

## Notice of Meeting and Agenda Greener Renfrewshire Thematic Board

Date	Time	Venue
Monday, 29 August 2016	10:00	CMR 1, Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM  
Head of Corporate Governance

### Membership

Councillors E Devine and Audrey Doig; O Reid, S MacDougall, J Cameron, J Lynch, C Thorpe, L Feely and S Marklow (all Renfrewshire Council); I Cunningham, Engage Renfrewshire; A Fraser, FLAIR Representative; D Shannon, Forestry Commission Scotland; J Wilby, Forum for Empowering Communities; R Nimmo, Glasgow Airport; G Tarvit, Keep Scotland Beautiful; J Downie, Police Scotland; J Still, Renfrewshire Health & Social Care Partnership; M Gallacher, Scottish Fire and Rescue Service; M MacLaren, Scottish Water; K Boag, SEPA; J Binning, Strathclyde Partnership for Transport; A Ritchie, West College Scotland; and C Devine, Zero Waste Scotland.

### Chair

Councillor E Devine.

### 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](http://www.renfrewshire.cmis.uk.com/renfrewshire/CouncilandBoards.aspx)

For further information, please either email [democratic-services@renfrewshire.gov.uk](mailto: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.

- |             |   |                |
|-------------|---|----------------|
| <b>1</b>    | <b>Minute of Previous Meeting</b>   | <b>7 - 12</b>  |
|             | Minute of Meeting held on 23 May 2016.  |                |
| <b>2</b>    | <b>Rolling Action Log</b>   | <b>13 - 14</b> |
|             | Report by Director of Finance & Resources, Renfrewshire Council.                |                |
| <b>3</b>    | <b>Spotlight on Stalled Spaces</b>  |                |
| <b>(a)</b>  | <b>Renfrew Development Trust</b>  |                |
|             | Presentation by Renfrew Development Trust on Stalled Spaces.                    |                |
| <b>(b)</b>  | <b>Kilbarchan Community Council</b>   |                |
|             | Presentation by Kilbarchan Community Council on Stalled Spaces                  |                |
| <b>(c)</b>  | <b>Stalled Spaces Scotland</b>  | <b>15 - 16</b> |
|             | Report by Head of Public Protection, Community Resources, Renfrewshire Council. |                |
| <b>4</b>    | <b>Greener Communities Sub-Group Minutes of Meeting of 29 June 2016</b>         | <b>17 - 24</b> |
|             | Report by Head of Public Protection, Community Resources, Renfrewshire Council. |                |
| <b>5(a)</b> | <b>Greener Transport Sub-Group Minutes of Meeting of 12 July 2016</b>           | <b>25 - 28</b> |
|             | Report by Head of Public Protection, Community Resources, Renfrewshire Council. |                |

<b>5(b)</b>	<b>Low Carbon Travel &amp; Transport Challenge Fund</b>	<b>29 - 32</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	
<b>6</b>	<b>Carbon Management Sub-Group Progress Report</b>	<b>33 - 44</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire House.	
<b>7</b>	<b>Renfrewshire Transport Outcomes Report 2016/17</b>	<b>45 - 70</b>
	Report by Head of Policy & Planning, SPT.	
<b>8</b>	<b>Renfrewshire Council's Fuel Poverty Strategy</b>	<b>71 - 120</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	
<b>9</b>	<b>Greener Renfrewshire's Local Outcome Improvement Plan - Progress Against Year 3 Targets</b>	<b>121 - 128</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	
<b>10</b>	<b>Renfrewshire's Local Air Quality Management - (Declaration of Air Quality Management Areas &amp; Review of Performance Indicator for Reporting on Air Quality) &amp; Proposal to Establish Environmental Quality Management Areas</b>	<b>129 - 158</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	
<b>11</b>	<b>Public Sector Climate Change Duties Reporting</b>	<b>159 - 164</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	
<b>12</b>	<b>Overview of Initiatives and Good Practice</b>	<b>165 - 170</b>
	Report by Head of Public Protection, Community Resources, Renfrewshire Council.	

<b>13</b>	<b>Timetable of Meetings for the Greener Renfrewshire Thematic Board - January 2017 to June 2017</b>	<b>171 - 172</b>
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Report by Director of Finance & Resources, Renfrewshire Council.





## Minute of Meeting Greener Renfrewshire Thematic Board

Date	Time	Venue
Monday, 23 May 2016	10:00	CMR3, Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

### PRESENT

Councillors E Devine and Audrey Doig; O Reid, C Thorpe, L Feely and S Marklow (all Renfrewshire Council); I Cunningham, Engage Renfrewshire; A Fraser, FLAIR Representative; J Wilby, Forum for Empowering Communities; R Nimmo, Glasgow Airport; J Divers, Scottish Fire and Rescue Service; and C Roxburgh, West of Scotland University.

### CHAIR

Councillor E Devine, Chair, presided.

### IN ATTENDANCE

M Blake, K Simpson and K Stewart (all Sweco); Y Farquhar, S Graham, J Brown and C MacDonald (all Renfrewshire Council); A Ritchie and M McLaughlin (both West College Scotland).

### APOLOGIES

J Lynch, Renfrewshire Council; J Still, Renfrewshire Health & Social Care Partnership; and J Binning, Strathclyde Partnership for Transport.

### DECLARATIONS OF INTEREST

There were no declarations of interest intimated prior to the commencement of the meeting.

## **1 MINUTE OF PREVIOUS MEETING**

There was submitted the Minute of the meeting of the Greener Renfrewshire Thematic Board held on 23 May 2016.

**DECIDED:** That the Minute be noted.

## **2 ROLLING ACTION LOG**

The Rolling Action Log was submitted for approval.

**DECIDED:** That the Rolling Action Log be approved.

## **3 CITY DEAL SUSTAINABILITY UPDATE**

A presentation was given by the Technical Director, Sweco updating members on City Deal sustainability.

The presentation gave a brief overview of the City Deal development; outlined the sustainable goals, opportunities and objectives; highlighted the carbon management infrastructure and the benefits of tackling carbon emissions; and summarised the City Deal stages and progress made to date.

After further discussion it was agreed that an update report would be submitted to the Board to be held on 8 November, 2016.

**DECIDED:**

- (a) That it be agreed that an update report would be submitted to the Board to be held on 8 November, 2016; and
- (b) That the presentation be noted.

## **4 LIVING STREETS – STREET AUDIT FOR MOSS STREET, PAISLEY TO RENFREWSHIRE HOUSE, COTTON STREET, PAISLEY**

With reference to the Minute of the Greener Renfrewshire Thematic Board held on 3 June 2015 relative to Item 7 – Streets for All – Improving Accessibility of Streets, Pavement and Public Spaces in Renfrewshire, there was submitted a report by the Chair of the Renfrewshire Access Panel which provided details of the audit which had been carried out from Moss Street to Cotton Street, Paisley.

The Living Streets Access Audit assessed the accessibility of the environment, its facilities and any services delivered from it, from the perspective of people with disabilities. It focused on accessibility issues that required to be addressed from the perspective of disabled people, rather than providing an assessment of positive features of the built environment. The Living Streets Access Audit provided a starting point for collaborative discussion about practical and sustainable improvements that could be made over a negotiated period of time to increase the accessibility of the built environment for all users.



**DECIDED:**

- (a) That the positive work done by the Access Panel to identify accessibility issues along a key route in Paisley Town Centre and the support of students from University of the West of Scotland be noted; and
- (b) That it be agreed that appropriate officers of Renfrewshire Council be contacted to discuss in detail with Renfrewshire Access Panel the findings of the report and the potential solutions suggested by UWS students in order to agree a set of design principles to promote accessibility.

**5 WEST COLLEGE SCOTLAND – GREENER INITIATIVES**

A presentation was given by the Director of Finance & Estates, West College Scotland relative to sustainability and the way ahead for the College.

The presentation gave a brief overview of the College and their carbon management plans; highlighted some key facts and the journey so far; outlined what sustainability meant to the College; and summarised the challenges and next steps.

**DECIDED:** That the presentation be noted.

**6 CARBON MANAGEMENT SUB-GROUP**

There was submitted a report by the Head of Public Protection, Community Resources, Renfrewshire Council relative to the merger of the Greener Housing and the Carbon Management & Waste Reduction sub-groups to form the Carbon Management Sub-Group.

The report advised that at the meeting of the Greener Renfrewshire Thematic Board on 1 April 2016 a large number of cross-cutting issues had been identified across the work of the Greener Housing and the Carbon Management & Waste Reduction sub-groups. It was agreed to form one sub-group under the remit of Carbon Management. An initial meeting of the lead officers of the previous two sub-groups was held and a number of high level priorities were identified which would address carbon management and energy efficiency issues across Renfrewshire as well as the issues relating to the management of waste and recycling.

It was established that further expertise would be required to ensure that engagement with Community Planning Partners and other stakeholders across Renfrewshire could deliver the key priorities of the group and representatives from Resource Efficient Scotland and Energy Savings Trust were to be invited along to help deliver a workshop session on 19<sup>th</sup> July 2016 to share their experience and provide assistance. It was envisaged that the strategic action plan would be the proposed outcome of the workshop which would ensure the delivery of the identified outcomes.

**DECIDED:**

- (a) That the strategic outcomes of the Carbon Management Sub-Group be noted; and
- (b) That it be noted that a detailed action plan on how the Carbon Management Sub-Group aims to achieve these outcomes would be submitted to the next meeting of the Board for approval.

**7 LOW CARBON INFRASTRUCTURE TRANSITION FUND (LCiTF)**

A presentation was given by the Corporate Asset/Energy Manager, Development & Housing Services, Renfrewshire Council relative to the Low Carbon Infrastructure Transition Fund (LCiTF).

The presentation gave a brief overview of the LCiTF and its principal aim; detailed the common thread; outlined the Paisley Central and Foxbar DHS Bid; and highlighted HONE - the demonstrator project.

**DECIDED:** That the presentation be noted.

**8 GREENER RENFREWSHIRE THEMATIC BOARD SPOTLIGHT REPORT**

There was submitted a report by Head of Public Protection, Community Resources, Renfrewshire Council which provided a summary of progress against the Greener actions and measures over the first three years of the Community Plan. The report detailed an overview of the agreed strategic priorities and focus for the Thematic Board and the key areas of work which were being taken forward by partners over the next year. It was noted that a version of the report would be submitted to the Renfrewshire Community Planning Partnership Board on 27 June 2016.

**DECIDED:**

- (a) That the strong performance and strategic focus achieved by the Greener Renfrewshire Thematic Board be noted;
- (b) That the future priorities of the Greener Renfrewshire Thematic Board be noted; and
- (c) That the issues and challenges the Greener Renfrewshire Thematic Board required to address to enable its priority outcomes to be achieved be noted.

**9 GREENER COMMUNITIES SUB-GROUP MINUTE OF MEETING OF 21 APRIL 2016**

There was submitted a report by the Head of Public Protection, Community Resources, Renfrewshire Council which provided details of the meeting of the Greener Communities Sub-Group which took place on 21 April 2016. The Minute of the meeting was attached as an appendix to the report.

**DECIDED:** That the report be noted.

10 **GREENER TRANSPORT SUB-GROUP MINUTE OF MEETING OF 5 APRIL, 2016**

There was submitted a report by the Head of Public Protection, Community Resources, Renfrewshire Council which provided details of the meeting of the Greener Transport Sub-Group which took place on 5 April 2016. The Minute of the meeting was attached as an appendix to the report.

**DECIDED:** That the report be noted.

11 **OVERVIEW OF INITIATIVES AND GOOD PRACTICE EXAMPLES**

There was submitted a report by the Head of Public Protection which provided an overview of recent developments, initiatives and funding streams made available to Community Planning Partnerships in Scotland.





**DECIDED:** That the report be noted.







## RENFREWSHIRE COUNCIL

### GREENER RENFREWSHIRE THEMATIC BOARD

#### ROLLING ACTION LOG

	Action is on track
	Areas for concern that will impact on completion date if not fixed.
	Action required to bring up to satisfactory level
	Past deadline date and action required.

#### KEY

Action No.	Action	Action Owner	Status	Expected Date of Completion	Actual Date of Closure	Update & Comments
GR.17.12.14(6) – Building Greener/Safer Communities	(a) Relevant partners in the Community Safety Partnership to work up proposed options for submission to the National programme; and (b) Further reports on progress to be brought to subsequent meetings of the Board.			Future meeting		GR.05.03.15(5) Progress update noted.
GR.01.02.16(3)	Active Travel Plans Across Renfrewshire Agreed that this action be taken forward by the Greener Transport Sub-Group with resource implications also to be explored with the Chief Executive's Service.					GR.01.02.16(6) – Multi-Agency Approach Further reports on progress to be brought to subsequent meetings of the Board.
GR.01.02.16(5)	<u>RENFREWSHIRE'S LOCAL AIR QUALITY MANAGEMENT 2015 - UPDATING AND SCREENING ASSESSMENT AND DETAILED ASSESSMENTS FOR JOHNSTONE, RENFREW AND MONTGOMERY ROAD, PAISLEY</u> That a further report would be brought back to a future meeting of the Board incorporating comments from the Environment Policy Board.	Lead Officer				
GR.01.04.16(4)	<u>Streets For All: Street Audit For Moss Street, Paisley to Renfrewshire House, Cotton Street, Paisley</u> Appropriate officers of Renfrewshire Council to be contacted to discuss in detail with Renfrewshire Access Panel the findings of the report and the potential solutions suggested by UWS students in order to agree a set of design principles to promote accessibility.	Lead Officer/ SG		Future meeting		





**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**STALLED SPACES SCOTLAND**

**1. Summary**

- 1.1 This report provides further update on the Stalled Spaces Scotland: Renfrewshire programme. A budget of £20,000 was allocated to the programme, this comprised of £10,000 from Architecture and Design Scotland, match funded by Renfrewshire Council. Across Renfrewshire, nine projects were funded covering: growing and planting; live music; art; and filming.
- 1.2 Although the vast majority of the funding has been distributed, there was a slight underspend on the budget. As it had been agreed at the Greener Thematic Board of 9 November 2015 that final details of level of award and content be remitted to the Lead Officer and Convener, an additional sum of £335 was awarded to the Kilbarchan Community Council project, which had created a community garden on the site of a disused petrol station. The purpose of this additional funding was for the purchase of a strimmer in order to allow the ongoing maintenance of the site as the owner is happy for the project to continue in this location.

**2. Recommendations**

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board homologate the action of Oliver Reid, Lead Officer of the Greener Renfrewshire Thematic, in liaison with the Convener of the Greener Renfrewshire Thematic Board to award the additional sum of £335 to Kilbarchan Community Council's Stalled Spaces Scotland project.



### 3. Background

- 3.1 Community groups were invited to apply for grants of between £250 - £5,000 to bring derelict or vacant land back to temporary use within the Renfrewshire area as part of the Stalled Spaces Scotland programme. 75% of projects funded had to be town centre based and applications were approved by the Greener Renfrewshire Thematic Board, having been initially assessed for essential criteria by the Greener Communities sub-group.
- 3.2 The application form, guidance notes and scoring matrix were made available on the Renfrewshire 2023 website ([www.renfrewshire2023.com](http://www.renfrewshire2023.com)). The scoring matrix was used by the Greener Renfrewshire Thematic Board to assess each application.

### 4. Community Involvement/Engagement

- 4.1 A total of nine projects have been funded through the Stalled Spaces programme covering a wide range of communities, community groups and different age groups. Details of the project are shown in the table below:

Reaching Older Adults in Renfrewshire	Development of disused site next to ROAR's premises
Paisley West & Central Community Council	Improve and clear two derelict sites in the West End of Paisley
Loud n Proud	Series of music events on unused ground near Sma' Shot Cottages in Paisley
Environmental Training Team	Revamp Alexander Wilson Park and install benches etc at site at St James' Street Paisley
I Am Me	Film making at derelict Coats site in Johnstone
Renfrew Development Trust	Artwork created on disused toilet block in Renfrew
Kilbarchan Community Council	Creation of a community garden at the old petrol station, Cartside Terrace, Kilbarchan
Erskine Music and Media	Pop up arena to host music events in the Erskine area
Star Project	Art work at the old St Mirren site in Paisley

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**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**GREENER COMMUNITIES SUB-GROUP  
MINUTES OF MEETING OF 29 JUNE 2016**

**1. Summary**

- 1.1 This report provides details of the meeting of the Greener Communities sub-group which took place on 29 June 2016. The minute of the meeting is attached as an appendix to this report.

**2. Recommendations**

- 2.1 It is recommended that the Board notes the content of the appendix to this report.

**3. Background**

- 3.1 To ensure the main aims, objectives and priorities of the Greener Renfrewshire Thematic Board are achieved, it was agreed to create sub-groups to focus on the four workstreams of the Board: Greener Communities; Greener Transport; Greener Housing; and Carbon Management and Waste Reduction. The Greener Housing and the Carbon Management and Waste Reduction groups have since been merged due to the cross cutting priorities and a single group under the priority of Carbon Management has now been formed.

- 3.2 The Greener Communities sub-group was established in 2015 led by John Wilby of the Renfrewshire Forum for Empowering Communities, assisted by Iain Cunningham of Engage Renfrewshire. The first meeting of the group was held in April 2015 when it was agreed that the purpose of the group was to network, share information, and discuss Greener initiatives being carried out by community groups across Renfrewshire.

#### **4. Community Involvement/Engagement**

- 4.1 The community groups which are represented at the Greener Communities 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 submitted to other community representatives when appropriate to the agenda.

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## Appendix 1

**RENFREWSHIRE COMMUNITY PLANNING  
PARTNERSHIP MINUTE OF THE MEETING OF  
GREENER RENFREWSHIRE THEMATIC BOARD  
GREENER COMMUNITIES SUB-GROUP  
HELD ON 29 JUNE 2016  
ENGAGE RENFREWSHIRE,  
10 FALCON CRESCENT, PAISLEY**

### IN ATTENDANCE

Iain Cunningham, Engage Renfrewshire; John Wilby, Lead Officer, Forum for Empowering Communities; William Pollock and Lizze Asnol, Environmental Training Team; Véronique Obike-Preud'homme, Erskine Community Park Group; Maria Corrigan, Kirsty Wright, Steve Edwards, Steven Thomson, Kam Kaur, Craig McIntyre, Jean Brown, all Renfrewshire Council

### APOLOGIES

Scott Duncan, LEAP; Angela Smith, Royal Horticultural Society; Stephanie Wilson, Kibble; Sharon Marklow, Andy Summers, Mark Faichney, all Renfrewshire Council

1.	<p><b>MINUTES OF PREVIOUS MEETING</b></p> <p>There was submitted the Minute of the meeting of the Greener Communities sub-group held on 21 April 2016.</p> <p>JW confirmed that the 7<sup>th</sup> Paisley Scout Group have volunteered to work with the Friends of Maxwellton Park Group. JW confirmed he will promote the Young Reporters scheme with this group.</p>	<b>Agreed</b>
2.	<p><b>FEEDBACK FROM GREENER RENFREWSHIRE THEMATIC BOARD (23-05-16)</b></p> <p>A summary of the last Greener Renfrewshire Thematic Board meeting was submitted.</p> <p>IC confirmed that he had been in talks with SWECO, who had invited applications from Social Enterprise Companies across Renfrewshire to provide support. The group which has been chosen is 'We're Here', a local befrienders group.</p> <p>It was noted that membership for the Carbon Management sub-group is sought – any interested parties to contact JB.</p>	<b>Noted</b>



3.	<p><b>MEMBER UPDATES</b></p> <p><b>Steven Thomson, Paisley 2021</b>  ST provided a summary of the work of the Paisley 2021 team. He provided details of the Paisley 2021 Culture Events and Heritage Fund and confirmed he would be happy to meet with groups to help them in their applications for funding. He confirmed the team are also happy to facilitate the development of partnerships with community groups.</p> <p>ST advised there are a number of consultation events planned for cultural activities but none relating to greener /growing activities. It was noted that the Greener Communities sub-group could assist in any such events.</p> <p>The Paisley 2021 team have received a number of suggestions to improve the environment including: planting of rose beds across Renfrewshire; reintroduction of the Paisley Pinks.</p>	
	<p><b>Renfrewshire Council, Strategy &amp; Place Section</b>  SE confirmed that work on the Main Issues Report for the next Local Development Plan is continuing. As part of this, public consultation events for the proposed Paisley South Community Growth Area were held in June with more than 60 people attending.</p> <p>Work is ongoing to integrate the public consultation responses to the draft Renfrewshire Outdoor Access Strategy. A review of the Core Paths Plan is also underway and will involve a community consultation stage in due course.</p> <p>Baseline studies on the South West Johnstone Integrated Green Infrastructure Project are nearing completion. These will inform Council about the feasibility of an application to the EU Integrated Green Infrastructure Fund (which is being managed by Scottish Natural Heritage) for advance sustainable flood control works.</p> <p>It was agreed at the April meeting of the Local Biodiversity Action Plan Steering Group that preliminary proposals for a Renfrewshire Biodiversity Action Plan should be presented to the next LBAP Steering Group meeting in July 2016.</p> <p>A site meeting was held on 28<sup>th</sup> June with prospective growers from south west Johnstone, who are interested in developing part of the former St Cuthbert's School playing fields as an allotment gardens site.</p>	



	<p><b>Paisley West End Community Council</b></p> <p>JW confirmed that a formal letter had been submitted to Renfrewshire Council to take over a site at Carbrook Street. The community council ideally want to take ownership of the site to improve the funding opportunities available to them. It was noted that the Renfrew Garden of Dreams project was an example of this type of community project.</p> <p>JW advised that the community council supported a proposal to apply murals at gable ends and underpasses in the West End of Paisley</p>	
	<p><b>Maria Corrigan, Town Centre Manager, Renfrewshire Council</b></p> <p>MC confirmed that a 12 week pilot project was being carried out in the Ferguslie area as part of the Building Safer Greener Communities programme. It was noted that engagement from the community was quite poor and lessons are to be learned from this prior to the programme being rolled out to the next hotspot location.</p> <p>MC also advised that work is progressing on the Purple Flag application for Paisley town centre. This is a partnership approach with Paisley First BID and looks to demonstrate that Paisley town centre is a safe, diverse and creative place and should help boost the night time economy. It was noted that wall murals are planned as part of the application, which is due for submission in October 2016.</p> <p>MC confirmed that funding of £6,500 had been awarded by Zero Waste Scotland for a litter communication campaign. The campaign will target on specific issues e.g. fast food litter, plastic bottles and can be focused at key locations.</p> <p>The Responsible Dog Ownership Strategy has now been approved by the Environment Policy Board. MC confirmed she would welcome volunteers from any community groups to help drive forward this campaign. ST suggested a local dog agility group may be willing to help and will pass MC their contact details.</p>	ST
	<p><b>Erskin Community Park Group</b></p> <p>VO-B confirmed that the group are looking to take over a piece of land in Erskin between the sports centre and the river to create a community park. There have been a number of issues including: the ownership of the land; issues with water and drainage.</p> <p>VO-B confirmed that an application for funding is being submitted to the Paisley 2021 Culture and Heritage fund. ST confirmed that it is better to include as much detail as possible with these funding applications, together with supporting documentation.</p>	



4	<p><b>STALLED SPACES</b></p> <p>KW confirmed that an additional £335 of funding had been issued to the Kilbarchan Community Council project.</p> <p>A&amp;DS have confirmed that it is likely that we will be successful in obtaining further funding to expand the Stalled Spaces programme although this will have to be match funded. KW confirmed that an application is being submitted to the Paisley 2021 Culture &amp; Heritage Fund for £20,000 which could be the match funding required. Full application for this funding to be submitted by 1 August 2016.</p> <p>JW confirmed that the site at Brown Street is being maintained regularly. The site at Underwood Lane, for the proposed community garden, is being maintained. A joint celebration event is planned for 9 September 2016, being organised by ROAR.</p> <p>Representatives from Renfrew Development Trust and Kilbarchan Community Council are to attend the next Greener Renfrewshire Thematic Board to deliver presentations on the success of their projects.</p>	
	<p><b>LEAP</b></p> <p>IC confirmed that LEAP are working in partnership with an after-school group to take over the old janitor's house at East Fulton Primary School. Funding has been awarded by BA and BAA and this will help transform the house into an eco friendly facility.</p> <p>LEAP are working with young people on their ReMode project, which involves refashioning 2<sup>nd</sup> hand clothing. More information is available at <a href="https://www.facebook.com/remodeyouth/">https://www.facebook.com/remodeyouth/</a></p> <p>Work continues with the business switch service which helps Renfrewshire Charities, Social Enterprises and businesses save money on their energy bills. Any revenue from this service is used for environmental work within communities. <a href="http://www.myleapproject.org/business">http://www.myleapproject.org/business</a>.</p>	
	<p><b>Community Funding</b></p> <p>KK, Community Development Officer confirmed that she and 2 of her colleagues research funding opportunities for community groups and social enterprises across Renfrewshire. KK and Kate McDonald, New Funding Officer, spend one day per month working with Engage Renfrewshire. Community groups can contact the team for advice on applying for funding</p>	



5	<b>ACTION PLAN</b> JB advised that updates on any of the actions be passed to her to keep the action plan current. ST confirmed that he may be able to help drive forward the creation of the database. JB to arrange meeting. VO-B suggested that community councils may be able to provide details of groups within their communities which deliver greener action. JB to liaise with the Community Council Liaison Officer.	<b>ALL</b>  <b>JB</b>  <b>JB</b>
6	<b>PERFORMANCE SCORECARD</b> All group members were asked to consider the targets on the scorecard and pass any comments to JB.	<b>ALL</b>
7	<b>GREENER NEWSLETTER</b> JB confirmed that the 3 <sup>rd</sup> quarterly Greener Renfrewshire Newsletter will be published by mid-July - all members are asked to send contributions for the Newsletter and the Renfrewshire 2023 website to JB for publishing.  JB confirmed that 230 people have now signed up to receive the newsletter and encouraged all members to ask their friends and colleagues to register.	<b>ALL</b>  <b>ALL</b>
8.	<b>AOCB</b> IC confirmed that the Friends of Thomas Shanks Park group are looking to acquire the lease of the site of the old McMaster House. The group plans to create a community garden space and have already completed their asset transfer business plan.	<b>Noted</b>
9.	<b>DATE OF NEXT MEETING</b> The next meeting of the group will be on Thursday 22 September 2016 at 10am in the offices of Engage Renfrewshire	<b>JB</b>







**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**GREENER TRANSPORT SUB-GROUP  
MINUTES OF MEETING OF 12 JULY 2016**

**1. Summary**

- 1.1 This report provides details of the meeting of the Greener Transport sub-group which took place on 12 July 2016. The minute of the meeting is attached as an appendix to this report.

**2. Recommendations**

- 2.1 It is recommended that the Board notes the content of the appendix to this report.

**3. Background**

- 3.1 To ensure the main aims, objectives and priorities of the Greener Renfrewshire Thematic Board are achieved, it was agreed to create sub-groups to focus on the four workstreams of the Board: Greener Communities; Greener Transport; Greener Housing; and Carbon Management and Waste Reduction. The Greener Housing and the Carbon Management and Waste Reduction groups have since been merged due to the cross cutting priorities and a single group under the priority of Carbon Management has now been formed.

- 3.2 The Greener Transport sub-group was established in 2015 led by Ross Nimmo, Head of Planning and Development at Glasgow Airport, assisted by Mark Higginbotham, Development Manager, Renfrewshire Council. The first meeting of the group was held in May 2015 when it was agreed that the purpose of the group was to come together to ensure the community planning partners and community groups work in collaboration, ensuring improved communication and information sharing takes place to help achieve the priority outcomes and impact measures of the Greener Renfrewshire Thematic Board.

#### **4. Community Involvement/Engagement**

- 4.1 The community groups which are represented at the Greener Transport sub-group are: Renfrewshire Council; Glasgow Airport; SPT; University of the West of Scotland; Sustrans; NHS Greater Glasgow and Clyde; West College Scotland; Scotrail; Intu Braehead; Renfrewshire Leisure Limited; Hillington Park; and Westway. Invitations are submitted to other community representatives when appropriate to the agenda.
- 4.2 In the attached minute, details are included of a presentation by Transport Scotland on the Low Carbon Travel and Transport (LCTT) Challenge Fund. Further details on this are included in the report as item 3b on this agenda.

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## Appendix 1

**RENFREWSHIRE COMMUNITY PLANNING  
PARTNERSHIP MINUTE OF THE MEETING OF  
GREENER RENFREWSHIRE THEMATIC BOARD  
GREENER TRANSPORT SUB-GROUP  
HELD ON 12<sup>th</sup> JULY 2016  
RENFREWSHIRE HOUSE, COTTON STREET,  
PAISLEY**

### IN ATTENDANCE

Ross Nimmo (Glasgow Airport); Kathryn Mackay, Scotrail; Gareth Evans (INTU); Louise O'Connell, Hillington Park; Jim Blythe, Renfrewshire Leisure; Zak Tuck, Susan Brown, Transport Scotland; Alastair Scott, David Burnie, Karen McIndoe, Stuart Graham, Jean Brown, all Renfrewshire Council.

### APOLOGIES

Allan Dick, West College Scotland; Alan Meldrum, Westway; Desmond Bradley, Scotrail ; Claire Roxburgh, UWS; Katharine Brough (NHS); Lucy Clark, SUSTRANS; Fiona Watson, Renfrewshire Leisure; Roddy Yarr; University of Strathclyde; Mark Higginbotham, Kate Cuthbert, Colin Hunter, Elaine Lorimer, all Renfrewshire Council

1	<p><b>LOW CARBON TRAVEL AND TRANSPORT HUBS</b></p> <p>Susan Brown and Zak Tuck from Transport Scotland delivered a presentation providing detail of an ERDF Low Carbon Travel and Transport Challenge Fund being launched towards the end of 2016 for the creation of low carbon transport/active travel hubs.</p> <p>For lowland Scotland, funding is available on a 40% basis with 60% match funding required – private sector funding is not acceptable although TS would be keen to see private sector involvement.</p> <p>A pre-application support fund is available which organisations can apply for to assess the viability of a full application – closing date for this fund is 17<sup>th</sup> August 2016.</p> <p>TS confirmed that good examples of the hubs are already in place in Stirling, Kilmaronock and Ayr.</p> <p>Any projects should cover the themes of: social inclusion; equal opportunities; and environmental sustainability.</p> <p>It was agreed by the group that a short-term working group be set up to prepare an application for pre-application funding. Representatives from: City Deal; Paisley 2021; LEAP; Regeneration team to be invited as well as the membership of the sub-group.</p>	SG
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2	<p><b>MINUTES OF PREVIOUS MEETING</b></p> <p>There was submitted the minute of the meeting of the Greener Transport sub-group held on 5<sup>th</sup> April 2016.</p> <p>Item 1 – JB confirmed there are no additional resources available within Renfrewshire Council to carry out a strategic co-ordinating role for the active travel plans.</p> <p>Item 6 – JB confirmed that no progress had been made in contacting Transport Scotland with regards to carrying out a single staff travel survey. It was agreed that this should action may no longer be relevant due to individual surveys having been carried out.</p>	<b>Noted</b>
3	<p><b>FEEDBACK FROM GREENER RENFREWSHIRE THEMATIC BOARD (23-05-16)</b></p> <p>A summary of the last Greener Renfrewshire Thematic Board meeting was submitted.</p>	<b>Noted</b>
4.	<p><b>ACTION PLAN PROGRESS</b></p> <p>LO advised that Hillington Park is to be a pilot site for innovative electric vehicle hire for use across the estate. They are also investigating possibilities relating to cycle hire schemes.</p> <p>Any further updates to be passed to JB to ensure the action plan is up to date.</p>	
5.	<p><b>PERFORMANCE TARGETS</b></p> <p>It was agreed that the performance scorecard remains a work in progress. Any suggestions for useful performance measures to determine the success of the work of the group to be passed to JB.</p>	<b>All</b>
7.	<p><b>AOCB</b></p> <p>AS confirmed that Renfrewshire Council's Cycling Strategy is due to be submitted to the Council's Corporate Management Team in August prior to submitting to Policy Board for approval.</p> <p>RN suggested that an amendment be made to the Strategy highlighting potential locations for cycling hubs. JB to address this issue with Scott Allan, Head of Amenity Services, Renfrewshire Council.</p>	<b>JB</b>
8.	<p><b>DATE OF NEXT MEETING</b></p> <p>The next meeting of the group is scheduled for Tuesday 20<sup>th</sup> September 2016.</p>	<b>JB</b>



**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**LOW CARBON TRAVEL AND TRANSPORT CHALLENGE FUND**

**1. Summary**

- 1.1 Transport Scotland has been awarded up to £25m under the European Regional Development fund (ERDF) 2014-2020 programme, namely the Low Carbon Travel and Transport (LCTT) Challenge Fund, to deliver projects relating to low carbon travel and transport hubs. These hubs can take the form of:
- active Travel Hubs - these will provide focal points for cycling and walking routes;
  - low Carbon Transport hubs - providing refuelling facilities for a range of alternative fuels and transport modes; or
  - a combined hub(s) covering both of the above activities.
- 1.2 To assist in the development of bids for the LCTT Challenge Fund, a pre-application support fund has opened for applications, offering funding of up to £10,000 to assist organisations in carrying out scoping or feasibility studies and associated activities. The Greener Transport Sub-Group has completed an application for this funding, outlining proposed plans for the creation of a Low Carbon Travel and Transport Hub in Renfrewshire.

**2. Recommendations**

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board notes that a further report with more details on the programme will be submitted to the November meeting of the Board, should the application for Pre-Application Support Funding be successful



### 3. Background

3.1 The Greener Transport Sub-Group of the Greener Renfrewshire Thematic Board invited representatives from Transport Scotland to attend its meeting on 12 July 2016 to deliver a presentation and provide additional information on the £25m which Transport Scotland has been awarded, through the European Regional Development Fund (ERDF) 2014-2020 programme, to deliver a strategic intervention.

3.2 Transport Scotland aims to deliver a Low Carbon Travel and Transport programme (LCTT) which consists of the following three operations:

- Active Travel Hubs - active travel hubs will provide focal points for cycling and walking routes. The specifics of each Hub will be tailored to the location and based upon need but will typically include bike library initiatives/bike hire, safe and secure facilities for personal bikes, bike repair/maintenance facilities, improved links to public transport, local path networks, travel information and associated outreach activity;
- Low Carbon Transport hubs will provide refuelling facilities for a range of alternative fuels and transport modes. It is envisaged that the locations and composition of these hubs will be determined by local circumstances and demand but typically are likely to include a mixture of low carbon vehicle refuelling infrastructure, such as electric vehicle charging points, hydrogen refuelling stations and gas refuelling facilities;
- National Smart Integrated Ticketing Scheme - the aim is to create a strategic and holistic approach to a National Smart Transport Card system acting as a catalyst for increased public transport use, resulting in a reduction in emissions and congestion from road transport.

3.3 The overall LCTT programme aims by 2023 to:

- create 20 Low Carbon Travel and Transport Hubs;
- construct up to 100 km of cycle networks or walking paths;
- create a National Smart Ticketing Scheme; and
- increase the number of ultra low emissions vehicle (ULEV) registrations in Scotland by 200.

Of which, Phase One of the LCTT programme aims by the end of 2018 to:

- create 6 Low Carbon Travel and Transport Hubs;
- construct up to 53 km of cycle networks or walking paths; and
- increase the number of ULEV registration in Scotland by 50.

These outcomes will go towards reducing greenhouse gas emissions from transport and improving air quality.



- 3.4 To assist in the development of bids for the LCTT Challenge Fund, a pre-application support fund has opened for applications, offering funding of up to £10,000 to assist organisations in carrying out scoping or feasibility studies and associated activities. The Greener Transport Sub-Group has completed an application for this funding, outlining proposed plans for the creation of a Low Carbon Travel and Transport Hub in Renfrewshire.
- 3.5 The Greener Transport Sub-Group held a workshop at Glasgow Airport, together with a number of additional parties, to generate ideas of what a Low Carbon Travel and Transport Hub could look like in Renfrewshire. Suggestions and ideas from this workshop were collated and have been incorporated into the pre-application funding application.
- 3.6 Discussions are ongoing with representatives from the Paisley 2021 Bid, the City Deal project team and the Paisley Town Centre Heritage Asset Strategy to ensure these strategic priorities are considered within the proposals included within the pre-application funding application.
- 3.7 Transport Scotland anticipates that the launch of the LCTT Challenge Fund for proposals and applications will be in November/December 2016. The application and assessment process will complete in January 2017, when funds will be awarded. All activity funded under this phase of the programme must be completed by the end of December 2018 and the full grant claimed by 31 May 2019.
- 3.8 The LCTT Challenge Fund is a capital fund and applicants can bid for up to 40% of the eligible costs of the project. Applicants must find 60% match-funding for delivery of projects but it should be noted that this match-funding cannot come from any other European funding source. Private sector organisations are welcomed as part of consortium bids but private sector funding is not acceptable as match funding in this phase of the programme.



#### **4. Community Involvement/Engagement**

4.1 The Greener Transport Sub-Group of the Greener Renfrewshire Thematic Board has membership from across the Community Planning Partnership as well as a number of private sector organisations. This membership has been extended for the purposes of the working group for the Low Carbon Travel and Transport Hub and includes the following organisations:

- Glasgow Airport
- SPT
- West College Scotland
- Sustrans
- NHS Greater Glasgow and Clyde
- University of West of Scotland
- Local Energy Action Plan (LEAP)
- University of Strathclyde (Inchinnan campus)
- INTU Braehead
- Hillington Park
- Scotrail (Abellio)
- Westway
- Renfrewshire Leisure Limited
- Clyde Muirshiel Regional Park
- Representatives from various service areas across Renfrewshire Council

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**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**CARBON MANAGEMENT SUB-GROUP PROGRESS REPORT**

**1. Summary**

- 1.1 The strategic priorities of the Greener Renfrewshire Thematic Board are addressed through three sub-groups: Greener Communities; Greener Transport; and Carbon Management. The Carbon Management sub-group was recently formed, merging together the Greener Housing and Carbon Management & Waste Reduction sub-groups.
- 1.2 A workshop was held in July 2016 to identify the priorities of the Carbon Management sub-group and to agree an action plan. This action plan will be monitored to ensure these priorities are achieved.

**2. Recommendations**

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board:
  - a) Notes the content of the draft action plan of the Carbon Management sub-group, attached in Appendix 1 of this report;
  - b) Notes that representatives from the Community Planning Partners are invited to participate in the activities of the Carbon Management sub-group; and
  - c) Notes that a report providing a more detailed action plan, together with any progress achieved, will be submitted to a future meeting of the Board.

**3. Background**

- 3.1 The Carbon Management sub-group of the Greener Renfrewshire Thematic Board is led by Adele Fraser, Chief Executive of Linstone Housing Association. Louise Feely, Housing Asset and Investment Manager, Craig Thorpe, Corporate Asset & Energy Manager and Karen Anderson, Waste Services Manager, all Renfrewshire Council, assist in the leadership of the group.

- 3.2 It was agreed that a workshop be held with Community Planning Partners with assistance from various national organisations. The purpose of the workshop was to assist in the creation of a strategic action plan and identify the key priorities of the group.
- 3.3 The workshop followed an agenda which included the following presentations:
- Resource Efficient Scotland on carbon management plan guidance and the project register tool;
  - Home Energy Scotland on measures available to support households to save energy, reduce carbon emissions and reduce their fuel bills;
  - Energy Savings Trust on programmes which are in place to reduce carbon and to facilitate community engagement; and
  - Update on Renfrewshire Council's Carbon Management Plan.
- 3.4 Those in attendance at the workshop were asked to identify actions which they considered necessary to enable the group to achieve the priorities. A draft action plan was drawn up from the output of the workshop and this has been circulated to Community Planning Partners to ensure that a focussed, strategic action plan is developed which will ensure the delivery of the key priorities of the group, which will help drive the agenda of the Greener Renfrewshire element of the Renfrewshire Community Plan.
- 3.5 A further meeting of the group has been arranged for 11 October 2016 at which time the action plan will be refined and will be brought to the November meeting of the Greener Renfrewshire Thematic Board for approval. A review of performance measures will be undertaken at this meeting to agree a suite of indicators that reflect this wider partnership approach to carbon management. Once these indicators have been agreed, a recommendation may be made to the Community Planning Partnership Board for approval as part of the refresh of the Community Plan and Local Outcome Improvement Plan.

#### **4. Community Involvement/Engagement**

- 4.1 All members of the Greener Renfrewshire Thematic Board were invited to nominate a representative from their organisations to form the membership of the Carbon Management sub-group.
- 4.2 The membership of the sub-group has representation from: West College Scotland; NHS Greater Glasgow and Clyde; Renfrewshire Access Panel; Linstone Housing Association; Scottish Fire and Rescue Service; and various service areas within Renfrewshire Council.

- 4.2 All Community Planning Partners are invited to nominate a representative(s) from their organisation to participate in the activities of the Carbon Management sub-group.

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Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
<b>Priority: Establish a Renfrewshire-wide Carbon Management Plan</b>		
Identify community planning partners and stakeholders within Renfrewshire and determine which of these already have carbon management plans in place. Identify a resource to pull together the key areas of these plans.		
Create a register capturing all these plans and gather headline carbon data providing a measurement tool covering all the plans and establish baseline data. (could be through Resource Efficient Scotland's Carbon Footprint and Project Register Tool).		
Share and learn best practice across Community Planning Partners, pulling together key areas of their plans and establish a procedure on how this can be done, including analysing success levels.		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Consider a framework for formal partnership working, linked to financial savings (including joint procurement initiatives). Identify a few 'quick win' projects which will deliver economic benefits and will help to achieve the buy-in from senior management across the CPP, ensuring these are reported to the Greener Renfrewshire Thematic Board.		
Agree key areas of priority and how the success of these can be measured		
Ensure engagement takes place with: all public sector organisations; large employers and businesses across Renfrewshire;		
Establish a database of existing projects which are currently delivering a reduction of carbon in Renfrewshire		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
<p>Maximise the resources available nationally which may assist in the development of the action plan and provide education, advice, training and development opportunities to CPPs, business and community groups, including:</p> <ul style="list-style-type: none"> <li>• Environmental Savings Trust</li> <li>• Adaptation Scotland</li> <li>• Home Energy Scotland</li> <li>• Resource Efficient Scotland (ZWS)</li> <li>• Sustainable Scotland Network (KSB)</li> </ul>		
Co-ordinate a process whereby community groups, churches etc. are provided with support to enable them to reduce carbon (and save money) in their premises.		
Consider the implications of the Local Development Plan in respect of microgeneration and future development.		
Identify positive carbon reduction benefits realised through other strategic plans e.g. Air Quality; Tackling Poverty		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Encourage communities, schools, and employees across partners and stakeholders, to consider improving their own individual carbon footprint through communication and education programmes.		
Support Fire and Rescue Scotland in their programmes relating to fire prevention and reducing hoax calls. This can aid carbon reduction due to a reduction in the volume of water being used and cut in the number of unnecessary journeys by fire appliances.		
<b>Priority: Reduce the Percentage of Households Experiencing Fuel Poverty</b>		
Maximise HEEPS:ABS funding to deliver measures in SIMD areas.		
Investigate the potential for district heating projects, particularly switching from electric heating systems		
Consider the implications of the Local Development Plan in respect of microgeneration and future housing developments.		



Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Ensure the services provided by Home Energy Scotland are communicated to the residents of Renfrewshire, enabling them to maximise the services on offer.		
Establish a more joined-up approach with Community Planning Partners and stakeholders, including: the promotion of public events; education and training opportunities; advice surgeries; and information on the availability of grants and low cost loans		
Ensure the most vulnerable households are targeted with intervention from Renfrewshire Council's Advocacy Serviced, through the establishment of cross-referrals from e.g. social work, schools.		
Identify ways to improve digital inclusion to ensure householders can take advantage of online switching services and energy metering.		
Consider methods of improving the support provided to improve energy efficiency measures in non social housing		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Promote the awareness of bodies/ organisations which can supply and provide fuel efficiency measures such as Warmer Homes Scotland		
<b>Priority: Waste Reduction and Recycling</b>		
Increase the awareness of the costs for the disposal of waste, through a hard-hitting campaign		
Reduce the capacity for householders to dispose of residual waste		
Provide householders with improved segregated recycling services, with clear labelling on what can and cannot be put in each bin.		
Improve public engagement on the awareness of the benefits of recycling and on what happens to the recycle.		
Identify the waste and recycling infrastructures which are in place across Community Planning Partners and highlight areas where joint working could be implemented to improve processes		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Maximise the resources available nationally from Zero Waste Scotland and Recycle for Scotland to ensure a consistent approach.		
Increase charges for the collection of commercial residual waste, compensated by free/low cost recycling fees		
Improve the infrastructure relating to the collection of food waste		
Improve enforcement activities around waste collection and disposal		
Deliver waste reduction and recycling information activities at large scale Paisley 2021 events		
<b>Priority: Identify Funding Streams for Carbon Reduction and Energy Efficiency Projects</b>		
Establish a database of funding streams containing key eligibility criteria, establishing a procedure to ensure it is kept up to date. (distinguish between development and capital support.		

Greener Renfrewshire Thematic Board Carbon Management Sub-Group Action Plan		
Actions	Milestones	Progress to date
Agree a list of priority projects and determine partnership opportunities to deliver these		
Strengthen the chances of securing funding by identifying opportunities to submit joint funding applications with Community Planning Partners and other stakeholders		
Work up potential SEEPs bids to access capital grants funding for joined up approaches with		
Roll up projects to create packages for LCiTP funding		
Identify good examples of local groups and organisations who have successfully secured funding for projects which help reduce carbon (e.g. LEAP, UWS)		
Identify employee resources to research funding opportunities		



To: **Greener Renfrewshire Thematic Board**

On: **29 August 2016**

Report by: Bruce Kiloh  
Head of Policy & Planning  
SPT

## **RENFREWSHIRE TRANSPORT OUTCOMES REPORT 2016/17**

### **1 Summary**

1.1 This report will:

- Inform the Renfrewshire Community Planning Partnership of the preparation by SPT of the Renfrewshire Transport Outcome Report (TOR);
- Highlight the connection between SPT activities and local outcomes from the Single Outcome Agreement; and
- Highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2015/16 together with details of the SPT – Renfrewshire joint work streams for 2016/17.

### **2 Recommendations**

2.1 It is recommended that the Board note the contents of the report.

### **3 Background**

- 3.1 SPT has prepared a TOR for Renfrewshire annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.
- 3.2 The TOR is now directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2014 – 2017<sup>1</sup> and is the local monitoring and planning element of SPT's suite of strategic plans.

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<sup>1</sup> [http://www.spt.co.uk/wmslib/Documents\\_RTS/RTS%20Delivery%20Plan%202014-17.pdf](http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf)



- 3.3 SPT officers worked with Renfrewshire colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2016/17.
- 3.4 The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and Renfrewshire's local outcomes from the Single Outcome Agreement.

## 4 TOR Content

4.1 The detailed content of the 2016/17 TOR is as follows:

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint work streams, as agreed with each council;
- *Improving outcomes for local residents* – This section explains the relationships between the local outcomes from each council's Single Outcome Agreement and the TOR joint work streams that most support the achievement of the local outcomes;
- *Delivering transport improvements* – This section highlights the SPT activity including services and initiatives that have benefitted council residents over the past year and capital investments made over the past three years;
- *Measuring progress* – This section shows a key transport-related measure for each strategic outcome with figures for both the local area and SPT area as a whole;
- *Main body of the document* – The main body of the TOR includes four sections – one for each of the four RTS Outcomes – and each section provides a progress update on investments, other work undertaken under each joint work stream and a look at the year ahead. Key supporting statistics are provided<sup>2</sup>;
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2015/16 and a list of the 2016/17 capital projects for the council area; and
- *Back cover* – The back cover includes contact details for the main public transport operators within the council area.

## 5 Joint work streams

5.1 The SPT – Renfrewshire joint work streams for 2016/17 are as follows:

- Bus Policy, Statutory Quality Partnerships & Bus Infrastructure Improvements and Smart & Integrated Ticketing;
- Fastlink, Strategic Rail Enhancements, Strategic Road Enhancements, Freight and Integrating Land-Use and Transport Planning;
- Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements; and

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<sup>2</sup> Detailed background information for each work stream is located in the RTS Delivery Plan and the 2016/17 TOR



- Park and Ride, Cycling and Travel Behaviour Change.

5.2 The TOR summarises the role of transport in achieving local outcomes. The relationship between the joint work streams and the SOA local outcomes is set out in section 3 of the TOR.

## 6 Supporting Local Outcomes

6.1 The TOR summarise the role of transport in helping to achieve local outcomes with the following outcomes specifically highlighted:

- Our children and young people have good physical, emotional and mental health and wellbeing;
- Our residents will be supported to live independently as long as possible in their own homes and communities;
- Renfrewshire will be the best connected local economy in Scotland, internationally, nationally and regionally;
- Renfrewshire will have attractive environments and successful town centres created through successful area regeneration that contribute positively to local economic growth;
- Carbon reduction; and
- Our residents will have improved positive healthy behaviours: eat healthier; be physical active; only use drugs as prescribed; and avoid or stop smoking.

6.2 The joint work streams that most support these local outcomes are set out in the TOR.

## 7 Prevention

7.1 The work undertaken through the Greener Renfrewshire Thematic Board helps achieve the sustainability of transport across Renfrewshire.

## 8 Community Involvement/Engagement

8.1 The Transport sub group within the Greener Renfrewshire Thematic Board involves representatives from the Community Planning Partners.

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## ABOUT US

**Strathclyde Partnership for Transport (SPT)** is the Regional Transport Partnership for the west of Scotland and is a partnership of twelve councils. SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is the Public Transport Authority for the west of Scotland and is responsible for the development of the Regional Transport Strategy (RTS).<sup>1</sup> SPT is a statutory participant in Community Planning and a 'key agency' in the Development Planning process.

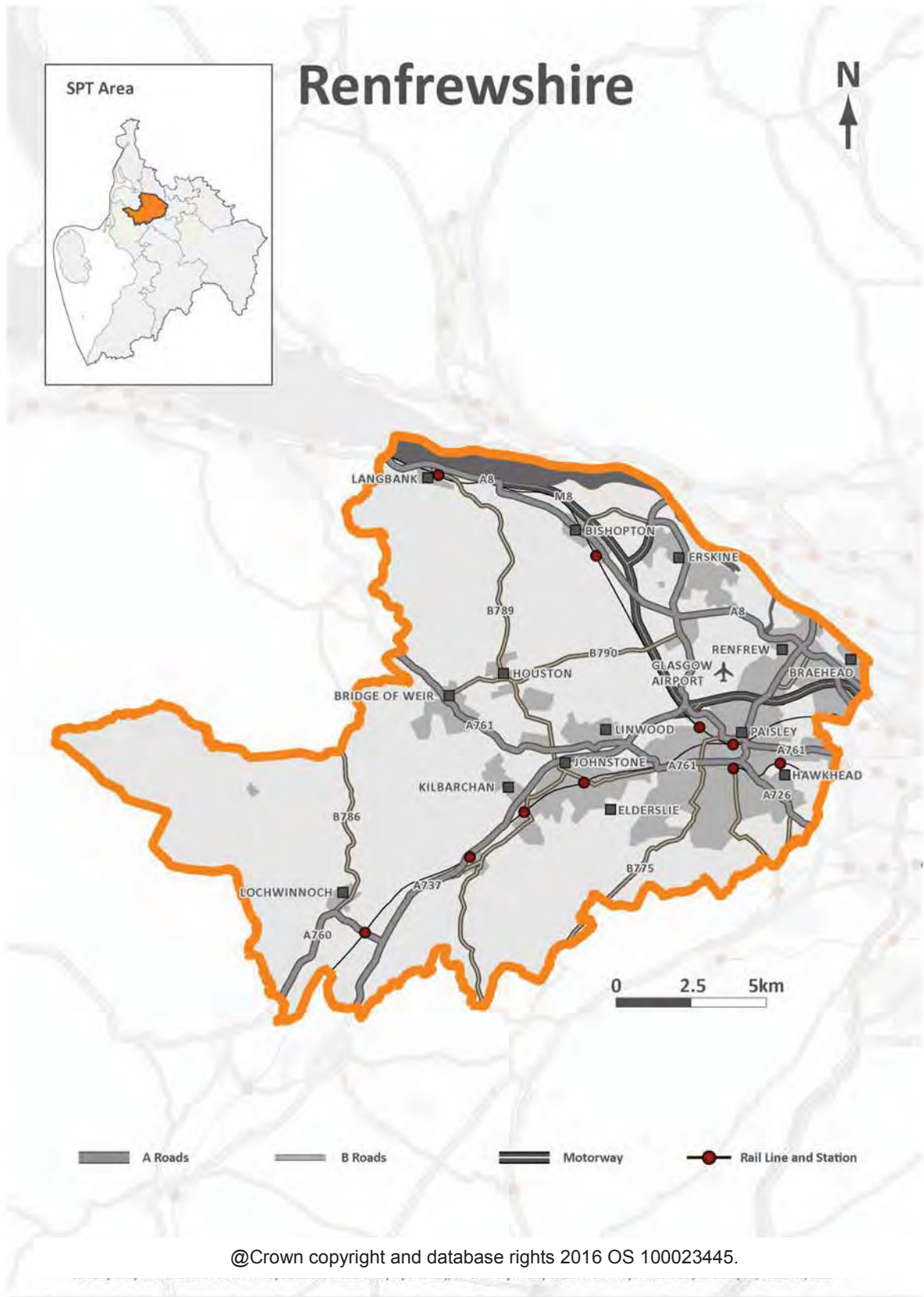
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive transport service. SPT also acts as the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our partner Councils and the coordination of ticketing schemes including Subway smartcard and the ZoneCard multi modal scheme.

**Renfrewshire Council (RC)**, in addition to wider responsibilities, is the local Roads Authority and Planning Authority for Renfrewshire. RC is responsible for the development of the Local Transport Strategy<sup>2</sup> and Local Development Plan<sup>3</sup> and is lead partner in the development of the Renfrewshire Single Outcome Agreement.<sup>4</sup> RC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. RC also has responsibility for road safety and flood risk management.

SPT, RC and partners work together to deliver a range of solutions to enhance and develop our transport network, infrastructure and services; to promote sustainable development; to mitigate and adapt to the impacts of climate change on the transport network and to promote accessible travel choices. This includes investment in and delivery of public transport infrastructure, active travel infrastructure, park and ride and strategic roads projects.

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# 1. Foreword

This Transport Outcomes Report (TOR), produced annually by SPT in partnership with each council in the west of Scotland, outlines the impact of transport improvements in each area to achieve more sustainable, healthy, inclusive and resilient communities across the SPT area.

SPT continues to focus on achieving the four strategic outcomes from the Regional Transport Strategy – Attractive, Seamless, Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions – which underpin the successful delivery of key social, economic, environmental and health outcomes at national, regional and local levels.

As is the case annually, this TOR outlines SPT's investments, projects and services for the past year and current year and sets out the role of transport in achieving improved outcomes for local residents and business in Renfrewshire. The TOR demonstrates the significant investment made by SPT and the Council in the public transport network. This is set against an increasingly tight financial framework that means that public sector bodies must demonstrate more than ever that their services are efficiently managed and that opportunities have been taken to work innovatively to deliver services.

At the same time, the passing into statute of the new Community Empowerment Act provides both an opportunity and a challenge to demonstrate that our services are responsive to public need and delivered in partnership with our communities. For this reason SPT is more committed than ever to working with the Council and our communities to deliver services in an increasingly collaborative way.

SPT will continue to work with Renfrewshire Council, including through the Greener Renfrewshire Thematic Board, and our other partners on such key initiatives as integrating respective Glasgow and Clyde Valley City Deal projects to maximise socio-economic benefits of this major investment. We will work together to plan new transport infrastructure to support sustainable economic growth and to deliver material change to the regional bus market and public transport ticketing to improve integration of the public transport services and networks.

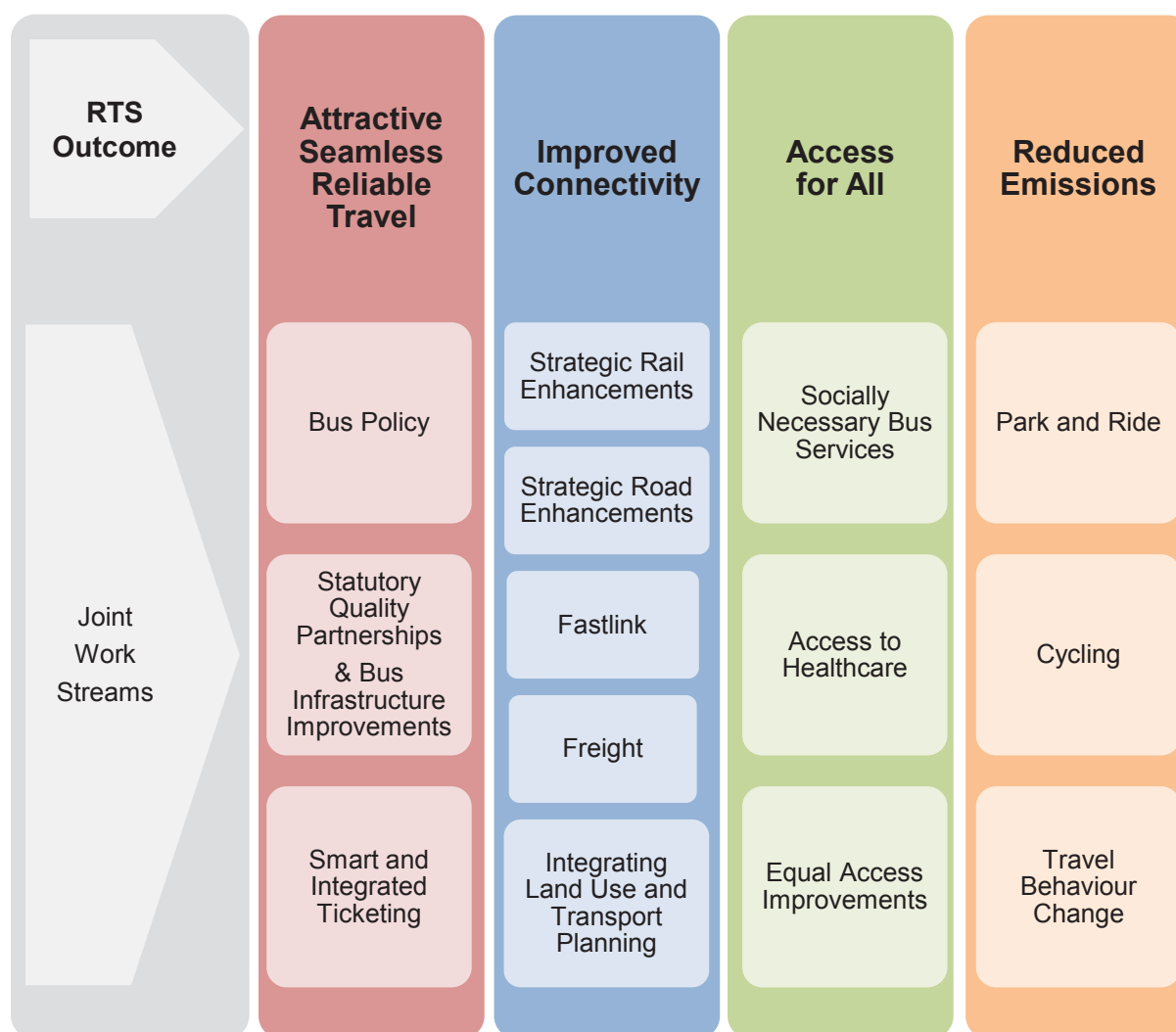
## 2. Working in partnership with Renfrewshire

The 2016/17 Transport Outcomes Report follows the same structure as last year's report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.5 These are set out in Figure 2.1 below. This year's report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

SPT and Renfrewshire officers agree the joint work streams each year. The principle of the 'joint work streams' underlines the shared responsibility of delivering the projects and services that support each strategic outcome, whether through policy development, stakeholder engagement, planning, project delivery or funding.

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 6 – 9).

**Figure 2.1: RTS Outcomes and SPT - Renfrewshire 2016/17 joint work streams**





### 3. Improving outcomes for Renfrewshire residents

SPT is a statutory participant in Community Planning and works in partnership with Renfrewshire Council (RC) and other partners across a range of themes including health, education, accessibility, social inclusion, equalities and community safety. Our four strategic outcomes are closely linked to Renfrewshire outcomes and support national community planning policy priorities including independence for older people, improving the lives of young people, economic growth, stronger communities, more employment and reducing health inequalities.

The Renfrewshire CPP Single Outcome Agreement 2013 – 2023 has six local outcomes that have a clear role for transport. Figure 3.1 shows these six local outcomes and the joint work streams that support each outcome.

In support of local outcome 1 (as shown in figure 3.1) - Good access to education, healthcare and safe leisure opportunities is essential for every child to thrive and a safe, high-quality walking and cycling network supports young children and their families to be more active and live healthier lives. Sustainable development and land use patterns supports families to reduce car usage and increase active travel, and improves road safety.

In support of local outcome 2 - Safe, accessible transport supports independent living by improving access to services and facilities and reducing isolation by making it easier to visit family and friends and attend social events. Improving conditions for active travel encourages healthy lifestyles. Sustainable development improves local access to goods and services.

In support of local outcomes 3–5 - High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use development reduces the cost of transport and congestion for business and residents and supports environmental targets; and good access improves employment opportunities. Sustainable development reduces dependency upon private car.

In support of the sixth local outcome - Good access to services supports residents to realise the full benefits of available healthcare, education and training opportunities. Promoting active travel and investing in cycling infrastructure supports healthy lifestyles.

**Figure 3.1 Renfrewshire local outcomes and TOR joint work streams**

		Joint work streams													
Renfrewshire Community Plan Outcomes		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Road	Fastlink	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
	1) Our children and young people have good physical, emotional and mental health and wellbeing.								✓	✓	✓	✓		✓	✓
	2) Our residents will be supported to live independently as long as possible in their own homes and communities.			✓					✓	✓	✓	✓		✓	✓
	3) Renfrewshire will be the best connected local economy in Scotland, internationally, nationally and regionally.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	4) Renfrewshire will have attractive environments and successful town centres created through successful area regeneration that contribute positively to local economic growth.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	5) Carbon reduction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6) Our residents will have improved positive healthy behaviours: eat healthier; be physical active; only use drugs as prescribed; and avoid or stop smoking.								✓	✓	✓	✓		✓	✓

## 4. Delivering transport improvements for Renfrewshire

Figure 4.1: Summary of SPT investments and services in Renfrewshire

RTS Outcome	2015/16 activity and 2013/14 - 2015/16 capital projects for RC
<b>Attractive Seamless Reliable Travel</b>	<ul style="list-style-type: none"> <li>• £1.2 million in grants from the SPT capital programme for bus infrastructure improvements throughout Renfrewshire</li> <li>• £1.4 million in grants for Paisley Town Centre Bus Hub</li> <li>• 40 identified breaches of traffic regulations, 3 reports to the Traffic Commissioner, 4887 vehicle checks in the Paisley SQP, 22 days of local service monitoring and 112 days of SQP monitoring</li> <li>• 1021 bus stops and 897 pole-mounted information cases maintained (bus stops under agency agreement)</li> <li>• 7 new bus stops and 207 bus stop pole and flag upgrades delivered by SPT in Renfrewshire with £80,000 from SPT capital programme</li> <li>• 151,000 bus departures from Buchanan Bus Station for services to Renfrewshire</li> <li>• 60,000 bus departures from Greenock Bus Station for services to Renfrewshire</li> <li>• 22,000 ZoneCard tickets purchased by Renfrewshire residents</li> <li>• £620,000 in estimated savings for Renfrewshire residents through ZoneCard ticketing</li> </ul>
<b>Improved Connectivity</b>	<ul style="list-style-type: none"> <li>• £170,000 in grants from the SPT capital programme for road safety projects in Renfrewshire</li> <li>• £210,000 in grants from the SPT capital programme for Fastlink in Renfrewshire</li> <li>• Supported transport planning for development at Bishopston Royal Ordnance Site</li> <li>• Input to Town Centre Strategies</li> </ul>
<b>Access for All</b>	<ul style="list-style-type: none"> <li>• 15 supported local bus services on 13 contracts carrying 360,000 passengers at a cost of £310,000</li> <li>• 4 MyBus services carrying 31,000 passengers at a cost of £290,000</li> <li>• 97 school contracts carrying 3600 schoolchildren per school day at a cost of £2,200,000 (under agency agreement)</li> <li>• School contract inspections - 170 on site inspections, 259 vehicles inspected and 468 Disclosure Scotland clearance applications processed</li> <li>• Estimated savings of £560,000 on rail and Subway travel for Renfrewshire residents through the Strathclyde Concessionary Travel Scheme</li> <li>• 2,200 National Entitlement Card (NEC) renewals or applications processed for Renfrewshire residents and 6,800 NEC enquiries from Renfrewshire residents</li> <li>• 7 Travel Points, 20 Mobile Travel Centre visits, 680,000 Travel Centre enquiries</li> </ul>
<b>Reduced Emissions</b>	<ul style="list-style-type: none"> <li>• £985,000 in grants from SPT capital programme for Johnstone Park and Ride expansion</li> <li>• £165,000 in grants from SPT capital programme for cycling infrastructure in Renfrewshire</li> </ul>



## 5. Measuring progress

The figures below are measures of key travel and transport issues.

Figure 5.1: Satisfaction with public transport<sup>6</sup>

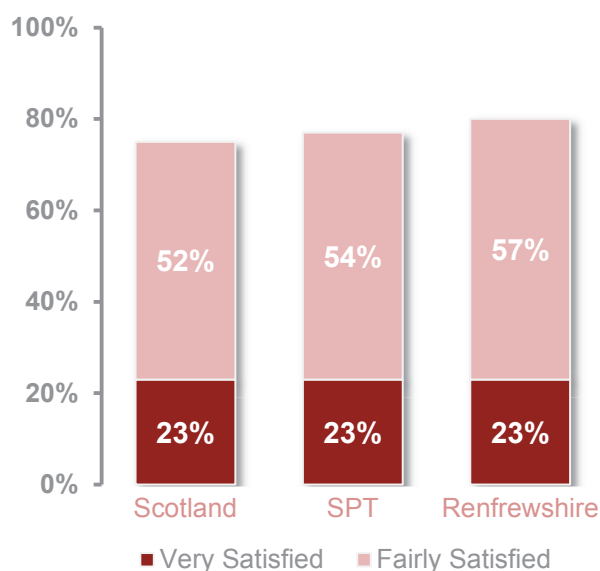


Figure 5.2: Congestion delays experienced by drivers<sup>7 \*</sup>

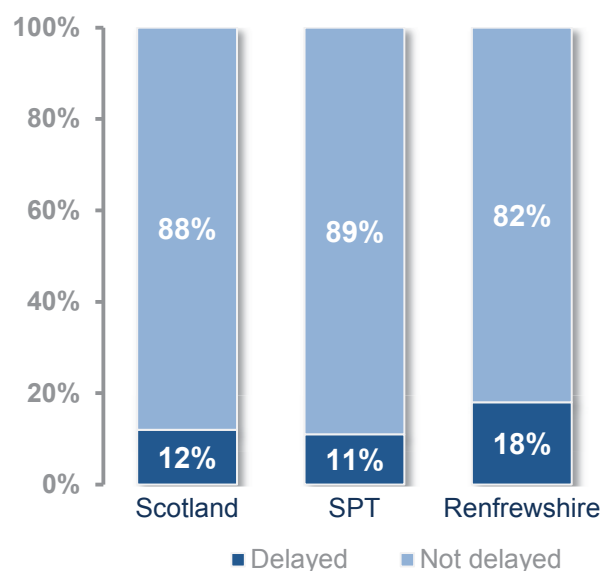


Figure 5.3: Convenience of public transport<sup>8</sup>

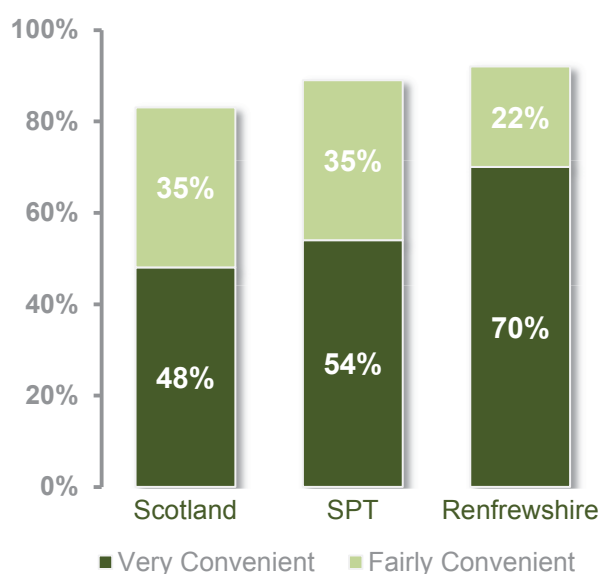
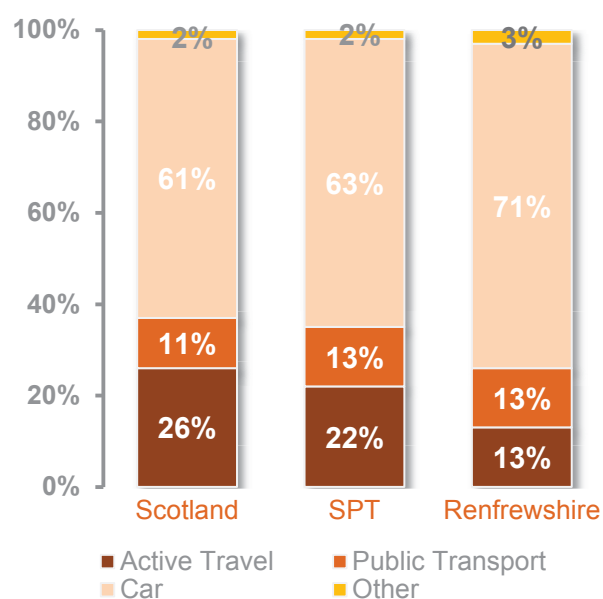


Figure 5.4: Main mode of travel<sup>9</sup>



## 6. Achieving 'Attractive Seamless Reliable Travel'

### 6.1 Bus Policy

SPT, working together with Transport Scotland, local bus operators and other members of the Bus Stakeholder Group, continues to progress its '10 Point Plan' of proposed changes to legislation, regulations and powers to deliver a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market.

In 2015/16, key progress included changes introduced by the Scottish Government, in line with SPT's proposals, to improve the bus service registration process. Public transport authorities now have the opportunity to comment formally to the Traffic Commissioner on the impact of service changes as part of an overall streamlined registration approval process, making the process both more responsive and efficient.

### 6.2 Statutory Quality Partnerships & Bus Infrastructure

In 2015/16, Renfrewshire Council delivered significant improvements to bus passenger facilities in Paisley town centre with £1.4 million in grant funding from SPT (funding over two years). The project rationalised and upgraded bus stops in the town centre at the Smithhills St / Gauze St area, creating a hub for public transport services to improve the quality of the waiting environment for passengers, improve flow of buses through the centre and improve passenger interchange between services. Works for 2016/17 include further improvements to infrastructure throughout the centre and preparation for Real Time Information.

Further bus infrastructure improvements were undertaken throughout Renfrewshire in 2015/16 with £410,000 in funding from SPT including improvements on Glasgow Road, on the Renfrew-Paisley bus corridor and in Erskine, Lochwinnoch, Linwood and Johnstone. In 2016/17, SPT is providing £100,000 in capital funding for additional bus infrastructure improvements including further works on the Renfrew-Paisley corridor, improving stops and shelters in Johnstone town centre and examining options for Neilston Road corridor.

In 2015/16, SPT service compliance inspectors identified 40 breaches of traffic regulations and made 3 reports to the Traffic Commissioner across 22 days of local service monitoring in Renfrewshire. SPT inspectors checked 4,887 vehicles across 112 days of monitoring within the Paisley SQP. These breaches include instances of engine idling, illegal parking and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2016/17.

SPT bus station staff managed 151,000 departures at Buchanan Bus Station and 60,000 departures at Greenock Bus Station for bus services operating within Renfrewshire during 2015/16.

In 2015/16, SPT maintained 1,021 bus stops under agency agreement and maintained 897 SPT-owned, pole-mounted information cases in Renfrewshire. SPT delivered 7 new stops and 207 bus stop pole and flag upgrades in 2015/16 with £83,000 from SPT capital programme. SPT will seek to deliver further upgrades as necessary in 2016/17.

### 6.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. Renfrewshire residents

bought an estimated 22,000 ZoneCards and made around 990,000 trips using a ZoneCard in 2015/16 – saving Renfrewshire residents an estimated £620,000.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT's joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill's buses, the largest privately-owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

#### 6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in Renfrewshire<sup>10</sup>

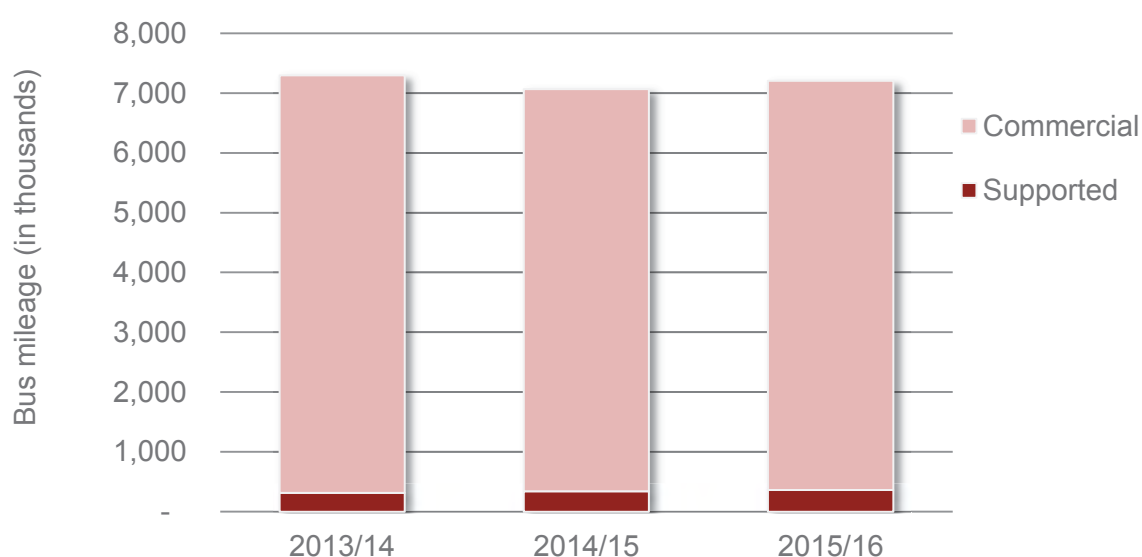
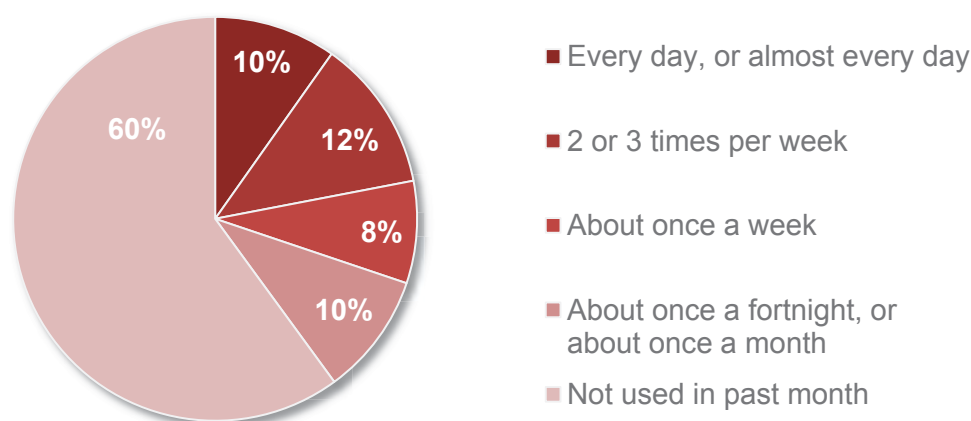


Figure 6.2 Use of local bus services (adults aged 16+ living in Renfrewshire), 2014<sup>11</sup>



## 7. Achieving 'Improved Connectivity'

### 7.1 Rail

SPT, through the West of Scotland Rail Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning and integration; and new station development.

SPT will continue to play a key role in the Edinburgh-Glasgow Improvement Programme (EGIP) including working with partners to ensure the re-development of Glasgow Queen St station, the third busiest station in Scotland, delivers improved accessibility and integration of all sustainable modes.

### 7.2 Roads & Freight

In 2016/17, RC will undertake works at the A8 / Inchinnan junction to improve road safety for all users including passengers waiting for buses on the A8. SPT is investing £510,000 in capital funding for this project.

SPT will work with partners in 2016/17 to deliver a regional freight strategy building on work undertaken for Ayrshire. The strategy will identify issues and network constraints and appraise opportunities for the efficient and sustainable movement of freight across the region.

### 7.3 Fastlink

SPT will continue to work with Renfrewshire Council on the Fastlink extension between the Queen Elizabeth University Hospital and Braehead including developing the link between the Hospital and Renfrew Road.

### 7.4 Integrating Transport and Land Use Planning

In 2015/16, SPT worked with RC and developers to provide advice and input on the development of local bus services and integration of public transport for the Royal Ordnance site at Bishopton. SPT also reviewed and responded on a number of planning applications highlighting sustainable travel opportunities.

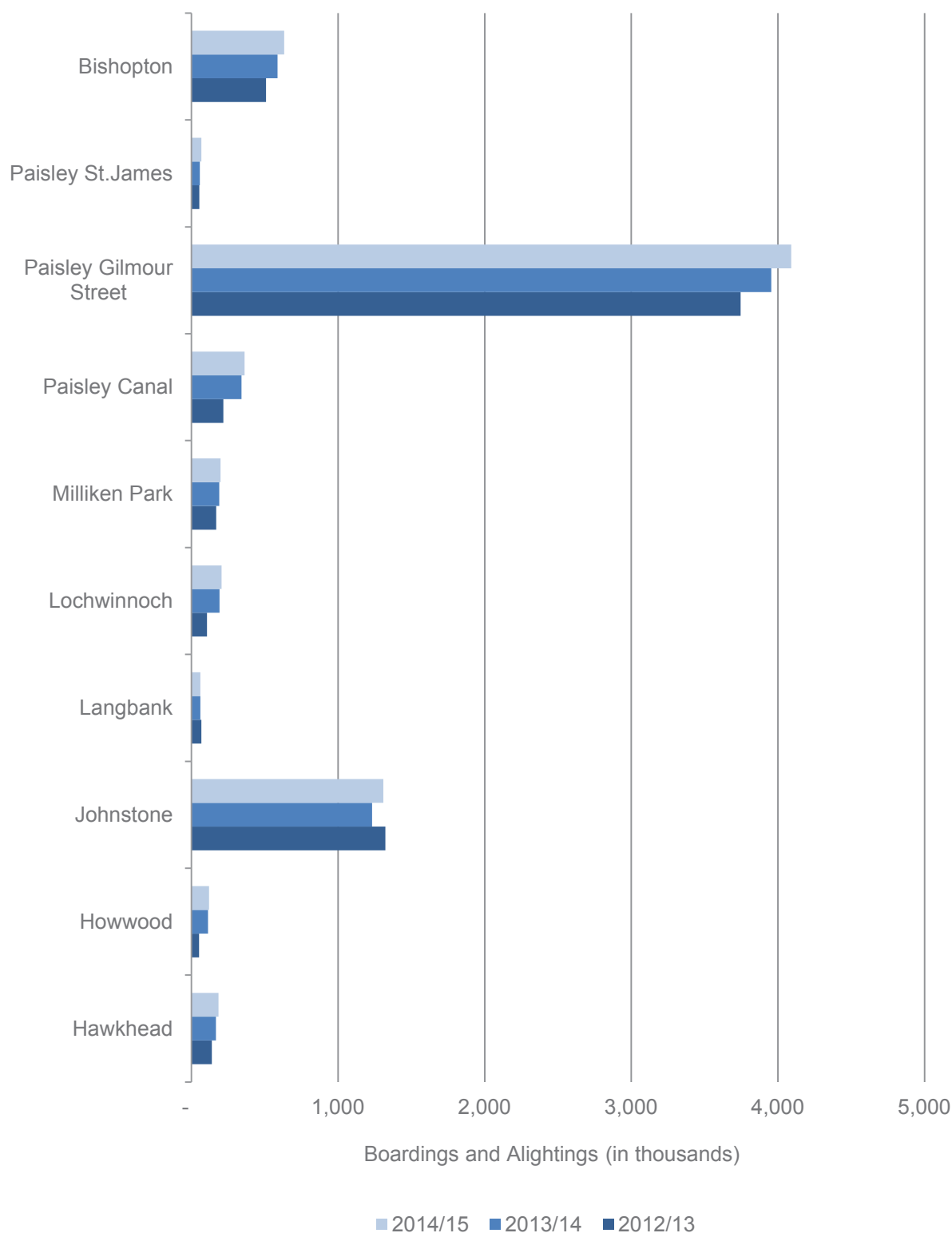
SPT reviewed and responded on the draft Town Centre Strategies for Johnstone, Linwood, Erskine, Renfrew and Braehead, undertook public transport accessibility analysis on the potential development sites submitted for consideration for inclusion in the next Local Development Plan and worked closely with the Clydeplan team, providing input to the development of and responding to the Strategic Development Plan Proposed Plan.

In 2016/17 SPT, as a key agency, will review and respond on the second Renfrewshire Local Development Plan. SPT will continue to work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places.

SPT will also continue to work with all partners in the assessment of the transport impacts of Glasgow City Region City Deal projects through participation in the Transport Group.

## 7.5 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in Renfrewshire<sup>12</sup>



## 8. Achieving 'Access for All'

### 8.1 Socially necessary Services

In 2015/16, SPT supported 15 local bus services in Renfrewshire on contracts that carried 360,000 passengers in total. SPT MyBus services in Renfrewshire carried 31,000 passengers.

In 2015/16, SPT managed 97 school bus contracts on behalf of Renfrewshire Council that transported 3,600 children to school every school day. SPT compliance inspectors made 170 inspections on site at schools, SPT vehicle examiners inspected 259 vehicles operating on school contracts and SPT processed 468 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2016/17, SPT will continue to provide socially necessary services in Renfrewshire to support greater access to education, employment, healthcare, shopping and other travel purposes.

### 8.2 Access to Healthcare

In 2015/16, SPT supported local bus services that improved access to Royal Alexandra Hospital and Vale of Leven Hospital, provided MyBus services for healthcare appointments and supported the Glasgow Hospital Evening Visitor Service.

In 2016/17, SPT will continue to provide socially necessary bus services and MyBus services and support Community Transport services to improve access to healthcare.

### 8.3 Equal Access

In 2015/16, the SPT Mobile Travel Centre made 20 visits to Bridge of Weir and Bishopton to provide travel advice and information to residents. SPT Travel Centre staff answered 680,000 travel enquiries from the region's residents and visitors and SPT maintained 7 Travel Points in Erskine, Johnstone, Paisley (2), Renfrew, Royal Alexandra Hospital and University of the West of Scotland campus to provide public transport timetables and journey planning information in easily accessible locations.

In 2015/16, Renfrewshire residents saved an estimated £560,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 2,200 National Entitlement Card (NEC) applications or renewals on behalf of RC and handled 6,800 enquiries on NECs from Renfrewshire residents. SPT will continue to deliver these services in 2016/17.

## 8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in Renfrewshire, 2015/16 (indicative network)

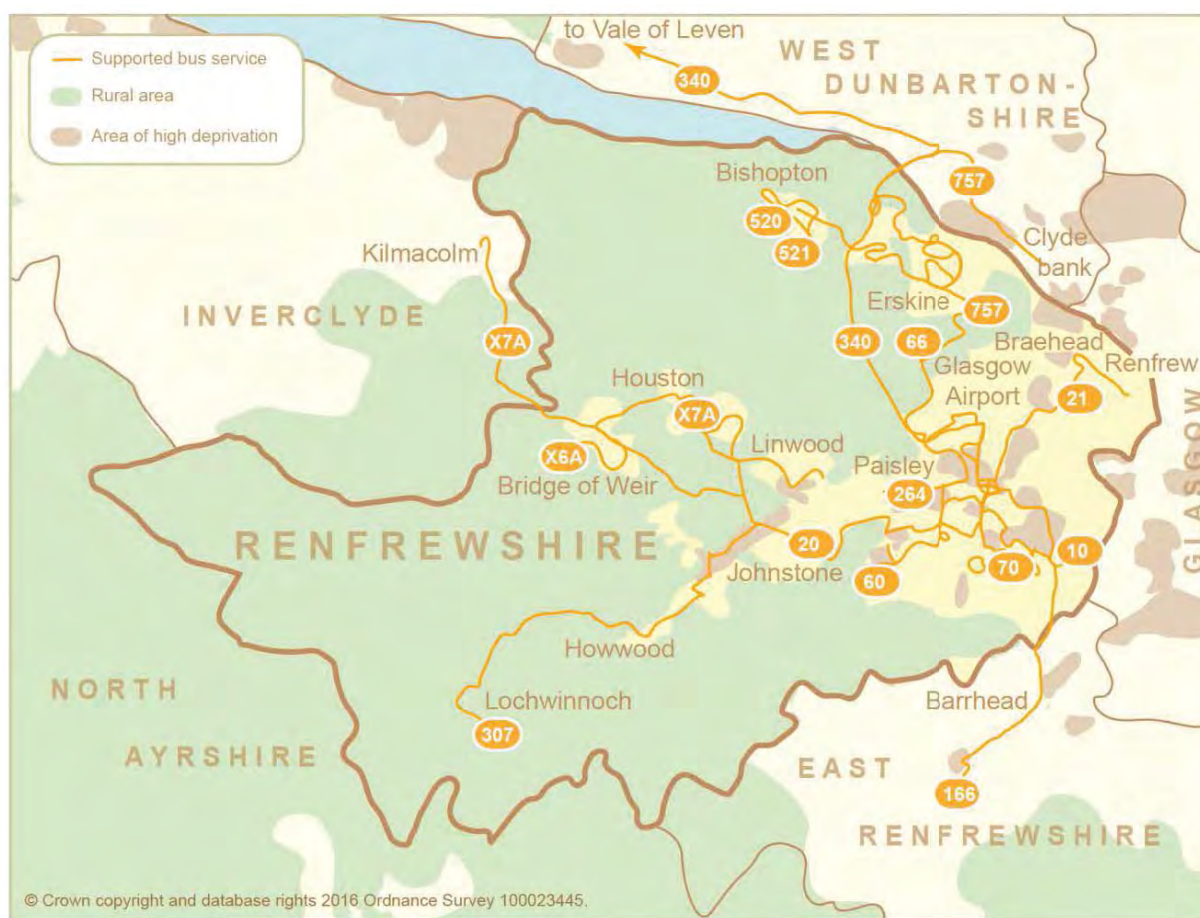


Figure 8.2 MyBus passengers by age, 2015/16

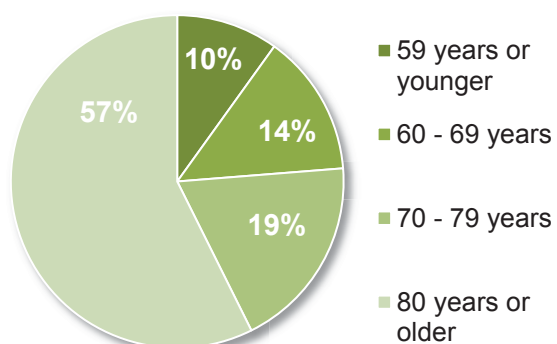




Figure 8.3 MyBus passengers by journey purpose, 2015/16

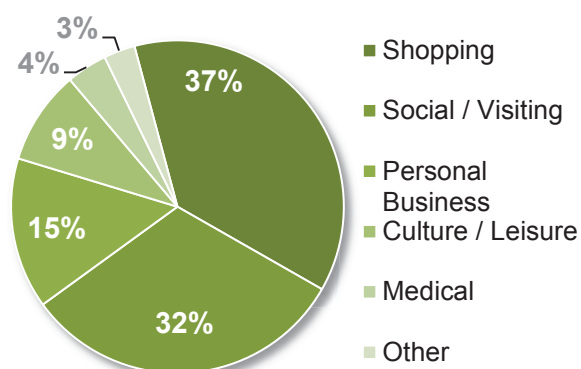


Figure 8.4 MyBus passengers by deprivation levels (of area of residence)<sup>13</sup>

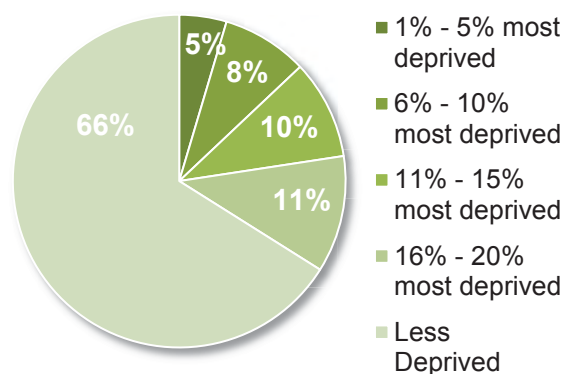
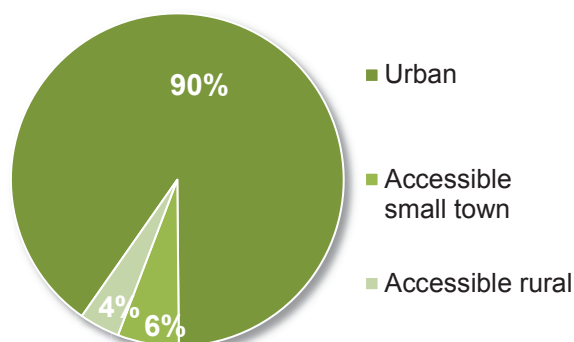


Figure 8.5 MyBus passenger by urban-rural characteristics (of area of residence), 2015/16<sup>14</sup>





## 9. Achieving 'Reduced Emissions'

### 9.1 Park and Ride

The extension to Johnstone station park and ride opened to the public in July 2015. SPT provided £985,000 in capital funds to support the project, with further financial contributions from Renfrewshire Council and Transport Scotland.

SPT will work with Renfrewshire to develop proposals for improved park and ride at other locations including Hawkhead and Bishopton, which are priorities in the Renfrewshire Local Development Plan.

### 9.2 Cycling

In 2015/16, Renfrewshire Council completed design works to support delivery of cycle network infrastructure across Renfrewshire with £55,000 in capital funding from SPT. Design and feasibility was undertaken for several projects from the Renfrewshire Local Cycling Strategy including Lonend – Weir St Corridor Johnstone – Howwood and Renfrew – Glasgow boundary. SPT will continue to work with Renfrewshire Council to deliver improvements to cycling infrastructure, within available funding.

### 9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which Renfrewshire Council is a member. Topics in 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys.

### 9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in Renfrewshire, 2015

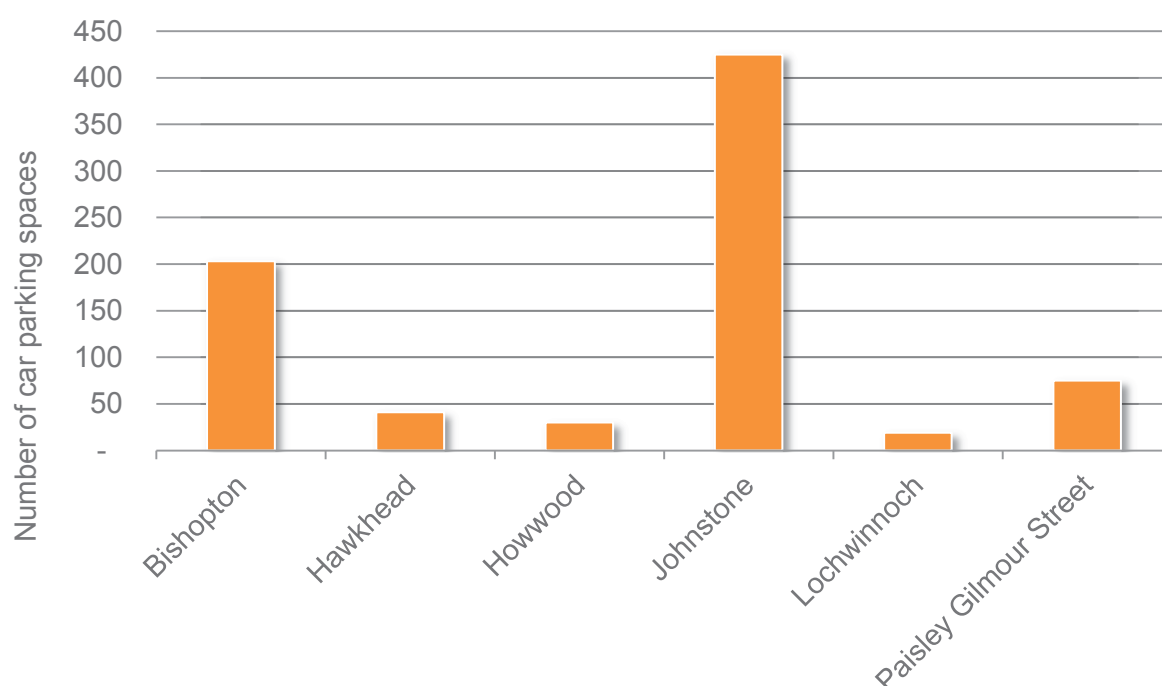


Figure 9.2 Number of bicycles available for private use by households (in Renfrewshire), 2014<sup>15</sup>

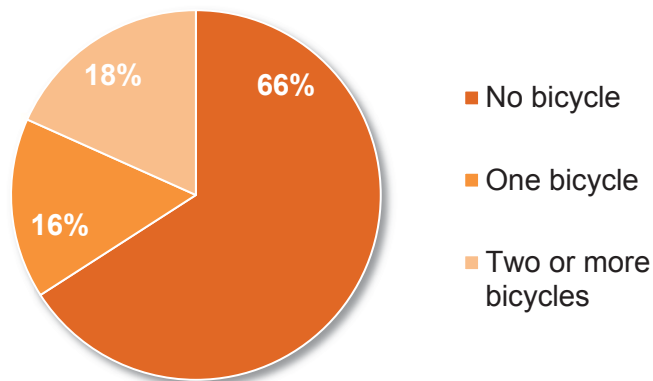
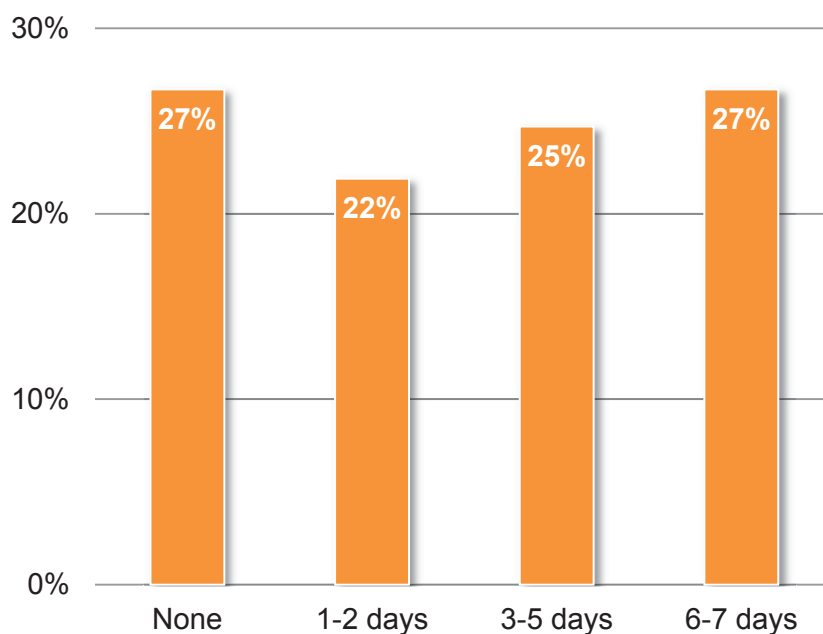


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Renfrewshire), 2014<sup>16</sup>



## Appendix 1: 2015/16 supported bus services in Renfrewshire

Service Number	Route
X6A	Johnstone - Bridge of Weir - Linwood
X7A	Kilmacoll - Quarriers - Bridge of Weir - Johnstone
10	Hawkhead - Royal Alexandra Hospital - Morar Drive
20	Paisley - Royal Alexandra Hospital - Johnstone
21	Paisley - Renfrew - Braehead
60	Paisley Cross - Royal Alexandra Hospital
66	Paisley - Glasgow Airport - Inchinnan Business Park
70	Paisley Town Centre - Crags/Neilston Road
166	Neilston - Barrhead - Paisley - Gallowhill
264	Paisley - Ferguslie
307	Lochwinnoch Station - Lochwinnoch - Howwood - Johnstone Station
340	Helensburgh/Vale of Leven Hospital – Royal Alexandra Hospital
520/521	Bishopton/Erskine Local & Train feeder routes
757	Paisley - Clydebank

## Appendix 2: SPT capital programme

SPT invested more than £4.2 million in capital projects delivered by Renfrewshire Council over financial years 2013/14, 2014/15 and 2015/16.

Table 1 below provides a summary of RC projects in the 2016/17 SPT capital programme.

**Table 1: Renfrewshire category 1 projects in 2016/17 SPT capital programme (as of April 2016)**

Project	Details	Approved grant
Paisley Town Centre Bus Infrastructure Improvements	Improvements to bus passenger facilities in Paisley Town Centre including Real Time Information	£100,000
A8 Junction Improvements Inchinnan	Construction of new signalised junction of the A8 Greenock Road / Old Greenock Road junction south of Inchinnan and improvements to nearby bus passenger facilities	£510,000
Renfrewshire Bus Corridor Improvements	Bus infrastructure improvements throughout Renfrewshire	£100,000
<b>Total</b>		<b>£710,000</b>

## Data sources and references

- <sup>1</sup> A Catalyst for Change. The Regional Transport Strategy for the west of Scotland 2008 – 2021. <http://www.spt.co.uk/corporate/about/strategy/regional-transport-strategy/>
- <sup>2</sup> Renfrewshire Local Transport Strategy <http://www.renfrewshire.gov.uk/wps/wcm/connect/67fd809d-b4bc-4f41-b956-6293f14010a7/pt-transport-strategy-1.pdf?MOD=AJPERES&CACHEID=67fd809d-b4bc-4f41-b956-6293f14010a7>
- <sup>3</sup> Renfrewshire Local Development Plan [http://www.renfrewshire.gov.uk/wps/wcm/connect/e9fdf04c-9b46-44da-afb0-c9aa55575bfc/RenfrewshireLocalDevelopmentPlan2014\\_14%28forweb%29+141021.pdf?MOD=AJPERES](http://www.renfrewshire.gov.uk/wps/wcm/connect/e9fdf04c-9b46-44da-afb0-c9aa55575bfc/RenfrewshireLocalDevelopmentPlan2014_14%28forweb%29+141021.pdf?MOD=AJPERES)
- <sup>4</sup> The Renfrewshire Community Plan <http://www.gov.scot/Resource/0043/00435444.pdf>
- <sup>5</sup> [http://www.spt.co.uk/wmslib/Documents\\_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2](http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2)
- <sup>6</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 210
- <sup>7</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 250
- <sup>8</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 250
- <sup>9</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 460
- <sup>10</sup> SPT PTIS database. Commercial mileage figures for 2014/15 have been revised from figures reported in the 2015/16 Transport Outcomes Report for Renfrewshire.
- <sup>11</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 250
- <sup>12</sup> Station Usage Estimates 2012/13, 2013/14 and 2014/15. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- <sup>13</sup> Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of Renfrewshire MyBus passengers living in areas by level of multiple deprivation. For example, 5% of Renfrewshire MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- <sup>14</sup> Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of Renfrewshire MyBus passengers living in areas by urban-rural characteristic. For example, 4% of Renfrewshire MyBus passengers live in accessible rural areas.
- <sup>15</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 260
- <sup>16</sup> Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 250

# Useful contacts

## **Strathclyde Partnership for Transport**

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**To: Greener Renfrewshire Thematic Board**

**On: 29 August 2016**

**Report by:**  
**Craig Thorpe, Corporate Asset and Energy Manager Finance and Resources**

**Heading:**  
**FUEL POVERTY STRATEGY UPDATE 2016**

**1. Summary**

- 1.1 The fuel poverty strategy details the actions taken by Renfrewshire Council to mitigate the levels of fuel poverty in Renfrewshire. The strategy is subject to an annual review and revision. This paper presents the most recent revision of the Fuel Poverty Strategy for any comments and feedback from the Board members.

**2. Recommendations**

- 2.1 That the board acknowledges that Renfrewshire Council has one of the lowest levels of Fuel Poverty in Scotland as reported.
- 2.2 That the board acknowledges that though the levels of fuel poverty in Renfrewshire may be low relative to other authorities that there are many households in the area that struggle with domestic energy issues.
- 2.3 That the board acknowledge that the actions outlined in the fuel poverty strategy are practical and support their on-going delivery.
- 2.3 That the board returns any comments and feedback to the Energy Management Unit.

**3. Background**

- 3.1 The Housing (Scotland) Act 2001 placed a requirement on the Scottish Government to eradicate fuel poverty in Scotland as far as is reasonably practicable by November 2016. Renfrewshire's Fuel Poverty Strategy (FPS) details the actions taken locally to mitigate the levels of fuel poverty. The FPS sets a target of fuel poverty being 5 percentage points below the reported national average. This form

of target recognises the importance that policy from Holyrood and Westminster can influence fuel poverty levels and is far beyond the influence of a local authority.

- 3.2 Fuel poverty is reported by the Scottish Government in their Scottish Housing Condition Surveys (SHCS) as a 3 year rolling average. That is the most recent 3 years of sampling are summed and averaged, (available here; <http://www.gov.scot/Topics/Statistics/SHCS/keyanalyses/LAtables2014>). The table below compares the reported levels of fuel poverty in Renfrewshire and Scotland.

	Not fuel Poor		Fuel Poor		Extreme Fuel Poor	
	000s	%	000s	%	000s	%
Scotland	<b>1,569</b>	<b>65</b>	<b>845</b>	<b>35</b>	<b>241</b>	<b>10</b>
Renfrewshire	<b>51</b>	<b>71</b>	<b>24</b>	<b>29</b>	<b>6</b>	<b>7</b>

- 3.3 In order to mitigate levels of fuel poverty Renfrewshire Council has;

- Invested in its own stock
- Worked with other social rent providers to improve their stock
- Provided sign posting and supported applications to fund improvements in the private housing stock.
- Explored options for collective purchasing, targeted switching advice, small scale renewable generation and district heating.
- Worked with the Home Energy Scotland Energy advice team.
- Provided face to face energy advice, at homes in partnership with a range of local service providers including; Advice Works, C4R, HES, CAB, Trussell Trust, LEAP and RAMH.
- Successful funding applications in partnership with C4R, Williamsburgh and LEAP.

- 3.4 Moving forward we have implemented a new service level agreement with HES, we are currently investigating DHS potential projects, increased deployment of renewable technologies locally, including a hydro generating scheme, partnership funding submissions with RAMH, C4R and Williamsburgh HA.

- 3.5 We believe that the above actions are practical mitigations to fuel poverty levels. Our FPS commits us to continue offering this level of support. These are detailed in the action plan of the FPS.

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# **Fuel Poverty Strategy**



**May 2016**

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## Abbreviations

AW	Affordable Warmth
BG	British Gas
CCA	Climate Change Agreements
CCC	Committee on Climate Change
CCS	Community Carbon Saving
CERT	Carbon Emissions Reduction Target
CESP	Community Energy Saving Partnerships
CH	Central heating.
CO <sub>2</sub>	Carbon dioxide
CT	Carbon Trust
CWI	Cavity Wall Insulation
DECC	Department of Energy and Climate Change
EAP	Energy Assistance Package
EAS	Energy Action Scotland
ECO	Energy Company Obligation
ECO AW	ECO Affordable warmth
ECO CERO	ECO Carbon Emissions Reduction Obligation
ECO CSCO	ECO Carbon Saving Communities Obligation
ECO HHCRO	ECO Home Heating Cost Reduction Obligation
ECO CT	ECO Carbon Targets
EdF	Energie de France, an energy supply company
EON	Energy supply company.
EPC	Energy Performance Certificate
EST	Energy Saving Trust
EWI	External Wall Insulation
FiT	Feed in Tariff
FP	Fuel Poverty
FPv	Fuel Poverty Vouchers, assisted gas connection scheme from SGN
GD	Green Deal
GDAR	Green Deal Assessment Report, necessary report to access GD and ECO funds.
GIB	Green Investment Bank
HA	Housing Association
HECA	Home Energy Conservation Act

HEEPSABS	Home Energy Efficiency Scotland, Area Based Schemes
HES	Home Energy Scotland
HTH	Hard to Heat, refers to homes which are HTT and therefore difficult to heat.
HTT	Hard to treat, generally refers to non-cavity walls
IWI	Internal Wall Insulation
LA	Local Authority
LI	Loft Insulation
LITU	Loft Insulation top ups (60-150mm insulated to over 270mm)
NHER	National Home Energy Rating, form of evaluating the energy used by a home.
Ofgem	Energy regulator
RHi	Renewable Heat Incentive
RHPP	Renewable Heat Premium Payments
RSL	Registered Social Landlord
SAP	Standard Assessment Procedure, alternative to NHER.
SG	Scottish Gas, also BG
SGov	Scottish Government
SGN	Scottish Gas Connections
SH	Scottish Hydro, also SSE.
SIMD	Scottish Indices of Multiple Deprivation
SP	Scottish Power
SSE	Scottish & Southern Electric, also SH.
SWI	Solid Wall Insulation, either internal or external.
UHS	Universal Home Insulation Scheme
VLI	Virgin loft insulation (below 60mm increased to over 270mm)

# 1 Introduction

## 1.1 Renfrewshire's Fuel Poverty Strategy

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.

The latest figures estimate that 29% of Renfrewshire residents live in fuel poverty. This compares to 35% across Scotland (footnote 1).

This strategy updates and replaces our previous Fuel Poverty Strategy developed in 2014.

That strategy helped set a framework for fuel poverty actions in Renfrewshire; a partnership with Home Energy Scotland was developed; a multi-agency fuel poverty steering group was established and a range of actions were progressed by this group to help tackle fuel poverty.

Over the course of the last three years there have been major changes in government led programmes and energy supplier commitments that seek to cut fuel poverty and reduce carbon emissions. At the same time the UK government is making significant changes through the Welfare Reform programme that will affect people's income levels. These changes present both a key opportunity and challenge for partners in Renfrewshire in their bid to seek to reduce fuel poverty.

This revised 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.

## 1.2 Development of the Strategy

This strategy was developed by a working group of key partners who examined issues around fuel poverty and the related issues of energy efficiency and climate change. In developing the strategy the group made reference to government guidance on fuel poverty (footnote 2) and good practice elsewhere. Valuable input has been provided by Home Energy Scotland (HES).

The Fuel Poverty Strategy is a corporate and partnership strategy, setting out the approach across all tenures in Renfrewshire. The Strategy was passed to the Fuel Poverty Forum for consultation prior to publication.

## 1.3 Outcomes

The overarching aim of this strategy is that people in Renfrewshire do not live in fuel poverty. We will through our strategy seek to achieve four main outcomes:

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<sup>1</sup> Scottish House Condition Survey 2011 and Scottish House Condition Survey Local Authority Analyse 2009-2011

<sup>2</sup> Guidance to Local Authorities on Fuel Poverty , Scottish Government (2009)

<b>Outcome 1</b>	<b>People have access to good quality, easily accessible, fuel poverty and energy efficiency advice;</b>
<b>Outcome 2</b>	<b>The energy and fuel efficiency of the housing stock in Renfrewshire is improved;</b>
<b>Outcome 3</b>	<b>People do not live in fuel poverty;</b>
<b>Outcome 4</b>	<b>Householders are assisted and encouraged to use their energy efficiently to reduce their fuel costs</b>

Achieving these outcomes will involve delivery of a number of actions set out in an Action Plan in Appendix 2. These actions will include the development of new partnerships with groups who deliver fuel poverty and energy advice services.



## 2 Background

### 2.1 What is Fuel Poverty?

Fuel poverty describes a situation where a household cannot afford to pay for energy sufficient to maintain comfortable heating standards and reasonable use of hot water, lighting and electrical appliances.

The Scottish Government defines fuel poverty as:

***“A household is in fuel poverty, if in order to maintain a satisfactory heating regime, it would be required to spend more than 10% of its income (including Housing Benefit and Income Support for mortgage Interest) on all household fuel use ( i.e. not just heating and hot water). ”***

A satisfactory heating regime is defined as 21°C in the living room 18°C in other rooms, for 2 hours in the morning and 4 hours in the evening 5 days a week and 8 hours for 2 days every week. For the elderly and infirm the target temperature is 23°C.

“Extreme” fuel poverty can be defined as a household having to spend more than 20% of its income on fuel to sustain the same heating regime.

### 2.2 Causes of Fuel Poverty

Fuel poverty is determined by the interaction of three main factors:.

- **Low household income.** The costs of heating a property form a greater proportion of total income for those on low incomes.
- **Fuel costs.** Higher prices reduce the affordability of fuel.
- **Energy efficiency.** The energy efficiency of the building determines the amount of fuel required to heat properties.

Other factors such as household behaviour and inefficient heating systems and also have a role in causing fuel poverty.

## 2.3 Effects of Fuel Poverty

<b>Excess Winter Deaths</b> - The phenomenon of excess winter deaths is not unique to the United Kingdom but the incidence is markedly higher than for countries with similar climates and living standards.
<b>High rates of cold related illness</b> - Spending too long in the cold will lower the body temperature which can often aggravate circulatory diseases and can lead to respiratory illnesses such as bronchitis or pneumonia.
<b>Condensation, dampness and mould growth</b> and the subsequent <b>increased maintenance costs.</b>
<b>Households making the choice to heat or eat</b> - Often people struggling to pay their bills ration their use of energy, perhaps just heating one room or are forced to make the choice between cooking a hot meal and turning on a heater. (footnote 3) Alternatively choosing to heat the home sufficiently can lead to high fuel bills and fuel debt.

Table 1 The effects of Fuel Poverty

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<sup>3</sup> Energy Action Scotland website: [http://www.eas.org.uk/index.php?page\\_id=83](http://www.eas.org.uk/index.php?page_id=83)

## 3 National and Local Context

### 3.1 National Context

A range of government legislation, policies and initiatives set the context for work around fuel poverty and energy efficiency. The most important ones are outlined below. Many of these initiatives provide grant funding and this strategy will seek to access as much grant funding as possible for Renfrewshire.

#### 3.1.1 Housing (Scotland) Act 2001

The eradication of fuel poverty is a priority within the Housing (Scotland) Act 2001. The Scottish Fuel Poverty Statement was published by the Scottish Government in 2002 under paragraph 88 of the Act. It is this statement that sets out the commitment to ensuring “so far as reasonably practicable, people are not living in fuel poverty in Scotland by November 2016”.

**The Scottish Government’s achieving our Potential: A framework to tackle poverty and income inequality in Scotland (2008).** This sets out how the government will support those who face hardship as a result of rising energy prices.

**Equally Well – The Scottish Government’s framework for tackling health inequalities (2008).** This recommends that any government action on fuel poverty should consider explicitly whether improvements in health and reductions in health inequalities can be expected as a result.

#### 3.1.2 Climate Change (Scotland) Act 2009

This Act established a statutory target of 80% greenhouse gas emissions reductions by 2050, with an interim target of 42% by 2020. It also introduced a duty for public bodies to act in a way that best contributes to these targets, and an obligation for local authorities to set up energy efficiency discount schemes and to include greenhouse gas emissions policies in local development plans.

#### 3.1.3 Scottish Housing Quality Standard

The Scottish Housing Quality Standard (SHQS) sets out the standards that all houses in the social rented sector should meet by 2015. It includes a number of minimum energy efficiency standards including an energy efficient central heating system, minimum insulation levels and any further energy efficiency measures as necessary are put in place in order that the house reaches a minimum NHER rating of 5. The Council is currently on programme to bring the stock up to the required standard by April 2015, with the exception of certain properties where the participation of owners to carry out common work may not be secured. These properties will be revisited when ownership changes or where the availability of additional support funding may secure agreement. Where a tenant refuses internal improvements such as heating upgrades the work will be held in abeyance until a subsequent agreement is reached or there is a change of tenancy.

### **3.1.4 Energy Efficient Standard for Social Housing (EESH)**

The Scottish Government has introduced a new Energy Efficiency Standard for Social Housing (EESH). The first compliance milestone is 31 December 2020, with a midterm progress review in 2017. The new standard aims to improve the energy efficiency of social housing in Scotland by targeting reductions in energy consumption, fuel poverty and the emission of greenhouse gases. The Council responded to the initial EESH consultation document in September 2012 and participated in subsequent national benchmarking and cost modelling exercises which determined the final structure of the new standard.

As with SHQS, EESH incorporates both internal and external measures and will require the participation of owners in order to deliver common improvements. The ability of Councils to meet the cost of delivering EESH for their own stock was the subject of discussion nationally, and an 'exemption' category has been introduced where it can be demonstrated that a Council is not in a position to fund the necessary measure(s) outwith their 'business as usual' programmes. The 'exemption' will hold until such time as the Council can resource the necessary work. The ability to deliver EESH will be impacted by the level of support that can be generated through ECO (Energy Company Obligation), which has been promoted as a key funding component by the Scottish Government. Recent central government changes to the ECO funding structure suggests that it will be increasingly difficult to apply ECO to external wall insulation measures which are a key component of EESH. This in turn may impact the on benefits of the Home Energy Efficiency Programme for Scotland: Area Based Schemes (HEEPS:ABS) funding for owners, as this requires an element of ECO leverage.

A report on the delivery of EESH was presented to both the Council on 13 February 2014 as part of the annual budget setting review, and to the HACS Board on 13 May 2014, and further updates will be provided as required.

### **3.1.5 Tolerable Standard**

The Tolerable Standard is a minimum standard for all housing. One element of this is thermal insulation. Housing must have insulation across its entire roof space in order to meet this element.

### **3.1.6 Tenements (Scotland) Act 2004**

The Act gives new rights to homeowners living in a tenement, and is intended to ensure a fairer deal when it comes to the repair and maintenance of these buildings. It will make it easier for homeowners in a tenement block to work together to maintain the shared areas of their buildings, including the roof, the close or stair and garden areas. The Tenements Act was amended by the Climate Change (Scotland) Act so that the installation of insulation is considered a maintenance measure.

### **3.1.7 Energy Efficiency Action Plan for Scotland**

The Scottish Government has published its Energy Efficiency Action Plan and is available at: <http://www.scotland.gov.uk/Publications/2010/10/07142301/0>

## **3.2 Renfrewshire Strategic Context**

### **3.2.1 Links with Other Strategies/Plans**

The Fuel Poverty Strategy will help achieve the aims of other relevant strategies and plans, the most relevant being:

#### **Single Outcome Agreement**

- This strategy will help the Council and its community planning partners to achieve the National Outcome – *We have tackled the significant inequalities in Scottish society*

#### **The Local Housing Strategy**

- This Fuel Poverty Strategy sits within the context of the Local Housing Strategy. Following guidance from the Scottish Government, the scope of the local housing strategy has been broadened to include homelessness, housing support services, homelessness and fuel poverty issues. Fuel poverty issues and the related issue of climate changes will be fully integrated into the new LHS.

#### **Renfrewshire Anti-Poverty Strategy**

- This strategy seeks to prevent poverty, intervene where we know poverty exists, assist those who are in poverty and seek to ensure that any action taken is sustainable in the longer term. Addressing fuel poverty is one of its key actions.

#### **Private Sector Housing Strategy**

- The most recent Private Sector Housing Strategy and the associated Scheme of Assistance, were approved by the Council in April 2010. The Scheme of Assistance, which was most recently reviewed in November 2012, recognises the importance of providing information, advice and assistance to owners with regard to energy advice, and works which might improve the energy performance of private sector houses, and signposts owners to agencies providing energy advice.

#### **Climate Change Declaration**

- The Council has signed the Scottish Climate Change Declaration which brings together COSLA, Scottish Local Authorities and the Scottish Government in a commitment to work with others to lessen the effects of climate change. As signatories, Renfrewshire Council provide an annual return of our carbon emission figures to COSLA.

## 4 Levels of Fuel Poverty

### 4.1 National Position

The Scottish House Condition Survey (SHCS) is the recognised source of information on levels of fuel poverty. Information from this survey shows that levels of fuel poverty in Scotland fell from 1996 to 2002 (from 36% to 13%). Between 2003 and 2009, this figure continued to rise but subsequently fell. The Scottish Government reported fuel poverty in 2013 at 35.8% with a small drop in 2014 to 34.9%.

The 2014 Scottish House Condition Survey estimates:

- 34.9% of households (845,000) in Scotland were fuel poor
- 8% of these households (241,000) were in extreme fuel poverty

	Fuel Poverty							
	Not fuel Poor		Fuel Poor		Extreme Fuel Poor		Unobtainable	
	000s	%	000s	%	000s	%	000s	%
<b>Scotland</b>	<b>1,569</b>	<b>65</b>	<b>845</b>	<b>35</b>	<b>241</b>	<b>10</b>	<b>NR</b>	<b>NR</b>

Table 2 Summary of Scottish FP reported by SHCS (SCHS 2014-10 data)

### 4.2 Renfrewshire - baseline information

The most recent local authority level information from the SHCS<sup>4</sup> shows that in Renfrewshire:

- 29% of households (23,562) were fuel poor (compared to 34.9% at Scotland level for this date) as reported by the Scottish Housing Stock Condition Survey (see table below).

	Fuel Poverty							
	Not fuel Poor		Fuel Poor		Extreme Fuel Poor		Unobtainable	
	000s	%	000s	%	000s	%	000s	%
<b>Renfrewshire</b>	<b>51</b>	<b>71</b>	<b>24</b>	<b>29</b>	<b>6</b>	<b>7</b>	<b>NR</b>	<b>NR</b>

Table 3 Summary of Renfrewshire FP reported by SHCS (SCHS 2014-10 data)

At the time of the last strategy in 2014, it was estimated that 29% of households in Renfrewshire were in fuel poverty, compared to 36% across Scotland.

<sup>4</sup> Scottish House Condition Survey Local Authority Report 2004-2008. This gives a mid-point of June 2007.

The latest figures for Renfrewshire therefore show the area to be maintaining one of the lowest local authority figures for fuel poverty. Identifying why this is the case for Renfrewshire using a national data source that uses a sample basis to identify trends, is difficult. The SCHS acknowledges that with any sample data set the results are estimates and the results may vary from the true values.

However we can see from other data that there has been an increase in the overall energy efficiency of properties within Renfrewshire which will go some way to mitigating the levels of fuel poverty.

In Autumn 2011, fuel prices rose significantly and recent market pressures have sustained low fuel prices. It is likely that this will have a negative impact on levels of fuel poverty.

Although Renfrewshire is reported to have a relatively low level of fuel poverty the Council is aware through the support services it offers to householders that this is a significant negative impact on the health and well being of many of our residents. Whether households are technically in fuel poverty or not many have problems with electricity or gas to their homes, metering, billing and dealing with the energy providers.

#### 4.2.1 Identification of Fuel Poor Households

Identification of fuel poor households is not an easy task; households move in and out of fuel poverty depending on their income, work circumstances, illness, weather and fluctuations in fuel prices. However, in order to successfully target action we need to be able to identify those households most at risk.

The Scottish House Condition Survey sets out the social, economic and environmental characteristics that increase the risk of fuel poverty. These factors, along with the incidence in Renfrewshire are shown in the table below:

Scottish House Condition Survey - fuel poverty risk factors	Incidence in Renfrewshire
<b>Low income</b> households	A sizeable minority of the population live in poverty - an estimated 25,360 individuals experience income deprivation and 37% of people are low paid. (footnote 5) The Scottish Index of Multiple Deprivation 2012 identifies Ferguslie Park as the most deprived datazone in Scotland. It notes that 14.7% of the population of Renfrewshire were income deprived compared to 13.4% across Scotland as a whole. In 2012, 49 (22.9%) of Renfrewshire's 214 datazones were found in the 15% most deprived datazones in Scotland, compared to 42 (19.6) in 2009.
<b>Older smaller and single pensioner households</b>	33,514 adults are of pensionable age. An estimated 12,860 single pensioner households were living in Renfrewshire in 2009(footnote 6) - around 16% of all households.

<sup>5</sup> Renfrewshire Anti-Poverty Strategy



Households living in properties with 'poor' NHER (National Home Energy Rating) scores i. e. in <b>properties with poor fuel efficiency</b>	30% of dwellings in Renfrewshire have an NHER rating of 0-6 (poor rating). In Scotland, on average 39% of dwelling have poor energy rating (footnote 7). The private sector has generally lower levels of energy efficiency.
Households in <b>rural</b> areas	Renfrewshire is a largely urban area. 86% of the population live in large urban areas or other urban areas. 10% live in accessible small towns and 4% live in accessible rural areas. (footnote 8)
Those living in <b>private sector</b> dwellings are twice as likely as those in social sector dwellings to experience extreme fuel poverty	6% of all stock is private rented, compared to 8% across Scotland. 68% of all dwellings are owner occupied and the social rented sector accounts for 25% of all dwellings.
Households with partial central heating or <b>no central heating</b>	7% of households in Renfrewshire Council have partial or no central heating. (footnote 9)
Households living in properties <b>heated by fuels other than mains gas</b>	No information at present.
Households living in <b>older dwellings</b> are more likely to experience fuel poverty	Renfrewshire has a relatively high proportion of tenement properties. Many of these will have been built before 1919.
Households living in <b>detached houses</b> . A third of households in detached houses are fuel poor compared with 19% of tenement dwelling households.	29% of all stock in Renfrewshire is tenement flatted property, 15% are other flats and 55% are houses. The number of households living in detached houses is likely to be relatively small.

Table 4 Fuel Poor indicators

From the summary above, we can see that in Renfrewshire the key groups at risk of fuel poverty that we need to focus fuel poverty prevention activity on are: those in low income households, those in private sector housing, older person households and those living in fuel inefficient houses.

In addition to prevention activity for those most at risk, the strategy will seek to target those currently experiencing fuel poverty.

<sup>6</sup> Scottish Government 2006-based household projections by household type and age group

<sup>7</sup> Scottish House Condition Survey Local Authority Analyse 2009-2011.

<sup>8</sup> Scottish Government Urban Rural Classification Statistics by Local Authority, 2008

<sup>9</sup> Scottish House Condition Survey Local Authority Analyse 2004-2007.



#### **4.2.2 Energy Advocacy Renfrewshire (EAR)**

Renfrewshire Council has undertaken an Energy Advocacy Project that was funded through uHIS during financial year 2012-13. The Advocacy service focused on vulnerable and socially isolated households and personally assisted them in dealing with domestic energy issues. This proved a success and additional funding has been sought through the HEEPSABS bid that is currently being reviewed. Other funding sources are being sought. This method of communication with local communities is viewed as being very important in the drive to minimise fuel poverty.

From 2013 Renfrewshire Council has continued to provide advocacy services in a partnership with Connecting Renfrewshire which is lead by Linnstone Housing. Linnstone lead the successful bid for Lottery funding to provide a variety of poverty mitigating services. The project includes financial services and advice from Renfrewshire Wide Credit Union, tailored lifestyle support from Renfrewshire Association for Mental Health, support for rent arrears for housing Association tenants and energy advocacy. This bid included sufficient funding for a part time Energy Advocate. Working in partnership with Linnstone, Renfrewshire Council committed to match fund this post, turning it into a full time post.

## 5 What does the Strategy Seek to Achieve?

### 5.1 What does the Strategy Seek to Achieve?

Scottish legislation set the target of eliminating fuel poverty by the end of 2016. This was always an ambitious target and has now been recognised as unachievable. Many of the policy and economic tools that may influence fuel poverty are the responsibility of the Scottish and UK governments. In recognition that Renfrewshire has limited ability to alter the impact of national policies our fuel poverty target is set as;

- 5 percentage points below the national average.

This means that if the national average was 35% the Renfrewshire target would be 30% (35-5).

In working towards this target, four key outcomes have been identified. The actions required to achieve these outcomes are further outlined here and summarised in an Action Plan in appendix 2.

<b>Outcome 1</b>	<b>People have access to good quality, easily accessible, fuel poverty and energy efficiency advice.</b>
<b>Outcome 2</b>	<b>The energy and fuel efficiency of the housing stock in Renfrewshire is improved.</b>
<b>Outcome 3</b>	<b>People do not live in fuel poverty.</b>
<b>Outcome 4</b>	<b>Householders are assisted and encouraged to use their energy efficiently to reduce their fuel costs.</b>

### 5.2 Strategic Outcome 1: People have access to good quality, easily accessible, fuel poverty and energy efficiency advice

#### Current provision of advice services

The following advice services are available to householders in Renfrewshire:

- **The Energy Saving Trust** through a network of local **Home Energy Scotland advice centres** (HES) provides a freephone advice service to callers from anywhere in Scotland on how to save energy, entitlement to benefits and tax credits and how to access grants and loans for energy saving measures. Funded by the Scottish government, they also administer the Scottish Government's Energy Advice Scheme (see 3. 1 for details). The network has the capacity to deal with 250,000 enquiries per

annum. Residents in Renfrewshire are served by the local Strathclyde and Central advice centre.

- **Advice Works** is a service managed by Social Work. The service provides information and advice to Renfrewshire residents on all issues regarding benefits and debts. Currently, the service is provided from 3 offices in Johnstone, Paisley and Renfrew and various drop-in points across the areas. The focus of the service is on money and debt advice, including fuel debt. However, the service has identified the need for some kind of specialist provision to deal specifically with advice on how to reduce fuel costs.
- **Citizens Advice Bureau (CAB)** The CAB provides advice on a range of benefits issues and complex debt cases, including advice on fuel debt repayment. In addition Renfrewshire Council fund an Independent Housing Advice and Information Officer Post, based in the Paisley CAB. Just less than 10% of this officer's workload relates solely to utilities issues.
- **Renfrewshire Council Website** ([www.renfrewshire.gov.uk](http://www.renfrewshire.gov.uk)). The Council have re-designing their energy page to provide useful links and up to date information on a range of issues. These include: fuel switching, heating system user guides, available grant funding, climate change/renewable energy and other helpful information.

[http://www.renfrewshire.gov.uk/webcontent/home/Services/Housing/Energy\\_advice/](http://www.renfrewshire.gov.uk/webcontent/home/Services/Housing/Energy_advice/)

HES and the council's Energy Advice Unit provide similar phone advice service to residents in Renfrewshire. The council has been in discussion with HES to further cement the joint working that already exists, streamline services, and to build on the formal agreement whereby HES would become the main provider of energy phone advice in Renfrewshire and provide a one stop energy advice service. This would provide a number of benefits:

- The public has one point of contact for advice on energy through the freephone number 0808 808 2282
- HES are already appointed at a national level to provide help and support on the grant funding packages that are available. They also provide benefits check where required.
- HES have skilled advisors who are well placed to keep up-to-date with the various grant opportunities and often frequently changing criteria for government schemes.

## Monitoring Framework

It is important that the impact of energy advice services is measured to determine their success. A monitoring system is being developed which will report to the Fuel Poverty Steering group. The systems will include outputs such as behavioural advice given and the number of energy efficiency and heating measures carried out as a result of advice. Overall progress in achieving targets to reduce fuel poverty by late in 2016 will be measured through

the Scottish House Condition Survey. The success of HES will be monitored through the following KPI's:

- Number of first visits to HES
- Number of follow up visits to HES
- Energy Advice financial savings
- Energy advice carbon savings
- Eco-affordable warmth referrals
- EAS referrals
- Tariff Checks undertaken

### **Awareness raising and training**

Whilst the proposed structure will result in an initial single point of contact, it is important that those in contact with customers on a regular basis are aware of; fuel poverty issues, the effects of fuel poverty, the sources of help available and the appropriate referral routes to services that can help them. A number of training initiatives have been run for Council staff to highlight the key issues above and provide a point of contact to the customers to gain further help and support.

Key groups of staff include housing officers, tenancy support staff, social workers, home helps, health professionals, maintenance staff, finance and revenue staff, Care and Repair staff and those working with disabled persons or other vulnerable households.

Renfrewshire Council will develop an awareness raising programme that will include briefing sessions and circulation of promotional literature. In addition, we plan to develop and deliver a training programme which will provide basic energy advice to a large number of staff and more detailed training to front-line staff as mentioned above. Such training will have a further benefit of helping staff to understand their role in reducing carbon emissions – another important and linked agenda for the Council.

## **5.3 Strategic Outcome 2: The energy and fuel efficiency of the housing stock in Renfrewshire is improved**

Improving the energy efficiency of homes is the most effective long-term means of alleviating fuel poverty. Incomes and fuel prices may fluctuate; however, if a home is made energy efficiently its fuel consumption will be reduced in the long terms and its occupants are less likely to be in fuel poverty.

Energy Efficiency is measured through:

- **NHER** (National Home energy Rating) which rates dwellings on a scale of 0(poor) to 10 (excellent). “Good” is 7 or more.

or

- The Standard Assessment Procedure for the Energy rating of Dwellings (**SAP**) which runs on a scale of 0 to 100, 0 being extremely poor, 100 being extremely energy efficient. 70 and above is considered good and below 30 poor.

The table below shows that Renfrewshire has a higher proportion of properties with a good energy efficiency rating (NHER rating 7-10) than in Scotland as a whole.

NHER rating	0-2	3-6	7-10
Proportion of Properties in Renfrewshire	1%	29%	70%
Proportion of Properties in Scotland	3%	36%	61%

Table 5 NHER profile of all Renfrewshire Stock (SCHS 2009-10 data)

The table below shows that the public stock in Renfrewshire is more energy efficient than the private stock.

	Private Stock NHER rating		Public Stock NHER rating	
	0-5	6-10	0-5	6-10
Renfrewshire	20%	80%	7%	93%
Scotland	29%	71%	14%	86%

Table 6 NHER profile of private and public stock in Renfrewshire (SCHS 2009-10)

## Improving the energy efficiency of the public sector stock

Further improvements will take place as Councils and housing associations bring their stock up to the **Scottish Housing Quality Standard (SHQS)**. The SHQS set out a range of minimum standards which the Scottish Government expects all public sector housing in Scotland to meet by 2015. The energy efficiency criteria in the SHQS cover inclusion of efficient full house central heating, 100mm thick loft insulation, cavity wall insulation, insulation of hot water pipes and properties much achieve an NHER rating of 5 or a SAP rating of 50.

Renfrewshire Council has set out its commitment to tenants which amongst other things sets out higher loft insulation standards than required by the SHQS. The most relevant standards are set out in Appendix 2.

The Council's programme of works commenced in April 2010. The heating systems and boiler elements of the programme will mean almost 8400 properties will benefit from heating replacement/upgrading in the period to 2015. The Council has already embarked on an infrastructure programme connecting households off the gas grid into the gas network.

Approximately 2500 homes were part of a fuel switching programme over a 5 year period, of which c2000 properties are now connected to the gas grid by new connection or an existing supply resurrected. Work was targeted initially in the most deprived areas in Renfrewshire. There does though remain a significant minority of households who do not wish gas in their property – around 200 have refused a gas connection as well as being unable to gain access for internal supplies. Since 2010 RC has installed c1100 new gas CH systems (figure for storage to GCH/fuel switch only) and continues to work with the gas infrastructure owners to extend gas services to all of our stock, where possible.

The council is also seeking to address the energy efficiency of buildings of non-traditional construction and has embarked on a programme of over-cladding a number of multi-storey blocks and other non-traditionally built properties. Around 980 properties are likely to benefit from insulated render through ECO funding by April 2014.

In addition to council stock, housing associations operating in Renfrewshire own around 7,300 properties. Some of this stock is relatively new and will already exceed the SHQS. All social landlords are on target to meet the SHQS by 2015.

### **Improving the energy efficiency of the private stock**

In Renfrewshire there are 63,500 owner occupied properties and in the region of 7,079 private rented properties. As noted earlier, the energy efficiency of the private stock is generally poorer than that of the public sector. As yet, there is no regulatory framework in place that requires homeowners or landlords to make energy efficiency improvements, although the Scottish Government is currently considering if this would be appropriate. Encouraging improvement in the private rented sector will be a particular challenge as landlords may be unwilling to invest in energy efficiency measures for which they will see little financial benefit.

There are, however, some national developments that may have some influence on the energy efficiency of this sector:

**Energy Performance Certificates** – Introduced in 2009, these are required for every property being sold or let. The certificates give the property an energy rating from A to G and provide information as to what measures can be adopted to improve the EPC rating of the property. It is hoped that this information will act as a catalyst for landlords and sellers to make energy efficiency improvements to make their properties more attractive to buyers/renters.

**Housing (Scotland) Act 2006** – This Act introduced powers to assist the repair, improvement and maintenance of houses. A council can issue Work Notices if a house fails the Tolerable Standard (which now includes an element of thermal insulation) or serve a Maintenance Order requiring an owner to draw up a Maintenance Plan for a period of up to 5 years.

The Private Sector Housing Strategy sets out how the Council will use these powers. These powers will be used (subject to the availability of resources) where the Council has previously invested in a property and there appears to be no arrangements being made for ongoing maintenance, or where serious lack of maintenance is brought to the council's attention.

**New Housing Development** – Renfrewshire Council was given more than £1Million from the Scottish Government's Innovation and Investment Fund towards the cost of building new houses on the site of the former Castle House Care Home, on Barrhead Road. This project

will see the first new council houses built in the Renfrewshire area for a generation. The plans consist of 22 terraced houses and a three storey block of flats, of these 22 will be for general needs while 15 will be for older people. These new homes have been built to high insulation areas and, where possible include solar panels to provide some hot water for the residents.

**Landlord Accreditation Scheme** - Established by the Scottish Government, this scheme aims to raise the standards within the private rented sector by encouraging private landlords to seek voluntary accreditation. The scheme sets out a number of minimum standards that landlords must meet, one of which relates to energy efficiency. The Council entered into a formal partnership with Landlord Accreditation Scotland in 2009 and will work with landlords in Renfrewshire to encourage them to become accredited.

### **Actions to improve energy efficiency**

In relation to the private sector, this strategy's focus is to:

- Promote the Energy Assistance Scheme, including its availability to private sector tenants over a certain age or on qualifying benefits
- Provide information to private landlords on tax breaks and small business loans available for energy efficiency measures
- Encourage landlords to provide only "A" rated white goods and good quality energy efficient light bulbs in furnished properties
- Provide information of energy efficiency through various media including leaflets, the internet and newsletters, in a range of appropriate formats.
- Provide information for prospective tenants on what to look out for before renting a property
- Distribute the Energy Savings Trust private sector landlords leaflets
- Encourage landlords to sign up to the national Landlord Accreditation Scheme.
- Establish a council tax discount scheme for private householders who make energy efficiency improvement, from April 2010 (this is a legislative requirement)

#### **5.3.1 The Green Deal**

The UK Government, following market research, proposed and implemented the Green Deal as a means to offering affordable home energy efficient improvements. Renfrewshire Council examined the possibilities of Green Deal in detail and remained cautious in their support of the scheme. Following very poor up take of Green Deal the scheme was abandoned in 2016. Some form of replacement funding mechanism will be developed by the UK Government and Renfrewshire Council will actively engage in any consolation and development of this.



### 5.3.2 Domestic Renewable Energy

A further step in making the home more energy efficient is to consider the use of renewable technology. Interest free government loans are available to owners for the purchase of heat and electricity producing renewable technology. The introduction of domestic –feed- in tariffs in April 2010 for electricity generation from renewable technology (where a householder is paid a tariff for generating energy from a renewable source and an additional tariff is paid if electricity is fed back to the grid) may increase the interest from householders in this kind of technology.

**Feed in Tariff** - The introduction of Feed in Tariff and Renewable Heat Incentive, may act as an incentive for private landlords to install renewable technology in their housing as unlike other technologies they will benefit financially.

The Council will provide information to householders in Renfrewshire on the kinds of renewable technology available, their costs, benefits, maintenance issues and sources of grant available. It will examine the potential for some renewable technology pilots in existing stock, and assess the suitability for wider use in existing stock.

Renfrewshire Council's new housing development has been specified to a high standard of insulation and has included solar hot water panels to provide a proportion of the hot water demand in the homes.

In addition the Council will assess if there are sites in Renfrewshire that are appropriate for the development of larger scale renewable heat and electricity generation schemes, including community heating schemes.

**Community benefits.** Renfrewshire Council has recognised that projects based within communities and delivered by members of the community are one of the most effective approaches to delivering community benefits. Renfrewshire Council will work with community groups to develop projects, submit funding and support them to deliver local solutions.

## 5.4 Outcome 3 : People do not live in fuel poverty

Fuel poverty can be seen as sub set of general poverty; poorer households spend a disproportionate amount of their income on fuel. Raising income and maximising uptake of benefits is a key task in tackling fuel poverty.

### 5.4.1 Welfare Reform

On 8th March 2012, the Welfare Reform Act received Royal Assent. The Act legislates the largest change to the welfare system in over 60 years. There are several key changes coming into place but the most profound difference that will have wide-spread impact is the creation of Universal Credit. The dates and details are constantly changing but these are the current key dates for changes:

1,960 Renfrewshire Council tenants have been affected by the under occupancy charge, with many of the affected struggling to cope with the change. Since the beginning of April 800 tenants affected by under occupancy have fallen into rent arrears and the number of Discretionary Housing Payments awarded has risen to 613 (for April, May, June) from 155 during the same period last year.



Advice Works has been able to help many clients affected by offering a variety of supportive services; providing benefit checks and benefit maximisation for clients, as well as assisting with applications for Discretionary Housing Payments and exemptions for overnight carers. Advice Works also offers money advice and can provide assistance with other debts and creditors. Advice Works also distributes food vouchers which help to alleviate the immediate pressure on those struggling to cope.

Anyone who is having trouble adjusting to the Under Occupation charges can contact the Advice Works Helpline by phoning 0300 300 1238 and selecting option 3.

#### **5.4.2 Tackling Fuel Poverty**

Tackling poverty is one of the main strands in Renfrewshire's Community Plan. This sets a number of targets relating to poverty. In 2009, the Community Planning Partnership Anti-Poverty Strategy Group launched a Renfrewshire Anti-Poverty Strategy, setting out the approach to achieving these targets. This Fuel Poverty Strategy will complement the Anti-Poverty Strategy. Areas relevant to tackling poverty which will be addressed from a fuel poverty perspective on the Renfrewshire Council website include:

- Advice on payment methods that most suit the householder
- Seeking good energy deals from utility companies for vulnerable households
- Helping vulnerable tenants
- Maximising uptake of state benefits that are "passports" for enhanced grant support for energy efficiency measures
- Linking fuel poverty into money advice/benefit campaigns

#### **5.5 Outcome 4 : Householders are assisted and encouraged to use their energy efficiently to reduce their fuel costs**

Provision of advice around the efficient use of energy will complement the work in improving the energy efficiency of homes and maximizing incomes. Typical households can cut around 10%-20% off their fuel bills without losing either warmth or comfort by simply using energy efficiently and effectively(footnote 10).

This strategy seeks to achieve this outcome through these main actions:

**Website development**– much information already exists on the internet about how to use energy efficiently but there is a role for the council to further develop its community portal to bring some of the key advice together on one site with links to appropriate external sites.

**Energy Awareness Week** – The council held its first Energy Awareness Week in March 2010, promoting the efficient use of energy amongst staff and householders. This will be an annual event.

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<sup>10</sup> <http://www.talktalk.co.uk/money/features/energy-efficiency.html>

**Awareness raising** - Provide information to tenants (including private sector tenants) on how much appliances cost to run, how to use energy efficiently and steps householders can take themselves to reduce energy use, whilst maintaining appropriate heat levels.

**New tenant information** – Renfrewshire Council tenants are provided with a “New tenants Pack” with information on all aspects of their new home and appropriate service contacts. We will compliment this by developing a specific energy efficiency advice pack. Opportunities to roll this out to new tenants of all social landlords will explored.

**Tenant and Resident publications** – Renfrewshire Council has frequently promoted energy efficiency through its tenant newsletter. We will continue to ensure energy efficiency information is included in such publications.

In communicating with customers we will give consideration to equalities issues, establishing the most appropriate format and language for publications and advertising the availability of translation services.

## **6 Monitoring and Evaluation Framework**

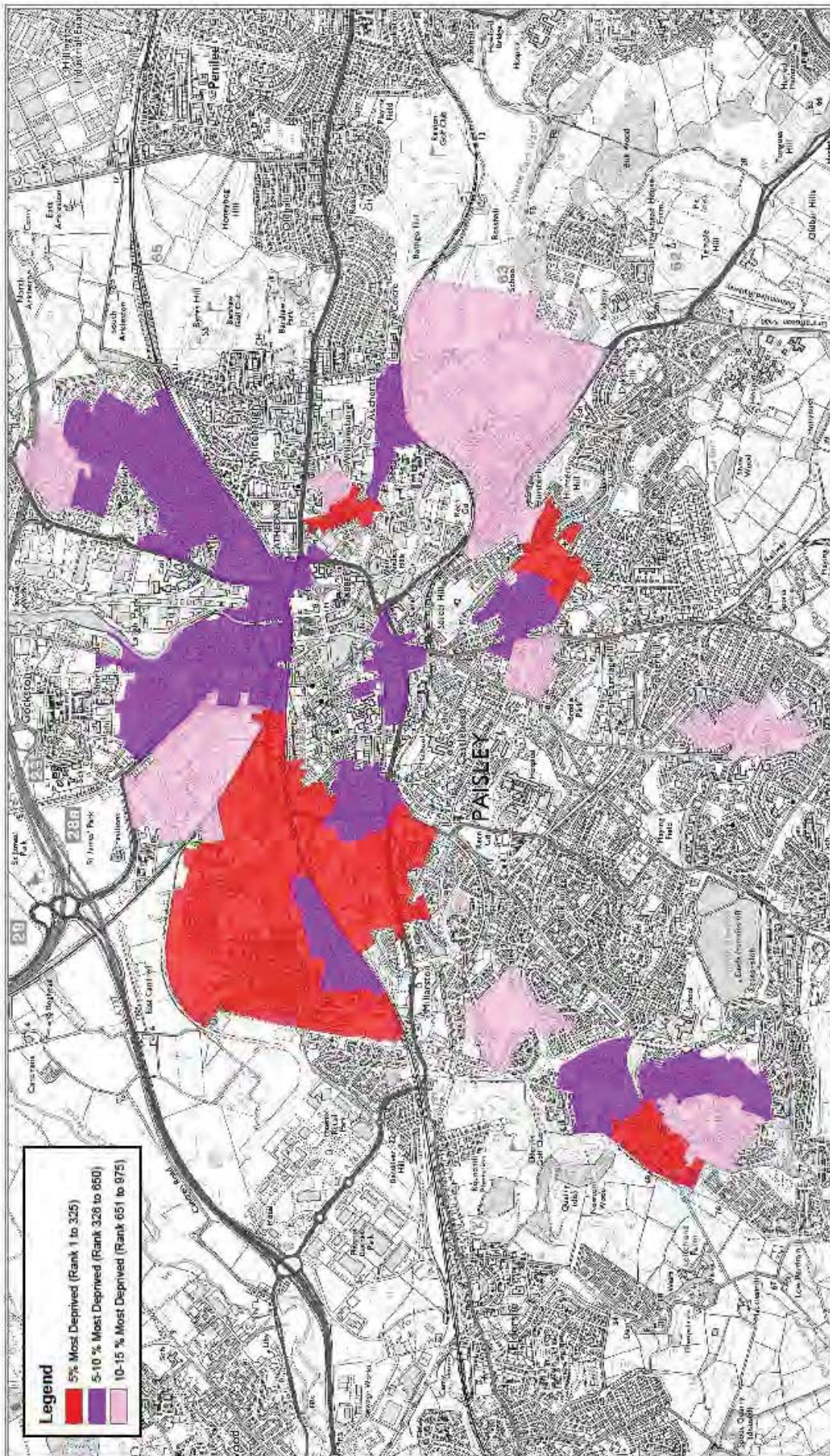
To ensure that the Fuel Poverty Strategy is effective in reducing the number of fuel poor households within Renfrewshire, a monitoring and evaluation framework will be established.

As the strategy proposes establishing new partnerships, the monitoring framework will be developed in partnership with appropriate groups including the Council, Home Energy Scotland, local advice agencies and the partner RSLs. We will form a steering group of these partners who will develop this monitoring framework.

The steering group will meet quarterly to review performance in relation to the actions outlined in this strategy and to oversee operational activity. The group will report to the Greener Renfrewshire Thematic group and will, on an annual basis, report on the extent to which the strategic outcomes are being met.







Notes:  
Plan Ref. E1627



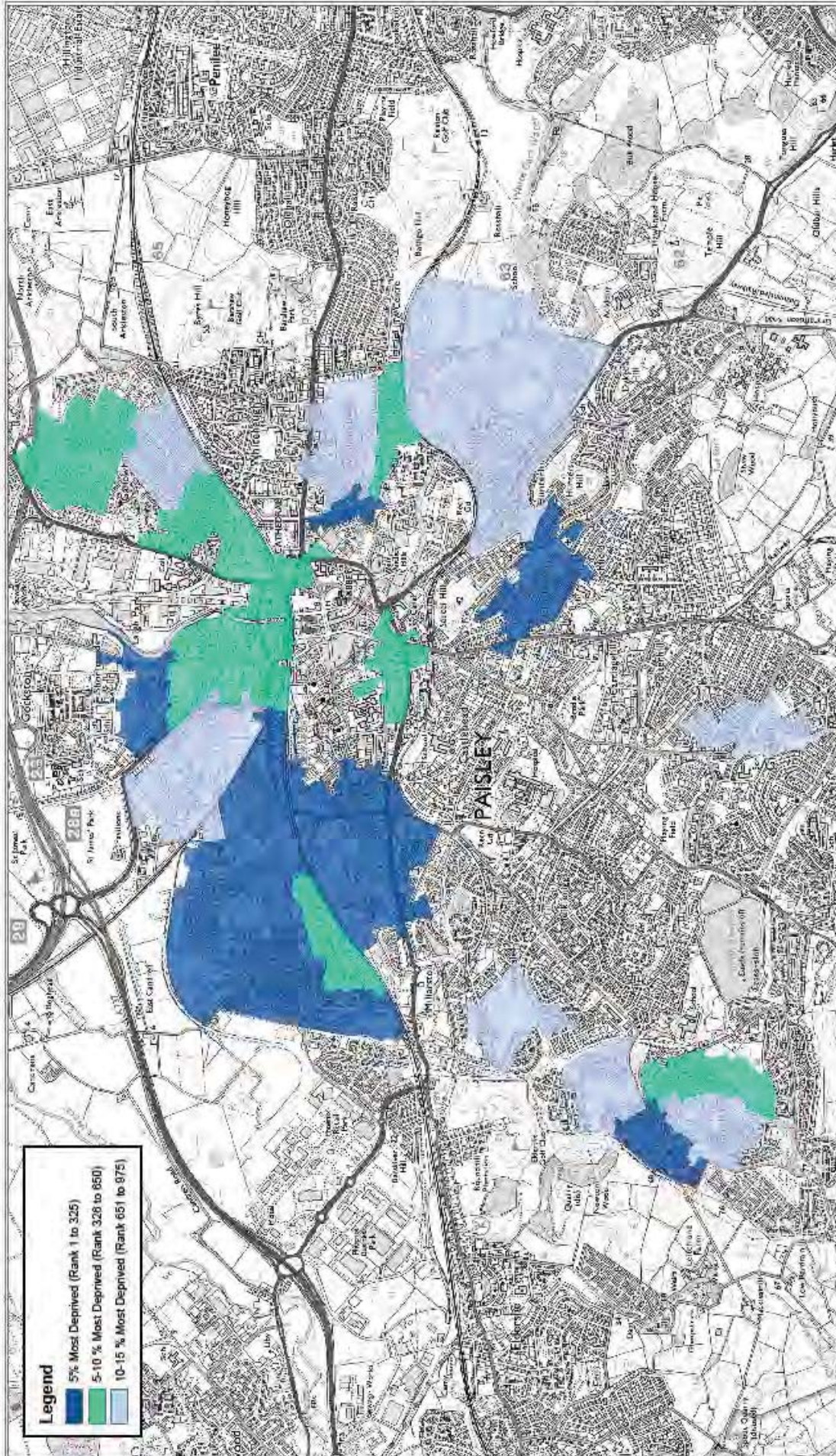
# Paisley SIMD 2012 Income Ranking (15% most deprived)

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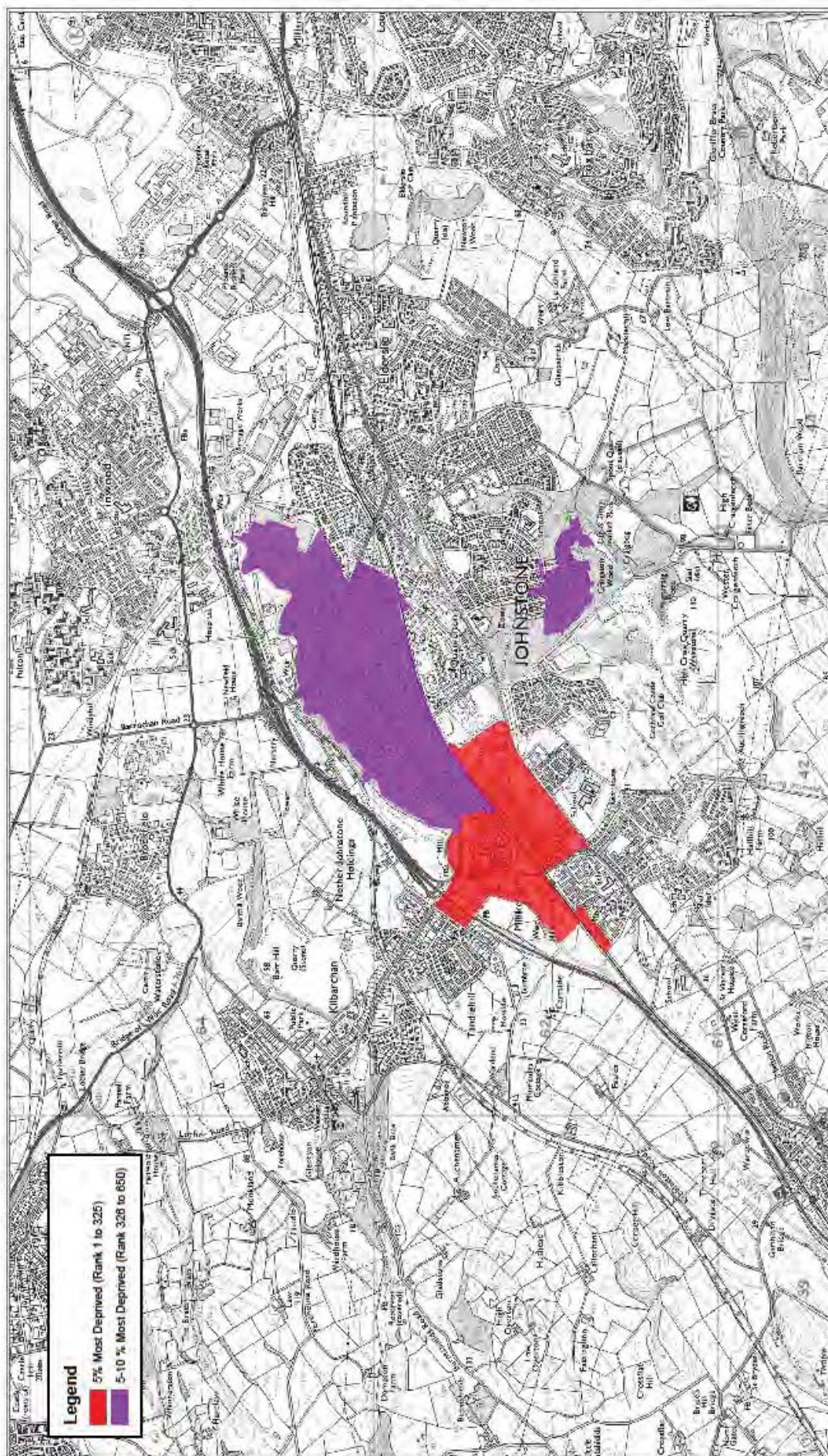


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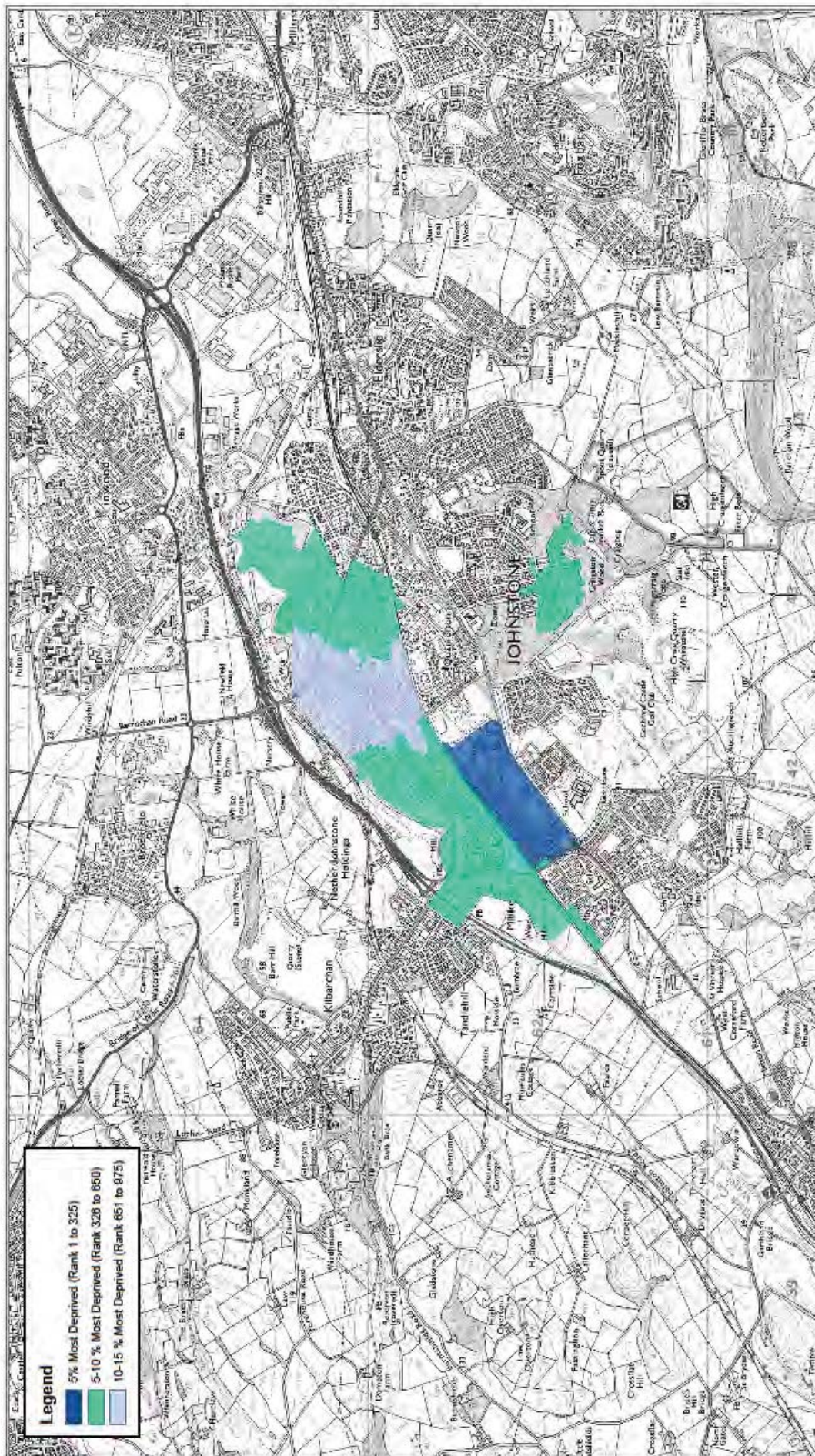
# Johnstone SIMD 2012 Income Ranking (15% most deprived)

Date: 18/06/2013

User: hwardhaughj2

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# Johnstone SIMD 2012 Overall Ranking (15% most deprived)

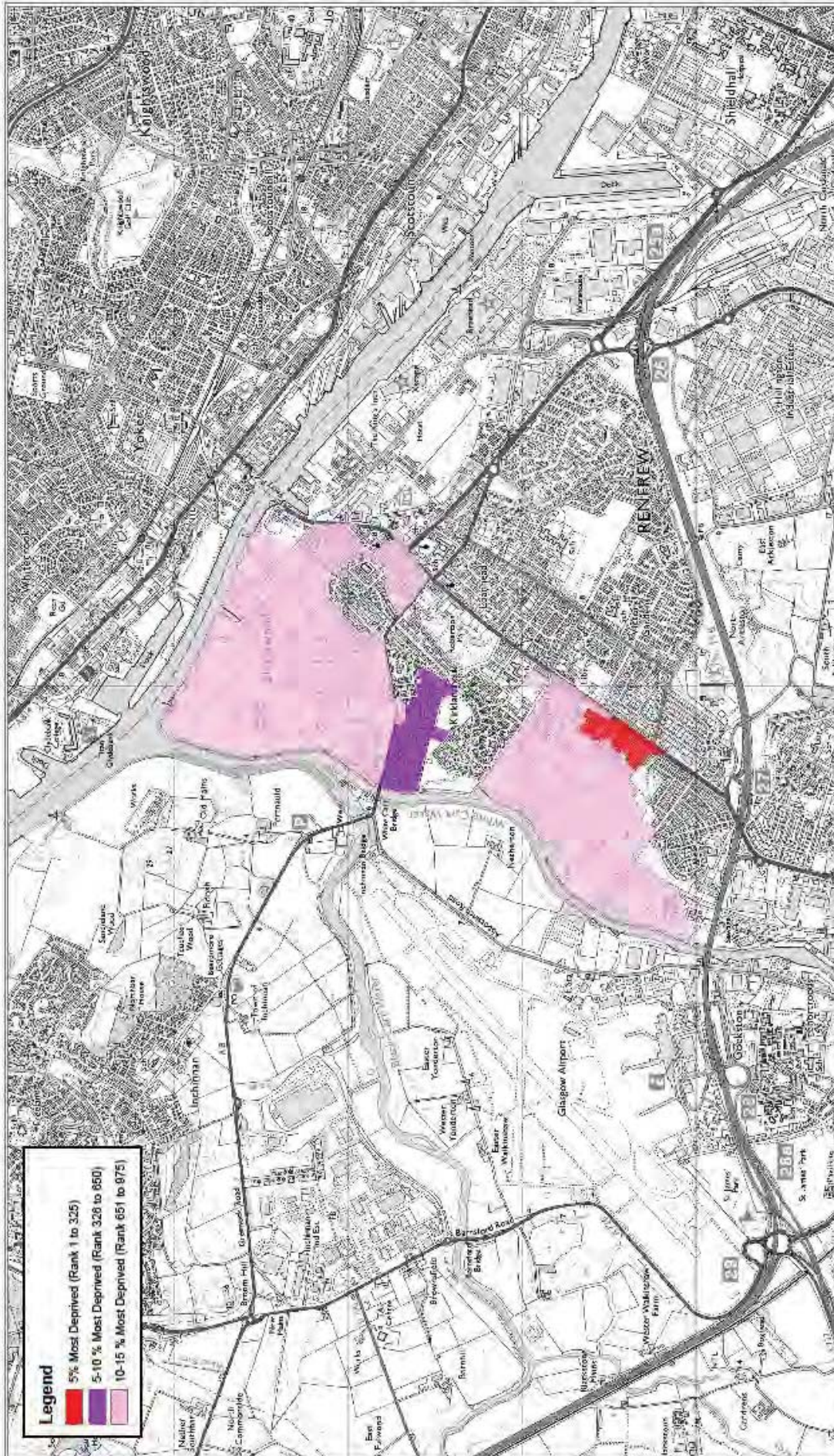


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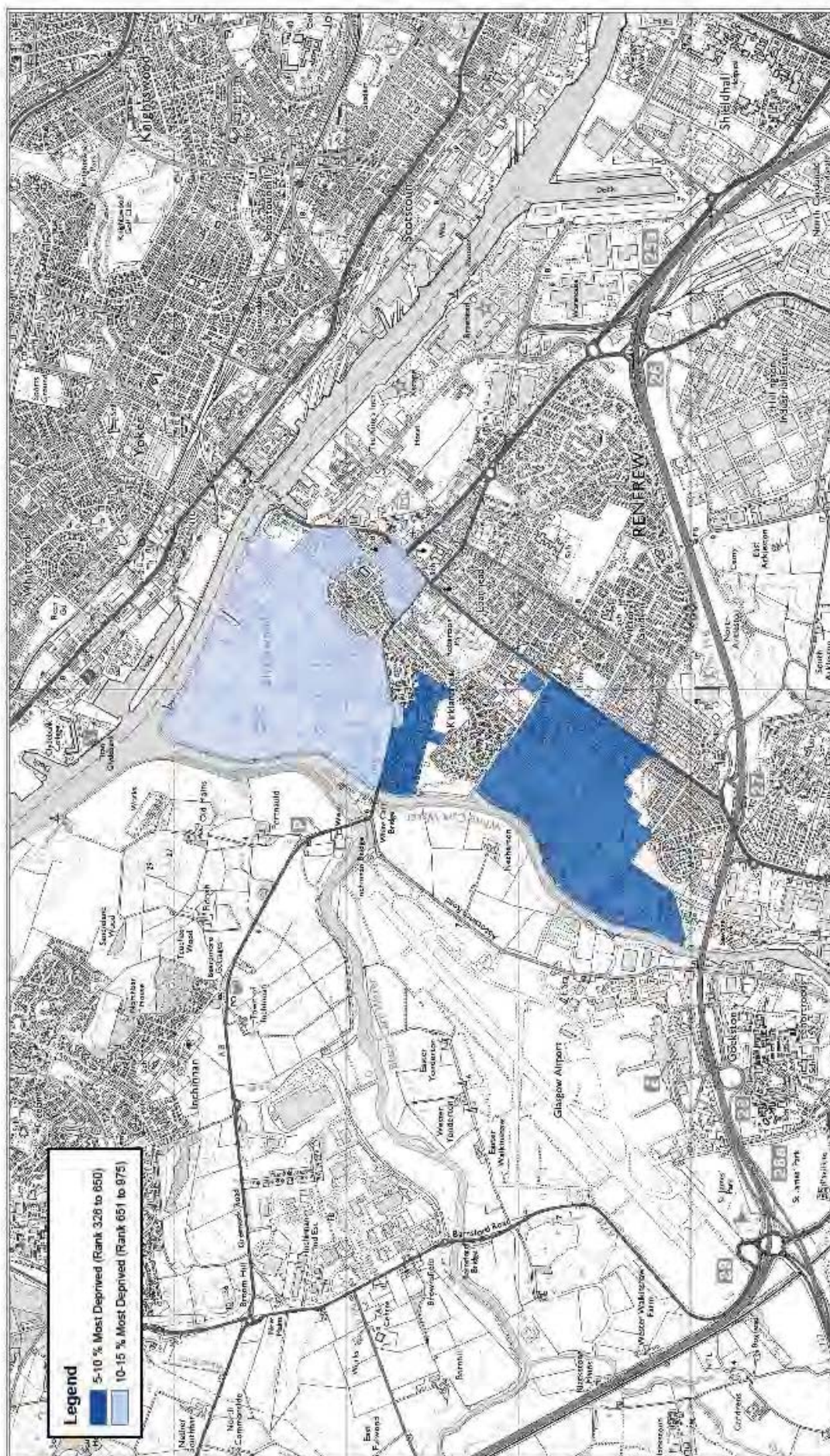
**Renfrew SIMD 2012**  
**Income Ranking (15% most deprived)**

**Renfrewshire Council**

Date: 18/06/2013

User: howardhaughj2





**Legend**

- 5-10 % Most Deprived (Rank 328 to 650)
- 10-15 % Most Deprived (Rank 651 to 975)



# **Renfrew SIMD 2012** **Overall Ranking (15% most deprived)**

Notes:  
Plan Ref. E1632



User: howardhaughj2

Date: 19/06/2013

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## Appendix B Extract from Renfrewshire Council's Commitment to Tenants

Commitment to tenants	Main elements	What do we mean?
Heating, Insulation and Energy Efficiency	Windows	All homes will have double glazing subject to any planning considerations
	Heating	Partial central heating systems will be upgraded to full efficient systems where possible
	Heating	Heating boilers coming to the end of their services life will be replaced with modern energy efficient units.
	Heating	Where possible heating systems will be gas fired wet systems. Where not feasible then a modern controllable efficient electric system will be provided
	Cavity insulation	Cavity insulation may be installed where the building is of suitable construction
	Loft insulation	Up to 300mm insulation in attic spaces, with minimum of 100mm.

## Appendix C Fuel Poverty Strategy Action Plan

Historical targets are in grey.

Revised targets as of 2016 are in **bold**.

<b>FUEL POVERTY STRATEGY ACTION PLAN</b>					
<b>Outcome 1 – People have access to good quality, easily accessible, fuel poverty and energy efficiency advice</b>					
<b>Aim</b>	<b>Number</b>	<b>Responsibility</b>	<b>Action</b>	<b>Timescale</b>	<b>Performance Measure - Indicator</b>
<b>1. Provide a co-ordinated approach to fuel poverty and energy efficiency advice</b>	<b>1. 1. 1</b>	Corporate Energy Manager	Develop a partnership arrangement with Energy Savings/ local Home Energy Scotland (HES) to be the main provider of free phone energy advice to all residents in Renfrewshire	Complete	Service Level Agreement in place
	<b>1. 1. 1</b>	<b>Corporate Energy Manager</b>	<b>Support a positive relationship with the local HES in keeping with the SLA.</b>	<b>Ongoing</b>	<b>Regular communication</b>
	<b>1. 1. 2</b>	Corporate Energy Manager	Provide a specialist energy advice outreach service, which will undertake home visits to the most vulnerable customers. At present, funding sources are being identified.	March 2014	Number of visits <b>711</b> No of households helped <b>711</b>
	<b>1. 1. 2</b>	<b>Corporate Energy</b>	<b>Continue support of Energy Advocacy</b>	<b>Ongoing</b>	<b>Continuation of</b>



	<b>1. 2. 2</b>	<b>Housing Investment Manager and Corporate Energy Manager</b>	<b>Co-ordinate training to appropriate staff in basic energy efficiency /fuel poverty issues</b>	<b>Ongoing</b>	<b>No of staff trained</b>
<b>3. Monitor the effectiveness of fuel poverty advice services</b>	<b>1. 3. 1</b>	<b>Corporate Energy Manager</b>	Re-establish steering group to oversee the provision of fuel poverty/energy efficiency advice services in Renfrewshire	August 2013	Steering group established
	<b>1. 3. 1</b>	<b>Corporate Energy Manager</b>	<b>Ensure FP steering group meetings annually</b>	<b>Ongoing</b>	<b>No of annual meetings</b>
	<b>1. 3. 2</b>	<b>Steering Group</b>	Establish monitoring framework for fuel poverty/energy advice services	Complete	Monitoring system in place. Outcomes reported annually.
	<b>1. 3. 2</b>	<b>Steering Group</b>	<b>Establish monitoring framework for fuel poverty/energy advice services</b>	<b>Complete</b>	<b>As 1. 1. 2</b>

<b>Outcome 2 – The energy and fuel efficiency of the housing stock in Renfrewshire is improved</b>				
<b>Aim</b>	<b>Number</b>	<b>Responsibility</b>	<b>Action</b>	<b>Performance Measure - Indicator</b>
<b>1. Improve the energy efficiency of the social rented sector</b>	<b>2. 1. 1</b>	Renfrewshire Council Housing Investment Manager/All RSLs in Renfrewshire	Ensure programmes of work to bring social rented stock up to the Scottish Housing Quality Standard are completed	No. of houses meeting SHQS standard

	<b>2. 1. 1</b>	<b>Renfrewshire Council Housing Investment Manager/All RSLs in Renfrewshire</b>	<b>Ensure programmes of work to bring social rented stock up to the Energy Efficiency Standard for Social housing is met.</b>	<b>Ongoing</b>	<b>No. of houses meeting EESSH standard</b>
	2. 1. 2	Housing Investment Manager	Maximise opportunities to access the range of grant funding available, in order to complement the SHQS programme	April 2010- 2015	Amount of grant funding secured
	<b>2. 1. 2</b>	<b>Housing Investment Manager</b>	<b>Maximise opportunities to access the range of grant funding available, in order to complement the SHQS programme</b>	<b>Ongoing</b>	<b>Amount of grant funding secured</b>
	2. 1. 3	Housing Investment Manager	Identify appropriate measures and funding sources to tackle "Hard to Treat" properties	Ongoing	Measures installed and amount grant funding secured
	<b>2. 1. 3</b>	<b>Housing Investment Manager</b>	<b>Identify appropriate measures and funding sources to tackle "Hard to Treat" properties</b>	<b>Ongoing</b>	<b>Measures installed and amount grant funding secured</b>
	2. 1. 4	Housing Investment Manager	Pilot the use of renewable technology in selected Council stock and assess the potential for implementing in other areas	December 2014	Pilot complete
	<b>2. 1. 4</b>	<b>Housing Investment Manager</b>	<b>Pilot the use of renewable technology in selected Council stock and assess the potential for implementing in other areas</b>	<b>Ongoing</b>	<b>No of homes using non-standard electrical heating or alternatives to gas.</b>
	2. 1. 5	Corporate Energy Manager	Investigate feasibility of council owned sites to generate heat and/or energy from renewable technology	Ongoing	Sites identified (if appropriate)
	<b>2. 1. 5</b>	<b>Corporate Energy Manager</b>	<b>Investigate feasibility of council owned sites to generate heat and/or energy</b>	<b>Ongoing</b>	<b>No of sites identified as</b>

			<b>from renewable technology</b>		<b>potential for DHS.</b> <b>No of sites with DHS</b>
<b>2. Improve the energy efficiency of the private housing stock</b>	2. 2. 1	Corporate Energy Manager	Establish partnership with agency who will promote the uptake of energy efficiency measures and undertake such work within the private sector.	Ongoing	<b>This target relied on Green Deal which has subsequently been cancelled by the UK government due to lack of uptake.</b>
	2. 2. 2	Owner Services Manager	Promote government energy efficiency loans and tax incentives available to private landlords to undertake energy efficiency measures	Ongoing	Landlords are aware of schemes
	2. 2. 3	Owner Services Manager	Encourage landlords in Renfrewshire to join the national Landlord Accreditation scheme, which includes energy efficiency criteria	Ongoing	Number of landlords accredited
	2. 2. 4	HES	Promote the costs/benefits of renewable technologies and the Government grants and loans available to homeowners to install such technology	Ongoing	Number of householders installing renewable technology
	2. 2. 5	Energy Management Unit/ Advice agencies, staff	Promote the Scottish Government's Energy Assistance Scheme, which can provide free or discounted insulation measures by referring households to Home Energy Scotland	Ongoing	Uptake of Energy Assistance Scheme in Renfrewshire
	2. 2. 6.	Energy Management Unit	Develop energy efficiency, fuel poverty and renewable energy projects in partnership with community groups. Provide support to already established	Ongoing	Number of applications for grant funding.



				community groups and provide support for new groups throughout Renfrewshire.		
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Outcome 3 – People do not live in fuel poverty						
Aim	Number	Responsibility	Action	Timescale	Performance Measure - Indicator	
1. Ensure householders benefits are maximised	3. 1. 1	Advice Works/CAB/Welfare Rights Officers/HES	Provide advice and advocacy on welfare/benefits/income maximisation and debt counselling	Ongoing	Uptake of benefits	
	3. 1. 2	Energy Management Unit/Communications team	Develop and update the energy pages on the council website. Updated quarterly to ensure up to date grant funding information is available.	Completed September 2013	Deployment of webpages and the subsequent monitoring of site visits.	
2. Fuel poverty is linked in with other money advice campaigns	3. 2. 1	Corporate Energy Manager	Ensure fuel poverty issues are incorporated into other benefit/income maximisation campaigns	Annually		
	3. 2. 1	Corporate Energy Manager	Ensure fuel poverty issues are incorporated into other benefit/income maximisation campaigns	Annually	FP mitigations are integrated into the Tackling Poverty programme.	
3. People have access to the most suitable tariffs and	3. 3. 1	Energy Advice Team/Advice Works/CAB/Welfare	Advise householders on selecting the cheapest fuel supply arrangements best suited to their personal circumstances	Ongoing	Advice given on suitable options	

fuel payment options	Rights officers		
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Outcome 4 – Householders are assisted and encouraged to use their energy efficiently to reduce their fuel costs					
Aim	Number	Responsibility	Action	Timescale	Performance Measure - Indicator
1. Assist and encourage householders to use energy efficiently	4. 1. 1	Energy Advice Team/Housing Strategy and Quality	Further develop information on Renfrewshire's community portal on how to save energy, with links to appropriate external sites.	Ongoing	Information on website updated every 6 months
	4. 1. 2	Corporate Energy Manager	Engage with householders through an annual Renfrewshire wide "Energy Awareness Week"	Annually	Energy Awareness week held
	4. 1. 3	Energy Advice Team	Develop information on household energy running costs for distribution to all tenants/residents and made available to prospective tenants. Updated regularly due to increasing utility costs.	Ongoing	Information available and distributed
	4. 1. 4	Housing Strategy and Quality Manager/RSLs	Promote efficient energy use in tenant and resident newsletters	Ongoing	Publications have energy efficiency advice
	4. 1. 5	Housing Strategy and Quality Manager	Develop and distribute an "energy advice pack" to all new tenants. Reviewed annually	Completed December 2010	Energy Advice pack produced
	4. 1. 6	Housing Strategy	Incorporate fuel poverty/energy efficiency issues into tenancy sustainment activities and	Completed September	Increased number of tenants sustaining their

		Manager	programmes	2010	tenancies
	4. 1. 7	Owner Services Team	Encourage private landlords to provide "A" rated white good and energy efficient light bulbs to tenants in furnished tenancies	Ongoing	Landlords provide tenants with energy efficient goods
	4. 1. 8	Owner Services Team	Prepare information for potential private renters on what to look out for in a private rented house in relation to energy efficiency. Reviewed annually.	Completed July 2014	Information distributed

## 7 Current Programs December 2014

### 7.1.1 Energy Assistance Scheme – introduced April 2013

Following a Scottish Government review of fuel poverty in 2008 (which noted progress in eradicating fuel poverty was slow) government programmes were refocused. This resulted in the Energy Assistance Package being launched in April 2009. On April 1<sup>st</sup> 2013, there was a change to the eligibility criteria and the Energy Assistance Package was rebranded as the Energy Assistance Scheme (EAS).

The scheme aims to maximise incomes, reduce fuel bills and improve the energy efficiency of homes.

Managed by the Energy Saving Trust and delivered by Home Energy Scotland (HES), the EAS offers differing levels of assistance depending on customer's circumstances.

- Initially householders will complete a Home Energy Check to determine how energy efficient your home is and suggest some practical changes and improvements. The Home Energy Check can be completed over the phone.
- Everyone is eligible for a benefit and tax credit check and can get access to the lowest cost energy rates from your energy supplier.
- Energy efficient measures are funded by energy companies or the Scottish Government to make homes warmer and cheaper to heat, for example heating systems such as central heating or a new boiler, and loft and cavity wall insulation.
- Scottish Government fund Energy Assistance Scheme
- Energy suppliers fund Affordable Warmth Scheme
- Eligibility can be assessed by calling 0808 808 2282

### 7.1.2 Carbon Emissions Reduction Target (CERT) – Closed March 2013

CERT was a domestic energy supplier obligation and required all large electricity and gas suppliers to achieve set targets in the amount of CO<sub>2</sub> emitted by householders in Britain. Suppliers could achieve this through the provision to householders of energy efficiency measures, such as cavity and wall insulation, energy efficient boilers, appliances and light bulbs. Between 2009 and March 2013 Renfrewshire Council secured £1,341,443 of CERT funding.

### 7.1.3 Community Energy Savings Programme (CESP) – Closed March 2013

A UK wide programme, CESP required gas and electricity generators to deliver energy savings measure to domestic consumers in specific low income areas of Great Britain. The scheme was designed to promote a “whole house” approach and to treat as many properties as possible in defined areas. In Scotland, areas ranked within the most 15% deprived in Scotland qualified. Qualifying actions under CESP included; external wall insulation, loft insulation top up, draught proofing, installation of ground source/air source heat pump and

micro-generation measures. Between 2009 and March 2013 Renfrewshire Council secured £1,090,979 of CESP funding. In addition to this, £600,000 of insulation work was completed by British Gas on behalf of Renfrewshire Council.

#### **7.1.4 Energy Company Obligation (ECO)**

The Energy Companies Obligation (ECO) is an energy efficiency programme that was introduced into Great Britain at the beginning of 2013. It replaces two previous schemes, the Carbon Emissions Reduction Target (CERT) and the Community Energy Saving Programme (CESP).

ECO places legal obligations on the larger energy suppliers to deliver energy efficiency measures to domestic energy users. It operated alongside the Green Deal which was designed to help people make energy efficiency improvements to buildings by allowing them to pay the costs through their energy bills rather than upfront.

The initial phase of ECO was intended to run until 31 March 2015, has now been extended to 31 March 2017, and further phases are expected thereafter. Additionally changes are being made to the qualifying criteria and administration arrangements for the initiative meaning that it may now be difficult to secure support on certain key measures within investment programmes. Equally other measures may be easier to deliver. However the overall impact is likely to be a reduction on support available given the resources for what was initially proposed as a 2 year initiative, with potential for further additional phases thereafter, has been stretched to an initial 4 year timeframe.

Each year Ofgem will allocate qualifying suppliers a proportion of the overall qualifying targets which is determined by a supplier's share of the gas and electricity supply market. In effect participation is restricted to the major suppliers.

Suppliers will incur financial penalties if they do not achieve their set targets. There is therefore an incentive for suppliers to engage with social landlords to ensure that their targets are achieved within the timescales available. Equally social landlords must ensure that they maximise the benefits that are available from ECO support before the suppliers quotas are exhausted through support and funding agreements made elsewhere.

The Council has secured ECO funding for a range of projects contained within the SHQS programme. These include major thermal wall insulation and improved district heating systems, including the introduction of Biomass fuel technologies covering 461 high rise and maisonette units. It is anticipated that, in total, ECO support in the region of £7M - £8M will be achieved by April 2015. Whilst further phases of ECO post 2015 have the potential to be linked to the development of EESSH programmes outlined above, the current uncertainties around the applicability and administration of ECO may impact on the range and scope of projects that qualify for support.

Under the original rules of ECO, energy suppliers are obliged to help improve the energy efficiency of their domestic customers' buildings in three distinct areas:

### **7.1.5 Home Heating Cost Reduction Obligation (HHCRO)**

There are complex eligibility criteria, which are currently subject to review, for this means-tested scheme you can call Home Energy Scotland on **0808 808 2282** where an advisor can assess eligibility, and help you apply if you are.

### **7.1.6 Carbon Emissions Reduction Obligation (CERO)**

To provide funding to insulate solid walled properties (internal and external wall insulation) and those with 'hard-to-treat' cavity walls. Again these are currently subject to review.

This is not means-tested but can be used in conjunction with the Green Deal. The aim is to provide enough support to make these relatively expensive measures cost-effective.

As noted above the applicability relative to external wall insulation is

### **7.1.7 Carbon Saving Communities Obligation (CSCO)**

To provide insulation measures to people living in the bottom 25% of the UK's most deprived areas. It is expected that this element of ECO will particularly benefit the social housing sector.

Through ECO, the government aims to help 230,000 low-income households or those in low-income areas. Of the expected investment by suppliers of £1.3bn per year, there will be a 75:25 split between the carbon and affordable warmth obligations. New targets now proposed following the autumn statement

### **7.1.8 Universal Home Insulation Scheme (UHS)**

The Scottish Government offered £10 million challenge funding for area-based home insulation schemes. Renfrewshire Council secured funding and offered free insulation measures initially to targeted areas but in subsequent offers this was extended to all private sector housing residents in the Renfrewshire Council area. From 2010, until March 2012, Renfrewshire Council secured £977,953 of funding from the Scottish Government.

### **7.1.9 Home Energy Efficiency Programme for Scotland: Area Based Schemes (HEEPS:ABS)**

The UHS scheme concluded in March 2013 at which point the Scottish Government launched the HEEPS:ABS programme for 2013/2014 and 2014/2015. The key objectives of the programme are to reduce fuel poverty, reduce carbon emissions, lever funding from the Energy Company Obligation programme (ECO), demonstrate an appropriate fit with a strategic approach to improving the energy efficiency of housing, and support local economy and sustainable local economic development.

The Scottish Government is encouraging social landlords to actively partner with ECO providers, building on existing relationships established through the now closed CERT and CESP funding streams where appropriate, in order to lever in ECO to support HEEPS:ABS funded programmes as part of their area based strategies tackling energy efficiency and fuel poverty. Social Landlords are likely to receive the most benefit from HEEPS:ABS if they can demonstrate significant ECO leverage, and equally ECO support is most likely to be successful on projects where the HEEPS:ABS element secures owner participation. HEEPS:ABS and ECO are therefore interdependent and the greatest benefits to the Council and to RSLs, to tenants and to participating owners will be through the delivery of projects

which draw support from both funding streams. In addition to addressing energy efficiency and fuel poverty this will have the added benefit of reducing the cost of the insulation measures to both the social landlord and to participating owners.

The Council has to date secured funding of over £2.3M for HEEPS projects involving owners in 2013/2014, a proportion of which will be delivered by Linstone Housing Association. A base allocation of £0.847M has been made for 2014/2015, additional resources expected to be secured through a bidding process which was in progress at the time of writing.

#### **7.1.10 Boiler Scrappage Scheme**

The Boiler Scrappage scheme was launched in May 2010. Homeowners can apply for a £400 grant towards the replacement of a working G-rated boiler with a new energy efficient model. This scheme is now enhanced by new and evolving boiler offers from the companies responsible for delivering Energy Company Obligation.

#### **7.1.11 The Green Deal**

The Green Deal was a financing mechanism that lets people pay for energy-efficiency improvements through savings on their energy bills.

The Green Deal launched in January 2013 and applies to both the domestic and non-domestic sector. It was implemented as part of a replacement to the previous funding mechanisms such as the Carbon Emissions Reduction Target (CERT) and the Community Energy Saving Programme (CESP).

The Green Deal was based on the principle that you pay back the cost of the improvements over time through your electricity bill. Your electricity supplier passed on your payments on to your Green Deal Provider. The amount you paid back would be no more than the saving on heating bills. In principle this appeared like a good idea. ECO funds supplemented Green Deal offers to ensure that the costs of installation are affordable within a reasonable payback period (referred to as the Golden Rule).







**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**GREENER RENFREWSHIRE LOCAL OUTCOME IMPROVEMENT PLAN  
PROGRESS AGAINST YEAR 3 TARGETS**

**1. Summary**

- 1.1 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.'
- 1.2 The Greener Renfrewshire element of the Local Outcome Improvement Plan clearly sets out our agreed outcomes together with the one, three and ten year targets for each of the impact measures. Please, note that performance of impact measures presented in this report link directly to actions undertaken by the partners under each sub group. This report provides detail on the year three progress.
- 1.3 The report will also be considered as part of the combined Community Planning Partnership's Annual Community Planning Performance Report.

**2. Recommendations**

- 2.1 It is recommended that the Board
  - a) Notes the strong performance and strategic focus achieved by the Greener Renfrewshire Thematic Board;
  - b) Notes the progress on the year 3 targets of the Greener Renfrewshire element of Renfrewshire's Local Outcome Improvement Plan;
  - c) Notes the issues and challenges the Greener Renfrewshire Thematic Board requires to address to enable its priority outcomes to be achieved;

- d) Notes the contribution the Greener Renfrewshire Thematic Board in progressing the prevention agenda in Section 8;
- e) Approves the changes to the Local Outcome Improvement Plan as detailed in section 7 of this report and agrees that these proposed changes are submitted to the Renfrewshire Community Planning Partnership Board for approval; and
- f) Agrees that this report will be included as part of the Annual Community Planning Performance Report to the Renfrewshire Community Planning Partnership Board on 21 September 2016.

### **3. Background**

- 3.1 Renfrewshire Community Planning Partnership is committed to ensuring that our resources are deployed wisely to achieve best value. An open and rigorous performance culture has been embedded within the partnership and promotes collective responsibility for achieving our outcomes. Clear accountability and reporting is an important aspect of our approach.
- 3.2 The Greener Renfrewshire Thematic Board has three sub-groups, each led by relevant partners and supported by key officers: Greener Communities; Greener Transport; and Carbon Management. Action plans and performance measures are in place to ensure the sub-groups deliver the key priorities of the Greener Renfrewshire element of Renfrewshire's Community Plan and Local Outcome Improvement Plan.

### **4. Key achievements**











- 4.1 The Greener Renfrewshire Thematic Board's key achievements include:
  - Delivering nine projects in the Stalled Spaces Scotland programme across Renfrewshire, bringing vacant and derelict land back into temporary use with projects including: planting; music; and art. An example of this is a project delivered by Renfrew Development Trust placing picture boards on the disused toilets in Robertson Park in Renfrew. This was a successful intergenerational project working with older people living in the Renfrew Care Home, many of whom have dementia; young people who access youth services through the Renfrew YMCA Hut; and students from West College Scotland;
  - The 10 year target of 5% of Renfrewshire Council's vehicle fleet being electric was achieved by year 3 and a revised 10 year target of 20% was agreed. As well as this, successful partnership working with Community Planning Partners helped increase the number of electric vehicles and charging points across Renfrewshire. An example of this is partnership working between Renfrewshire Council and the University of the West of Scotland for the purchase of an electric vehicle and installation of electric vehicle charging point. Another example is the Care & Repair service of Bridgewater Housing Association who were assisted in the purchase of 2 electric vans and the recent installation of a rapid charge point





at the Erskine swimming pool. Grant funding continues to be sought to increase the number of electric vehicles across the Community Planning Partnership.

- Publishing a quarterly Greener Renfrewshire Newsletter, sharing information on Greener activities being carried out by community groups across Renfrewshire and providing the public with information on opportunities to volunteer;
- Work has been carried out to determine the introduction a community transport (workbus) by user groups including older people, disabled people and staff working at Glasgow Airport. SPT have offered the use of buses and discussions are ongoing with a third sector organisation to run the projects;
- Identifying links with Community Planning Partners and private sector organisations in plans relating to active travel, ensuring a cohesive approach to improving facilities for active travel across Renfrewshire;
- Contributing to a reduction in the percentage of households in Renfrewshire living in fuel poverty through a number of measures including: home energy advice and achieving the Scottish Housing Quality Standard (SHQS) which includes the installation of improved and more energy efficient heating systems;
- Renfrewshire Council completed a biomass district heating scheme in November 2015, covering more than 460 homes, both council owned and private sector, in the Calside area of Paisley. This scheme uses renewable energy, greatly reducing carbon emissions. The UK Government provides financial support to the owner of the renewable heating system for twenty years through the Renewable Heat Incentive (RHI) scheme;
- Delivering a reduction in the amount of CO2 emissions from public buildings, through a number of measures including: the introduction of building management systems to provide more control over heating systems; installation of photovoltaic panels on a number of schools and care homes; and energy awareness campaigns; and
- Exceeding the targeted reduction in CO2 emissions for public space lighting with plans in place to replace all public space lighting with LED alternatives by May 2017, achieving the 10 year target of a 60% reduction in CO2 emissions well in advance of the 2023 target date.

## 5. Performance against year 3 targets

The table below highlights the year three performance against our targets:

Impact Measures	Current Status	Baseline	Year 1 Actual	Year 3 Target	Year 3 Actual
Greener Communities					
Reduction in the number of vacant and derelict land sites		175	174	167	166
Increase the quality, quantity and diversity of the Renfrewshire Green Network		100	No data available	The quality, quantity and diversity of the Renfrewshire Green Network was measured through a Green Network Indicator Report carried out at the end of 2013 by the Glasgow & Clyde Valley Green Network Partnership – this exercise will be repeated late 2016/early 2017..	
Greener Transport					
Reduce the amount of CO2 emitted by the public vehicle fleet		3,523	Baseline year	3,170	3,535
Percentage of the vehicle fleet which uses alternative fuels, such as electricity		0.8%	1%	5%	5.5%
Number of air quality management areas within Renfrewshire		1	1	1	1
Percentage reduction in car journeys to school		22%	21.5%	18.4%	22.3%
Carbon Management					
Reduce CO2 per capita		10.94 (1990 Scottish average)	7.1	7.1	5.9
Reduce the amount of CO2 emitted from public space lighting		7,460	7,854	6,720	6,482
Reduce the amount of CO2 emitted from public buildings		29,114	25,480	26,566	22,347
Percentage of household waste recycled		38.9%	44.3%	52%	43.9%
Percentage of household waste collected which is landfilled		56.1%	50.0%	36%	32.0%

Impact Measures	Current Status	Baseline	Year 1 Actual	Year 3 Target	Year 3 Actual
Percentage of household waste sent to landfill without prior treatment		47.3%	40.4%	36%	9.3%
Percentage of social housing properties in Renfrewshire which meet the National Home Energy Ratings target		No data available	No data available	100%	Not all data from RSLs is available but the average of what is available is approximately 98%
Percentage of social housing that meets the Home Energy Efficiency Standard by 2020		No data available	No data available	70%	No data available
Percentage of social housing in Renfrewshire that meets the EESSH 2020 milestone		No data available	No data available	tbc	Not all data from RSLs is available but the average of what is available is approximately 60%
Percentage of social housing properties in Renfrewshire which meet the Scottish Housing Quality Standard		16% to 30%	62.1%	100%	87% (100% after allowable exclusions and abeyances)
Percentage of Renfrewshire households that are in fuel poverty		29%	29%	7.5% reduction	Data not yet available

## 6. Areas for Improvement and Remedial Action

- 6.1 The reduction of CO2 emissions from the Council's vehicle fleet has not achieved the three year target and looks unlikely, at this stage, to achieve the longer term 10 year target. Although the percentage of the vehicle fleet which uses alternative fuels, such as electricity, is well on target, the vehicles which have been replaced are small cars and vans with relatively low mileage. At the moment, the technology is not available to replace larger vehicles in the fleet which account for a large percentage of the emissions, such as refuse collection vehicles, with electric alternatives. The larger vehicle fleet, although diesel, is energy efficient and interventions continue to be integrated into the service, such as: efficient routing; rev limiters; and driver training to ensure emissions are kept to a minimum. Management of the service researches advances in vehicle technology to ensure the fleet is as energy efficient as budgets will allow.

- 6.2 The percentage of household waste which is recycled has not achieved the challenging national targets set. Communication and awareness activities are planned to ensure residents are recycling the correct materials, avoiding contamination. The progression of the Clyde Valley shared services work stream for the procurement of a residual waste treatment and disposal solution is on target to be operational by December 2019, which will ensure compliance with the landfill ban which will be introduced in January 2020.
- 6.3 The indicator relating to the percentage of car journeys to school in Renfrewshire is measured through the Sustrans 'Hands-up' survey, which is carried out in schools across Renfrewshire by asking children how they travelled to school. The data, therefore, cannot be treated as robust but is a guide to the percentage of children who travel to school by car. Work is ongoing with Renfrewshire Leisure and Cycling Scotland to carry out Bikeability training in primary schools to encourage pupils to cycle to school safely. In 2015/16 almost 700 pupils across Renfrewshire achieved Bikeability awards.
- 6.4 Renfrewshire Council Fuel Poverty Strategy 2016 identifies that many of the policy and economic tools that may influence fuel poverty are the responsibility of the Scottish and UK Governments. This results in levels of fuel poverty fluctuating due to external factors such as fuel costs and levels of income. Fuel prices rely on oil prices and exchange rates, driven on a national and international basis. While there are things we can do to improve housing and employment prospects, neither of these may ultimately deliver fuel poverty improvements. Regardless of the impact of these wider external factors, we would want to maintain or improve our current position against the national average. A proposed revision to change the target for fuel poverty to achieve at least 5% below the national average is detailed in section 7 of this report.

## 7. Revisions to Renfrewshire's Local Outcome Improvement Plan

Impact Measure	Baseline	Actual	Targets	
			Year 3	Year 10
Percentage of Renfrewshire households experiencing fuel poverty	29% (2011/13)	29% (2012/14)	5% below the national average	5% below the national average
<b>Reason for revision:</b> In recognition that Renfrewshire has limited ability to alter the impact of national policies it has been agreed that our fuel poverty target is set as 5 percentage points below the national average. In the data for 2012/14, the Scottish average for the number of households in fuel poverty was 35% with Renfrewshire at 29% - this is, therefore, more than 5% below the national average and meets the target agreed.				

Impact Measure	Baseline	Actual	Targets	
			Year 3	Year 10
Number of Air Quality Management Areas in Renfrewshire	1	1	1	0
<b>Reason for revision:</b> It is recommended that the above indicator be removed from the Local Outcome Improvement Plan and replaced with an indicator which measures the annual average PM <sub>10</sub> value across all continuous monitoring sites, with a target value of less than 18ug/m <sup>3</sup> for the annual mean. A report has been approved by the Environment Policy Board recommending the declaration of a further two AQMAs in Renfrewshire, for small areas within Renfrew and Johnstone where exceedances of objectives for pollutants occur.				

- 7.1 The suitability of the indicators relating to housing are being considered as part of the new Carbon Management sub-group. These will be assessed as part of the creation of a suite of performance indicators which better reflect the wider partnership approach to carbon management.

## 8. Prevention

- 8.1 The Scottish Government established the Commission for Public Service Reform (Christie Commission) to develop recommendations on the future delivery of public services against a backdrop of increasing demand for services and demographic change and diminishing resources. The Commission reported in June 2011 and recommended that the public sector focus on four key areas: Prevention; Partnerships; People; and Performance.
- 8.2 The key area of Prevention aimed to reduce future demand by preventing problems arising or dealing with them early on. A bias towards prevention should be promoted to help people understand why this is the right thing to do, the choices it implies as well as the benefits it can bring.
- 8.3 The Greener Renfrewshire Thematic Board has considered the importance of the Prevention Agenda in its strategic actions and priorities. This includes:
- Campaigns to educate the public on the importance of the waste hierarchy, considering the best environmental outcome taking into consideration the lifecycle of the material;
  - Replacing all public space street lighting in Renfrewshire with LED alternatives, which should realise a 60% reduction in carbon emissions;
  - Engaging not only with Community Planning Partners but with private sector organisations across Renfrewshire; and



- Helping reduce the number of households in Renfrewshire living in fuel poverty through making homes more energy efficient and providing energy advice to help reduce bills.

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**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**RENFREWSHIRE'S LOCAL AIR QUALITY MANAGEMENT -  
(Declaration of Air Quality Management Areas & Review of Performance Indicator  
for Reporting on Air Quality) & Proposal to Establish Environmental Quality  
Management Areas**

**1. Summary**

- 1.1 Following the introduction of the Environment Act 1995, all local authorities have been required to undertake a regular review and assessment of air quality within their area and submit the findings to the Scottish Government. Where these assessments confirm that an exceedance of a statutory air quality objective level exists, an Air Quality Management Area must be formally declared.
- 1.2 Local authorities have flexibility to determine the precise form and extent of an Air Quality Management Area, as long as all areas of concern are included. An Air Quality Action Plan must then be produced to set out measures to bring air quality back into line with limit values.
- 1.3 The council's most recent air quality reports detailing monitoring and modelling work undertaken in 2014/15 were reported to the Environment Policy Board on 27 January 2016. These reports confirmed exceedances of air quality objective levels at Johnstone High Street and Renfrew town centre.
- 1.4 At that time it was requested that a further report be submitted to the Environment Policy Board setting out options and recommendations for the establishment of a wider or multiple Air Quality Management Areas within Renfrewshire. The attached appendix provides details of the options considered and the assessment undertaken of each option.

- 1.5 The proposal following this options appraisal is to create two new Air Quality Management Areas within Renfrewshire – one in Johnstone and one in Renfrew. This will be in addition to the existing Air Quality Management Area covering Paisley town centre. The full options appraisal is provided in Appendix 1.
- 1.6 The information presented above and the recommendation to increase the number of Air Quality Management Areas does not reflect a deterioration in air quality within Renfrewshire. It does reflect improvements in our ability to monitor and assess air quality and identify where issues arise.
- 1.7 The recommendation to create two additional Air Quality Management Areas takes into account the different issues that are impacting on air quality within each area and the potential that this approach provides to enable the council to develop individual Air Quality Management Action Plans that specifically address the different issues in a focused way.
- 1.8 The recommendation also takes into consideration the fact that an Air Quality Action Plan may put in place controls that have an impact on the nature and extent of development, planning and infrastructure that can be taken forward within the Air Quality Management Area. This can have an impact on businesses and residents in the affected area. To minimise any potential impact care has been taken to ensure that the boundaries of each area proposed are as small as possible whilst ensuring that the full Air Quality Management Area is included.
- 1.9 The alternative option considered was to expand the existing Paisley town centre Air Quality Management Area to include the additional areas of exceedance. While this would have reduced the overall number of Air Quality Management Areas within Renfrewshire (maintaining it at 1 rather than increasing the total to 3) this approach would have unnecessarily brought an increased number of businesses and residents into the Air Quality Management Area, with an associated impact and control on activities through the action which is not required or beneficial in addressing the exceedances reported.
- 1.10 At its meeting of 24 August 2016, the Environment Policy Board approved the recommendations outlined in this report, the Air Quality Management Areas will be designated by means of the Orders within Appendix 2 and the Scottish Government and any other statutory consultees thereafter notified.

### **Performance Monitoring**

- 1.11 Alongside this options appraisal, the Environment Policy Board also asked that a review be undertaken of the council's air quality performance indicators (PIs) within the Community Resources Service Improvement Plan and the Community Plan Local Outcome Improvement Plan. At present, the council has one Air Quality

Management Area covering Paisley town centre and a current PI relates to maintaining (or reducing) this number. However this target does require to be reviewed and updated as it is no longer an accurate measure of progress in improving air quality in areas where exceedances of the objectives occurs. Therefore it is recommended that this be updated and replaced with a range of improved measures being developed that will allow the council to more accurately reflect its progress in tackling air quality. In the short term it is recommended that the other existing PIs be retained, in addition to the introduction of a new indicator concerning particulate matter (PM<sub>10</sub>).

### **Environmental Quality Management Approach**

- 1.12 The process of declaring Air Quality Management Areas (AQMAs) followed by the production of an action plan is a statutory process defined within the Environment Act 1995. However, this approach could also be used across a number of related areas and to tackle a range of environmental issues for which the council, through Community Resources or the Community Safety Partnership, has responsibility. For example trade waste, fly tipping, dog fouling, graffiti or anti-social behaviour could all be addressed in a similar way with evidence of need leading to a specific area being declared a quality management area and a specific action plan being put in place that focused resources and tackled specific local needs. With the approval of the Environment Policy Board, this approach will be developed and taken forward for a range of environmental quality issues.

## **2. Recommendations**

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board:
- a) notes the options for declaration of Air Quality Management Areas within Renfrewshire being considered by the Environment Policy Board, as detailed in appendix 1;
  - b) notes the Air Quality Management Area Orders for each area of exceedance being considered by the Environment Policy Board, detailed within Appendix 2;
  - c) notes the review of air quality performance indicators being considered by the Environment Policy Board, as detailed in section 4 of this report;
  - d) agrees to recommend to the Community Planning Partnership Board that the Local Outcome Improvement Plan is updated in line with the recommendation of the Environment Policy Board; and

- e) notes the proposal to develop quality management areas for a range of environmental issues based on evidence of need, being considered by the Environment Policy Board.

### **3. Declaration of Air Quality Management Areas**

- 3.1 Part IV of the Environment Act 1995 places a statutory duty on local authorities to regularly review and assess air quality within their area to identify exceedances of statutory air quality objectives and submit the findings to the Scottish Government. This process is termed Local Air Quality Management (LAQM).
- 3.2 The outcomes of these annual Local Air Quality Management reports are reported to the Environment Policy Board with the latest report being presented on 27 January 2016, detailing the outcomes of the council's 2015 Updating & Screening Assessment and Detailed Assessments for Johnstone, Renfrew & Montgomery Road in Paisley. These reports can be made available on request.
- 3.3 The 2015 Updating & Screening Assessment confirmed the following:
- continuing exceedances of the annual mean NO<sub>2</sub> objective within the existing Paisley Town Centre Air Quality Management Area,
  - a risk of NO<sub>2</sub> levels being exceeded out with the Air Quality Management Area at a residential receptor close to the M8 motorway west of Glasgow Airport. The council will increase monitoring at this location and review results in the 2017 Annual Progress Report.
- 3.4 The Detailed Assessment reports for Johnstone, Renfrew & Montgomery Road in Paisley confirmed the following:
- NO<sub>2</sub> concentrations in excess of the annual mean objective were monitored and modelled along Johnstone High Street. Whilst potential exceedances of the PM<sub>10</sub> annual mean objective were modelled within the Detailed Assessment, the Scottish Government, their technical advisors and the Scottish Environment Protection Agency (SEPA) have advised that further monitoring is necessary to confirm these exceedances prior to declaring the Air Quality Management Area for PM<sub>10</sub>. An Air Quality Management Area therefore requires to be declared along Johnstone High Street for the NO<sub>2</sub> annual mean objective only. Funding for a particulate monitor has been obtained through the Scottish Government's air quality grant scheme for 2016/17.
  - NO<sub>2</sub> concentrations in excess of the annual and hourly mean objective levels were monitored and modelled within Renfrew town centre. An Air Quality Management Area therefore requires to be declared within Renfrew town centre for both the NO<sub>2</sub> annual and one hour mean objectives.

- The Renfrew M8 study focussed on the section of M8 motorway between Arkleston and Junction 26 where residential properties are sited close to the road. Marginal exceedances of the NO<sub>2</sub> annual mean objective were modelled at a strip of residential properties adjacent to the M8 in Renfrew. The Scottish Government, their technical advisors and the Scottish Environment Protection Agency (SEPA) have advised that further monitoring is required in this area before a conclusion is reached on whether an Air Quality Management Area is required.
- There is no requirement to declare an Air Quality Management Area at Montgomery Road, Paisley.

3.5 In summary, as reported to the Environment Policy Board on 27 January 2016 both Johnstone and Renfrew town centres require to be declared Air Quality Management Areas. Currently there is one Air Quality Management Area within Renfrewshire covering the majority of Paisley town centre. The Environment Policy Board asked that consideration be given to choosing whether to expand this Air Quality Management Area to include these additional areas of exceedance (therefore remaining at one large Air Quality Management Area) or to create two additional, discrete air quality management areas within Renfrewshire. The benefits and disadvantages of both approaches were assessed and are detailed within Appendix 1: *Boundary options for the declaration of Air Quality Management Areas within Renfrewshire*.

3.6 It was recommended that Option 1- Individual Air Quality Management Areas for each area of exceedance be approved by the Environment Policy Board, resulting in two new discrete Air Quality Management Areas being declared in Johnstone and Renfrew town centres. This option facilitates focused and detailed consideration of the issues particular to each area and where improvements to air quality are achieved, allows revocation of individual areas. Should the Environment Policy Board approve this option; the Air Quality Management Areas will be designated by means of the Orders in Appendix 2 and the Scottish Government thereafter notified.

#### **4. Performance Monitoring**

4.1 As recommended within the January 2016 Environment Policy Board Report, a review of the council's performance indicators (PIs) for reporting on progress with improvements in air quality has been undertaken. The Community Resources Service Improvement Plan for 2016-2019 has three PIs relating to air quality. These are:

- Number of air quality management areas within Renfrewshire (with a maximum target of one)

- Percentage of air quality monitoring sites which exceed nitrogen dioxide limits
- The average nitrogen dioxide levels at monitoring sites that are exceeding limits.

4.2 On review of the above measures, it is considered that the target of having one Air Quality Management Area within Renfrewshire is not appropriate as introducing a wider Air Quality Management Area does not accurately reflect areas where exceedances of objectives for pollutants occur and does not reflect performance in managing or monitoring air quality in Renfrewshire. An Air Quality Management Area is designed to describe a geographic area where the causes of exceedances require to be managed and will generally extend to areas beyond the minimum area required for this. However, seeking to maintain performance in this indicator could lead to large numbers of homes and businesses being included within an Air Quality Management Area unnecessarily and potentially subject to controls and actions within the action plan.

4.3 It is also recommended that a new measure, similar to the NO<sub>2</sub> target, is introduced within the Community Resources Service Improvement Plan and the Local Outcome Improvement Plan for PM<sub>10</sub>:

- The annual average PM<sub>10</sub> value across all continuous monitoring sites, with a target value of less than 18ug/m<sup>3</sup> for the annual mean.

4.4 With regard to the other PIs, these were introduced in 2015 and are still felt to be relevant and useful in monitoring performance in this area.

## **5. Environmental Quality Management Areas**

5.1 The process of declaring Air Quality Management Areas at areas where evidence demonstrates that air quality objectives are being exceeded, followed by the production of an action plan of measures to address the issue is a statutory process designed to provide a means of managing air quality. This concept can be applied across a variety of environmental issues for which the council has responsibility to ensure efficient targeting of resources to improve the quality of the environment in areas where significant issues are identified. Within Community Resources these may include waste (commercial/ domestic/ recycling/ litter), fly tipping, dog fouling, graffiti street cleanliness and anti social behaviour. Areas will be identified and spatially defined through collation of service knowledge and analysis of customer enquiries as well as other evidence.

5.2 Similar to Air Quality Management Areas, if this approach is agreed, these areas will be referred to as Environmental Quality Management Areas (EQMAs). An action plan of measures will be established incorporating relevant strategic service



priorities outlined within the Community Resources Service Improvement Plan and where necessary more specific measures tailored to the local situation and environment within any Environmental Quality Management Area. The action planning process will ensure resources are focussed on these areas of most concern, delivering improvements to the environment.

## **6. Next Steps**

- 6.1 If approved by the Environment Policy Board, the new Air Quality Management Area Orders will be appropriately publicised, with the Scottish Government and any other statutory consultees also being notified.
- 6.2 Thereafter there will be a requirement to prepare and publish an Air Quality Action Plan for these areas, normally within a twelve to eighteen month timescale from the Air Quality Management Area Orders commencing. Effective action planning requires input from a range of council services and other stakeholders. Community Resources will lead on liaising with relevant partners to draw up and then consult on, a future draft Air Quality Action Plan, before taking it to the Environment Policy Board for approval and bringing to the Greener Renfrewshire Thematic Board for noting.
- 6.3 The types of actions commonly included within Air Quality Action Plans relate to transportation, road infrastructure, fleet improvements and green travel plans.
- 6.4 The proposed Environmental Quality Management Areas process will be developed to determine its feasibility and benefits to service delivery with further reports being brought back to future meetings of the Greener Renfrewshire Thematic Board to note the relevant quality management areas and action plans which have been agreed on evidence of need

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## Appendix 1



**Renfrewshire**  
Council

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## **Boundary options for the declaration of Air Quality Management Areas within Renfrewshire**

April 2016

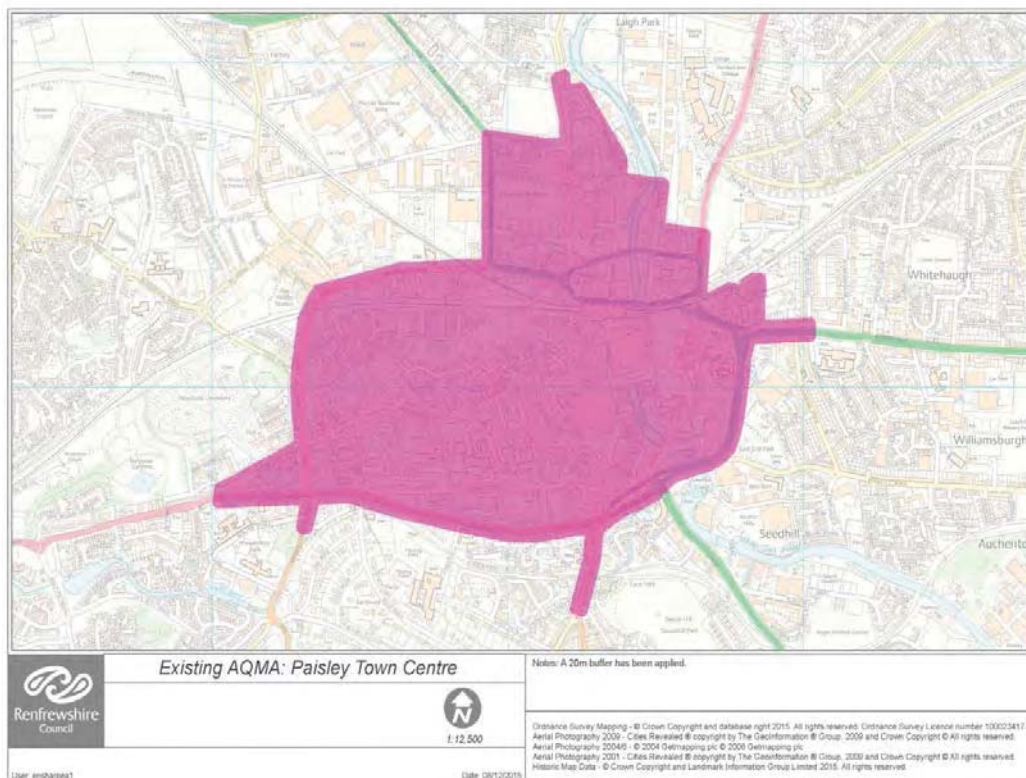
Community Resources

## **1. Summary**

- 1.1 Detailed Assessments of air quality undertaken in Renfrew and Johnstone during 2015 have confirmed exceedances of statutory air quality objectives. There is a requirement that these areas are declared as Air Quality Management Areas and this report details the boundary options for these, outlining their respective advantages and disadvantages.
- 1.2 It is recommended that Option 1 be taken forward as the preferred option, whereby two new Air Quality Management Areas will be declared in Johnstone and Renfrew town centres.

## **2. Background**

- 2.1 Part IV of the Environment Act 1995 introduced a Local Air Quality Management regime, placing a duty on local authorities to regularly review and assess air quality within their area to identify exceedances of statutory air quality objectives. Local authorities are also required to produce annual reports on air quality, including a review of monitoring data. Where a risk of air quality objectives being exceeded is identified, local authorities must:
  - Undertake a Detailed Assessment to confirm if an exceedance of any objective exists within an area of relevant public exposure and determine the magnitude and geographic extent of this.
  - Declare an Air Quality Management Area where the Detailed Assessment confirms an exceedance of an objective. The form and extent of any Air Quality Management Area is determined by the local authority and must include the areas of exceedance as a minimum.
  - Produce an Air Quality Action Plan within 12 to 18 months setting out action measures which work towards achieving the objective levels for the pollutant of concern.
- 2.2 Renfrewshire Council first declared an Air Quality Management Area in 2005, extending this in 2009 to incorporate the majority of Paisley town centre for the PM<sub>10</sub> and NO<sub>2</sub> annual mean objectives and the NO<sub>2</sub> 1-hour mean objective. A map of the Paisley Town Centre Air Quality Management Area is provided in Figure 1.



**Figure 1: Existing Paisley Town Centre Air Quality Management Area**

2.3 An Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area was published in 2013 and included 16 action measures to improve air quality, the majority of which have now been implemented. However exceedances of air quality objectives within the Paisley Town Centre Air Quality Management Area remain at locations adjacent to busy roads and areas of traffic congestion.

### 3. New Areas of Exceedances

3.1 Additional areas of exceedances outwith the Paisley Town Centre Air Quality Management Area were identified in 2015 (based on 2014 monitoring data). The council's 2015 Updating & Screening Assessment identified a risk of NO<sub>2</sub> levels being exceeded at a farm located close to the M8 motorway just west of Glasgow Airport. The council will increase monitoring at this location and review the results within the 2017 Annual Progress Report. The Detailed Assessments undertaken for Johnstone and Renfrew confirmed exceedances of statutory air quality objectives at these locations. Each of these is described in more detail below.

## **Johnstone**

3.2 The Detailed Assessment study indicated the following:

- NO<sub>2</sub> concentrations in excess of the 40 µg.m<sup>-3</sup> annual mean objective were measured via diffusion tube monitoring and also predicted via dispersion modelling at both ground and 1<sup>st</sup> floor level at various locations along the High Street; at up to 17 residential properties.
- Annual mean PM<sub>10</sub> concentrations in excess of the 18 µg.m<sup>-3</sup> Scottish annual mean objective at both ground and 1<sup>st</sup> floor level were predicted via dispersion modelling at various locations along the High Street. However given these exceedances have been identified from modelling only, the Scottish Government, their technical advisors and the Scottish Environment Protection Agency (SEPA) have advised that monitoring is necessary to confirm these exceedances prior to declaring the Air Quality Management Area for PM<sub>10</sub>.

3.3 The council is therefore required to declare an Air Quality Management Area for Johnstone High St between Thorn Brae and the junction between High Street, Barrochan Road and Napier Street, at this time for the NO<sub>2</sub> annual mean objective only.

## **Renfrew Town Centre**

3.4 The Renfrew town centre study focused on road traffic emissions at the main traffic junctions (Inchinnan Road, Hairst Street, Glebe Street, Paisley Road, Canal St and High St) where residential properties are located close to the road. The Detailed Assessment study indicated the following:

- NO<sub>2</sub> concentrations in excess of the 40 µg.m<sup>-3</sup> annual mean objective were measured via diffusion tube monitoring and also predicted via dispersion modelling at ground and 1st floor level at residential properties from numbers 1 to 19 Inchinnan Road and at numbers 2 and 4 Paisley Road.
- An annual mean NO<sub>2</sub> concentration in excess of 60 µg.m<sup>-3</sup> was measured at a diffusion tube site located at 15 Inchinnan Road. Guidance indicates there may be a risk that the 1 hour NO<sub>2</sub> objective is being exceeded at this location, where one residential property is present at ground floor.
- No exceedance of the annual mean PM<sub>10</sub> objective was identified at any locations of relevant exposure.



- 3.5 The council is therefore required to declare an Air Quality Management Area in Renfrew town centre for the NO<sub>2</sub> annual and one hour mean objectives.
- 3.6 At its meeting on 27 January 2016 the Environment Board noted that there were two main options to consider when declaring these Air Quality Management Areas. The first option would be to create a number of focussed Air Quality Management Areas within Renfrewshire to cover each area where exceedances were observed. The second option would be to extend the existing Air Quality Management Area within Paisley town centre to cover both Renfrew and Johnstone town centres.
- 3.7 This report provides an assessment of each of these options. In conducting the assessment a range of guidance was taken into consideration.

#### **4. Relevant Guidance**

- 4.1 The Scottish Government's policy guidance on Local Air Quality Management 'Policy Guidance PG(S)(16)' includes a section in relation to determining the boundaries of Air Quality Management Areas.
- 4.2 Whilst there are no specific requirements to determining the boundary, the guidance states that as a minimum the Air Quality Management Area must include all areas of likely exceedances. Air Quality Management Areas may include only the predicted area of exceedance (based on modelled pollutant contour lines) or cover a wider area based on natural boundaries such as roads, rivers or even the entire local authority area. Some local authorities have chosen to designate several Air Quality Management Areas, whilst others have included all areas of exceedance within one Air Quality Management Area (examples of other local authority Air Quality Management Areas are outlined in Section 7 below).
- 4.3 The Scottish Government guidance lists the following points that local authorities may wish to consider when deciding on the most appropriate Air Quality Management Area boundary:
- It may be administratively much simpler to designate a wider area, based on existing boundaries and natural features. This avoids the need to draw artificially precise lines on maps and also allows a more strategic approach to be taken;
  - Wherever the boundaries of the Air Quality Management Area are drawn, the action plan is likely to need to cover a wider area;
  - Designating a number of smaller Air Quality Management Areas, rather than one single large area, can allow an authority to demonstrate progress by removing individual areas as air quality improves there;

- Declaring smaller Air Quality Management Areas may also provide a clear focus on the problem areas within a local authority. This may prove particularly important for informing local authority planning processes; and
- A more focused approach to declaring Air Quality Management Areas may provide a better indication of where resources need to be allocated in terms of policy interventions.

4.4 The process involves an element of judgement and ultimately it is for each local authority to decide on the best form and extent of an Air Quality Management Area in their area, taking all relevant considerations and guidance into account.

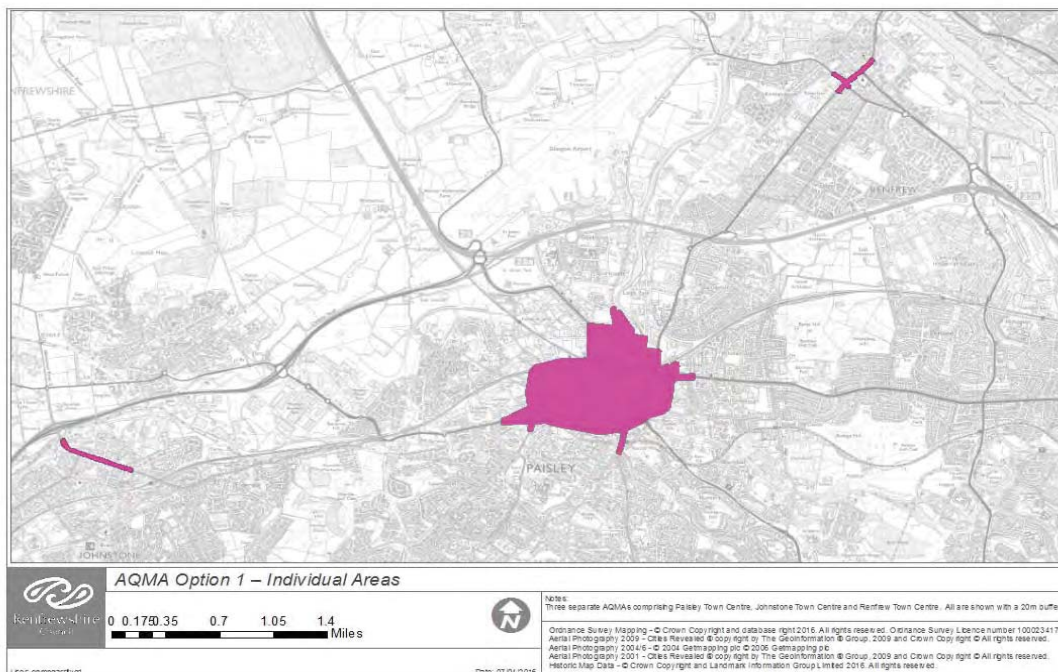
4.5 In view of this, three main options are considered feasible, described in detail in Section 5.

## 5. Discussion of Options

- 5.1 Three boundary options have been considered, with advantages and disadvantages included for information.

### Option 1 – Individual Air Quality Management Areas

- 5.2 Declare the newly identified areas of exceedances as individual Air Quality Management Areas as shown in Figure 2. This would result in a total of three Air Quality Management Areas across Renfrewshire, including the existing Paisley Town Centre Air Quality Management Area



**Figure 2: Individual Air Quality Management Areas**

- 5.3 Individual Air Quality Management Areas present a number of advantages and disadvantages.

#### Advantages:

- Air Quality Management Areas serve to indicate the locations where people are exposed to elevated concentrations of pollutants. Declaring separate Air Quality Management Areas, based on the conclusions of the air quality modelling work, ensures that only areas of concern are included within an Air Quality Management Area.

- Separate small Air Quality Management Areas will be more favourable from a planning/strategic perspective as the Air Quality Management Area would cover only the areas of exceedances and not a wider geographic which would unnecessarily include other areas.
- Designating a number of smaller Air Quality Management Areas, rather than one large area, would provide a clear focus on the areas of concern directing monitoring, resources and preventative measures to these areas.
- Separate Air Quality Management Areas will permit focussed actions directed at unique causes of exceedances within each of the Air Quality Management Areas.
- As improvements in air quality are realised, the council would be in a position to demonstrate this progress by revoking individual Air Quality Management Areas.

#### **Disadvantages:**

- The Air Quality Management Area boundaries would be specific to the current exceedance locations and any newly arising exceedances outwith these areas would require the Air Quality Management Areas to be amended or new Air Quality Management Areas to be declared each time.
- Air Quality Management Areas may be influenced by factors beyond their boundaries, in particular the impact of main roads leading to and from the town centres. Care would need to be taken when developing the Air Quality Action Plan to ensure this is recognised and to ensure that addressing air pollution within the individual Air Quality Management Area does not result in the transfer of air quality issues to an area outwith it.

#### **Option 2 – Single Air Quality Management Area - Radial roads linking all exceedance locations**

- 5.4 This option would extend the existing Paisley Town Centre Air Quality Management Area along the main road network to incorporate the identified areas of exceedance, as shown in Figure 3. The Air Quality Management Area would require to be declared for the NO<sub>2</sub> and PM<sub>10</sub> annual mean objectives and the hourly NO<sub>2</sub> air quality objective.

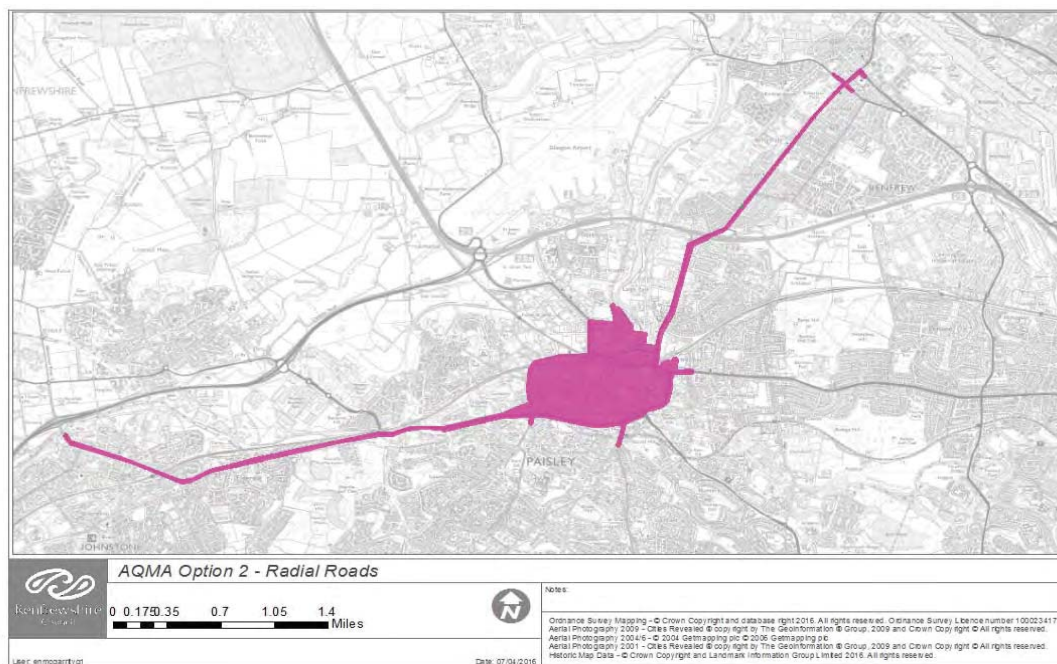


Figure 3: Radial Road Air Quality Management Area

### Advantages:

- The Air Quality Management Area boundary would closely align with the results of the air quality modelling work undertaken but would also include the main roads leading to each town centre location, reflecting the significance of the road transport network as a source of air pollutant emissions.
- As improvements in air quality are realised, the council would be in a position to demonstrate this progress by partially revoking the Air Quality Management Area, effectively shrinking its area.

### Disadvantages:

- It would be more difficult to describe the Air Quality Management Area boundary and possibly more difficult to administer in terms of reviewing planning applications.
- There would be a requirement for future amendments or new Air Quality Management Areas should any newly arising exceedances outwith these areas be identified.
- With a single Air Quality Management Area it may be more difficult for the council to demonstrate improvements in air quality as all exceedances would

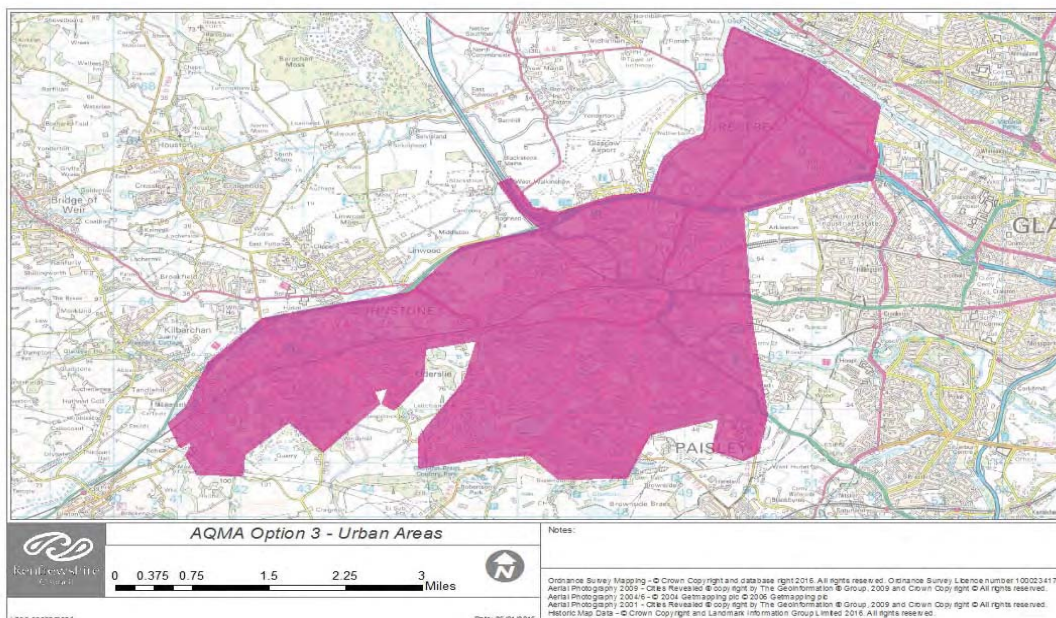


have to be addressed before the Air Quality Management Area could be revoked.

- Additional resources may be required to establish monitoring locations along the radial roads to demonstrate that there are no exceedances of objectives, prior to being in a position to allow the Air Quality Management Area to be partially revoked.
- The Air Quality Management Area would require to be declared for the NO<sub>2</sub> and PM<sub>10</sub> annual mean objectives and also the hourly NO<sub>2</sub> objective. This is misleading as not all three of these objectives are being exceeded across the whole Air Quality Management Area. For example, the 1 hour NO<sub>2</sub> objective is identified as being at risk of exceeding at only one location in Renfrew, however the Air Quality Management Area would be declared for this objective.

### Option 3 –Single Air Quality Management Area Urban Wide

- 5.5 The final option considered would be to expand the existing Paisley Town Centre Air Quality Management Area encompassing Renfrewshire's main urban areas within one Air Quality Management Area, as shown in Figure 4. Air Quality Management Area would require to be declared for both the NO<sub>2</sub> and PM<sub>10</sub> annual mean objectives and the NO<sub>2</sub> one hour objective.



**Figure 4: Urban Area Air Quality Management Area**



**Advantages:**

- Avoids artificially precise boundaries and ensures that the widest possible emphasis is given to the issue.
- Recognises that the potential exists for residents to be exposed to pollutants across a wider area than may be identified through air quality monitoring and reporting.
- Designating a larger area would avoid the need for subsequent amendments or new Air Quality Management Area declarations, where future modelling demonstrates further exceedance locations.
- From a public perspective one Air Quality Management Area in relation to Renfrewshire Council's main urban area is likely to be easier to identify with rather than numerous Air Quality Management Areas.

**Disadvantages:**

- May create the perception that there are high levels of pollution throughout the council area whereas this is only at certain locations.
- With a single, large Air Quality Management Area it would be more difficult for the council to demonstrate improvements in air quality as all exceedances would have to be addressed before the Air Quality Management Area could be revoked.
- The Air Quality Management Area would require to be declared for the NO<sub>2</sub> and PM<sub>10</sub> annual mean objectives and also the hourly NO<sub>2</sub> objective. This may be misleading as exceedances of these objectives may only be at specific locations and not across the entire Air Quality Management Area. For example, the 1 hour NO<sub>2</sub> objective is identified as being at risk of exceeding at only one location in Renfrew however the entire Air Quality Management Area would be declared for this objective.
- Additional resources may be required to establish monitoring locations throughout other areas of the Air Quality Management Area to demonstrate that there are no exceedances of objectives, prior to being in a position to allow the Air Quality Management Area to be partially revoked.
- May raise concerns from a planning/strategic perspective, given the potential additional restrictions an Air Quality Action Plan may cause for future planning applications and development.

## **6. Recommended Option**

- 6.1 It is recommended that Option 1- Individual Air Quality Management Areas for each area of exceedance is approved. This would result in two new discrete Air Quality Management Areas being declared, totalling three Air Quality Management Areas across Renfrewshire, including the existing Paisley Town Centre Air Quality Management Area. Following approval of this option, the Air Quality Management Areas will be designated by means of the Orders in Appendix 2 and the Scottish Government and any other statutory consultees will thereafter be notified of this.
- 6.2 Whilst there may be individual Air Quality Management Areas declared, one Air Quality Action Plan will be developed to target measures for improving air quality across all Air Quality Management Areas and within the plan each Air Quality Management Area will be considered separately to ensure that specific targeted measures are identified for each; dependent on the source and cause of the air pollution.

## **7. Examples of Air Quality Management Areas within Scotland**

- 7.1 Examples of Air Quality Management Areas declared by other Scottish local authorities have been included below for comparison purposes and to highlight the variability in boundary selection.
- Aberdeen City Council has 3 separate Air Quality Management Areas, one for the city centre and two elsewhere. The Air Quality Management Area boundary for each takes the form of a linear Air Quality Management Area along roads and junctions similar to our proposed new Air Quality Management Areas in Option 1.
  - Dundee City Council has declared an Air Quality Management Area encompassing the whole of the local authority area. The vast majority of Dundee City Council is urban.
  - Edinburgh City Council has five separate Air Quality Management Areas. The city centre Air Quality Management Area is a combination of roads and land similar to our existing Paisley Town Centre Air Quality Management Area. The others are linear Air Quality Management Areas along roads and junctions similar to our proposed new Air Quality Management Areas in Option 1.
  - East Dunbartonshire Council has two Air Quality Management Areas. Both are linear Air Quality Management Areas along the length of main roads similar to our proposed Option 1.

- East Lothian Council has one linear road Air Quality Management Area.
- Falkirk Council has 4 separate Air Quality Management Areas. All of these encompass busy roads/junctions and large areas surrounding these.
- Fife Council has two Air Quality Management Areas, one a town centre Air Quality Management Area and the other a linear road Air Quality Management Area.
- Glasgow City Council has three separate Air Quality Management Areas, one large city centre Air Quality Management Area and two linear Air Quality Management Areas along roads and junctions. This would be similar to our existing Paisley Town Centre Air Quality Management Area and proposed new Air Quality Management Areas in Option 1.
- Highland Council has one small Air Quality Management Area covering a single junction within Inverness City Centre.
- North Lanarkshire Council has five separate Air Quality Management Areas of different types of boundary but mainly linear along main roads with some adjoining land included.
- Perth & Kinross Council has two Air Quality Management Areas. One covers the entire town centre of Perth and the other is a linear road Air Quality Management Area, again similar to what we are proposing in Option 1.
- South Lanarkshire Council has three separate Air Quality Management Areas, two of which cover town centre areas and the other a linear roads Air Quality Management Area incorporating some adjoining land.
- West Lothian Council has one linear road Air Quality Management Area.



**Appendix 2**

**AIR QUALITY MANAGEMENT AREA  
DESIGNATION ORDERS**

## **AIR QUALITY MANAGEMENT AREA DESIGNATION ORDER**

### **Environment Act 1995**

### **Part IV, Air Quality**

### **Renfrewshire Air Quality Management Area Order No. 2, Johnstone**

Renfrewshire Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

- 1)** This Order, referred to as the Renfrewshire Air Quality Management Area Order No. 2, Johnstone, shall come into effect on 24 August 2016.
- 2)** The area, as detailed in the attached Schedule 1 and shaded blue on the map in Schedule 2 forming part of this Order, is designated as an air quality management area (the designated area) for the purposes of Part IV of the Environment Act 1995.
- 3)** This area is designated in relation to a likely breach of the nitrogen dioxide (NO<sub>2</sub>) annual mean objective as specified in the Air Quality (Scotland) Regulations 2000, as amended by the Air Quality (Scotland) Amendment Regulations 2002.
- 4)** This Order shall remain in force until it is varied or revoked by a subsequent Order.



## **Renfrewshire Air Quality Management Area Order No. 2, Johnstone**

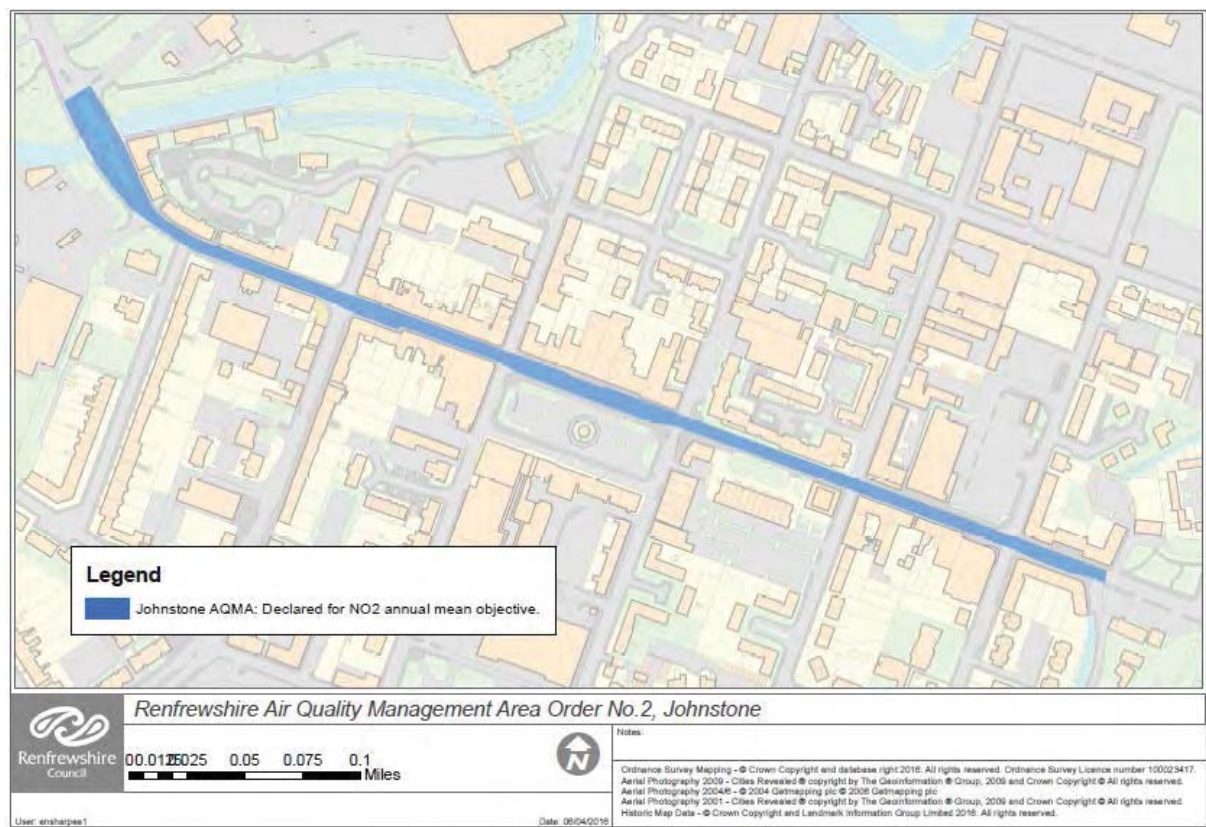
### **Schedule 1**

The designated area incorporates the area enclosed within the following boundary line and includes all properties within 20 metres measured from the kerb of the boundary roads. Where the boundary transects part of a property, it shall be taken to include the whole of that property (including the building and open space).

From the junction of High Street and Peockland Place; thence along High Street to the junction of Barrochan Road and Napier Street.

Renfrewshire Air Quality Management Area Order No. 2, Johnstone

Schedule 2



## **AIR QUALITY MANAGEMENT AREA DESIGNATION ORDER**

### **Environment Act 1995**

### **Part IV, Air Quality**

### **Renfrewshire Air Quality Management Area Order No. 3, Renfrew Town Centre**

Renfrewshire Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

- 1)** This Order, referred to as the Renfrewshire Air Quality Management Area Order No. 3, Renfrew town centre, shall come into effect on 24 August 2016.
- 2)** The area, as detailed in the attached Schedule 1 and shaded blue on the map in Schedule 2 forming part of this Order, is designated as an air quality management area (the designated area) for the purposes of Part IV of the Environment Act 1995.
- 3)** This area is designated in relation to a likely breach of the nitrogen dioxide (NO<sub>2</sub>) annual mean and one hour mean objectives as specified in the Air Quality (Scotland) Regulations 2000, as amended by the Air Quality (Scotland) Amendment Regulations 2002.
- 4)** This Order shall remain in force until it is varied or revoked by a subsequent Order.

## **Renfrewshire Air Quality Management Area Order No. 3, Renfrew Town Centre**

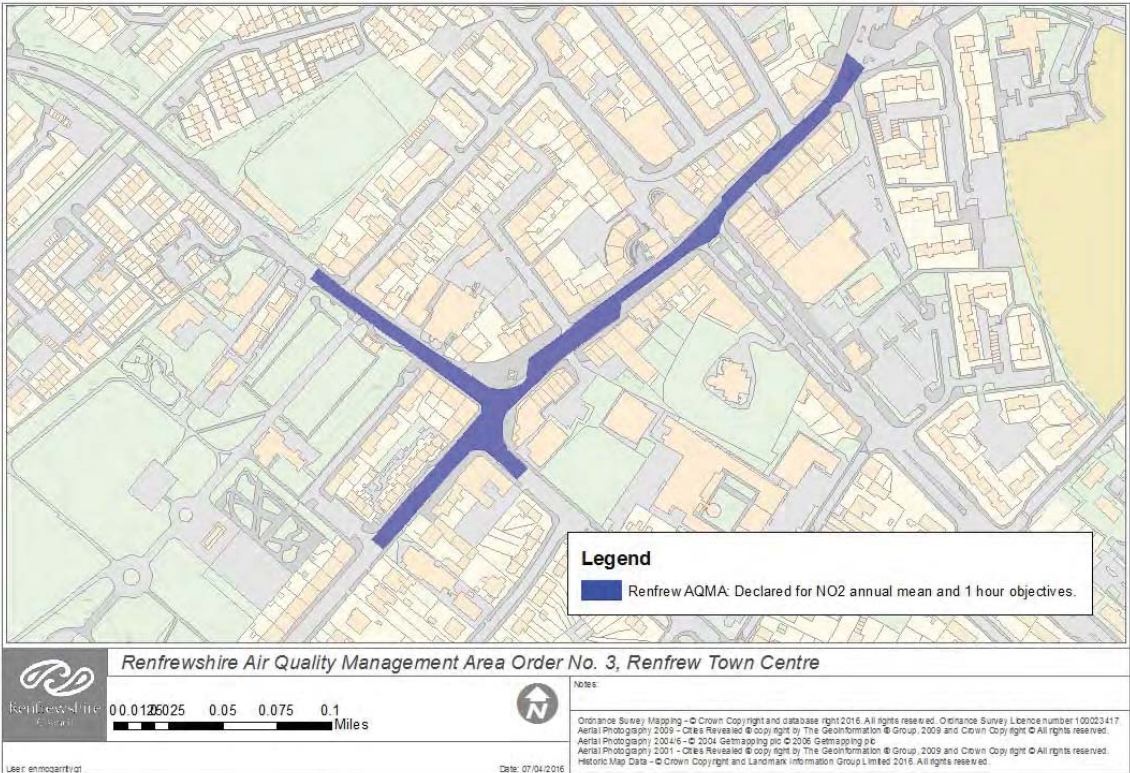
### **Schedule 1**

The designated area incorporates the area enclosed within the following boundary line and includes all properties within 20 metres measured from the kerb of the boundary roads. Where the boundary transects part of a property, it shall be taken to include the whole of that property (including the building and open space).

From the junction of Paisley Road, Inchinnan Road, Hairst Street and Glebe Street; thence along Glebe Street to property number 4 Glebe St; thence along Paisley Road to the junction of Donaldson Drive; thence along Inchinnan Road to the junction of Longcroft Drive; thence along Hairst Street to the junction with Canal Street and High Street; thence along Canal St to the junction with Ferry Road.

Renfrewshire Air Quality Management Area Order No. 3, Renfrew Town Centre

Schedule 2









**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**

Oliver Reid, Lead Officer  
Head of Public Protection, Renfrewshire Council

**PUBLIC SECTOR CLIMATE CHANGE DUTIES REPORTING**

**1. Summary**

- 1.1 This report provides feedback on Renfrewshire Council's Public Sector Climate Change Duties Report which was submitted to the Sustainable Scotland Network in November 2015. The overall aim of the feedback analysis is to assess the completeness of the reports and not the performance of the organisation and can be found at appendix 1 to this report.
- 1.2 The Climate Change (Scotland) Act 2009 introduced ambitious targets and legislation to reduce Scotland's emissions by at least 80 per cent by 2050. The Act additionally placed duties on public bodies relating to climate change. Further to the Act, the Scottish Government introduced in 2015 an Order requiring all 151 Public Bodies who appear on the Major Player list to submit an annual report to SSN, detailing their compliance with the climate change duties.
- 1.3 Reducing greenhouse gas emissions and transitioning to a low carbon economy will help create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.

**2. Recommendations**

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board:
  - a. notes the content of Sustainable Scotland Network's Feedback Report to Renfrewshire Council on the submission of the 2014/15 Climate Change Duties Report; and



- b. notes that a summary of the 2015/16 Climate Change Duties Report submission will be presented to the next Greener Renfrewshire Thematic Board.

## **Background**

- 3.1 In 2007, all 32 local authorities in Scotland signed up to Scotland's Climate Change Declaration (SCCD). Signatories to the SCCD acknowledge the importance of climate change and are 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 Renfrewshire Council has voluntarily submitted climate change data as part of its commitment to the SCCD over a number of years. This requirement became mandatory in November 2015, with a standardised template for all reporting bodies. This has been refined for the 2015/16 submission which has a deadline of 30<sup>th</sup> November 2016.
- 3.3 A summary of the 2015/16 submission will be presented to the Environment Policy Board in November 2016, for approval and to the Greener Renfrewshire Thematic Board in November 2016, for noting.

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## Feedback to Renfrewshire Council



## On Public Bodies Climate Change Duties 2014/15 Report

February 2016



## Thank you for your report

This is the first year that all 151 'major players'<sup>1</sup> in the public sector were encouraged to report their climate change activity in the same format. While not every organisation managed to submit a report in this trial year, a significant majority did and there have been some very valuable lessons learned for next year, when reporting becomes mandatory through the Climate Change (duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015.

The SSN team at Keep Scotland Beautiful (KSB) is using the wealth of information in the reports to produce :-

- Individual feedback to each reporting organisation (this document).
- A functional review of the process to inform design of the support programme for 2016.
- An analysis report of the information provided in the reports.

### Individual feedback

This document contains feedback on the quality of the information provided in the report submitted by your organisation. **It is not an assessment of your organisation's performance on climate change activity, only on the content you have provided.** As this is the first year of reporting for some organisations, and the first year for using this format, there is no previous information to assess performance against.

The aim of this feedback is to support your organisation to improve the quality of reporting for next and subsequent years, working to increase the use of reporting as a tool for learning and to support continuous performance improvement.

### Functional Review

The Functional Review will be available in late March 2016 and will provide an assessment of the reporting process to date and the effectiveness of the support provided. The findings will inform the content of programme of support which will start in April 2016.

### More feedback

*If you would like more detailed feedback on your report, please email us at [ssn@keepscotlandbeautiful.org](mailto:ssn@keepscotlandbeautiful.org) and include in the subject line 'feedback' and the name of your organisation. You can include any specific questions you have. We will endeavour to provide further feedback, as soon as possible and depending on staff capacity/availability*

### Analysis report

The information in the reports received by the deadline is being collated and an analysis report will be produced at the end of March 2016. This will include:-

- Key findings from each of the six sections of the reporting template.
- High-level overview of the CO<sub>2</sub>e emissions and activity data.
- An analysis of recommended, wider-influence activities.
- Examples of good practice covering governance/management, emission reduction projects, sustainable procurement and adaptation initiatives.

### Support programme

Starting in April 2016, SSN will be organising a range of support and training for reporting. This will include:-

- Improved guidance notes.
- Online resources – including the reports submitted in 2015.
- On-line reporting database for submission of reports in Nov 2016.
- Support / training events.
- Opportunities for peer-group support amongst the 151 major players.
- One-to-one support from the SSN officers.

<sup>1</sup> Public sector organisations above a certain size and/or with a significant wider influence on climate change activity





## Feedback table

Section 1 - Organisational Details	
Good	The body has provided responses to all of the questions in this section and provided enough information to give a clear picture of the size and context of the body.
Section 2 - Governance and Management	
Satisfactory	The information provided by the body provides a satisfactory description of its strategic, governance and management functions.
Section 3 - Corporate Emissions	
Satisfactory	The body has provided satisfactory information in relation to its corporate emissions through responses to questions in this section.
Section 4 - Adaptation	
Satisfactory	The body has provided a satisfactory amount of information in relation to adaptation activities and/or responsibilities.
Section 5 - Procurement	
Satisfactory	The body has provided a satisfactory response to some/all questions in this section.
Section 6 - Validation	
Satisfactory	The body has provided information to explain the validation arrangements in their organisation.
Section 7 - Recommended	
<ul style="list-style-type: none"> <li>• Renfrewshire has previously reported more actions (15 last year compared to 7 this year).</li> <li>• The quality of the targets and actions reported is good. The actions presented are of particularly good quality and the estimations of the relative impacts in terms of reduced emissions is welcome.</li> </ul>	

This feedback has been produced through a qualitative analysis process and focuses on the completeness of the responses within each section. Each section of the report has been reviewed and attributed a placing within the feedback category range in relation the overall completeness of the reports received.

### List of Resources and Toolkits

There is a list on the SSN website which provides links to resources and toolkits which help with the preparation of reports.

[www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/climate-change-reporting/support-and-resources/](http://www.keepsotlandbeautiful.org/sustainability-climate-change/sustainable-scotland-network/climate-change-reporting/support-and-resources/)

### Partner Organisations Providing Support

Adaptation Scotland - [www.adaptationscotland.org.uk](http://www.adaptationscotland.org.uk)

Resource Efficient Scotland - [www.resourceefficientscotland.com](http://www.resourceefficientscotland.com)



Keep Scotland Beautiful is the charity that enables action on sustainable development by working with organisations and communities to change behaviour to reduce carbon emissions and environmental impact. It's part of our work to make Scotland clean, green and more sustainable.



Supported by the  
Scottish Government



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**To: GREENER RENFREWSHIRE THEMATIC BOARD**

**On: 29 AUGUST 2016**

**Report by:**  
 Oliver Reid, Lead Officer  
 Head of Public Protection, Renfrewshire Council

## **OVERVIEW OF INITIATIVES AND GOOD PRACTICE EXAMPLES**

### **1. Summary**

- 1.1 This report provides an overview of recent developments, initiatives and funding streams made available to Community Planning Partnerships in Scotland. It takes account of the emerging work streams and actions identified by the Board.
- 1.2 A similar update will be provided for each Board to stimulate awareness and decisions about the wider Greener theme and agenda. If any Board member has any information they would like included and circulated in future issues of the update, please forward to the report author.

### **2. Recommendations**

- 2.1 It is recommended that the Board notes the content of the appendix to this report.

### **3. Background**

- 3.1 In order to provide the Board members with support, policy advice and consistency of approach, this report explores communication received from the Scottish Government and other statutory bodies, good practice examples from other local authorities as well as national and local initiatives and projects. Where available, a local view has also been provided on the topic.
- 3.2 An area to be noted, in particular is the revisiting, remapping and documenting of all 106 Sites of Importance for Nature Conservation (SINCs) within Renfrewshire Council. This is being done to check that they have retained their wildlife interest, as part of the statutory Biodiversity Duty.



## 4. Resources

- 4.1 Information on funding streams which have been identified and which Community Planning Partners can apply for in relation to the Greener agenda are included in the appendices of this report.

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### Good Practice Examples

#### LEAP (Local Environmental Action Plan)

##### \*FOR INFORMATION ONLY\*

ReMode is based in Lochwinnoch village, Renfrewshire and is run by and for young people, learning how to; mend, upcycle and redesign clothes. ReMode is part of the YEP! Project (Youth Engagement Programme) and also runs bike maintenance workshops. Through this LEAP hope to demonstrate a circular economy – encouraging a culture of reuse and repair rather than a ‘make it, use it & chuck it’ one. LEAP was awarded a Climate Challenge Fund (CCF) grant of £61,036 in March 2016 to run the YEP! Project which is one of 70 currently funded CCF projects that involve reducing, reusing or recycling of waste.

#### Greenspace Scotland

##### \*FOR INFORMATION ONLY\*

Ordnance Survey and the Scottish Government released an update on the project which will ultimately make it easier for people to find and access every green corner of our neighbourhoods, towns and cities.

Building on the 2011 Scottish Greenspace Map the new OS dataset will provide a comprehensive view of location, extent and type of recreational spaces across Scotland.

The project will deliver two detailed datasets, both an open data and premium version. The open data version will be available to download and will also be accessible to view via the popular OS Maps app from Ordnance Survey. The premium version will provide more detailed information to support work by public sector partners and academics on greenspace planning, management, policy and research. This dataset will be available as Open Data and via the OS Maps app from March 2017.



## Renfrewshire Council

### \*FOR INFORMATION ONLY\*

Over the years Renfrewshire Council has identified a number of sites it recognises as being a local significance for biodiversity – known as Sites of Importance for Nature Conservation or SINC's for short. As part of the response to its statutory Biodiversity Duty, the Council has started to revisit and resurvey these areas, to check that they have retained their wildlife interest, that the mapped boundaries are accurate and to ensure that the ecological information held is up to date.

There are currently 106 SINC's in Renfrewshire. Revisiting, remapping and documenting all these sites will take some time and the Council wants to boost its efforts by collecting information from local people about wildlife sites which are important to them and also to involve people in visiting sites to collect wildlife information. If you are interested in helping with this task, please contact the Placemaking Team at 0141 618 7837

## Sustrans

### \*FOR INFORMATION ONLY\*

Sustrans have published their Greenway management handbook - the UK's first ever guide on how to manage traffic free cycle and walking routes or 'greenways' for both people and wildlife.

The handbook is based on 20 years of experience managing the National Cycle Network and provides an introduction to maintaining hard and soft infrastructure along greenways, with advice about to improve the management of routes to create wildlife corridors too.

The guide is for local authorities, professional land managers, volunteers and anyone who manages linear land, including cycle paths, bridleways, towpaths, disused railway corridors and forest roads.

The guide contains practical advice and examples of best practice on topics from the management of invasive plant species to how to encourage bees and butterflies to colonise grassland.



## Appendix 2

### Funding Opportunities

#### Climate Challenge Fund

##### \*FOR INFORMATION ONLY\*

Development Grants are available from the Scottish Government's Climate Challenge Fund to help community-led organisations develop an application for future climate action funding or to support peer-to-peer learning activities that build their capacity to tackle climate change. Development Grants of up to £1,500 are available now. Scottish based community-led organisations are eligible to apply.

The four criteria for meeting the status of community-led organisation must be:

- Scottish based
- Led by the community
- Operating on a not for profit basis, and
- Legally constituted (by the time of being awarded funding, if not at the time of application).

Grants will be considered on a monthly basis with 2016 deadlines outlined below.

Deadline for submission	Grants considered
12 September	23 September
7 October	21 October
11 November	25 November
2 December	16 December

#### Resource Efficient Scotland

##### \*FOR INFORMATION ONLY\*

Resource Efficient Scotland has published a webpage specifically dedicated to sources of funding for both public sector and private sector organisations. Types of funding include:

- Green Deal which is an innovative financing mechanism that allows organisations and individuals to pay for energy efficiency improvements to their building through savings on energy bills.
- Low Carbon Transport Loan helps meet the costs of a wide range of measures that help lower the carbon footprints of transport and travel, such as; video and teleconference facilities; cycle facilities, including bicycles, storage racks and lockers; and fleet management software.



In order to secure funding, a business case must be created to support the proposed investment decision.

Resource Efficient Scotland has produced guides and templates to help create a successful business case. More information can be found on their website:

<http://www.resourceefficientscotland.com/funding>.





To: **Greener Renfrewshire Thematic Board**

On: **29 August 2016**

Report by:  
Director of Finance & Resources

## **TIMETABLE OF MEETINGS FOR THE GREENER RENFREWSHIRE THEMATIC BOARD – JANUARY 2017 TO JUNE 2017**

### **1. Summary**

- 1.1 The purpose of the report is to submit for consideration the proposed calendar of meeting dates for the Greener Renfrewshire Thematic Board for the period January 2017 to the June 2017.
- 1.2 The Board had agreed previously that it would develop a programme of visits to projects/initiatives to coincide with meetings, therefore consideration should also be given to identifying which projects/initiatives to visit and suitable venues for meetings.
- 1.3 It should be noted that although the Board meetings have been scheduled to June 2017 the Local Government Elections are due to be held on 4 May 2017 and therefore the Board meeting in June may be subject to change or cancellation.

### **2. Recommendations**

- 2.1 It is recommended that the Board approves the timetable of meetings to June 2017; schedules a programme of visits to projects/initiatives; and identifies suitable venues for meetings to coincide with visits.



### 3. Background

- 3.1 The timetable takes account of all standard meetings of the Greener Renfrewshire Thematic Board but does not take into account any ad-hoc meetings which might be held as and when necessary.
- 3.2 The proposed dates and times are as follows:
- Monday 30 January 2017 at 10am
  - Monday 27 March 2017 at 10am
  - Monday 12 June 2017 at 10am

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