (Inchinnan Business Park)	This link, between the existing cycle routes at Newshot Drive (north) and Inchinnan Drive (south), will provide a good commuter connection to the Inchinnan Business Park where new jobs are being created. The link also ties in with the existing cycle route between Inchinnan Business Park and Glasgow Airport along Barnsford Road, as well as the new route (Action E13) provided between Bishopston and the Greenock Road/ Inchinnan Drive roundabout. This link will also tie in with the future City Deal Abbotsinch realignment and Greenock Road connection (E16).

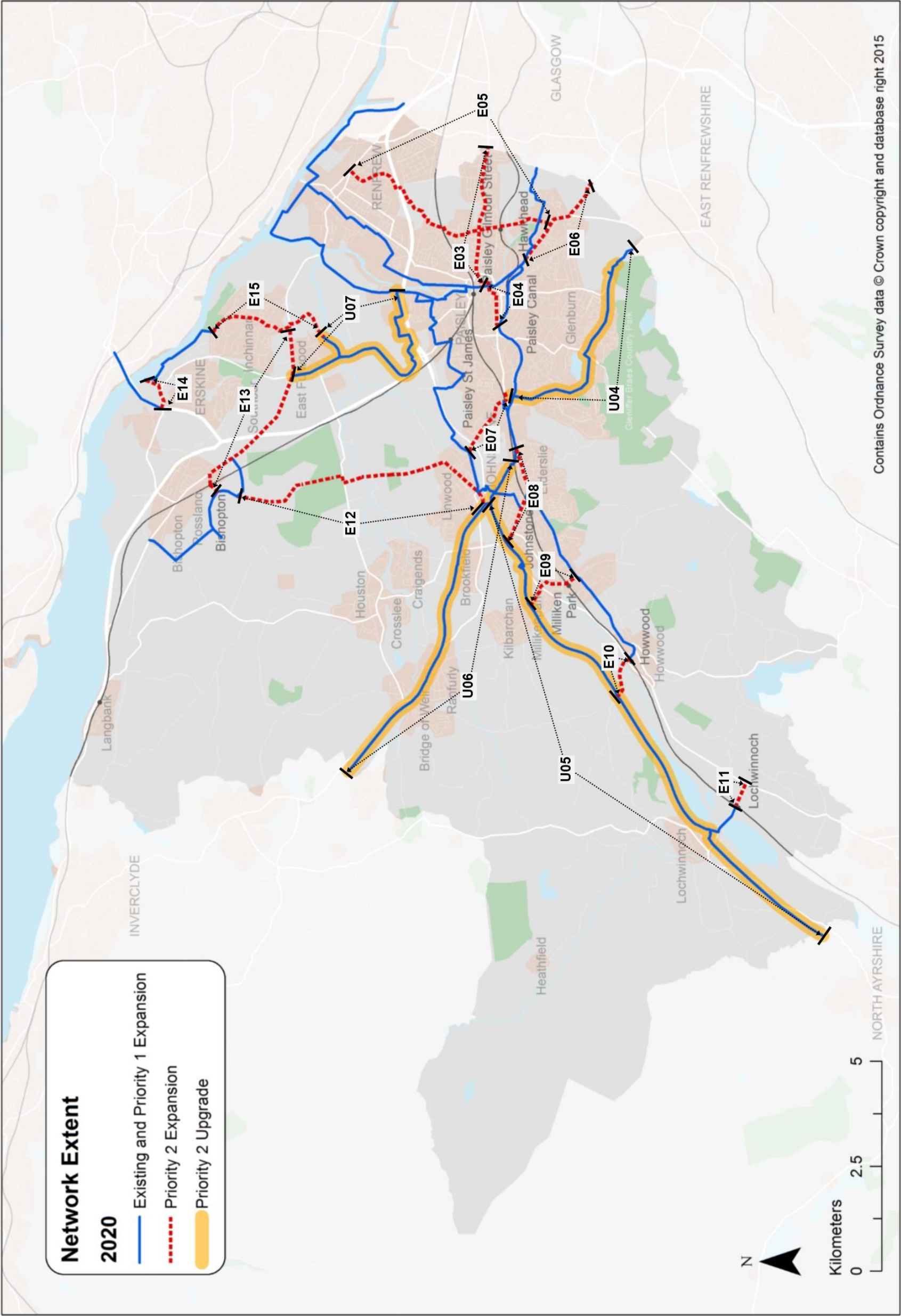


Figure 13. Network Extent in 2020 including Upgrade and Expansion Actions from 2018 to 2020

5.7 Network Action Plan – 2020+

Below are listed the cycle routes and links to be upgraded (Table 5), created or extended (Table 6) in the years following 2020. A map showing these network actions is provided in Figure 14.

Table 5. Network Upgrade Action Plan – 2020+

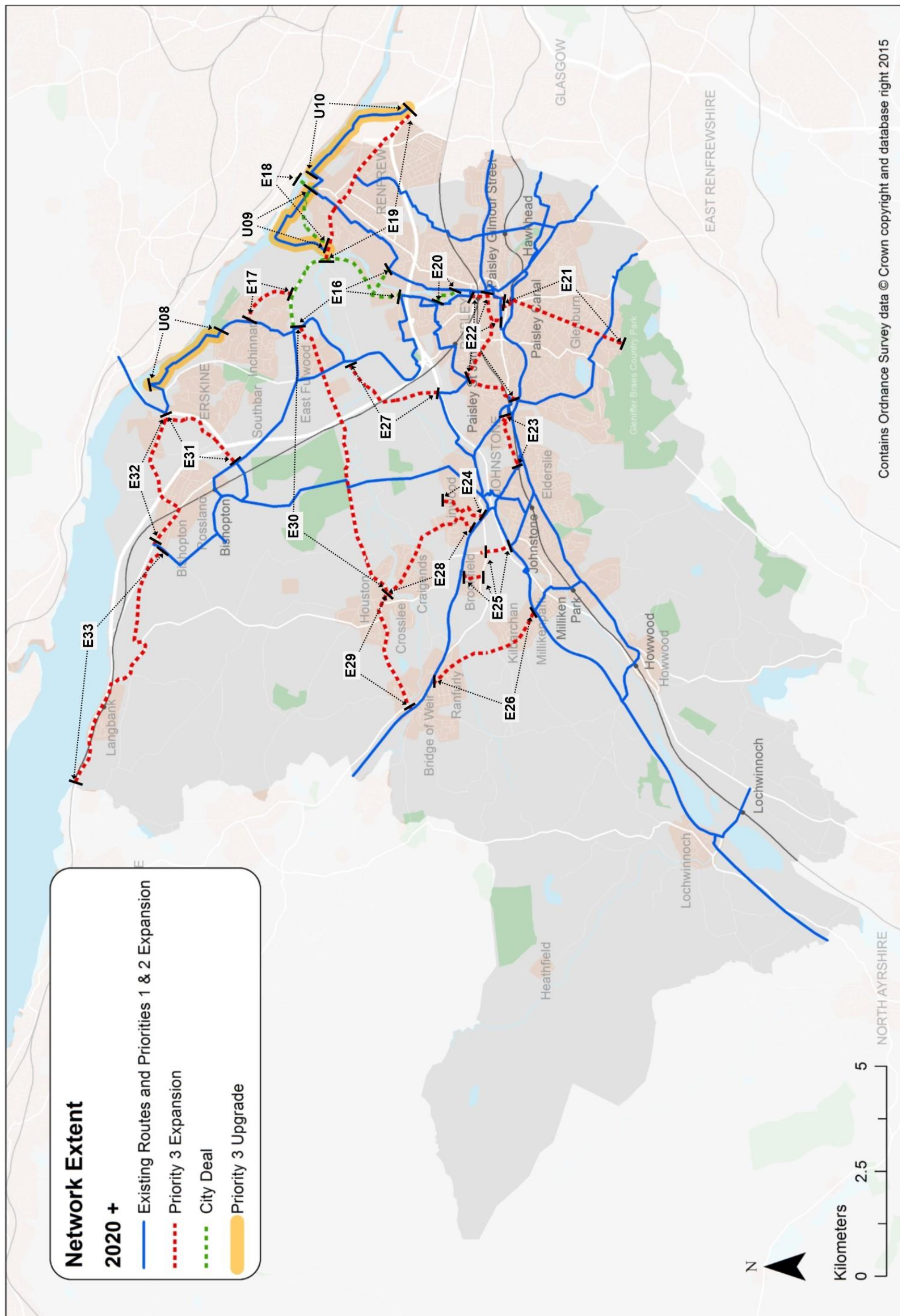
Priority 3 – Routes to be upgraded in the year 2020 and beyond		
Action	Route Name	What are we going to do?
U08	Inchinnan to Erskine Bridge	Upgrade of this route will benefit the new route development actions to Inchinnan Business Park (E15) and to Greenock Road (E17). Action E14, delivered in the period 2018-2020, will also provide a new link between this section of the network and Erskine Bridge.
U09	White Cart Bridge to Renfrew Ferry via River Cart and Clyde	This existing section of network runs from White Cart Bridge to Renfrew Ferry, via the River Cart and Clyde.
U10	Braehead Riverside	Improvements to this existing route will focus on maintenance, wayfinding and improving links with destinations and other cycle routes.

Table 6. Network Expansion Action Plan – 2020+

Priority 3: Routes to be expanded in 2020 and beyond		
Action	Route Name	What are we going to do?
E16	City Deal Abbotsinch Realignment, and Greenock Road Connection to Inchinnan	This City Deal project will provide realignment of the existing cycle route along Abbotsinch Road, taking the route alongside White Cart Water before crossing Black Cart Water and travelling along Greenock Road to connect to the new cycle routes developed in the 2018 to 2020 period (E13 and E15). The route also provides an additional crossing of White Cart Water, connecting with Wright Street on the east bank, as well as the new Greenock Road to Inchinnan (Florish Road) route (E17) and the new White Cart Bridge to Glasgow route (E19) that are to be developed in this network expansion period.
E17	Greenock Road to Inchinnan (via Florish Road)	This will link Inchinnan village to the new City Deal cycle route along Greenock Road (E16).
E18	Inchinnan Drive to the Clyde Crossing	A City Deal project connecting Inchinnan Road to the new crossing of the Clyde at the Renfrew Ferry. This will be provided with the new Renfrew North Development Road.
E19	White Cart Bridge to Glasgow via the A8	This will be an essential commuting route, connecting major residential, employment and retail centres and providing a more direct east-west route through Renfrew when compared to the existing Riverside route. It will also link with cycle routeing in the Glasgow City area, in particular connections serving the Queen Elizabeth Hospital.
E20	City Deal White Cart Crossing at Inchinnan Road	This will provide a new crossing between Harbour Road on the east bank of White Cart Water and Inchinnan Road on the west bank, connecting the Paisley – Renfrew Ferry route (E01) to the existing Inchinnan Road route.
E21	Gleniffer Braes Country Park to Paisley town centre via Glenburn	A direct cycle route between Paisley South and Town Centre will be considered. Depending on the alignment, this would provide access to Gleniffer Braes Country Park, NCN Route 7/75, Paisley Canal rail station, and potentially local schools. Several alignments are possible including: 1. To the east along the B774 2. To the centre, along Braehead Road / Park Road

		3. To the west along Stanely Road All options join at Paisley Canal rail station, connect with the NCN Routes and could reach the town centre via Causeyside Street.
E22	Paisley Town Centre to the Tannahill Centre and the NCN Route 7/75	This will provide a direct link to/from Paisley town centre and a strong east/west route through Paisley if connected to the Gauze Street/Glasgow Road route. Different route options will be considered.
E23	NCN Route 7/75 near Elderslie to Linwood Road	This route will create a link from the NCN route to the north west of Elderslie (near Old Road), providing an alternative link to Elderslie Main Road, and linking to the new cycle routes in the vicinity of Linwood Road (E07) and towards the Tannahill Centre (E22).
E24	Linwood On-X Connector	Building on ongoing wayfinding works, this route will be developed as a connector to the On-X centre from the NCN route 75. The route will mostly utilise residential streets.
E25	Brookfield Connector Links to Johnstone and the NCN Route 7 and NCN Route 75	The connector the south will provide a more direct link between Brookfield and Johnstone, strengthening connections between the two communities and improving access to Johnstone rail station. The link also connects Brookfield more directly to the NCN Route 7. The connection to the north will provided access to the NCN Route 75.
E26	Kilbarchan - Bridge of Weir - NCN Route 75	This will link settlements the settlements of Kilbarchan and Bridge of Weir and provide a more direct route between NCN Routes 75 and 7, and to Milliken Park rail station. It will run along the Locher Road corridor.
E27	Candren Road to Inchinnan Business Park	Connections between Candren Road and Barnsford Road will be explored, with the most likely route via Blackstone Road. This new link would provide a valuable commuting route between Paisley, Inchinnan Business park, Inchinnan/Erskine, and to the Bishopston development area. The crossing of the railway, motorway, and water courses will require further investigation and may need significant investment.
E28	Linwood to Houston	This route will develop the network by creating direct links between Linwood and Houston and be useful for travel to school and everyday journeys. This will likely run along the Clippens Road corridor to Crosslee.

E29	Bridge of Weir - Houston	This will create direct links between settlements, and so be useful for travel to school and everyday journeys. It will improve general access to NCN Route 75.
E30	Houston - Inchinnan	This will create direct links between settlements in Renfrewshire and towards Glasgow / West Dunbartonshire. It will also provide a possible link to the Bishopston Development site. This route can be delivered in two sections.
E31	Erskine Bridge to Greenock Road	This link will connect Erskine Bridge with Greenock Road, and the new link at Bishopston (E13).
E32	Erskine Bridge to Bishopston	This will provide a link from Erskine Bridge to Bishopston via Ferry Road and along Greenock Road towards the north east extent of the village.
E33	Bishopston to Inverclyde boundary at Finlayston	This route will provide an extension of the cycle network to Langbank and Inverclyde, enhancing cycle access along the Clyde. Renfrewshire Council will consult with Inverclyde Council throughout the development of this route.



Chapter 6 Promoting Cycling

How are we Encouraging Cycle Use?

6. PROMOTING CYCLING: HOW ARE WE ENCOURAGING CYCLE USE?

6.1 Promoting and Marketing Cycle Use

Towns and cities that achieve high levels of cycling have understood the importance of publicising cycling and giving it a positive ‘brand’ within the local area.



While infrastructure development is essential, marketing and promotion are also vital.



Outreach measures are particularly important for engaging with people who don’t currently cycle, or who may be thinking about cycling but are hesitating.

Positive messaging about cycling is also important in giving a message to other road users that cycling is a common and everyday means of travel, and people who cycle should be given due consideration on the transport network.

Done well, marketing cycling (or walking and cycling together) is a low-cost and effective way to encourage people on to their bikes.

Once key infrastructure improvements have been put in place, Renfrewshire Council will develop an Active Travel Marketing Strategy.

An action list summary of Renfrewshire’s marketing and promotional activities is provided in the Action Plan provided in Section 7.

Leadership and Continued Engagement

We recognise that Renfrewshire Council, alongside the other Community Planning Partners, should lead by example, and take high-profile, visible action to signal the culture shift.

When this strategy document is initiated, the Chief Executive will take on the ambassadorial role of Cycle Champion. This will ensure that cycling remains on the local agenda, and help to co-ordinate cross-service working across a range of fields.

Renfrewshire will also establish a Cycling Forum, where stakeholders and representatives from different parts of the community can come together, discuss policy and strategy questions, and help to address any local issues arising. The Forum will also take play a role in monitoring progress towards delivering the Renfrewshire Cycling Strategy.



“You need to go to the bingo, the shopping centres, the bookies – really go out into the community and reach out to ordinary people – don’t wait for them to come to you.” –Community Health Partnership officer

Renfrewshire will provide further leadership by: refreshing its Council Travel Plan (including revised targets); improving parking and other facilities for people who cycle; organising a study trip for appropriate representatives to examine good practice elsewhere; and providing suitable training for staff.

Cross-service working is key to promoting internal co-operation, policy alignment, and ensuring that objectives are delivered in a joined-up and cost-effective way. The Community Resources department will arrange a workshop, or series of internal briefings, so that relevant staff are aware of the Strategy's Vision and Objectives.

Wayfinding Strategy and Branding

Our public consultation showed that there is high demand for improved route signage. Renfrewshire Council has been delivering this on the NCN Routes 7 and 75, and the South Paisley Link during 2015.

This improvement program is being delivered through a Cycle Wayfinding Strategy and an associated promotional campaign. The scheme aims to improve the quality of the wayfinding signage, and promote the benefits that come from cycling these routes. It is doing this by improving signage (fingerposts, maps and landmarks) on both the network and on the roads and paths leading to the cycle routes (within 500m), and through the development of a brand and marketing campaign for the network, encouraging behaviour change.

The development of the brand early on in the networks development, will allow for this to be implemented consistently over time as routes are upgraded, and new routes developed.

Renfrewshire Cycling Strategy

Examples of marketing efforts include:

- On-street, online and paper maps, including isochronic mapping.
- A roadshow, and shared events.
- Creation of 'Try Bikes' – a pool of bikes that people can be borrowed to try out cycling, and for training purposes.
- Working with selected partners to reach different target users.

The aim is that the work undertaken by Renfrewshire Council will complement local initiatives carried out by Abellio Scotrail to target commuters.

Other target users include: local residents, leisure cyclists, health improvers, etc.

Cycling Scotland has created a nationally recognised Cycle Friendly Employer award for organisations committed to increasing cycling. The award aims to:

- 🌱 provide tools and incentives to promote cycling in the workplace;
- 🌱 reward organisations already working hard to increase workplace cycling;
- 🌱 provide 'best practice' guidance on commuting; and
- 🌱 provide a tool to help improve a sustainable travel plan.

In partnership with the Chamber of Commerce and Cycling Scotland, Renfrewshire will provide information, guidance on best practice and practical support to local employers trying to achieve Cycle Friendly Employer status.

Cycle Friendly Employers

Employers represent a prime opportunity for engagement with the people of Renfrewshire. Encouraging cycling, via the provision of facilities, support and incentives is an effective way for employers to boost staff morale, demonstrate Corporate Social Responsibility and maintain or progress towards Investors in People accreditation.

Ways in which businesses can support their employees in taking up cycling include:

- 🌱 providing lockers, hair dryers, showering and changing facilities;

- 🌱 establishing a cycling business mileage allowance; and
- 🌱 creating a Bike-to-Work scheme.

Renfrewshire Council will lead by example on these measures.

We will also provide cycle parking on request, and will consider any request for a strategic network improvement (e.g. a toucan crossing) where this would benefit a large or medium employer trying to promote cycling.

Local Events

Events such as Bike Week, the Street Velodrome, the National Cycle Network Week, and the Pedal for Scotland ride provide great opportunities to get on-street and tell people about the benefits of cycling. Gala days, farmers markets, etc., also provide a platform to hold stalls or hand-out leaflets, cycling introduction packs, etc.



Figure 15. Paisley Farmers' Market
Photo (credit: Tracey Clements, Flickr)

Cycling Handbook

The 'Out There on Bikes' handbook for cycling in Renfrewshire, while useful in its time, is now out of print and only available online. This will be updated and revised, with more detailed information and information on new routes and

community links. Once this has been done, there will be a media and marketing re-launch of the handbook. A PDF of the book will be available online.

Cyclists Welcome

It is planned to encourage local hotels, B&Bs and businesses to sign up to Visit Scotland's 'Cyclists Welcome' scheme. This will involve taking relatively simple measures such as providing secure cycle parking facilities, being able to offer information about nearby public transport, providing water, and late or early meals / packed lunches.



Community Initiatives

There are some community initiatives already in place to support new or improving cyclists, through providing lessons, or restoring old bicycles. Renfrewshire will give support to these, by providing resource (such as use of pool bikes) to help them continue and build on these.



Figure 16. The Bike Buddies Scheme, recently run by the local Community Health Partnership.

Local cycling clubs are a valuable asset to Renfrewshire. Through these, experienced cyclists pass on their experience, provide informal training, and encourage new cyclists. Renfrewshire Council recognises the contribution made by these groups, and is open to working with them.

Young People and Cycling

Young people are one of the main target groups in this Strategy, and maintaining/ rolling out Bikeability Level 2 training to all schoolchildren in Renfrewshire is considered one of the most essential actions in this Strategy. We will work closely with schools to ensure that children learn about the benefits of cycling.

Cycle Friendly School Award

Cycle Scotland's Cycle Friendly School Award is designed to reward the parents, teachers and volunteers committed to increasing cycling in schools. The award is designed to encourage cycling to become part of a schools culture, providing benefits such as:

- improving the health of children;
- improving the school and surrounding environment;
- contributing towards Health Promoting School and Eco-School initiatives; and
- linking in with curriculum for excellence.

At time of writing, there were four schools in Renfrewshire with Cycle Friendly School status:

- Inchinnan Primary School

-  Kibble Education and Care Centre
-  Ralston Primary School
-  St Charles's Primary

As part of this Strategy, Renfrewshire Leisure's Active School Officer will work with partners to a target that five primary schools or education centres will achieve Cycle Friendly School status every year until 2020. This would mean that over half of Renfrewshire's 49 primary schools achieved this.

Measures that can encourage children to cycle to school include :

-  A reward system (this can be as simple as a gold star chart).
-  A 'bike train' – putting in place a pool of trained adult volunteers that will accompany a group of young people to school by bike.
-  Hold Doctor Bike or Bike MOT days to help children to maintain – and learn how to maintain – their bicycles.
-  Encouraging staff to lead by example – a Bike to Work scheme should be available to all Council staff, but this should be a priority for school staff.
-  Provide adequate storage facilities to store children's bicycles but also any belongings and baggage to reduce the amount children have to carry to and from school.

Off-Road Network / Child Friendly Routes

The infrastructure action plan will give added prioritisation to routes that are near to or serve local schools, parks or swimming pools, etc., or which would provide a cycle route that would be safe and convenient for children.

Chapter 7 Implementation

Renfrewshire's Cycling Action Plan

7. IMPLEMENTATION:

7.1 Joined-up approach

With the City Deal, and the potential City of Culture bid, etc, the people who live and work in Renfrewshire are facing a time of transformational change over the next ten years. As noted, development of cycling and walking both cut across many local and national objectives in Renfrewshire, and are particularly well-suited to partnership working.

A joined-up approach will influence the way we consult with residents and stakeholders, apply for funding, implement the action plan, and monitor and evaluate the outcomes.

City Deal

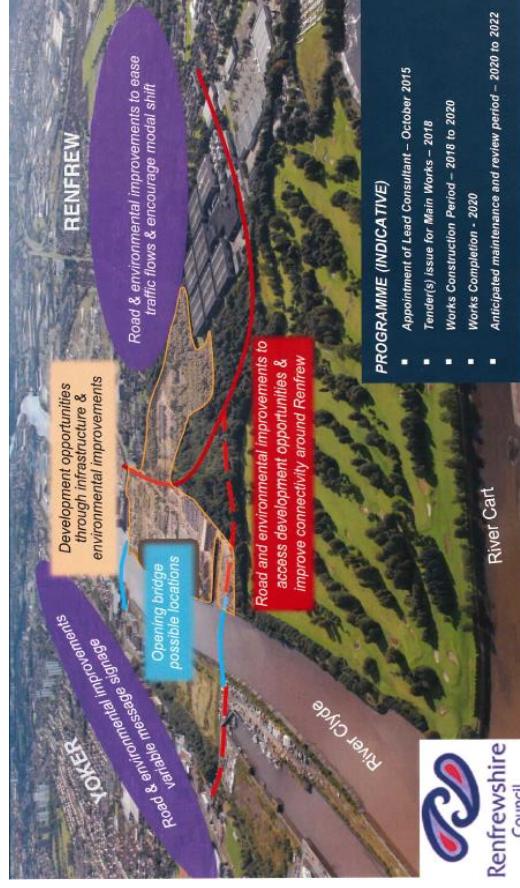
The Glasgow and Clyde Valley City Deal represents a once in a generation opportunity to develop and energise the region. An agreement between the UK government, the Scottish government and the eight local authorities, one of the key aims of the City Deal is to set up a £1.13 billion Infrastructure Fund to improve transport and regenerate/develop sites.

Three of the projects planned through the £1.1 billion City Deal directly affect Renfrewshire, offering an unprecedented level of investment in infrastructure.

These include:

- major investment in the Glasgow Airport area - this will include realignment of a section of Abbotsinch Road; two new bridges across

the White Cart river; and new cycle and pedestrian links between Glasgow Airport, Paisley and Renfrews town centres, Inchinnan Business Park, and the Clyde Waterfront.



- transformation of the Clyde Waterfront and Renfrew Riverside – this will include the creation of a multi-modal opening bridge across the River Clyde between Renfrew and Yoker; a new road linking development sites; public transport and active travel enhancements; and Green Network enhancements centred on the creation of a strategic linear route linking Braehead, Renfrew and Paisley town centres, providing more pedestrian and cycle friendly connections between strategic centres.

- the creation of a direct rail / light rail link between Glasgow Airport, Paisley Gilmour Street and Glasgow Central station to improve connectivity and reduce reliance on road based trips to the Airport.

These projects will offer the opportunity to progress a really robust active travel network that will link many of the strategic destinations within Renfrewshire: Paisley, Renfrew, Erskine, Braehead, the Airport and the Queen Elizabeth Hospital; while the development of the Clyde Waterfront and the White Cart allows development of attractive routes for leisure cycling, and walking. These will benefit commuter cycling, people making everyday journeys by bike, and people undertaking leisure trips and family friendly outings.

A Greener Renfrewshire / Greener Transport

A Greener Renfrewshire is one of the thematic groups of the Renfrewshire Community Planning Partnership, whose key aim is to meet the Government's carbon reduction targets and cut emissions from transport, fuel and waste as far as is possible. The Greener Transport sub group is a relatively new working group, which brings together various public and private sector stakeholders to try to co-ordinate greener, more sustainable transport across Renfrewshire, improving air quality and reducing fuel use and carbon emissions. One of the sub-group's early actions has been to arrange cycle awareness training for around 30 Renfrewshire Council drivers to help raise consciousness of the dangers faced by cyclists on Renfrewshire's roads. Details of this training was publicised on the Renfrewshire 2023 website to encourage community planning partners to participate to help improve road safety for cyclists.

Strathclyde Passenger for Transport (SPT)

SPT is one of the Council's existing partners, and a member of A Greener Renfrewshire. SPT is committed to working in close partnership with Renfrewshire Council and other partners to ensure improvements for cycling and public transport are integrated and complementary in order to deliver the best mix of sustainable travel solutions for people who live and work in Renfrewshire. SPT invests significant funding into the active travel network across the 12 local authorities within its area, and will be a key stakeholder in delivering the Action Plan. There are also currently close connections between SPT and Sustrans to facilitate a high-level joined up approach.

Abellio

In 2014, Abellio was awarded the new Scotrail franchises, and its new Transport Integration Plan contains several measures to encourage bike / rail and bus / rail interchange. Measures include a multi-modal navigation strategy at Paisley Gilmour Street, as well as the installation of a CyclePark with 50 cycle parking spaces; and a review of parking provision at other stations. Renfrewshire Council will work with Abellio to ensure that their navigation strategy at Paisley Gilmour Street aligns with a separate Cycling Wayfinding Strategy, and explore means of promoting improved bike-rail links through joint or synchronised initiatives.

Other key partners include Sustrans, Paths for All, Renfrewshire Leisure, Glasgow Airport, and the Greater Glasgow and Clyde NHS.

Developers

Developers are required to take steps to mitigate any negative impacts that may arise from their proposed development, in terms of infrastructure, the efficiency of the transport system and environmental impacts, such as to air quality and noise levels, etc. Large new developments also require Travel Plans to be implemented and monitored. Using powers under the Town and Country Planning (Scotland) Act 1997, Renfrewshire Council will, where appropriate and proportionate, request contributions for either soft, behaviour change measures or local cycling infrastructure improvements that will both enhance the new development and mitigate its impact on others. The Bishopton development on the old Ordnance Survey site has been identified as one that will benefit from enhanced cycle links to nearby communities and employment centres.

7.2 Renfrewshire's Cycling Action Plan

Renfrewshire's Cycling Action Plan is below. This sets out a programme of activities and network interventions for the coming ten years; many of these actions and measures will also benefit pedestrians.

This Strategy comes with the firm commitment that, subject to the usual statutory considerations and approvals, funding will be sought to develop and deliver these actions as circumstances allow, and opportunities arise. This means that cycling will be given due consideration during each year's budget setting process.

Table 7. The Cycling Action Plan

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Leadership			
L1	Establish an Active Travel or Cycling Forum that will meet quarterly to discuss strategic cycling issues and also monitor progress towards delivering the Renfrewshire Cycling Strategy. The Forum will contribute to a two-yearly review and update of the Cycling Strategy, in accordance with changing funding, emerging City Deal opportunities, etc.	2016/2017 – 2025	Various – Renfrewshire Leisure, the Police, the Community Health Partnership, Sustrans, the Chamber of Commerce, Universities, representatives from cycling groups and the Community Councils, etc.
L2	Appoint a Cycling Champion who will work to ensure that cycling remains high on the Community Planning agenda, and facilitate cross-service working to co-ordinate cycling promotion.	2016	Chief Executive of Renfrewshire Council, Sandra Black
L3	Update the Renfrewshire Council Travel Plan. This should include updated mode share targets, and incentives to promote cycling within Renfrewshire Council.	2016/2017	Community Resources (Transportation)
L4	Upgrade Renfrewshire Council facilities for cyclists. This includes more / improved cycle parking, increased space set aside for washing and drying, new showers, and the provision of lockers, etc.	2016/2017	Community Resources
L5	Arrange a study trip for an appropriate representative to, for example, Edinburgh, York or Fife, to see instances of good practice as implemented elsewhere in the UK, e.g. effectiveness of cycle-friendly design, operation of a cycle hire scheme, benefits of	2016/2017	Community Resources, Chief Executives office, Sustrans

	reduced speed limits, examples of high quality signage. Sustrans have offered to assist with this.		
L6	Provide Cycle Scotland training to appropriate staff in Renfrewshire Council (Maintenance, Planning, Road Safety, Education, etc.) on topics such as cycle friendly design, cycle training, etc.	2016 / 2017	Cycling Scotland & Renfrewshire Council, NHS GG&C
L7	Using Cycling Scotland materials, hold a series of one-hour lunchtime workshops aimed at staff members contemplating active travel.	2016 / 2017	Community Resources, Cycling Scotland NHS GG&C.
L8	Achieve Cycle Friendly Employer status for all Community Planning Partners' major work sites.	By 2018	Community Planning Partnership members
L9	Improve working relationships and communication between Transport / Planning services and Developers to ensure that opportunities to use Section 75 funding to integrate cycling into new developments are identified and exploited.	2016/2017 - 2025	Community Resources, Development and Housing Services
L10	Hold a workshop / internal briefings so that relevant staff in other departments are aware of the Cycling Strategy, and know to promote its objectives.	2016/2017	Community Resources, Education, Social Health, Development and Housing Services, Renfrewshire Leisure
L11	Establish links with neighbouring Authorities to develop recreational and cycling opportunities.	2016/2017	Community Resources

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
	Cycle Parking		
CP1	As under Leadership, provide ample, convenient and visible cycle parking for staff and visitors, close to the entrance to Renfrewshire House.	2016/2017	Community Resources
CP2	Disseminate cycle parking best practice information to large and medium employers in Renfrewshire.	2016/2017 – 2025	Community Resources Renfrewshire Council, Chamber of Commerce, Sustrans, Cycling Scotland
CP3	Establish a protocol of installing bike parking on request, if appropriate after consideration.	2016/2017 - 2025	Community Resources
CP4	In keeping with the destinations prioritised in the Wayfinding Strategy, provide information boards with isochronic maps at strategic locations.	2016 – 2018	Community Resources, Abellio
CP5	Install secure, branded cycle parking at parks, sports centres, public transport hubs, and other popular destinations.	2016 - 2019	Community Resources, Abellio
CP6	As per Scottish Planning Policy 17, ensure that secure cycle parking is more conveniently located to building entrances than the car parking within development sites.	2016/2017 - 2025	Development and Housing Services

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Infrastructure / Network Development			
I1	Implement a programme of review for maintenance along existing cycle routes. Examples of issues to be addressed are overgrown hedges, drainage issues, lack of dropped kerbs at junctions, missing/out of date/broken signage, broken or missing lighting, etc.	2016/2017 - 2025	Road Maintenance
I2	Set up and implement a programme of upgrade of existing routes or sections of existing cycle routes to bring infrastructure and signage to "Cycling by Design" guidance or better (as outlined in the Network Upgrade Action Plans). Deliver improvements to the cycle network every year.	2016/2017 - 2025	Community Resources
I3	Identify partners and an initial timescale to design and implement the creation of new cycle routes and start developing the cycle network (as outlined in the Network Expansion Action Plans). Deliver the Paisley to Renfrew Ferry cycle route and the Johnstone Station to Howwood Station cycle route in the first instance and focus on improving the links to the NCN Route in the Elderslie area. Subsequent routes to be developed will be identified based on opportunities such as upcoming developments and funding streams availability.	2016/2017 - 2025	Community Resources, Development and Housing Services, Sustrans

I4	Review and where necessary upgrade crossing provision where crossings are shared with pedestrians, along existing cycle routes, and at other strategic points. Upgrades can take the form of: reviewing signal timings to reduce waiting time for cyclists/pedestrians; giving cyclists/pedestrians priority over side roads or access roads; upgrading staggered crossings to direct crossings; removing obstructive and often redundant guard railing, where safe and appropriate; and introduction of Toucan crossing or cyclists/pedestrian combined zebra crossings.	2016/2017 - 2025	Community Resources, Planning
I5	Develop and implement a comprehensive on-street and online Signage and Wayfinding Strategy. Emphasis should be given to signage to public transport interchanges, and main trip attractors (schools, shops, libraries, etc.); and also key local routes. Signage should include distance and estimated time to cycle.	2016 - 2018	Community Resources (Transportation), Communications, Graphics, Renfrewshire Leisure, Sustrans
I6	Identify a suitable area to pilot a 20mph speed limit area to facilitate more comfortable conditions for people who cycle.	2016 – 2020	Community Resources (Transportation), Police Scotland
ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Public Transport Interchange			
PT1	Discuss with Abellio and other stakeholders, opportunities for partnership working to improve bike / rail interchange; increasing secure and sheltered cycle parking at rail stations is a first step, but also consider bike hire schemes and possible joint cycle commuting promotion events.	2016/2017	Community Resources (Transportation), Abellio, SPT

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Marketing and Promotion			
MP1	Develop a brand for cycling in Renfrewshire. This will be used for wayfinding materials, covered cycle parks, online and paper information, and advertising materials.	2016/2017	Communications / Community Resources
MP2	Provide Travel Planning and Cycle Friendly Employer best practice advice to large and medium employers in Renfrewshire.	2016/2017 - 2025	Renfrewshire Council , Cycling Scotland, Chamber of Commerce
MP3	Encourage employers to offer a Bike-to-Work Scheme, make sure it is also offered regularly by Renfrewshire Council to its staff.	2016/2017 - 2025	Renfrewshire Council , Chamber of Commerce
MP4	Update the 'Out there on bikes' Handbook; re-launch the handbook using posters, a media photocall, press release, etc.	By 2018	Communications and Graphics Teams , Community Resources, Sustrans
MP5	Encourage and promote a network of "Cyclist Welcome" cafés, sports centres, and hotels across the area which are happy to welcome people who cycle, and provide them with water / showering / changing facilities. Explore the possibility of rolling this out across the SPT area.	2016 – 2020	Renfrewshire Leisure , Visit Scotland, Development and Housing Services, Community Resources, Chambers of Commerce

MP6	Develop cycling through indoor and outdoor spin classes, and other leisure and health promotion classes at sports centres.	Ongoing	Renfrewshire Leisure, Community Resources
MP7	Develop a wide range of cycling based events and activities across Renfrewshire.	Ongoing	Renfrewshire Leisure, Community Resources
MP8	Promote the On-X leisure centre training track for use by new and improving cyclists.	Ongoing	Renfrewshire Leisure, Community Resources
MP9	Develop an Active Travel Communication and Marketing Strategy to set out how the Council will engage with the public with regard to new proposals, and communicate before, during and after the development of new infrastructure, and promote cycling and walking trips generally.	2019	Community Resources, Communications Team
MP10	Actively support other initiatives which promote physical activity, community health, outdoor access, etc.	2016/2017 - 2025	Community Resources, Greater Glasgow and Clyde Community Health Partnership
MP11	Purchase 'Try Bikes' for borrowing by new and resuming adult cyclists; and provide adult cycle promotion / training at community and organised events.	2016/2017	Community Resources (Transportation) , with potential for other partner – eg Cycling Scotland, or a local cycling club.
MP12	Use Renfrewshire Magazine, social media and the internet to promote the main cycle routes in Renfrewshire, and the benefits of using them.	2016/2017 – 2025	Community Resources Renfrewshire Council,

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Young People and Cycling			
YP1	Aim for five primary schools or education centres to achieve Cycle Friendly School status every year	2016/2017 - 2025	Renfrewshire Leisure , Community Resources Renfrewshire Council, Cycling Scotland
YP2	Support and encourage schools to create a pool of adult volunteers to be trained to lead / assist with a 'bike train' to school where possible and there is support.	2016/2017 - 2025	Renfrewshire Leisure , Parent Teacher Councils, Cycling Scotland
YP3	Commitment to ensure that Bikeability Level 2 training can continue to be provided for all Renfrewshire Primary schoolchildren.	2016/2017 - 2025	Renfrewshire Leisure
YP4	Encourage and support the School Councils of schools situated near good cycling facilities to establish after school bike clubs / bike-to-work clubs.	2016/2017 - 2025	Renfrewshire Leisure

ID	PROPOSED ACTION	TIMESCALE	PROPOSED LEAD PARTNERS
Monitoring and Evaluation			
ME1	Audit data gathering and recording and identify any gaps. Establish a database of cycling trends, accident data etc.	2016/2017	Community Resources Renfrewshire Council
ME2	Improve cordon counting in Paisley and other Renfrewshire towns. This should be done early enough to allow monitoring of changes in the number of cycle trips by 2025.	2016/2017 - 2025	Community Resources Renfrewshire Council
ME3	Devote staff resource to improving GIS-based infrastructure recording, so that routes, signage, cycle parking, cycling accidents, toucan crossings and 20mph zones/areas can all be asset managed.	2016 – 2025	Community Resources Renfrewshire Council and IT team
ME4	Establish a protocol of before and after project evaluation for major new cycling infrastructure developments.	2016/2017 - 2025	Community Resources Renfrewshire Council, Sustrans
ME5	Establish a two-yearly online travel-to-work survey for Renfrewshire Council and NHS GG&C employees. This can be used to adjust Travel Plans appropriately.	2016/2017 - 2025	Community Resources Renfrewshire Council, the NHS
ME6	Explore the potential for establishing a biennial Cycling Attitude Survey, and incorporation of this in the cycling monitoring framework.	2016/2017 - 2025	Community Resources Renfrewshire Council

Chapter 8 Measuring Success

Monitoring our Progress

8. MEASURING SUCCESS: MONITORING OUR PROGRESS

It is important to set targets that are challenging, but also realistic. While the Scottish Government’s vision is to achieve ten per cent of all trips by bike by 2020, Renfrewshire would need to experience almost vertical growth in the number of cycle trips to achieve this.

Given the existing low level of everyday cycle, Renfrewshire Council have decided to focus on a small number of key targets. However, an action of the Cycle Forum will be to set more detailed – and progressive – targets, which it can review at periodic interviews, depending on circumstances.

Targets: by 2020

- Percentages of adults 16 – 74 travelling to work by bicycle – 3%

Targets : by 2025

- Percentages of adults 16 – 74 travelling to work by bicycle – 7%
- Percentage of children travelling to school by bicycle, according to the Sustrans Hands Up School Survey – 10%
- Percentage of primary school children receiving Bikeability Level 2 (or equivalent standard) training – 100%
- A reduction in the the number of cyclists killed or seriously injured per million kilometres cycled.

Targets are set for 2025 – this allows nine years for the strategy to be implemented and to take effect, and will allow Scottish Household Survey data

to be combined with the 2021 Census data for a robust snapshot. Road safety data is also better considered over a long timeframe, using Police Scotland’s Stats 19 data. However, there will be a review point at 2020, when targets will be compared against progress made at a local and national level, and revised if suitable.

Monitoring

In order to accurately count the change in the number of people cycling, Renfrewshire Council installed permanent Automatic Traffic Counters at strategic locations in the summer of 2015 – these will also allow the mix of all classes of traffic to be counted.

In addition, we will organise annual cordon counts on main cycle routes, and planned cycle routes; as well as providing modal share information, these will allow before and after data to be gathered for larger infrastructure projects.

In line with this additional data collection, we will develop a protocol of before and after project evaluation for major new cycling infrastructure developments in Renfrewshire. This protocol evaluation protocol will also inform our consideration of additional future data requirements.

This Strategy also actions Renfrewshire Council to explore the potential for the completion of a biennial Cycling Attitude Survey, the results of which could be incorporated into future targets and the monitoring framework.

This Cycling Strategy is intended to be a living document and, under the steerage of the Active Travel or Cycling Forum, will be reviewed and updated on a two yearly basis, or as appropriate.

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Final copy will include relevant contact details and references.



To: ENVIRONMENT POLICY BOARD

On: 9 NOVEMBER 2016

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: COMMUNITY RESOURCES SERVICE IMPROVEMENT PLAN 2016-2019 MONITORING REPORT

1 Summary

1.1 Community Resources' Service Improvement Plan for 2016-19 was approved by the Environment Policy Board in March 2016. The plan sets out how Community Resources will develop services over the next three years and details the specific measures which will be taken to contribute to the implementation of the Council Plan, Local Outcome Improvement Plan and Community Plan. It also sets out the actions which will be taken to deliver Best Value and ensure that continuous improvement occurs across all service areas. Our service scorecard of core performance indicators ensures that the impact of the actions carried out can be measured.

1.2 This report contains details of performance over the period 1 April 2016 to 30 September 2016. The main purpose of this report is to provide:

- details of the key achievements of the service over this period;
- a progress update on implementing the action plan which is linked to the service improvement plan;
- an assessment of performance in relation to the service scorecard of core performance indicators; and
- an overview of priorities for the service over the next six months.

2 Recommendations

2.1 It is recommended that the Environment Policy Board:

- Notes the progress that has been made on service performance;
- Notes the progress made on actions and performance in the action plan;
- Agrees to review progress on Service Improvement Plan implementation again in Spring 2017.

3 Background

- 3.1 One of the main purposes of the Service Improvement Plan is to enable elected members to take stock of what is happening in the service and to consider and develop policy options which reflect changing circumstances, both in terms of customer needs and resource availability in the context of the Council's priorities and the need to deliver Best Value.
- 3.2 The Service Improvement Plan is a comprehensive statement of what the service intends to achieve. It takes account of the themes, actions, outcomes and targets set out in the Council Plan, Local Outcome Improvement Plan and Community Plan. The Local Outcome Improvement Plan and Community Plan detail how the Council and its partners will work together to deliver the vision, outcomes and targets for Renfrewshire.
- 3.3 Service improvement planning also provides the Board with a mechanism for evaluating the performance of the service in terms of developing and improving services. The action plan lies at the core of the Service Improvement Plan. This lists the priorities being addressed, the key tasks to be implemented over the plan period, the implementation timetable and details performance indicators, against which progress can be measured.
- 3.4 The Council is operating in the most financially challenging period in its history. Achieving the necessary reduction in costs in a financially sustainable manner and in a way which protects the deliverability of key front line services is a significant challenge and one which will continue in future years. However in spite of this, Community Resources has continued to make the best possible use of its resources and, consequently there are significant achievements to report over this period.
- 3.5 Section 5 provides details of the service's achievements over the first six months of the Service Improvement Plan. Further detail is provided in Appendix 1 which provides a summary of progress achieved over the period

April to September 2016 in tackling the key areas set out in the Service Improvement Plan Action Plan. It highlights areas where significant advances have been made and gives clear targets for completing the actions agreed. The report provides the basis for assessing the effectiveness of the service.

- 3.6 Appendix 2 contains the core performance indicators. These are the performance indicators which the service uses to measure how well we are performing in relation to our service priorities. The appendix shows the up to date performance in relation to each core indicator.
 - 3.7 The next review of progress will be brought before the Board in Spring 2017, alongside an updated Service Improvement Plan for the period 2017–2020.
 - 3.8 This report is a key part of the Public Performance Reporting framework, and it ensures that progress on core performance indicators is reported to the relevant Policy Board for them to note and to approve targets for future years.
-

4 Role of Community Resources and Key Service Activities

- 4.1 The principal role and purpose of Community Resources is to provide Community Safety, Regulatory Services (consumer protection and environmental strategy), Amenity Services (waste management and refuse collection), StreetScene (street cleansing, grounds maintenance) Land Services (parks & cemeteries), Transport (vehicle maintenance, fleet management and social transport), Roads Services (road system and infrastructure management, road safety, transport strategy, flood prevention and street lighting) and Facilities Management (janitorial, cleaning, catering, building services, repairs & maintenance service and school crossing patrollers).
- 4.2 Community Resources' services are provided directly to the public of Renfrewshire, to other services within the Council and to community partners. The service contributes to the development of corporate policies and initiatives and the maintenance of effective working relationships with our partners and other organisations to deliver services throughout Renfrewshire. These services are delivered by approximately 1,600 employees employed on a full-time or part-time basis with a gross expenditure budget of approximately £68 million. These wide ranging and highly visible services are delivered at around 140 Council premises, to over 80,000 households and businesses with more than 840km of roads and transport infrastructure being maintained across Renfrewshire. Community Resources also provides statutory enforcement and related advisory/educational activities. These activities

ensure the safeguarding of public health, and the protection of the environment, consumers, workers and local communities within Renfrewshire.

- 4.3 Community Resources has an active role in supporting Elected Members and plays a key role within the five local area committees. The service has an important role in the delivery of the outcomes and targets for Renfrewshire as set out in the Local Outcome Improvement Plan, Community Plan and Council Plan. In addition, Community Resources leads on the Community Plan Thematic Boards of Safer and Stronger Renfrewshire and Greener Renfrewshire.

5 Performance of Community Resources from 1 April 2016 to 30 September 2016

- 5.1. The main achievements of the service over the first 6 months of the plan are highlighted below. Further detail is provided in Appendix 1 which provides a summary of progress achieved over the period April to September 2016 in tackling the key areas set out in the Service Improvement Plan Action Plan, under the key themes of the Council Plan, A Better Future, A Better Council, which was refreshed in December 2015. It highlights areas where significant advances have been made and gives clear targets for completing actions that have been reviewed or delayed. The main achievements over the first 6 months of the plan are:
- a. partial completion of phase 1 and commencement of phase 2 of the Council's £11m investment programme for LED street lighting across Renfrewshire. The investment programme has three phases and will be completed by Spring 2017. At the end of October 2016 approximately 25% of the Council's lighting stock uses LED technology;
 - b. ongoing works to improve the public realm, supporting the Paisley 2021 City of Culture Bid including: completion of over £1m of bus infrastructure improvements in Paisley town centre; and working with the Business Improvement District (BID) to address trade waste and cleanliness issues across the town centre;
 - c. playing an active role in the Better Council Change Programme (BCCP) and contributing to corporate reviews with senior managers, being involved in Enterprise Resource Planning (the Council's new fully integrated replacement IT system) working groups and BCCP cross-cutting change programmes;

- d.* improving employment opportunities for young people across Renfrewshire through continued participation in the Invest in Renfrewshire youth employability initiatives including the Project Search employability programme for young people with learning disabilities and/or autism;
- e.* through the Loch Lomond & Clyde Flood Risk Management Area Joint Committee, achieved agreement on the area's first Flood Risk Management Plan;
- f.* continuing to support the Renfrewshire Tackling Poverty Strategy through enhanced enforcement activity in the private rented sector with the recruitment of an additional enforcement officer who has developed a strategy for making third party referrals to the Private Sector Housing Panel which can impose sanctions requiring that property conditions are improved;
- g.* continuing to support the Renfrewshire Tackling Poverty Strategy through the provision of employment and training opportunities for identified groups of young people in Renfrewshire including the recruitment of 5 Special Wardens, 4 Street Stuff Coaches and 3 Community Safety Officers;
- h.* continuing to support the Renfrewshire Tackling Poverty Strategy through the Families First project by delivering free school meals during designated holiday periods – more than 10,800 meals were provided over the school summer holiday period as part of this initiative;
- i.* continuing to support the Renfrewshire Tackling Poverty Strategy through further roll-out of morning clubs in targeted schools, now in place in 9 primary schools and one secondary school. These clubs are open to all pupils and provide a healthy breakfast and a programme of activities developed in partnership with the Soil Association and Active Schools;
- j.* continuing to support the Renfrewshire Tackling Poverty Strategy through an expanded Street Stuff programme, delivering activities in the afternoons, evenings, weekends and holiday periods including the provision of healthy meals. In addition, a new Street Stuff bus was delivered in October (designed by the children as part of the summer camps) and a fifth bus will be brought on line at the end of November;
- k.* delivering the project to co-mingle food and garden waste, ensuring operations work efficiently and effectively;

- l.* working with 16 partner organisations to support Paisley First's application for Purple Flag status for Paisley town centre, which was submitted in October 2016;
- m.* as part of the Building Safer and Greener Communities Multi Agency Tasking Group, officers from the group have completed a study within one area of Renfrewshire (Ferguslie Park) and lessons learned from this exercise will be used for other areas;
- n.* completion of the installation of a new leachate treatment plant at Linwood Moss landfill site, ensuring that leachate from the site complies with SEPA quality standards and can be discharged to water courses;
- o.* delivering the roads capital investment programme with over 80% of roads and footways resurfacing projects complete;
- p.* removal of a weight restricted bridge deck on Main Street, Lochwinnoch and commencement of a replacement deck;
- q.* progressing and delivering the approved investment in Renfrewshire's parks;
- r.* delivering funding to community groups through the Stalled Spaces programme to deliver improvements to vacant and derelict sites across Renfrewshire;
- s.* holding a recognition and awards event for Community Resources' employees in June 2016.

6. Performance Against Service Scorecard

6.1. Progress on our service scorecard can be found at Appendix 2 of this report. Some key indicators to highlight are:

- The number of attendances at Street Stuff activities has reached a total 27,882 for the first half of the year, on schedule to achieve the target of 50,000 for the year;
- During 2015/16, no air quality monitoring sites within the Paisley town centre Air Quality Management Area exceeded nitrogen dioxide limits;
- The cumulative recycling rate from January to June 2016 is 48.7%. Recycling increases through the summer due to increased garden waste and the figures for quarter 3 will reflect this;

- The service continues to attend at calls relating to domestic noise complaints within just over half an hour, achieving the one hour target time.

7 **Priorities over the next six months**

7.1 Over the next 6 months, the key actions the service will focus on are:

- a. supporting economic regeneration and improving job creation through the regeneration and revitalisation of town centres and communities and improved transport networks;
- b. continuing to support the City Deal team in delivery on major transport infrastructure projects amongst Glasgow City Region Partnership;
- c. progressing phases 2 and 3 of the Council's £11m investment programme for LED street lighting across Renfrewshire;
- d. continuing to fulfil the requirements of the Flood Risk Management Act to address flooding risk, combined with progressing flood risk studies as required by the Loch Lomond & Clyde Flood Risk Management Plan;
- e. refreshing the Local Transport Strategy in support of the Renfrewshire Economic Strategy/Framework;
- f. continuing to work with customers and community groups to enable a community led approach to service review; asset management and service delivery;
- g. continuing to contribute to Renfrewshire's Tackling Poverty Strategy through the delivery of the Council's Tackling Poverty Action Plan;
- h. delivering safer and stronger communities through the Building Safer Greener Communities Multi Agency Tasking Group;
- i. continuing to lead on the Public Protection Agenda with all relevant partners;
- j. delivery of the Renfrewshire Best Bar None Awards 2016-17;
- k. implementing the Council's new Organisational Development Strategy ensuring all employees are equipped with the skills required to deliver the services of Community Resources;

- l.* managing the four trading operations of Roads Services, Building Services, Catering and Vehicle Maintenance, delivering their financial targets and service outcomes;
 - m.* continuing the delivery of SVQ qualifications across the service.
-

Implications of the Report

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community Planning** –
Children and Young People – the Catering Service promotes the uptake of healthy and nutritious school meals.

Community Care, Health & Well-being - the services encourages use of our parks and open spaces to promote a healthy and active lifestyle.

Empowering our Communities - Community Resources works with local communities to encourage participation in service delivery.

Greener - working in partnership with the community to deliver a cleaner Renfrewshire. Promoting and encouraging waste minimisation through reducing, reusing and recycling.

Jobs and the Economy - the service is actively involved in the Invest in Renfrewshire scheme.

Safer and Stronger - by working with the local community and through enforcement activities, to improve the appearance of local areas and to help reduce anti-social behaviour.

4. **Legal** - None.
5. **Property/Assets** - None.
6. **Information Technology** -- None.
7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals'

human rights have been identified arising from the recommendations contained in the report because for example it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** – None.

9. **Procurement** — None.

10. **Risk** – None.

11. **Privacy Impact** – None.

List of Background Papers:

Community Resources Service Improvement Plan 2016-2019

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Community Resources Service Improvement Plan 2016-2019 Action Plan

Action Status	
	Cancelled
	Overdue; Neglected
	Unassigned; Check Progress
	Not Started; In Progress; Assigned
	Completed

1. A Better Future: Place

01: Driving Physical and Economic Regeneration

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.01.01	Support community and partnership participation, involvement and ownership of community assets		25%	31-Mar-2019	We are working with community groups who are actively seeking the transfer of community assets to enable a community led approach to asset management and service delivery.
CRSIP16.01.01.02	Facilitate the delivery of City Deal initiatives including: *A link to Glasgow airport; *Investment in roads around Glasgow airport; *A crossing of the Clyde at Renfrew		10%	31-Mar-2019	The service continues to support the City Deal team as transportation analysis of the projects progresses.
CRSIP16.01.01.03	Support economic regeneration and improve job creation through the: *Regeneration and revitalisation of town centres; *Delivery of better transport networks; * Improvements in public transport infrastructure		10%	31-Mar-2019	Close working is being maintained with regard to the Renfrewshire Economic Strategy/Framework and the City of Culture Bid 2021. Key service actions include progressing a refresh of the Local Transport Strategy and the development of traffic and transport plans for Paisley and Johnstone.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.01.04	Deliver the actions of the Paisley Town Centre Environmental Action Plan in order to make the town centre a more attractive place to work, live and visit.		100%	31-Mar-2017	Community Resources continue to work in partnership with Paisley First to deliver the key priorities of the joint plan.
CRSIP16.01.01.05	Engage in a strategic partnership with Clyde Valley Roads Alliance - potential collaboration to deliver improved roads and transport infrastructure		10%	31-Mar-2019	City Deal continues to deliver on major transport infrastructure projects amongst the eight partners. Initial exploratory decisions have taken place on potential wider collaboration with North Lanarkshire taking the lead in line with their wider City Deal lead role on connectivity.

1. A Better Future: Place 02: Building on our Culture and Heritage

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.02.06	Lead on the works to improve the public realm and support Renfrewshire's City of Culture bid		20%	31-Mar-2019	Delivery of over £1m of bus infrastructure improvements in Paisley has been completed. Various high profile events such as the Paisley 10K have been supported by the service. Partner working continues with the Business Improvement District to address trade waste and improve cleanliness across Paisley town centre.

1. A Better Future: Place

03: Protecting the Public

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.03.07	Fulfil the requirements of the Flood Risk Management Act and develop action plans to address flooding risk		20%	31-Mar-2019	The Renfrew Flood Scheme has been completed. The Loch Lomond & Clyde Flood Risk Management Plan was published in June and the priorities attached to Renfrewshire were reported to the Environment Policy Board.
CRSIP16.01.03.08	Lead on the public protection agenda, working with partners to improve the delivery of adult and child protection arrangements		20%	31-Mar-2019	Community Resources continue to lead on the public protection agenda with all relevant partners. This includes disposals and referrals from Daily Tasking, the now well established MARAC and the proposal to introduce the monthly Community Safety Case Review. All partners have a critical role to play in this process and Community Resources will continue to work with them all.
CRSIP16.01.03.09	Develop and deliver phase 2 of the Renfrewshire Community Safety Partnership hub		40%	31-Mar-2018	Work progresses on the detailed implementation plan. A trial of 24 hour CCTV will be undertaken in late 2016/early 2017. A working group is being set up to assess what services can use the Community Safety Hub under Phase 2.
CRSIP16.01.03.10	Deliver safer and stronger communities through improved intelligence sharing and provision of the Street Stuff youth diversionary programmes, through the Renfrewshire Multi-Agency Tasking Group and as part of the Building Safer Greener Communities programme		35%	31-Mar-2018	The Building Safer Greener Communities Multi Agency Tasking Group continues to meet on a 2 weekly basis as the Group plan to move into Gallowhill in Sep/Oct 2016. Ferguslie Park was used as the first area with signal interviews undertaken and this has been assessed.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.03.11	Ensure all Council services have business continuity plans in place and that incident response guides are in place for key businesses and assets, so that we can react and recover quickly when things go wrong.		50%	31-Mar-2018	Currently all services have business continuity plans in place. A number of them require updating due to structural and personnel changes, but this is an ongoing process and falls under the remit of the CRMT which has it as a standing item on its agenda and action log. A number of key commercial assets across the area already have "Incident Response Guides" in place and these are being rolled out to other businesses and Council premises as we identify those whose loss would most severely impact on the Council.
CRSIP16.01.03.12	Develop and deliver a strategy for how the Council will respond locally to the risks posed by serious organised crime		40%	31-Mar-2018	Renfrewshire Council's Integrity Group sets the Council's strategy on reducing the threat posed internally from Serious Organised Crime and Corruption. This group is based on a holistic approach to risks of fraud, corruption and organised crime; acting as a forum for a coordinated corporate approach. Group membership has recently been expanded with a view to include organisations that deliver services on the Council's behalf, such as Renfrewshire Leisure. The Integrity Group established an internal assessment of the risks posed to the Council and its services by fraud, corruption and organised crime at an early stage of its life. Police Scotland's Counter Corruption Unit has recently conducted an assessment of the risks faced by the Council. Coupled with the initial areas for action identified by the group, the recommendations will form a Renfrewshire Action Plan, setting out our approach to minimising risks of fraud, corruption and organised crime. The focus is on the highest risks identified or areas of significant vulnerability.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.03.13	Ensure all relevant council officers have received appropriate civil contingencies training to ensure they can carry out their incident response roles in an emergency		50%	31-Mar-2017	Council incident officer training, along with refresher training, has been delivered. A number of workshops/exercise events are programmed to test officers' training in specialist areas and to look at interdependencies between key Council groups.
CRSIP16.01.03.14	Support Paisley First to achieve Purple Flag status for Paisley Town Centre and deliver similar standards of community safety in all town centres across Renfrewshire		85%	31-Dec-2016	A working group has been established with several workshops taking place. An action plan has been prepared and submission will be completed by October 2016. A self assessment was undertaken by the project group in August 2016 and, wherever gaps have been identified partners are working to ensure these are rectified. A formal assessment by Purple Flag accreditors will then be undertaken prior to end 2016.
1. A Better Future: Place 04: Creating a Sustainable Renfrewshire					
Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.04.15	Ensure that CO2 emissions are minimised through the management of our fleet and street lighting assets		40%	31-Mar-2017	The Council currently have 24 electric vehicles (EVs), which comprises over 5% of the existing fleet. As part of the fleet strategy, light fleet vehicles are continuing to be replaced by EVs where appropriate and where they provide best value. A minimum of 5 more electric vehicles will be procured in financial year 2016/17. The Council's £1.1m investment programme for LED street lighting across Renfrewshire will deliver a significant reduction in energy usage for street lighting of approximately 60 to 65%, and will make a substantial contribution towards the Council's carbon reduction targets.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.01.04.16	Ensure a residual waste treatment and disposal facility is fully operational by 2019 as part of the Clyde Valley Waste Management solution, to ensure that all waste collected by the partner authorities is diverted from landfill		75%	31-Mar-2019	Contract has been finalised and plant build has commenced. Discussions are now taking place regarding delivery of commissioning tonnage to the new plant prior to the formal contract commencing.
CRSIP16.01.04.17	Review the delivery of the waste and recycling service to minimise waste and optimise recycling		50%	31-Mar-2017	Council has signed up to the Charter for Household Waste and plans are being prepared to submit future funding bids to Zero Waste Scotland.
CRSIP16.01.04.18	Engage with the community to encourage behavioural change to ensure recycling opportunities are maximised and contamination is minimised		30%	31-Mar-2017	A focus on progressing awareness of recycling will be progressed in 2017 following planned implementation of co-mingled food and garden waste in October 2016.
CRSIP16.01.04.19	Deliver the project to replace all street lighting in Renfrewshire with LEDs		30%	31-Mar-2017	The second phase of the Council's £11m investment programme for LED street lighting across Renfrewshire commenced in September 2016, for completion by end January 2017. At the end of October 2016 approximately 25% of the Council's lighting stock was using LED technology.

2. A Better Future: People

05: Reducing the Level and Impact of Poverty

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.02.05.20	Contribute to the Tackling Poverty Action Plan through the Families First project by delivering free school meals during designated holiday periods		50%	31-Mar-2017	Community Resources provide hot meals for children participating in Families First camps during school holiday periods. Over the summer around 10,800 meals have been provided as part of this initiative.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.02.05.21	Contribute to the Tackling Poverty Action Plan through the Families First Project by delivering breakfast clubs in targeted areas			31-Mar-2017	As part of the Council's Tackling Poverty initiative, morning clubs have been established in 9 Primary schools and 1 High School. Uptake of the morning clubs has been encouraging to date with nearly 10,000 meals served and feedback from pupils, parents and teachers has been very positive. The morning clubs in St Catherine's Primary School, Gallowhill Primary School, St David's Primary School, Cochrane Castle Primary School, St Mary's Primary School, St Margaret's Primary School, West Primary School, Bredland Primary School and Our Lady of the Peace School are open to all pupils and include a healthy breakfast and a programme of activities developed in partnership with the Soil Association and Active Schools. Pupils eligible for a free school meal at Castlehead High School can also receive a free healthy breakfast in the cafe area before school starts.
CRSIP16.02.05.22	Contribute to the Tackling Poverty Action Plan through enhanced StreetStuff activities including meals and transport			31-Mar-2017	The expanded Street Stuff programme has been delivering in the afternoons, evenings, weekends and holiday periods for the last year. Street Stuff recorded attendances rose to over 37,000 during 2015/16 and is on target to match/exceed attendances during 2016/17. Over 10,000 of the recorded attendances during this period included the provision of a healthy meal. New activities added over the last year include: additional games buses, cheerleading, clubbercise as well as designing the new culture buses.
CRSIP16.02.05.23	Contribute to the Tackling Poverty Action Plan through the provision of employment and training opportunities for identified groups of young people in Renfrewshire			31-Mar-2017	12 trainees have been recruited in the last year 5 Special Wardens, 4 Street Stuff Coaches and 3 Community Safety Officers, who have received extensive training and experience during their time with the services. Continual support and assistance is being provided to create pathways into positive destinations.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.02.05.24	Contribute to the Tackling Poverty Action Plan through enhanced enforcement activity in the private rented sector		80%	31-Mar-2017	Focus in this area has increased through the additional funding from the Tackling Poverty Action Plan with the recruitment of an additional enforcement officer. The Strategy has now been presented to Housing and Community Safety Policy Board with 5 referrals now having been made to the Private Rented Housing Panel.

2. A Better Future: People

07: Supporting and Sustaining People into Employment

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.02.06.25	Actively participate in the Invest in Renfrewshire strategy to support young people into work		50%	31-Mar-2017	Community Resources continues to participate in the Invest in Renfrewshire youth employability initiatives including the Project Search employability programme for young people with learning disabilities and/or autism.

2. A Better Future: People

08: Improving Care, Health and Wellbeing

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.02.07.26	Achieve Sustainable Food Cities Status to help tackle food poverty and promote healthy eating		25%	31-Mar-2017	Discussions have commenced with the Soil Association to progress Sustainable Food Cities status and integrating this process with the Sustainable Food Strategy.
CRSIP16.02.07.27	Lead and implement Renfrewshire's Sustainable Food Strategy		50%	31-Mar-2017	Community Resources has led on the implementation of Renfrewshire's Sustainable Food Strategy and delivering food education programmes with partners.

3. A Better Council 09: Supporting our Employees

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.03.08.28	Improve absence performance across Community Resources		50%	31-Mar-2017	Fortnightly meetings are held with service managers to ensure supporting attendance procedures are being adhered to, with quarterly meetings taking place with Trade Unions to address any concerns raised by employee groups.
CRSIP16.03.08.29	Ensure effective management arrangements are in place for overtime levels		50%	31-Mar-2017	Overtime reports are discussed with managers on a four weekly basis, to identify areas of concern and agree action to be taken.
CRSIP16.03.08.30	Maintain effective communications with employees including regular engagement with trade unions		50%	31-Mar-2019	Meetings with the Trade Unions are held regularly through the established forums and the outcomes of these meetings are being communicated to staff at team meetings.
CRSIP16.03.08.31	Implement the Council's new Organisational Development Strategy, ensuring all employees are equipped with the skills required to deliver our services		50%	31-Mar-2017	Individual Training Needs Analysis and Team Training Needs Analysis have been implemented ensuring development plans are reviewed and monitored by Improvement and Development Team and Managers.

3. A Better Council

10: Continuing to be a Well Run Council

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.03.09.32	Manage the four trading operations of Roads Services; Catering; Vehicle Maintenance; and Building Services and achieve their financial and operational targets		50%	31-Mar-2017	Reports in the trading operations are submitted to each cycle of the Environment and Housing and Community Safety Policy Boards. The 4 trading operations are on schedule to achieve their financial and operating targets for 2016/17
CRSIP16.03.09.33	Support corporate reviews as part of the Phase 2 of the Better Council Change Programme, including: Enterprise Resource Planning Model and the Corporate Support Model		50%	31-Mar-2019	Community Resources continue to play an active role in the Better Council Change Programme and are contributing to corporate reviews with senior managers being involved in the ERP working groups and BCCP cross-cutting change programmes.
CRSIP16.03.09.34	Involve our customers more in the design and review of our services and actively seek their ideas for improvement		20%	31-Mar-2019	The service is working with customers and community groups to enable a community led approach to service review and delivery.
CRSIP16.03.09.35	Further develop asset management plans to ensure that whole life costs are understood and annual investment is sustained at the most efficient level for: * Roads and infrastructure; * Parks, cemeteries and open spaces; * Fleet		50%	31-Mar-2019	A road asset management plan (RAMP) supports the management and investment within the road network. This will be used to ensure that investment is optimised to ensure the most effective outcomes. An investment strategy has been developed for our parks, as approved at the meeting of the Council in September 2016.
CRSIP16.03.09.36	Continue to monitor the schools PPP contract and make preparations for the benchmarking of cleaning and catering services during 2017		50%	31-Mar-2017	The schools PPP contract continues to be monitored robustly to ensure services are delivered to a high standard and to specification. Regular meetings are held at an operational level as well as with the Renfrewshire Schools Partnership to ensure contract performance.
CRSIP16.03.09.37	Plan effective communication activities to support the service's priorities and outcomes, using the most appropriate method		50%	31-Mar-2017	All communication activities within Community Resources are co-ordinated centrally to ensure they support the service's priorities and outcomes.

Action Code	Description	Status	Progress	Due Date	Update
CRSIP16.03.09.38	Review and maintain: * quality assurance and self evaluation frameworks; * health and safety accreditations; * staff and customer service national accreditations			31-Mar-2017	Community Resources continue to maintain ISO9001, ISO22000 and OHSAS18001 accreditations. FM (Hard Services) have retained their Investors in People Gold accreditation.
CRSIP16.03.09.39	Ensure that Renfrewshire Council buildings are compliant with all relative legislative requirements			31-Mar-2019	We are working to utilise the CAMIS system to provide planned programmed maintenance schedules and act as a central location for all certification. A full review of all certification across the public buildings is being carried out and an action plan developed to ensure full compliance across the whole estate

Community Resources Service Improvement Plan 2016-2019 Scorecard

PI Status		Long Term Trends			Short Term Trends		
	Alert		Improving			Improving	
	Warning		No Change			No Change	
	OK		Getting Worse			Getting Worse	
	Unknown						
	Data Only						

Priority 1. A Better Future: Place

Local Outcome 01: Driving Physical and Economic Regeneration

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
01	(Maintenance) Carriageway Condition: % of road network considered for treatment (v) Overall				38.8%	34%	37.54%	36%	34.8%	36%	Not measured for Quarters	35%	Not measured for Quarters	Performance has improved from 37.5% in 2014/15 to 34.8% in 2015/16 and has exceeded the 2015/16 target of 36%. This level of performance reflects the significant annual investment within Renfrewshire's roads which has funded a programme of resurfacing, patching and reconstruction works.	
02	(Maintenance) Carriageway Condition:% of road network considered for treatment (i) A Class Roads				25.8%	24%	26.34%	26%	22.4%	26%	Not measured for Quarters	25%	Not measured for Quarters	Performance has improved from 26.34% in 2014/15 to 22.4% in 2015/16 and has exceeded the 2015/16 target of 26%. This level of performance reflects the significant annual investment within Renfrewshire's roads which has funded a programme of resurfacing, patching and reconstruction works.	

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Value			
													Target		
03	(Maintenance) Carriageway Condition:% of road network considered for treatment (ii) B Class Roads				28.8%	24.0%	29.6%	26.0%	27.5%	26.0%	Not measured for Quarters	Not measured for Quarters	25.0%	Performance has improved from 29.6% in 2014/15 to 27.5% in 2015/16. Although slightly above the 2015/16 target of 26% this level of performance reflects the significant annual investment within Renfrewshire's roads which has funded a programme of resurfacing, patching and reconstruction works.	
04	(Maintenance) Carriageway Condition:% of road network considered for treatment (iii) C Class Roads				39.2%	34.0%	39.5%	35.0%	36.9%	35.0%	Not measured for Quarters	Not measured for Quarters	35.0%	Performance has improved from 39.5% in 2014/15 to 36.9% in 2015/16. Although slightly above the 2015/16 target of 35% this level of performance reflects the significant annual investment within Renfrewshire's roads which has funded a programme of resurfacing, patching and reconstruction works.	
05	(Maintenance) Carriageway Condition:% of road network considered for treatment (iv) Unclassified Roads				41.5%	35.0%	39.3%	32.0%	36.6%	36.0%	Not measured for Quarters	Not measured for Quarters	36.0%	Performance has improved from 39.3% in 2014/15 to 36.6% in 2015/16. Although slightly above the 2015/16 target of 36% this level of performance reflects the significant annual investment within Renfrewshire's roads which has funded a programme of resurfacing, patching and reconstruction works.	

Priority 1. A Better Future: Place

Local Outcome 03: Protecting the Public

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
06	Percentage of adults who agree that Renfrewshire is a safe place to live.				83%	83%	80%	83%	86%	83%	Not measured for Quarters	84%	86%	The percentage of adults who agree that Renfrewshire is a safe place to live has increased from 80% in 2014/15 to 86% in 2015/16 and has exceeded the annual target of 83%.	
07	% of adults who agree with the statement "I am satisfied with my neighbourhood as a place to live".				n/a	83%	79%	83%	79%	85%	Not measured for Quarters	86%	86%	This is an annual indicator from the Council's Public Services Panel survey with 79% of respondents agreeing that they were satisfied with their neighbourhoods as a place to live - this is the same figure as 2014/15.	
08	Number of incidents of anti-social behaviour reported to Renfrewshire Council Community Safety Service				2,704	2,300	1,887	2,200	2,407	1,800	725	530	1,700	The target for this indicator is an annual target. The number of incidents of antisocial behaviour reported to the Community Safety Service for the second quarter of 2016/17 has reduced from 651 in the same period last year, to 530 this year.	
09	Domestic noise complaints - the average time (hours) between the time of the complaint and attendance on site				0.46	1	0.46	1	0.53	1	0.55	0.56	1	In Quarter 2, a total of 268 domestic noise complaints were received, 169 of which required attendance on site with an average response time of just over half an hour	
10	Food Hygiene Information Scheme - % of premises which currently achieve a Pass rating				n/a	n/a	n/a	n/a	97.3%	97%	97.1%	96%	97%	At the end of Quarter 2 there were 1,286 premises within the Food Hygiene Information Scheme, of which 96% have a Pass or Pass with Eatsafe.	
11	Trading Standards - consumer complaints completed within 14 days				82%	80%	81.1%	82%	87.4%	82%	84.5%	90.9%	82%	A higher than average number of complaints are currently being referred in relation to alleged criminal breaches, albeit no evidence to substantiate these claims. These complaints are logged as intelligence, and patterns are monitored over time. As such the resolution rate has gone up, as these complaints are usually closed same day.	

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
12	Number of recorded attendances at Street Stuff activities				n/a	n/a	25,163	n/a	37,269	32,000	12,907	14,975	50,000	The target for this indicator is an annual target which the service is on schedule to achieve. The additional provision of afternoon and school holiday activities with healthy meals served, as part of the Council's Tackling Poverty Strategy, has contributed to the increase in attendances in 2016/17.	

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013		2014		2015		Q1 2016		Q2 2016		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
13	Number of people killed in road traffic accidents in Renfrewshire				5	n/a	9	n/a	1	n/a	Not measured for Quarters		Not measured for Quarters		The reported road casualty figures for 2015 published by Transport Scotland show a decrease in the number of people killed on Renfrewshire's roads but with a slight increase in the number of children seriously injured. The service continues to work with partners towards achieving the Scottish Government's targets to reduce road deaths and serious injuries by 2020.
14	Number of people seriously injured in road traffic accidents in Renfrewshire				33	n/a	37	n/a	43	n/a	Not measured for Quarters		Not measured for Quarters		
15	Number of children killed in road traffic accidents in Renfrewshire				0	n/a	0	n/a	0	n/a	Not measured for Quarters		Not measured for Quarters		
16	Number of children seriously injured in road traffic accidents in Renfrewshire				4	n/a	4	n/a	5	n/a	Not measured for Quarters		Not measured for Quarters		

Priority 1. A Better Future: Place Local Outcome 04: Creating a Sustainable Renfrewshire

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
17	Air Quality - Annual average PM10 value across all continuous monitoring sites				New from 2015/16		13.8		n/a		Not measured for Quarters		Not measured for Quarters		18		Average of the PM10 values across the 3 automatic monitors in Renfrewshire is within the 2016/17 target value of 18.
18	% of air quality monitoring sites within AQMA(s) which exceed nitrogen dioxide limits				n/a	n/a	24%	22%	0%	22%	Not measured for Quarters		Not measured for Quarters		22%		During 2015/16 no air quality monitoring sites within the Paisley Town Centre AQMA exceeded nitrogen dioxide limits.

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
19	Air quality - average nitrogen dioxide value of monitoring sites, within AQMA(s) exceeding limits			n/a	n/a	n/a	44.9	46	N/A	46	Not measured for Quarters	45	Not measured for Quarters	45	During 2015/16, no monitoring sites within the Paisley Town Centre AQMA exceeded nitrogen dioxide limits.
20	Street Cleanliness Score - % of areas assessed as clean				87.4%	90%	88.2%	90%	87.9%	90%	Not measured for Quarters	90%	Not measured for Quarters	90%	The percentage of Renfrewshire's street assessed as clean has declined from 88.2% in 2014/15 to 87.9% for 2015/16. This score represents the percentage of areas assessed as acceptably clean (categories A and B) using Keep Scotland Beautiful's Local Environmental Audit and Management System (LEAMS) methodology.
21	% of the vehicle fleet which uses alternative fuels, such as electricity				1%	2%	3.6%	2.25%	5.5%	5%	Not measured for Quarters	5%	Not measured for Quarters	5%	The percentage of the vehicle fleet which uses alternative fuel such as electricity was 5.5% at the end of 2015/16. This is up from 3.6% in 2014/15. This figure is based on a total of 24 electric vehicles. Around 7% of all diesel used is bio-diesel.
22	Amount of CO ₂ emitted by the public vehicle fleet				3,523	n/a	3,570	3,450	3,535	3,170	Not measured for Quarters	3,060	Not measured for Quarters	3,060	This indicator reflects the tonnes of CO ₂ emitted from Renfrewshire Council vehicle fleet based on the fuel usage with a slight reduction in the amount of CO ₂ emitted by the public fleet in 2015/16. Although there has been an increase in the number of electric vehicles in the Council fleet, these are small vehicles which do not significantly impact the overall amount of fuel used.
23	Reduce the amount of CO ₂ emitted from public space lighting.				7,854	7,240	7,778	6,980	6,482	6,720	Not measured for Quarters	6,451	Not measured for Quarters	6,451	There has been a significant reduction in CO ₂ emissions from public space lighting in 2015/16. This figure is likely to show a significant improvement over the coming year with the implementation of the LED replacement programme.

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
24	% of street lighting lanterns in Renfrewshire which are LED				0.3%	n/a	0.3%	n/a	6.01%	5%	Not measured for Quarters		Not measured for Quarters		50%		The second of 3 phases of the project for the installation of 11,000 LED lights has commenced, with the all phases due for completion by Spring 2017. At the end of October 2016 approximately 25% of the Council's lighting stock is using LED technology.
Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013		2014		2015		Q1 2016		Q2 2016		2016		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
25	% of Household Waste Recycled (Calendar year data)				44.3%	51%	46.6%	52%	43.9%	52%	43.27%	52%	53.4%	55%	55%		The cumulative recycling rate from January to June 2016 is 48.7% Recycling increases through the summer due to increased garden waste and the figures for quarter 3 will reflect this.
26	% of Household waste collected which is landfilled (Calendar year data)				50.02%	36%	31.49%	36%	31.96%	36%	Not measured for Quarters		Not measured for Quarters		35%		The percentage of household waste which is landfilled has again achieved the target set. A strategic approach to encourage behavioural change to tackle contamination of recycling and to improve presentation levels of all recyclates has helped to reduce the amount of waste which is landfilled.

Priority 2. A Better Future: People

Local Outcome 05: Reducing the Level and Impact of Poverty

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		2016/17 Target	Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target		
27	% uptake of free school meals in primary and secondary schools				68.7%	68%	68.7%	71%	69.5%	72%	68.2%	67.1%	67.1%	73%		School meal uptake is in line with the same stage last year. The cumulative uptake to the end of Period 6 is 67.4%. The first part of the financial year includes the end of the school year when school meal uptake is generally lower due to seasonal trends e.g exam leave and school trips

Priority 3. A Better Council

Local Outcome 09: Supporting our Employees

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		2016/17 Target	Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target		
28	% of CR managers in the 360 process with a completed 360 report				76%	100%	82%	100%	88%	100%	88%	88%	88%	100%		The 360 assessment process for 2016/17, for all Community Resources managers, is continually being progressed.
29	% of CR employees having completed IDPs (from MDP/MTIPD)				62%	100%	87%	100%	84%	100%	84%	84%	84%	100%		The MDP/MTIPD process is ongoing across the service with personal development plans being established for individuals and teams. The process will continue throughout the year
30	Improve SVQ levels across the front line workforce - number of staff obtaining SVQ qualifications				73	50	43	50	49	50	12	4	50	50		The target for SVQ qualifications is an annual target – a total of 16 employees achieved qualifications in the first half of the year

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
33	Community Resources - Absence %				4.9%	4%	5.2%	4%	4.9%	4%	5.1%	4%	5.3%	4%	The cumulative absence to the end of quarter 2 is 5.2% which is in excess of the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
34	Grounds Maintenance - absence %				2.4%	4%	3.3%	4%	3.7%	4%	2.4%	4%	2.6%	4%	The cumulative absence to the end of quarter 2 is 2.5% which is within the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
35	Street Cleansing - absence %				4.9%	4%	3.2%	4%	7.2%	4%	8.3%	4%	1.2%	4%	The cumulative absence to the end of quarter 2 is 4.7% which is in excess of the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
36	Catering Trading Operation - absence %				6.5%	4%	6.1%	4%	4.6%	4%	5.6%	4%	7.2%	4%	The cumulative absence to the end of quarter 2 is 5.9% which is in excess of the challenging target set of 4%. The majority of absence is due to a number of long term illnesses. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
37	FM (Soft Services) - % absence of building cleaning staff				5.5%	4%	7.1%	4%	6.1%	4%	4.6%	4%	4%	4%	The cumulative absence to the end of quarter 2 is 4.5% which just misses the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
38	Vehicle Maintenance Transport - absence %				4.8%	4%	3%	4%	2.9%	4%	3%	4%	2.3%	4%	The cumulative absence to the end of quarter 2 is 2.5% which is within the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
39	Refuse Collection - absence %				4.9%	4%	4.1%	4%	8.5%	4%	8.7%	4%	12.7%	4%	The cumulative absence to the end of quarter 2 is 9.9% which is in excess of the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
40	Renfrewshire Community Safety Partnership - absence %				8.9%	4%	6.7%	4%	7%	4%	8.9%	4%	6.8%	4%	The cumulative absence to the end of quarter 2 is 7.6% which is in excess of the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
41	Roads Trading Operation - absence %				7%	6.5%	4.2%	4%	7.4%	4%	7.2%	4%	13.5%	4%	The cumulative absence to the end of quarter 2 is 11.4% which is in excess of the challenging target set of 4%. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
42	Building Services' Trading Operation - % absence				2.5%	4.9%	4.8%	4.9%	4.5%	4.6%	3.9%	4.6%	3.7%	4%	The cumulative absence to the end of quarter 2 is 3.8% which is within the challenging target set.

Priority 3. A Better Council

Local Outcome 10: Continuing to be a Well Run Council

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		2016/17 Target	Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target		
43	(Traffic & Transportation) Traffic Light Failure % of Traffic Light Repairs completed within 48 hrs				98.03%	95%	97.05%	95%	94%	95%	100%	95%	87.5%	95%		The cumulative % of repairs completed within 48hrs for the year to date is 95%. In quarter 2 a total of 64 traffic signals repairs were required, 56 of which were carried out within the 48 hour target. Damage caused by a number of road traffic accidents during the quarter contributed to the late repairs.
44	% of reported street lighting faults which were repaired within the 7 day timescale				82.76%	95%	62.43%	95%		68.65%	95%	78.1%	95.2%	95%		The % of street lighting faults which were repaired within the 7 day timescale, in the first 6 months of 2016/17 was 84.6%. There was significant improvement in Quarter 2 at 95.2% which achieved the target set. This reflecting the service provision being brought in house.
45	Community Resources - Overtime as a % of total employee costs (cumulative)				n/a	n/a	n/a	n/a	7.3%	8%	6.4%	7.34%	7%			Overtime costs to the end of Period 6 were 7.3% of total employee costs which, although just outside the target set, has shown a slight improvement from the 7.5% for the same period last year.
46	Cost of Maintenance per Kilometre of roads				£6,547	n/a	£6,263	n/a	Data not yet available	n/a	Not measured for Quarters	n/a				This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. The 2015/16 data is due to be published late in 2016.
47	% of adults satisfied with parks and open spaces				84%	n/a	86%	n/a	Data not yet available	n/a	Not measured for Quarters	n/a				This is an indicator from the Local Government Benchmarking Framework extracted from the results of the Scottish Household Survey - Renfrewshire's ranking improved from 20th in 2013/14 to 17th in 2014/15

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
48	Cost of parks and open spaces per 1,000 of the population				£31,737	n/a	£33,898	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking moved from 18th in 2013/14 to 21st in 2014/15.
49	% of adults satisfied with refuse collection				85%	n/a	85%	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This is an indicator from the Local Government Benchmarking Framework extracted from the results of the Scottish Household Survey- Renfrewshire's ranking moved from 16th in 2013/14 to 19th in 2014/15.
50	Net cost of waste collection per premise				£43.81	n/a	£44.97	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking moved from 4th in 2013/14 to 6th in 2014/15.
51	Net cost of waste disposal per premise				£77.09	n/a	£83.61	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking moved from 13th in 2013/14 to 14th in 2014/15.
52	% of adults satisfied with street cleaning				71%	n/a	67%	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This is an indicator from the Local Government Benchmarking Framework extracted from the results of the Scottish Household Survey. Renfrewshire's ranking moved from 24th in 2013/14 to 27th in 2014/15.
53	Net cost of street cleaning per 1,000 of the population				£15,520	n/a	£13,258	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking improved from 18th in 2013/14 to 15th in 2014/15.

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
54	Cost of Trading Standards per 1,000 of population				£2,645	n/a	£2,898	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking improved from 3rd in 2013/14 to 1st in 2014/15.
55	Cost of Environmental Health per 1,000 of population				£22,369	n/a	£21,179	n/a	Data not yet available	n/a	Not measured for Quarters	n/a	n/a	n/a	This data is published by the Improvement Service on an annual basis as part of the LGBF Framework and is extracted from the LFR information from the Scottish Government website. Renfrewshire's ranking improved from 25th in 2013/14 to 24th in 2014/15.
56	Land Audit Management System - % of areas assessed as acceptable				n/a	n/a	93.2%	90%	92.7%	90%	97%	90%	95.4%	90%	In quarter 2, the percentage of areas which were assessed as being of an acceptable standard was 95.4%, which is well in excess of the target set.
57	% of pothole repairs completed within timescales				n/a	n/a	63%	80%	62%	80%	72%	80%	60%	66%	In the first half of 2016/17, 67% of pothole repairs were completed within the agreed timescales.
58	% of FOI requests completed within timescale by Community Resources				99%	100%	99%	100%	100%	100%	100%	100%	100%	100%	In the first half of the year the service dealt with 248 Freedom of Information requests, all of which were completed within the statutory timescale.
59	% of front line resolutions dealt with within timescale by Community Resources				91%	88%	80%	100%	87%	100%	87%	100%	86%	100%	In quarter 2 the service dealt with 1,358 front line resolutions, 86% of which were dealt with within the agreed timescale. The cumulative performance to the end of Period 6 was 87%.
60	% of complaint investigations completed within timescale by Community Resources				100%	88%	84%	100%	94%	100%	100%	100%	67%	100%	In Quarter 2 the service dealt with 9 complaint investigations, 6 of which were dealt with within the agreed timescale. The cumulative performance to the end of Period 6 was 81%.

Code	Performance Indicator	Current Status	Short Term Trend	Long Term Trend	2013/14		2014/15		2015/16		Q1 2016/17		Q2 2016/17		Explanation of Performance
					2013/14		2014/15		2015/16		2016/17		2016/17		
					Value	Target	Value	Target	Value	Target	Value	Target	Value	Target	
61	Building Services - % of overall housing repairs completed within target				n/a	n/a	n/a	n/a	91%	95%	95%	95%	95%	The overall performance for quarter 2 remains on target at 95%. The majority of failures relate to work that requires specialist items to be purchased and items that require to be manufactured. For external trades the weather has an impact on when these jobs can be carried out e.g. roof repairs and external roughcasting.	

