

Notice of Meeting and Agenda

Infrastructure, Land and Environment Policy Board

Date	Time	Venue
Wednesday, 20 March 2019	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM
Head of Corporate Governance

Membership

Councillor Jennifer Marion Adam-McGregor: Councillor Bill Binks: Councillor Stephen Burns: Councillor Jacqueline Cameron: Councillor Michelle Campbell: Councillor Carolann Davidson: Councillor Eddie Devine: Councillor Audrey Doig: Councillor Neill Graham: Councillor John Hood: Councillor Karen Kennedy: Councillor James MacLaren: Councillor Will Mylet:

Councillor Cathy McEwan (Convener): Councillor Natalie Don (Depute Convener):

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 <http://renfrewshire.cmis.uk.com/renfrewshire/CouncilandBoards.aspx>

For further information, please either email

democratic-services@renfrewshire.gov.uk or telephone 0141 618 7112.

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.

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.

FINANCE

- | | | |
|----------|---|---------------|
| 1 | Revenue Budget Monitoring Report | 1 - 8 |
| | Joint report by Director of Finance & Resources and Director of Environment & Infrastructure. | |
| 2 | Capital Budget Monitoring Report | 9 - 14 |
| | Joint report by the Director of Finance & Resources, Director of Environment & Infrastructure and Director of Communities & Housing Services. | |

SERVICE IMPROVEMENT PLANS

- | | | |
|----------|---|----------------|
| 3 | Environment & Infrastructure 2019/22 | 15 - 54 |
| | Report by Director of Environment & Infrastructure. | |
| 4 | Communities, Housing & Planning Services 2019/22 | 55 - 96 |
| | Report by Director of Communities, Housing & Planning Services. | |

ENVIRONMENTAL ISSUES

- | | | |
|----------|--|------------------|
| 5 | Operational Performance | 97 - 104 |
| | Report by Director of Environment & Infrastructure. | |
| 6 | Renfrewshire's Air Quality Action Plan | 105 - 284 |
| | Report by Director of Communities, Housing & Planning Services. | |
| 7 | Consultation - Amendments to the Animal Health and Welfare (Scotland) Act 2006 | 285 - 292 |
| | Report by Report by Director of Communities, Housing & Planning Services. | |
| 8 | Diet and Obesity: Proposals to Improve Out of Home Food Environment in Scotland | 293 - 304 |
| | Report by Report by Director of Communities, Housing & Planning Services. | |

9	Consultation - Amending allergen information provisions contained within domestic food information legislation for food pre-packed for direct sale	305 - 314
	Report by Report by Director of Communities, Housing & Planning Services.	
10	Environment & Place Funding - Progress and Future Activities	315 - 324
	Joint report by Director of Environment & Infrastructure and Director of Community, Housing & Planning Services.	

LAND AND PROPERTY

12	Lease of Allotments and Growing Ground Sites	325 - 330
	Report by Director of Finance & Resources.	
13	Lease - Viewfield Park, Kildale Road, Lochwinnoch	331 - 338
	Report by Director of Finance & Resources.	
14	Lease - Kirklandneuk Playing Fields and Pavilion	339 - 344
	Report by Director of Finance & Resources.	
15	Lease of Property - 36 Glenburn Road, Paisley	345 - 348
	Report by Director of Finance & Resources.	
	EXCLUSION OF PRESS AND PUBLIC	
	The Board may by resolution exclude the press and public from the meeting during consideration of the following items of business as it is likely, in view of the nature of the business to be transacted, that if members of the press and public are present, there could be disclosure to them of exempt information as defined in paragraphs 6 and 9 of Part I of Schedule 7A of the Local Government (Scotland) Act, 1973.	
16	Proposed Purchase of Development Site	



To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Finance and Resources and Director of Environment & Infrastructure

Heading: Revenue Budget Monitoring to 4 January 2019

1. Summary

- 1.1 Gross expenditure is £33.192m, £48,000 (0.1%) more than budget and income is £9.008m, £48,000 (0.5%) more than anticipated, which results in a break-even position for those services reporting to this Policy Board.

This is summarised over the relevant services in the table below:

Division / Department	Current Reported Position	% variance	Previously Reported Position	% variance
Environment & Infrastructure	Break-even	(0%)	£160,000 Overspend	(0.7%)

2. Recommendations

- 2.1 It is recommended the Infrastructure, Land and Environment Policy Board notes the contents of this report.
-

3. Budget Adjustments

- 3.1 There are no significant budget adjustments to report.
-

4. Environment & Infrastructure

Current Position:	Break-even
<i>Previously Reported:</i>	£160,000 Overspend

4.1 Projected Year End Position

The Department and the leadership team have undertaken a range of management actions to address significant budget pressures in 2018/19, including strict expenditure controls, and the maximisation of alternative income sources for the remainder of the financial year. The position continues to be closely monitored, and based on management action being taken, in addition to support being provided from corporate budgets, it is forecast that the Services reporting to this Policy Board will break even at the end of the financial year.

There are however a number of significant risks to this forecast position which the service will closely monitor in the final period of the financial year.

- Winter Maintenance. The projected break even position is based on an average winter period for March, with the forecasted costs of salt and employee costs reflecting this. It must be noted that any severe weather similar to early 2018 will have a significant effect on this position.
 - Refuse Collection & Disposal. The projection includes an estimated cost of disposal of both residual and recycle waste, based on estimated tonnages received for recycling or disposal. The level of tonnages can fluctuate significantly from year to year, and will be closely monitored in the last month of the financial year.
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Implications of the Report

1. **Financial** – As detailed in Section 4 of the report
2. **HR & Organisational Development** – none
3. **Community Planning**

Reshaping our place, our economy and our future – actively involved in delivering the public realm aspects of Paisley 2021 Legacy and supporting the Invest in Renfrewshire scheme. The service is also contributing towards: the Economic Framework and Paisley Town Centre Action Plan, maintaining and improving strategic road, rail and transport connections; and supporting the Glasgow City Region/City Deal.

Creating a sustainable Renfrewshire for all to enjoy – The service leads on the Environment and Place agenda, promotes and encourages waste minimisation through reducing, reusing and recycling, and increasing the use of alternative fuels in the Council fleet. It also works in partnership with the community to make Renfrewshire a cleaner place to live, visit or do business.

Working together to improve outcomes – the service is committed to the delivery of the Better Council Change Programme to deliver workforce integration and make better use of the Council's assets.

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

List of Background Papers

None

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RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2018/19
1st April 2018 to 4th January 2019

POLICY BOARD : INFRASTRUCTURE, LAND AND ENVIRONMENT

Description	Revised Annual Budget	Revised Period Budget	Actual	Adjustments	Revised Actual	Budget Variance		
(1)	(2)	(3)	(4)	(5)	(6) = (4 + 5)	(7)		
	£000's	£000's	£000's	£000's	£000's	£000's	%	
Employee Costs	17,773	13,813	13,839		13,839	(26)	-0.2%	overspend
Premises Related	1,172	1,942	2,155	(213)	1,942	0	0.0%	breakeven
Transport Related	6,475	4,081	4,021	65	4,086	(5)	-0.1%	overspend
Supplies and Services	16,521	10,589	10,440	159	10,599	(10)	-0.1%	overspend
Third Party Payments	3,230	2,387	2,392		2,392	(5)	-0.2%	overspend
Transfer Payments	657	78	77		77	1	0.8%	underspend
Support Services	11,045	254	207	50	257	(3)	-1.4%	overspend
Depreciation and Impairment Losses	7,321	0	0		0	0	0.0%	breakeven
GROSS EXPENDITURE	64,191	33,144	33,131	61	33,192	(48)	-0.1%	overspend
Income	(24,196)	(8,961)	(8,958)	(50)	(9,008)	48	0.5%	over-recovery
NET EXPENDITURE	39,995	24,185	24,173	11	24,185	(0)	0.0%	breakeven

	£000's	
Bottom Line Position to 4th January 2019 is an overspend of	<u>(0)</u>	<u>0.0%</u>
Anticipated Year end budget position is breakeven	<u>0</u>	<u>0.0%</u>

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2018/19
1st April 2018 to 4th January 2019

POLICY BOARD : INFRASTRUCTURE, LAND AND ENVIRONMENT

Description (1)	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance (7)		
£000's	£000's	£000's	£000's	£000's	£000's	£000's	%	
MSS	778	2,180	2,180		2,180	0	0.0%	breakeven
Refuse Collection	4,851	4,526	4,526		4,526	(0)	0.0%	breakeven
Refuse Disposal	7,942	5,966	5,717	249	5,966	0	0.0%	breakeven
Steetscene	6,854	4,226	4,276	(50)	4,226	(0)	0.0%	breakeven
Land Services	2,268	(292)	(292)		(292)	(0)	-0.1%	breakeven
Transport	1,506	1,634	1,634		1,634	0	0.0%	breakeven
Transport Maintenance	(505)	(152)	(12)	(140)	(152)	0	0.3%	breakeven
Regulatory Services	2,111	922	922		922	0	0.0%	breakeven
Roads Maintenance	8,987	1,736	1,736		1,736	0	0.0%	breakeven
Flooding	368	214	201	13	214	(0)	0.0%	breakeven
Structures	305	85	60	25	85	(0)	-0.2%	breakeven
Street Lighting	807	372	360	12	372	0	0.0%	breakeven
Traffic Management	1,398	813	813		813	0	0.0%	breakeven
Parking of Vehicles	(901)	(506)	(431)	(75)	(506)	(0)	-0.1%	breakeven
SPTA	3,228	2,386	2,386		2,386	0	0.0%	breakeven
Traffic & Transport Studies	0	75	75		75	0	0.5%	breakeven
Roads grant Funded Projects	0	0	22	(22)	0	(0)	0.0%	breakeven
NET EXPENDITURE	39,995	24,185	24,173	11	24,185	0	0.0%	breakeven

	£000's	
Bottom Line Position to 4th January 2019 is an overspend of	<u>0</u>	<u>0.0%</u>
Anticipated Year end budget position is breakeven	<u>0</u>	<u>0.0%</u>



To: INFRASTRUCTURE, LAND & ENVIRONMENT POLICY BOARD

On: 20 MARCH 2019

Report by: Joint report by Directors of Finance & Resources, Environment & Infrastructure and Housing & Planning

Heading: Capital Budget Monitoring Report

1. Summary

- 1.1 Capital expenditure to 4th January 2019 totals £9.719 million compared to anticipated expenditure of £9.721 million for this time of year. This results in an under-spend of £0.002 million for those services reporting to this board, and is summarised in the table below:

Division	Current Reported Position	% Variance	Previously Reported Position	% Variance
Environment & Infrastructure	£0.002m u/spend	0% u/spend	£0.003m u/spend	0% u/spend
Total	£0.002m u/spend	0% u/spend	£0.003m u/spend	0% u/spend

- 1.2 The expenditure total of £9.719 million represents 65% of the resources available to fund the projects being reported to this board, which compares with 50% at the same stage last year. This expenditure represents actual financial payments processed, as opposed to the value of work completed by the 4th January, with the projects expected to be completed within the agreed timescales.
- 1.3 Appendix 1 provides further information on the budget monitoring position of the projects within the remit of this board.

2. **Recommendations**

- 2.1 It is recommended the Infrastructure, Land and Environment Policy Board notes the contents of this report, and approves the budget changes outlined in section 3.

3. **Budget Changes**

- 3.1 Since the last report budget changes totalling £0.900 million have arisen which reflect the following:
- Budget re-profiled from 2018/19 into 2019/20 reflecting updated cash flows received for the Investment in Cemetery Estate (£0.900m).
 - Budget reallocated within the Environment and Infrastructure programme from the LED streetlighting strategy to the Depots improvement programme, reflecting an underspend related to the cost effective procurement of LED lights, and additional costs incurred in the Depots project associated with the reprovision of salt storage facilities, increased covered storage and costs associated with removal of contaminants and asbestos (£0.750m).
 - Vehicle replacement programme – budget reprofiled to 2019/20 reflecting revised anticipated delivery dates (£0.468m).

4 **Background**

- 4.1 This monitoring report details the performance of the Capital Programme to 4th January 2019 and is based on the Capital Investment Programme approved by members on 2nd March 2018, adjusted for movements since its approval.
- 4.2 The Department of Environment and Infrastructure has a Capital Investment programme for 2018/19 of £14.7m, allocated over 11 separate projects. The delivery of all projects is progressing well, notably with the £7 million investments in roads/footways infrastructure being over 95% physically complete, with the remainder of the programme planned for completion by March 2019.

Implications of the Report

1. **Financial** – The programme will be continually monitored, in conjunction with other programmes, to ensure that the available resources are fully utilised and that approved limits are achieved.
2. **HR & Organisational Development** – none.
3. **Community Planning** –

Creating a sustainable Renfrewshire for all to enjoy – Capital investment in new and existing assets will ensure Renfrewshire is more energy efficient.
4. **Legal** – none.
5. **Property/Assets** – none.
6. **Information Technology** – none.
7. **Equality & Human Rights** – The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be.
8. **Health & Safety** – none.
9. **Procurement** – none.
10. **Risk** – none.
11. **Privacy Impact** – none.
12. **Cosla Policy Position** – none.

List of Background Papers

- (a). Non-Housing Capital Investment Programme 2018/19 to 2020/21 – Council, 2nd March 2018.

The contact officers within the service are:

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Infrastructure, Land & Environment - Appendix 1

RENFREWSHIRE COUNCIL

CAPITAL INVESTMENT STRATEGY - NON-HOUSING SERVICES

BUDGET MONITORING REPORT

BOARD: INFRASTRUCTURE, LAND & ENVIRONMENT

Project Title	Approved Programme @02/03/18 £000	Current Programme MR 10 £000	Year To Date Budget to 04-Jan-19 £000	Cash Spent to 04-Jan-19 £000	Variance to 04-Jan-19 £000	% Variance	Cash to be Spent by 31-Mar-19 £000	% Cash Spent
ENVIRONMENT & INFRASTRUCTURE								
Cycling, Walking & Safer Streets (Funded by Specific Consent)	239	239	165	166	-1	-1%	73	69%
Vehicle Replacement Programme	1,500	1,628	400	398	2	1%	1,145	24%
Bridge Assessment/Strengthening	500	561	180	180	0	0%	381	32%
Roads/Footways Upgrade Programme	3,000	7,122	5,725	5,725	0	0%	1,397	80%
Lighting Columns Replacement	250	252	90	89				
Waste Transfer Station Upgrade	0	400	360	362	-2	-1%	38	91%
Parks Improvement Programme	0	607	170	168	2	1%	439	28%
LED Street Lighting Strategy	0	1,176	565	562	3	1%	614	48%
Depots Improvements (Underwood Road)	0	750	665	666	-1	0%	84	89%
HDPE Bins	0	1,256	1,256	1,260	-4	0%	-4	100%
Improvements to Cemetery Estate	0	100	55	56	-1	-2%	44	56%
Strathclyde Partnership Transport	0	775	90	87	3	3%	688	11%
TOTAL INFRASTRUCTURE, LAND & ENVIRONMENT BOARD	5,489	14,866	9,721	9,719	2	0%	5,147	65%



To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Environment & Infrastructure

Heading: Environment & Infrastructure Service Improvement Plan 2019 - 22

1. Summary

- 1.1 The purpose of this report is to seek approval for the Environment & Infrastructure Service Improvement Plan covering the 3 year period 2019 to 2022, attached as Appendix 1 and specific to the areas of activity delegated to this Policy Board, highlighted in paragraph 6.1 of this report.
- 1.2 Service improvement plans are important documents which provide an opportunity for elected members to scrutinise service levels, activity and associated performance. Service improvement plans are three year rolling documents which are reviewed and updated on an annual basis to ensure there is sufficient focus by services on improvement activity, and sufficient awareness of the key challenges and opportunities.
- 1.3 Environment & Infrastructure operates within a dynamic financial, demographic and policy environment, with a number of new and emerging developments or legislation at a national level having a significant impact at a local level.
- 1.4 In light of these challenges, the service has reviewed its Service Improvement Plan for the period 2019 - 2022, and identified a range of actions, specific to the strategic outcomes of the Council Plan, that will be undertaken to improve and develop service provision. Performance scorecards have been developed for each of the strategic outcomes and include performance indicators and associated targets which will be used to monitor and report service performance.
- 1.5 The Service improvement plan is one of the key mechanisms by which elected members scrutinise service performance across the Council. The first progress update on relevant actions and progress on the Service Improvement Plan 2019 to

2022 will be submitted to the Infrastructure, Land and Environment Policy Board in November 2019.

2 Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1 Approves the 2019/2020 to 2021/2022 Service Improvement Plan for Environment & Infrastructure attached as Appendix 1 and as specific to the areas of activity delegated to this Policy Board, highlighted in paragraph 6.1;
 - 2.2 Agrees that progress in respect of areas of activity delegated to this Policy Board be reported to the Infrastructure, Land and Environment Policy Board in November 2019;
 - 2.3 Note that the attached Service Improvement Plan for Environment & Infrastructure is also being presented to the Finance, Resources and Customer Services Policy Board to approve elements covered within that Board's remit.
-

3. Role of Environment & Infrastructure and Key Service Activities

- 3.1 The principal role and purpose of Environment & Infrastructure is to provide:
 - Operations and Infrastructure - Waste, StreetScene, Roads, Infrastructure & Transportation, Fleet & Social Transportation.
 - Facilities Management (Hard & Soft Services) – including PPP & Compliance and Building Services.
 - 3.2 Services are provided directly to the public of Renfrewshire, to other services within the Council and to community partners. Services are delivered by approximately 1,600 employees employed on a full-time or part-time basis, with a gross expenditure budget of approximately £73 million.
 - 3.3 These wide ranging and highly visible services are delivered at 270 Council premises, to over 89,000 households and businesses with more than 846km of roads and transport structure being maintained across Renfrewshire.
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4. Celebrating success in 2018/19

- 4.1 The following section provides an overview of the main successes and achievements delivered by the service during 2018/19. It provides an overview of the positive impact the service has had on Renfrewshire's households, businesses, schools and communities. A full out-turn report covering Environment & Infrastructure's performance during 2018/19 will be reported to this Policy Board in May.

Council Plan Strategic Outcome 1: Reshaping our place, our economy and our future

Roads Investment Programme - A total of £7.239 million was invested in roads, drainage and footpaths infrastructure during 2018/19 with 85 carriageways resurfaced, 24 surfaces dressed, and 45 footways resurfaced, delivering improvements to both strategic and local roads and footways.

Support for Events and Town Centre Activities - Providing operational support for events in Renfrewshire including; The Spree; Sma' Shot Day; Hallowe'en Festival; Winter Fest; Remembrance events; Christmas Lights switch-ons; and the British Pipe Band Championships. These events play an important role in supporting the evening and night-time economy in our town centres.

Paisley Partnership Cultural Regeneration - Environment & Infrastructure contributes to the development of Public Realm and Transport Strategies for Paisley Town Centre. These strategies have highlighted key areas for potential improvements to the public realm and transport infrastructure in the Paisley town centre which would improve accessibility and connectivity, supporting economic growth and stimulate visitor numbers.

Glasgow City Region/City Deal - Environment & Infrastructure contributes to joint working, supporting the Glasgow City Region/City Deal and the £1.13bn Glasgow and Clyde Valley Infrastructure Fund – in particular the roads, transportation & cycling aspects of the Renfrewshire projects.

Regeneration Activities - Working in partnership with the developer of Wallneuk retail park to deliver the agreed road network changes to support the development of the new retail development.

Work was also undertaken to provide enhanced pedestrian crossings and improved journey times for passengers through bus infrastructure improvements throughout Renfrewshire.

Council Plan Strategic Outcome 3: Tackling inequalities, ensuring opportunities for all

Creating Employment Opportunities - Environment & Infrastructure has delivered a range of services and projects that have created job opportunities for Renfrewshire's young people and vulnerable people, actively preparing and supporting them for the world of work. They include:

- Offering employment opportunities in Waste Services, Facilities Management (Hard & Soft Services) and Building Services. Training was provided for young people as part of the Project SEARCH Initiative, delivering work experience for school pupils and West College Scotland students. Work placements were also arranged through Invest in Renfrewshire employment programmes.

**Council Plan Strategic Outcome 4:
Creating a sustainable Renfrewshire for all to enjoy**

Environment & Place Investment - Leading the Environment and Place agenda, fronted by the Team Up to Clean Up campaign with the following key activities and outputs:

- Additional and targeted mechanical street cleaning and gully cleaning
- Supporting community and volunteer participation

New Recycling and Waste Collection Service - Implementing the new recycling and waste collection service which will reduce residual waste production and increase levels of recycling. The implementation was supported by an extensive communications campaign for householders and businesses.

Clyde Valley Residual Waste Contract - Works on the refurbishment of the Linwood Waste Transfer Station, required for the Clyde Valley Residual Waste Treatment & Disposal contract, were completed in August 2018 and the site was ready for the commencement of the Clyde Valley solution in December 2019.

Flood Management - Delivered as part of the Clyde and Loch Lomond District Flood Risk Management partnership, taking forward the requirements of the Flood Risk Management Act through a series of collaborative flood and water catchment studies and developing surface water management plans for areas of Renfrewshire and surrounding local authorities.

Fleet Service Grants - Secured over £1m grant funding to expand the Council's electric vehicle fleet and for the development of electric vehicle charging infrastructure in Council car parks in Johnstone, Renfrew, Houston, Bridge of Weir and Paisley. This grant funding will allow the service to expand the Electric Fleet from 41 to 86 vehicles and increase the number of charging points in public accessible car parks from 11 to 30 across Renfrewshire.

**Council Plan Strategic Outcome 5:
Working together to improve outcomes**

Better Council Change Programme - Implementing the Better Council Change Programme (BCCP) to support delivery of revenue savings. This included: the review of facilities management (hard and soft FM), catering; transportation, fleet and roads infrastructure; and the rationalisation of depots. Specific BCCP achievements included:

- Introduction of a permit system for residents with commercial style vehicles using the Council's household waste recycling centres. Reducing the trade waste being disposed of at recycling centres; and
- Introducing a sustainable travel planning across the Council including a car pool and associated Travel Desk.

Depot Rationalisation/Infrastructure Investment - Completing the investment at Underwood Road Depot to refurbish and improve facilities for our frontline workforce. This has delivered new stores provision and workshops for Building Services, a new salt shed for winter gritting, modernised facilities to store streetscene machinery, and a modern office space and workforce facilities for the integrated workforce. This brought together staff working in waste, streetscene, roads, vehicle maintenance and building services to enhance integration of service delivery.

Vehicle Replacement Programme - Maximising the effectiveness of the Council's heavy & light fleet through efficient use of a £1.5m capital investment programme, including increasing the electric vehicle fleet from 34 to 41.

Special Uplift Service - Implementing an online process for special uplifts provided through the Council's customer account portal, "MyAccount". The new digital process has modernised the service through moving from a paper based service to a digital service allowing the service to keep customers fully informed throughout the uplift process.

Staff Engagement - Introducing a new approach to staff engagement at all levels across the service with a particular focus on listening and supporting front line employees. The purpose of this is to allow staff throughout the service to input to how services will run in the future and to support the 4 strands of the service's workforce plan.

5. Strategic Context 2019 to 2022

- 5.1 The Service Improvement Plan is part of the process of cascading the Council's priorities throughout the organisation. It also provides the means to integrate the various other operational plans and action plans and links to financial, risk management and workforce planning processes.
- 5.2 The Service Improvement Plan provides a strategic assessment of the key challenges and changes which will face the service during the period of the delivery of this plan, including the challenging and uncertain financial environment and demographic changes that will impact on the demand for services.
- 5.3 The Council Plan, 'Thriving People, Connected Communities', clearly articulates the Council's priorities for Renfrewshire and along with the Community Plan sets out an ambitious programme of work.
- 5.4 The current strategic priorities identified for Environment & Infrastructure reflect the key challenges and opportunities identified by the service and are summarised as:

- **Financial Climate** – Environment & Infrastructure will continue to review services to help the Council manage this reduction in resources in ways that have minimum impact on both our communities and our ambitions for Renfrewshire.
- **UK withdrawal from the EU** - On 29 March 2019, the UK is expected to leave the European Union. Given the uncertainty which remains around this process, the Council and its partners have developed a range of contingency processes for any incidents which arise in the event of a “no deal Brexit”. Nonetheless, the situation requires continued close monitoring as there may be impacts on, for example, contractual arrangements with third parties, or on legislation impacting on food standards and trading standards. The Council is also cognisant of the fact that some staff are EU nationals and that this is a time of uncertainty for them in relation to their domiciliary status.
- **Supporting the Council’s Transformational Programme and Service Changes** - Environment & Infrastructure has committed to the delivery of an ambitious programme throughout 2019/20 and 2020/21 to deliver change that will enhance the relationship the Council has with its communities, deliver workforce integration and make better use of the Council's assets.
- **Equalities** - Every area of work within the Council has a role to play in promoting equality and diversity. While this is the right thing to do and has clear advantages for the Council, there are also legal requirements. Equality law (The Equality Act) protects people from unfair treatment and asks public bodies (including Renfrewshire Council) to show how they make a positive difference to equality groups. The Council recognises that equality both needs to be mainstreamed fully into its policies and procedures and ensure that its equality outcomes are given high priority, by being part of mainstream progress reporting. Therefore, specific actions on how Environment & Infrastructure contributes to the development of the Council’s six equality outcomes are included within section 10 of the Service Improvement Plan.

6. **Environment & Infrastructure’s Service Improvement Plan 2019-22**

- 6.1 The 2019-2022 Service Improvement Plan details how Environment & Infrastructure will contribute to and deliver the strategic outcomes of the Council Plan. Whilst the service has no specific actions or indicators under ‘Building strong, safe and resilient communities’, it works in collaboration with other services to support delivery of all Council Plan priorities.

Modernising Key Processes and Improving Productivity

- 6.2 The service’s key overarching priorities for 2019/20 will be:

- Redesign of key business processes; and
- Digitisation of processes and service delivery.

This builds on the success of the recently developed gully maintenance app and will be further enhanced through the wider use of mobile technology across the service.

- 6.3 Implementing an effective process redesign programme, supported by modern digital service delivery, will allow Environment & Infrastructure to realise productivity improvements and achieve better outcomes for Renfrewshire's households, businesses, schools and communities.

Service Priorities 2019/20

- 6.4 The priority focus of activities delegated to this Board for Environment & Infrastructure, during 2019/20, will be:

Strategic Outcome 1:

Reshaping our place, our economy and our future

- **Roads Infrastructure** – Maintaining and improving strategic road, rail and transport connections and maintain the road network based on the most efficient whole life costs and delivery of the 2019/20 roads and footways increased capital investment programme - £8 million. This is part of an overall investment of over £40m over the next four years, as agreed at Council on 2 February 2019.
- **Economic Framework and Paisley Town Centre Action Plan** – Supporting the delivery of the 10 strategic priorities of the Economic Framework with particular focus on the following two priorities:
 - **Regenerating and investing in Paisley Town Centre** – Investment in the public realm, in particular walking, cycling and civic space and the creation of improved connections to the wider Glasgow City Region.
 - **Strengthening the transport infrastructure** – Achieving a behavioural shift to more sustainable modes of transport; an improved road network; walking and cycling provision; and the development of an enhanced transport infrastructure.
- **Cultural Infrastructure Regeneration** – Continuing to lead on the delivery of public realm and transport infrastructure improvements. This will focus on working with stakeholders including the business and local communities to promote a clean and welcoming Paisley. Infrastructure, transportation and service delivery improvement will support the annual events programme and growing evening and night time economy.
- **Glasgow City Region/City Deal** – Continuing support for the infrastructure associated with the City Deal investment projects including strategic roads, transport and cycling schemes.

**Council Plan Strategic Outcome 3:
Tackling inequalities, ensuring opportunities for all**

- **Respectful Funeral Service** – Continuing to develop and deliver arrangements for the provision of a more affordable Respectful Funeral Service.
- **Equalities** – Promoting equality and diversity through all of its service provision and contribute to the development of the Council's six equality outcomes.
- **Employment & Training** – Providing employment, training, apprenticeships, foundation apprenticeships, and internships for young people and people with vulnerabilities to enhance their employment prospects and prepare them for the world of work.
- **Creating Employment Opportunities** – Creating job opportunities for Renfrewshire's young people and vulnerable people and actively preparing them for the world of work. The service will deliver modern apprenticeships, graduate internships and also support the Project SEARCH initiative to help young people with autism and learning disabilities move from education into employment.

**Council Plan Strategic Outcome 4:
Creating a sustainable Renfrewshire for all to enjoy**

- **Environment and Place** – Continuing to lead the delivery of Renfrewshire's Environment and Place agenda including:
 - an enhanced focus on mechanised sweeping and gully cleaning;
 - complete the review of obsolete signage and infrastructure;
 - continue to support the Team Up to Clean Up campaign; and
 - working with Children's Services to introduce educational initiatives in relation to litter and waste.
- **Clyde Valley Residual Waste Project** – Delivering the residual waste project to ensure compliance with the landfill ban to be introduced in January 2020 and to contribute to the National Zero Waste targets. The project will be commissioned by East Dunbartonshire, East Renfrewshire, North Ayrshire, North Lanarkshire and Renfrewshire Councils mid to end 2019 and be fully operational by December 2019.
- **Waste Strategy** – Implementing a Waste Strategy, taking into account the legislative obligations for reducing waste being sent to landfill and the Scottish Household Recycling Charter and associated Code of Practice.
- **Sustainable Travel Planning** – Embedding sustainable travel planning to: encourage more efficient and effective methods of sustainable travel; increase the use of electric vehicles; improve fleet utilisation; introduce a pool vehicles service; and expand the electric vehicle charging infrastructure in Renfrewshire.

- **Flood Management** – Undertaking actions in the Clyde and Loch Lomond Local Plan District Flood Risk Management Strategy to mitigate and reduce flooding in identified risk areas. During 2019/20, statutory flood studies and surface water plans will be undertaken as required by the Flood Risk Management (Scotland) Act 2009 will be undertaken. This will include an integrated catchment study covering the Erskine Waste Water Treatment Catchment area, and a Natural Flood Management Study of the White Cart.

**Council Plan Strategic Outcome 5:
Working together to improve outcomes**

- **Service Investments 2019 onwards** – The Council's Budget for 2019/20 was approved on 28 February 2019 and included a number of key service investment priorities for 2019/20, with some spread over the period to 2022/23. Environment & Infrastructure will lead on the delivery of a number of these key investment priorities including:
 - Environment & Place and Team Up to Clean Up through a budget commitment of £2.5 million until 2022/23; and
 - an increased roads capital investment programme for 2019/20 of £8.089 million.
- **Supporting the Council's Transformational Programme and Service Changes** – Environment & Infrastructure has committed to the delivery of an ambitious programme throughout 2019/20 and 2020/21 to deliver change that will enhance the relationship the Council has with its communities, deliver workforce integration and make better use of the Council's assets.
- **Renfrewshire Health & Social Care Partnership Strategic Plan** – Environment & Infrastructure will be fully engaged and supportive of the HSCP achieving its strategic plan priorities.
- **Workforce Planning** – Implement the Environment & Infrastructure workforce plan which recognises the changing workforce profile over the last few years and the workforce profile and skills that will be required for future years. Taking forward the 4 strands of the Environment & Infrastructure workforce plan: Recruitment, Training, Absence, and Overtime. The plan will deliver a flexible, skilled, modern workforce that will deliver for communities in Renfrewshire.
- **Use of Data and Technology** – The service will continue to work with the Chief Executive's data analytics team to develop innovative ways of working using existing data and new technology to improve the efficiency and performance of the service, such as that introduced to support the gully service, cashless catering, tablet technology, and mobile ICT platform in Building Services. The service will continue the roll out of Business World to all our frontline employees across the service.

- **Staff engagement** – Embedding the new approach to staff engagement at all levels across the service, with a particular focus on listening, involving and supporting front line employees.

6.5 Priority actions and performance indicators are core elements of the Service Improvement Plan. The priority actions set out how each of the key priority outcomes will be addressed, the key tasks to be implemented, an implementation time-table, and the measures of success. A range of performance indicators are provided to monitor progress over the period of the plan.

7. Reporting progress

7.1 Implementation of the Service Improvement Plan will be monitored, and relevant activities and progress will be reported to the Infrastructure, Land & Environment Policy Board on a six monthly basis. A review of progress will be brought to this Board in November 2019.

Implications of the Report

- 1. Financial** - The Service Improvement Plan highlights resourcing pressures arising from increasing demand for services and the current financial environment.
- 2. HR & Organisational Development** – none
- 3. Community/Council Planning** – the report details a range of activities which reflect local council and community planning themes.
- 4. Legal** – none
- 5. Property/Assets** – none
- 6. Information Technology** – Service developments relating to information technology are key enablers of service improvement and modernisation and support service-level and corporate objectives.
- 7. Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
- 8. Health & Safety** – none
- 9. Procurement** – none.

10. Risk – Risks related to the delivery and management of services are regularly monitored and included in Renfrewshire Council's Corporate and Strategic Risk Registers.

11. Privacy Impact - none

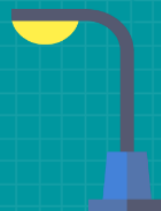
12. COSLA Policy Position – none.

List of Background Papers:None

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Environment & Infrastructure



Service Improvement Plan 2019-2022



*Delivering key frontline Council services to
Renfrewshire's households, businesses, schools
and communities*



Renfrewshire
Council

**Environment & Infrastructure
Service Improvement Plan 2019-2022**

Content	Page
I Introduction to the Service Improvement Plan	2
2 What We Do - Celebrating success in 2018/19	3
3 Our Strategic Context	9
4 Environment and Infrastructure Service Improvement Plan 2019 - 2022	13
5 Our Resources	24

I. Introduction to the Service Improvement Plan

- I.1 The Service Improvement Plan for Environment & Infrastructure covers a 3 year period from 2019/20 to 2021/22. The plan outlines what the service intends to achieve based on the financial and employee resources available. The plan assists in shaping the strategic direction for the service and outlines key programmes, actions and improvements which we will deliver during the next three years.
- I.2 The major factors that this Service Improvement Plan responds to are the challenging financial environment, public sector reform and delivering the key priorities and outcomes of the Council Plan and Community Plan. The Service Improvement Plan sets out the likely impact that these issues will have on the service and our actions to address them.
- I.3 The Council Plan clearly articulates the Council's priorities for Renfrewshire, and along with the Community Plan, sets out an ambitious programme of work. Environment & Infrastructure will work together with partners, businesses, local people and communities to target the 5 strategic outcome areas of the Council Plan, creating opportunities for all. These are outlined below:
- Reshaping our place, our economy and our future.
 - Building strong, safe and resilient communities.
 - Tackling inequality, ensuring opportunities for all.
 - Creating a sustainable Renfrewshire for all to enjoy.
 - Working together to improve outcomes.
- I.4 Renfrewshire's Community Plan was developed in tandem with the Council Plan ensuring the two Plans are closely aligned; focusing the work of the Council and our partners towards shared objectives and a shared vision for Renfrewshire. The four community plan themes are:
- Our Renfrewshire is thriving: maximising economic growth that is inclusive and sustainable.
 - Our Renfrewshire is well: supporting the wellness and resilience of our citizens and communities.
 - Our Renfrewshire is fair: addressing the inequalities that limit life chances.
 - Our Renfrewshire is safe: protecting vulnerable people and working together to manage the risk of harm.
- I.5 The Service Improvement Plan feeds directly into meeting Council Plan strategic outcomes and many of the actions also contribute to Community Plan objectives and actions. This creates a golden thread through these three strategic documents and shows the role that Environment & Infrastructure services have in delivering the strategic vision for Renfrewshire. Service level workforce, financial and risk plans are also closely aligned to the Service Improvement Plan and translate into team and individual development plans.
- I.6 Service planning informs the budget process by enabling budget proposals to be seen in a wider policy context. In turn, the outcomes of the budget process shape the final content of the Service Improvement Plan. Integration of the budget and the service planning process supports elected members in arriving at budget decisions in the full knowledge of how these will impact at a service level.

2. What We Do

- 2.1 Environment & Infrastructure provides every day, essential and core services, directly to the public of Renfrewshire, to other services within the Council and to community planning partners. These services are delivered by approximately 1,600 employees, employed on a full-time or part-time basis, with a gross expenditure budget of approximately £73 million. Frontline services are delivered at around 270 Council premises, to over 89,000 households and businesses, and support more than 846km of roads and transport infrastructure.
- 2.2 Environment & Infrastructure has two main service areas/groupings:

Operations and Infrastructure: Waste, Streetscene, Roads, Infrastructure & Transportation, Fleet and Social Transport

OPERATIONS AND INFRASTRUCTURE

Management of waste and recycling services



Investing and maintaining Renfrewshire's infrastructure

Ensuring streets, town centres and communities are welcoming



Working with community groups to enhance parks and play areas

Managing and developing road network



Maintaining and procuring the Council vehicle fleet to support service delivery across the Council

Providing a transport infrastructure & network supporting economic community growth



Flood prevention and maintenance of infrastructure

Facilitating road safety programmes, cycling and green travel planning



Supporting regional transport policy and strategy

FACILITIES MANAGEMENT



Providing healthy meals in nursery, primary, secondary and additional support needs schools

Delivering Breakfast Clubs as part of the Tackling Poverty funding and Families First provision during holiday periods



Providing building services operations for repairs maintenance and capital works for Council housing and public buildings

Providing Soft FM services including caretaking, cleaning, catering, housekeeping and school crossing patrol services



Carrying out repairs and maintenance on street lighting

Managing Hard FM services for all Council properties



Strategic lead of the Schools' PPP contract

Carrying out repairs and maintenance for Renfrewshire Leisure premises



Celebrating success in 2018/19

2.3 During 2018/19, Environment & Infrastructure made a positive contribution towards delivering the Council's priorities. The following section provides an overview of the service's key successes and achievements demonstrating the positive impact the service has had on Renfrewshire's households, businesses, schools and communities.

2.4 Strategic Outcome 1: Reshaping our place, our economy and our future.



A total of £7.239 million was invested in roads, drainage and footpaths infrastructure during 2018/19 with 85 carriageways resurfaced, 24 surfaces dressed, and 45 footways resurfaced, delivering improvements to both strategic and local roads.



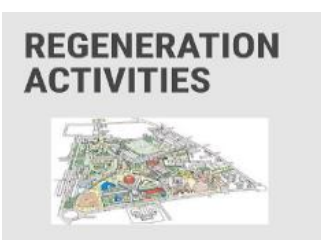
Providing operational support for events in Renfrewshire including; The Spree; Sma' Shot Day; Hallowe'en Festival; Winter Fest; Remembrance events; Christmas Lights switch-ons; and the British Pipe Band Championships. These events play an important role in supporting the evening and night-time economy in our town centres.



Environment & Infrastructure contributes to the development of Public Realm and Transport Strategies for Paisley Town Centre. These strategies have highlighted key areas for potential improvements to the public realm and transport infrastructure in the Paisley town centre which would improve accessibility and connectivity, supporting economic growth and stimulate visitor numbers.



Environment & Infrastructure contributes to joint working, supporting the Glasgow City Region/City Deal and the £1.13bn Glasgow and Clyde Valley Infrastructure Fund – in particular the roads, transportation & cycling aspects of the Renfrewshire projects.



Working in partnership with the developer of Wallneuk retail park to deliver the agreed road network changes to support the development of the new retail development.

Work was also undertaken to provide enhanced pedestrian crossings and improved journey times for passengers through bus infrastructure improvements throughout Renfrewshire.

2.5 Strategic Outcome 3: Tackling inequality, ensuring opportunities for all.

MORNING CLUBS



Providing pupils with a healthy breakfast and a programme of activities in 8 of our primary schools and one secondary school, with around 2,000 breakfasts being served each week.

FAMILIES FIRST



Operating in 12 locations throughout Renfrewshire during the school summer and October holiday periods, providing activities and healthy meals to pupils in P1-P4 who were eligible for a free school meal, children who attended additional support needs schools and also to children under five who attended Council pre-five centres during school holidays.

EARLY YEARS STRATEGY



Supporting the phased introduction of the Scottish Government's 1140hrs strategy through the provision of additional lunch meals for all 3 and 4 year olds and eligible 2 year olds.

CASHLESS CATERING



Introducing a cashless catering service within schools which has addressed the negative perception of being in receipt of Free School Meals. Negative perceptions had previously resulted in some eligible pupils not taking up their free school meal entitlement.

The new system allows quicker throughput of children using the school meals service and can provide details of the children's uptake and menu choices.

CREATING EMPLOYMENT OPPORTUNITIES



Environment & Infrastructure has delivered a range of services and projects that has created job opportunities for Renfrewshire's young people and vulnerable people, actively preparing and supporting them for the world of work. They include:

- offering employment opportunities in Waste Services, Facilities Management (Hard & Soft Services) and Building Services. Training was provided for young people as part of Project SEARCH Initiative, delivering work experience for school pupils and West College Scotland students. Work placements were also arranged through Invest in Renfrewshire employment programmes.
- Soft FM and Project SEARCH being finalists in the 2018 Guardian Public Service Awards and a member of the Soft FM team was awarded Achiever of the Year at the 2018 Invest in Renfrewshire Employability Awards.
- Soft FM services creating additional catering/cleaning posts in order to deliver the services more efficiently.

2.6 Strategic Outcome 4: Creating a sustainable Renfrewshire for all to enjoy.



Leading the Environment and Place agenda, fronted by the Team Up to Clean Up campaign with the following key activities and outputs:

- Additional and targeted mechanical street cleaning and gully cleaning
- Supporting community and volunteer participation



Implementing the new recycling and waste collection service which will reduce residual waste production and increase levels of recycling. The implementation was supported by an extensive communications campaign for householders and businesses.



Works on the refurbishment of the Linwood Waste Transfer Station, required for the Clyde Valley Residual Waste Treatment & Disposal contract, were completed in August 2018 and the site was ready for the commencement of the Clyde Valley solution in December 2019.



Delivered as part of the Clyde and Loch Lomond District Flood Risk Management partnership, taking forward the requirements of the Flood Risk Management Act through a series of collaborative flood and water catchment studies and developing surface water management plans for areas of Renfrewshire and surrounding local authorities.



Secured over £1m grant funding to expand the Council's electric vehicle fleet and for the development of electric vehicle charging infrastructure in Council car parks in Johnstone, Renfrew, Houston, Bridge of Weir and Paisley. This grant funding will allow the service to expand the Electric Fleet from 41 to 86 vehicles and increase the number of charging points in public accessible car parks from 11 to 30 across Renfrewshire.

2.7 Strategic Outcome 5: Working together to improve outcomes.

BETTER COUNCIL CHANGE PROGRAMME



Implementing the Better Council Change Programme (BCCP) to support delivery of revenue savings. This included: the review of facilities management (hard and soft FM), catering; transportation, fleet and roads infrastructure; and the rationalisation of depots. Specific BCCP achievements included:

- introduction of a permit system for residents with commercial style vehicles using the Council's household waste recycling centres. Reducing the trade waste being disposed of at recycling centres; and
- introducing sustainable travel planning across the Council including a car pool and associated Travel Desk.

DEPOT RATIONALISATION/ INFRASTRUCTURE INVESTMENT



Completing the investment project at Underwood Road Depot to refurbish and improve facilities for our frontline workforce. This has delivered new stores provision and workshops for Building Services, a new salt shed for winter gritting, modernised facilities to store streetscene machinery, and a modern office space and workforce facilities for the integrated workforce. This brought together staff working in waste, streetscene, roads, vehicle maintenance and building services to enhance integration of service delivery.

VEHICLE REPLACEMENT PROGRAMME



Maximising the effectiveness of the Council's heavy and light fleet through efficient use of a £1.5m capital investment programme, including increasing the electric vehicle fleet from 34 to 41.

SPECIAL UPLIFT SERVICE



Implementing an online process for special uplifts provided through the Council's customer account portal, "MyAccount". The new digital process has modernised the service through moving from a paper based service to a digital service allowing the service to keep customers fully informed throughout the uplift process.

STAFF ENGAGEMENT



Introducing a new approach to staff engagement at all levels across the service with a particular focus on listening and supporting front line employees. The purpose of this is to allow staff throughout the service to input to how services will run in the future and to support the 4 strands of the service's workforce plan.

3. Our strategic context

- 3.1 The Service Improvement Plan takes account of key national reviews and policies which have clear implications for the future delivery of public services. The main policy, economic, social and technological changes and challenges which will affect service delivery over the next three years are listed below and reflect the key issues which Environment & Infrastructure will be focussing on in the first year of this Service Improvement Plan.

National Context

- 3.2 **Financial Climate** - Local government continues to operate in a challenging financial environment. The financial challenges are expected to continue to 2022 and beyond. Renfrewshire Council, together with other Scottish local authorities, face a significant financial challenge over the next few years. The Council is taking a long-term view of financial planning based on:

- reducing resources given the uncertainty over when and at what level sustained budget growth may return;
- rising cost and demand pressures continuing to be a feature of the Council's financial outlook;
- an increasing and ongoing need for the Council to prioritise spend to focus on the delivery of strategic outcomes; and
- delivering change, transformation and savings continuing to be a necessary feature of the Council's planning arrangements

The current economic climate in the UK means that the Council, in common with the wider public sector, continues to face financial pressures and challenges in both the medium and long term. As a result, Environment & Infrastructure will continue to help deliver financial efficiency savings over the medium term. To identify and deliver efficiencies, the service will continue to review services to help the Council manage the financial pressures in ways that have minimum impact on both our communities and our ambitions for Renfrewshire.

- 3.3 **UK withdrawal from the EU** - On 29 March 2019, the UK is expected to leave the European Union. Given the uncertainty which remains around this process, the Council and its partners have developed a range of contingency processes for any incidents which arise in the event of a "no deal Brexit". Nonetheless, the situation requires continued close monitoring as there may be impacts on, for example, contractual arrangements with third parties, or on legislation impacting on food standards and trading standards. The Council is also cognisant of the fact that some staff are EU nationals and that this is a time of uncertainty for them in relation to their status.

Environment & Infrastructure will continue to play a key role in the Council's Brexit Readiness Group and implement key findings contained within the associated action plans.

- 3.4 **National Waste Strategy** – the Waste (Scotland) Regulations 2012, recognise that waste is a valuable resource which, when treated appropriately, holds the potential to significantly boost Scotland's economy and create 'green' jobs. These regulations will have an impact on Renfrewshire's strategic waste strategy and service delivery over the next five years and will also impact on the Council's carbon strategy and targets.

- 3.5 **Supporting Attainment** - The Scottish Government is implementing an increase in early learning and childcare entitlement from 600 to 1140 hours per year by 2020. This will be for all 3 and 4 year olds and eligible 2 year olds and includes the provision of a free lunch to reduce the cost of childcare for parents. A phased introduction commenced in December 2017 with the provision of additional lunch meals and extended hours in centres having a significant impact on FM (Soft Services).

- 3.6 **Legislation and Codes of Practice**

Roads Highway Code of Practice - the new Code of Practice for Highway Maintenance replaces the existing Code, 'Well Maintained Highways – Code of Practice for Highway Maintenance

Management 1983'. The new Code recommends a "risk based approach" should be adopted for management of the road infrastructure. Inspections will become more onerous under the new Code, meaning that some carriageway types will be inspected on a more frequent basis.

Although the Code of Practice was launched in 2016, further guidance is due to be issued by the Scottish Chief Officers of Transportation in Scotland (SCOTS) who have been working on the development of a new site based approach over the last 2 years. This will ensure Councils in Scotland develop policy in a consistent manner, reflecting the priorities within the new Code of Practice.

Code of Practice on Litter and Refuse (COPLAR) – The Scottish Government issued a revised code of practice on Litter and Refuse to fulfil duties under the Environmental Protection Act 1990, section 89. Implementation of the code impacts on streetscene & roads service delivery and will support the preventative work undertaken by the Council such as the Team Up to Clean Up project. The revised code now includes: chewing gum and detritus; a change to the times by which land should be restored to its appropriate cleanliness grade; and a greater focus on proactive work, including prevention.

Memorials and Structures in Cemeteries – Following the Fatal Accident Inquiry (FAI) into a death in a Glasgow cemetery, Renfrewshire Council is required to respond to the inquiry's recommendations. Environment & Infrastructure will formally inspect the cemeteries that the Council is responsible for and categorise them in terms of risk and condition. A formal programmed inspection regime is also required to be implemented and its findings used to develop an asset management database.

Scottish Government Review of School Food Regulations - The Scottish Government is currently undertaking a review of Nutrition Requirements for Food and Drink in Schools (Scotland) Regulations 2008. A technical working group was established to provide evidence-based recommendations to progress school food further towards the Scottish Dietary Goals. New regulations are expected to be implemented in 2020. The proposed changes will impact on the current school meal service as well as any other food provision throughout the school day including breakfast service. The changes proposed for primary schools will result in the removal of the current Grab and Go/Dine in Day model of meals service.

Local Context

- 3.7 **Best Value Assurance Audit** - Following the Council's Best Value Audit inspection, Audit Scotland provided direction on areas for improvement, with 7 key recommendations forming an improvement plan. Actions from the improvement plan are embedded within the Council and Community Plans and Environment & Infrastructure will make a significant contribution to the corporate actions particularly, partnership working and workforce planning.
- 3.8 **Supporting the Council's Transformational Programme and Service Changes** - Environment & Infrastructure has committed to the delivery of an ambitious programme throughout 2019/20 and 2020/21 to deliver change that will enhance the relationship the Council has with its communities, deliver workforce integration and make better use of the Council's assets.
- Modernising Key Processes and Improving Productivity**
- 3.9 The service's key overarching priorities for 2019/20 will be:
- Redesign of key business processes; and
 - Digital modernisation of service delivery.

This builds on the success of the recently developed gully maintenance app and the roll out of cashless catering within schools and will be further enhanced through the wider use of mobile technology across the service.

Implementing an effective process redesign programme, supported by modern digital service delivery, will allow Environment & Infrastructure to realise productivity improvements and achieve better outcomes for Renfrewshire's households, businesses, schools and communities.

3.10 Renfrewshire Health & Social Care Partnership Strategic Plan – Environment & Infrastructure will be fully engaged in supporting the HSCP achieve its Strategic Plan priorities. The three year Plan sets out the vision and future direction of community health and adult social work services in Renfrewshire. It covers the period from April 2019 to March 2022 and describes how it will deliver the nine national outcomes.

3.11 Strategic Partnerships – Environment & Infrastructure maintain a number of strategic partnerships with key bodies in order to develop shared objectives and design services that reflect national, regional and local community planning priorities. These include:

- Scottish Government & CoSLA
- Health and Social Care Partnership
- SEPA
- Zero Waste Scotland
- Scottish Water
- Soil Association
- Partnership Forums, Community Councils and tenants forums
- SCOTS
- Police Scotland
- SPT
- DVSA

3.12 Strategic Asset Management – The Council's Corporate Asset Management strategy sets out the overall framework for the strategic management of all Council assets. The Council has classified its assets into six categories:

- Property
- Open space
- Road infrastructure
- Fleet
- Housing Revenue Account assets
- Information and communication technology

Hard FM services maintain the majority of property and housing revenue account assets with Operations and Infrastructure responsible for the maintenance and development of open space, roads infrastructure and fleet assets to support communities, economic development and enable the Council to deliver services. In the current financial climate short and long term planning for investment and maintenance in these assets is a key priority for the service.

3.13 Cultural Infrastructure Investment - Capital investment in our cultural and key physical infrastructure continues to move forward. Environment & Infrastructure will play a lead role in the delivery of the investment in our venues, public realm and transportation infrastructure to support better local economic development and support job creation and growth of local and new businesses. Physical renewal will also attract more visitors, new residents, students and potential further investment. Investment in our physical infrastructure will ensure that the town meets the need and purposes of those that live and work here.

3.14 Risk Management - The Council's risk management arrangements are well established with all strategic, corporate and service risks being reported to the Audit, Risk & Scrutiny Policy Board. Actions related to strategic or corporate risks, where Environment & Infrastructure is the owner or joint owners of the risks (shown below), are reflected in the Service Improvement Plan; this ensures an additional layer of scrutiny in the management of these risks. Other risks, which may occur only for or within the service, are contained in the Environment & Infrastructure risk register reported to the Audit, Risk & Scrutiny Policy Board. The service's top risks are shown below for information.

Risks	Evaluations
Top strategic risks	
Poverty Levels in Renfrewshire	Evaluation: High
Delivery of Community Empowerment expectations	Evaluation: High
Delivery of Paisley 2021 Cultural Legacy	Evaluation: High

Top corporate risks	
Financial sustainability	Evaluation: Very High
Welfare Reform impacts	Evaluation: High
Top service-specific risks	
Roads Highways Code of Practice	Evaluation: High
FAI / Cemeteries (Glasgow City Council)	Evaluation: High
Linwood Moss Landfill Site	Evaluation: High
Analogue telephone network will be switched to Digital Network in 2025 affecting Traffic Lights, Alarm Systems	Evaluation: High
Commercial Vehicle Operators Licence Compliance	Evaluation: High

- 3.15 **Self Evaluation** - The service remains committed to self-evaluation and improvement and is working with the Chief Executive's service to develop and agree an appropriate model that can be used across all staff groups which is easily accessible and fit-for-purpose. We expect to implement the agreed model through 2019/20.

Self-assessment activities are also key elements of ISO, Health and Safety and Investors in People accreditations. Environment & Infrastructure continues to demonstrate compliance with ISO9001 for quality management systems; to contribute to the Corporate Occupational Health and Safety accreditation, OHSAS18001; and to operate to ISO22000 for Food Safety Management Systems in secondary schools and Council run care homes. During the past year a number of key achievements have also been recognised:

- Facilities Management (Soft Services) retained 'Food for Life Served Here' Bronze Award in primary schools; and
- Building Services maintained Investors in People standard, demonstrating a clear commitment to business sustainability through strong leadership, support and improvement.

The service has also introduced a new approach involving staff engagement at all levels across the service. The new approach has a particular focus on listening, involving, and supporting front line employees. The purpose of this is to allow staff throughout the service to input to how services are run.

- 3.16 **Workforce Planning** - The Council's Organisational Development Strategy will ensure that the Council can continue to deliver its core business and service objectives, with an engaged and motivated workforce during a climate of financial and resource constraints. A workforce plan for Environment & Infrastructure has been developed and an associated action plan, with four priority workstreams being:

- Supporting attendance
- Recruitment
- Training and development
- Overtime

The plan will deliver a flexible, skilled, modern workforce that are customer focused and will deliver for communities in Renfrewshire.

- 3.17 **Equalities** - Every area of work within the Council has a role to play in promoting equality and diversity. While this is the right thing to do and has clear advantages for the Council, there are also legal requirements. Equality law (The Equality Act) protects people from unfair treatment and asks public bodies (including Renfrewshire Council) to show how they make a positive difference to equality groups. The Council recognises that equality both needs to be mainstreamed fully into its policies and procedures and ensure that its equality outcomes are given high priority, by being part of mainstream progress reporting. Therefore, specific actions on how Environment & Infrastructure contributes to the development of the Council's six equality outcomes are included within section 10 of the Service Improvement Plan.

4. Environment & Infrastructure Service Improvement Plan 2019-2022

- 4.1 The 2019-2022 Service Improvement Plan details how Environment & Infrastructure will contribute to and deliver the strategic outcomes of the Council Plan. Whilst the service has no specific actions or indicators under 'Building strong, safe and resilient communities', it works in collaboration with other services to support delivery of all Council Plan priorities.

The following sections provide an overview of how the service will contribute to the strategic outcomes. Under each outcome, the plan:

- Outlines the key priorities the service aims to achieve over the duration of the plan
- Identifies the key actions to be undertaken to meet the priorities
- Sets out the performance indicators to be used to monitor progress

Strategic Outcome 1:

Reshaping our place, our economy and our future

- 4.2 Environment & Infrastructure has a key role to play in maintaining and improving strategic road, rail and transport connections developing the public realm, creating transport strategies, supporting major events and developing the evening and night-time economy in our town centres.

















Priorities 2019/20

- 4.2.1 The key priorities the service aims to achieve are:

- **Roads Infrastructure** – Maintaining and improving strategic road, rail and transport connections and maintain the road network based on the most efficient whole life costs and delivery of the 2019/20 roads and footways increased capital investment programme - £8 million. This is part of an overall investment of over £40m over the next four years, as agreed at Council on 2 February 2019.
- **Economic Framework and Paisley Town Centre Action Plan** – Supporting the delivery of the 10 strategic priorities of the Economic Framework with particular focus on the following two priorities:
 - **Regenerating and investing in Paisley Town Centre** – Investment in the public realm, in particular walking, cycling and civic space and the creation of improved connections to the wider Glasgow City Region.
 - **Strengthening the transport infrastructure** – Achieving a behavioural shift to more sustainable modes of transport; an improved road network; walking and cycling provision; and the development of an enhanced transport infrastructure.
- **Cultural Infrastructure Regeneration** – Leading on the delivery of public realm and transport infrastructure improvements. This will focus on working with stakeholders including the business and local communities to promote a clean and welcoming Paisley. Infrastructure, transportation and service delivery improvement will support the annual events programme and growing evening and night time economy.
- **Glasgow City Region/City Deal** – Continuing support for the infrastructure associated with the City Deal investment projects including strategic roads, transport and cycling schemes.
- **Review of Public transport** - Undertake a public transport network review with Strathclyde Partnership for Transport as part of the development of a Regional Transportation Strategy.

4.2.2 Priority Actions - Reshaping our place, our economy and our future

Action Code	What we will do	The difference we will make	Lead Officer(s)	Target Date
01	Deliver the 2019/20 roads and footways capital investment programme - £8.089 million	Improvements to the condition of roads and footways infrastructure	Traffic, Lighting & Asset Manager	31-Mar-2019
02	Continue to invest in infrastructure to support growth – from road and rail links to bridges, cycle and pedestrian routes (Council Plan Action)	Improvements to accessibility and connectivity of the town centre and transport networks prioritising modal transport changes	Development Manager	31-Mar-2022
03	Support the delivery of City Deal initiatives, combining roads and active travel projects into a coherent network for all road users	Improve transport infrastructure in Renfrewshire, offering more diverse employment opportunities through improved connectivity	Development Manager	31-Mar-2021
04	Lead on the works to improve the transport infrastructure in Paisley Town Centre	Create a well-connected more accessible Paisley Town Centre for all	Strategic Change Manager, Services	31-Mar-2021
05	Support economic regeneration and job creation through the regeneration and revitalisation of town centres and the creation of a town centres action plan	Strategic regeneration projects and improved transport networks and public transport infrastructure are delivered in town centres	Head of Operations & Infrastructure	31-Mar-2021
06	Deliver an increase in cycling infrastructure across Renfrewshire	Improve active travel routes across Renfrewshire	Development Manager	31-Mar-2020
07	Implement the transfer of the Council's traffic light infrastructure from analogue to digital	Ensure that the Council's traffic light infrastructure is digitally compliant and supportive of an urban traffic control system	Development Manager	30 -June 2022
08	Delivering repairs and emergency out of hours repair service to 12,500 Council housing properties within Renfrewshire	Housing properties within Renfrewshire will be maintained to ensure safety and compliance for residents	Senior Manager (Building Operations)	31-March 2020
09	Deliver repairs and compliance services to all public buildings in Renfrewshire including schools	Ensure compliance legislation is met within the 270 public buildings in Renfrewshire	Senior Manager (Building Operations)	31-March 2020

4.2.3 Performance Indicators - Reshaping our place, our economy and our future									
(PI Status:  Alert,  Warning,  OK,  Data Only)									
Performance Indicator	Frequency of monitoring	Date last updated	Current Value	Current Target	On Target	2019/20 Annual Target	2020/21 Annual Target	2021/22 Annual Target	Comments
01 (Maintenance) Carriageway Condition: % of road network considered for treatment									These are annual LGBF Indicators and relate to financial year 2017/18. The 2018/19 data will not be published until February 2020.
(i) A Class Roads	Years	2017/18	23.8%	25%		23%	22.5%	22%	
(ii) B Class Roads	Years	2017/18	26%	25%		25%	24.5%	24%	
(iii) C Class Roads	Years	2017/18	37.5%	35%		35%	34.5%	34%	
(iv) Unclassified Roads	Years	2017/18	35.1%	36%		34.5%	34%	33.5%	
These indicators calculate the proportion of A, B, C & U class roads that need consideration for maintenance repair together with the portion of roads requiring further investigation and/or monitoring. The data is drawn from SCOTS (Society of Chief Officers of Transportation in Scotland). Authorities should aim to have a lower percentage.									
02 (Maintenance) Carriageway Condition: % of road network considered for treatment Overall	Years	2017/18	33.9%	35%		33%	32.5%	32%	This annual indicator measures the % of the total roads network were considered for treatment.
03 % of reported street lighting faults which were attended within the 7-day timescale	Quarters	Q3 2018/19	98.8%	95%		98%	98%	98%	In the first 3 quarters of 2018/19, the service attended 1,969 active street lighting repair faults
04 % of pothole repairs completed within timescales	Quarters	Q3 2018/19	52%	75%		75%	78%	80%	The service filled 14,000 potholes in the first 3 quarters of 2018/19.
05 % of Overall repairs completed within time by building services	Quarters	Q3 2018/19	96.1%	94%		96.5%	97%	97.5%	At the end of Q3 the service had undertaken 41,799 repairs in 2018/19.
06 % of compliance tasks undertaken per year	Quarters	Q3 2018/19	89.6%	90%		90%	90%	90%	At the end of Q3 the service had undertaken 4,100 compliance tasks.
07 % of Statutory road inspections categories completed on target:									
Category A	Years	2017/18	100%	100%		100%	100%	100%	Targets are set by Scottish Road Works Commissioner.
Category B	Years	2017/18	95%	100%		100%	100%	100%	
Category C	Years	2017/18	98%	100%		100%	100%	100%	
The three categories (A, B, & C) relate to the timing of inspections and are categorised as follows: A – Undertaken during the progress of the works B – Undertaken within the six months following interim or permanent reinstatement C – Undertaken within the three months preceding the end of the guarantee period									
The inspection procedure is designed to enable road work authorities to monitor statutory undertakers (Gas, electric, and telecom etc).									

Strategic Outcome 3:

Tackling inequality, ensuring opportunities for all








- 4.3 Environment & Infrastructure promotes and supports equality and diversity through all of its service provision. It has a strong track record in providing frontline services that target inequalities and support vulnerable people. A range of services and frontline projects are delivered that tackle inequality in our communities including: Morning Clubs; healthy meals; and employment opportunities to assist young people with positive destinations.

Priorities 2019/20

- 4.3.1 The key priorities the service aims to achieve are:

- **Respectful Funeral Service** – Developing and delivering arrangements for the provision of a more affordable Respectful Funeral Service.
- **Tackling Inequality** - Delivering Morning Clubs in 8 primaries and 1 secondary school to have a positive impact on individuals and communities experiencing or vulnerable to inequality in Renfrewshire. Soft FM will continue to work alongside Families First to deliver free school meals and activities during holiday periods and the ongoing delivery of morning clubs in areas of high deprivation.
- **Early Years Strategy (1140 hours)** – Facilities Management are supporting the delivery of the Scottish Government's strategy to provide additional childcare to all 3 and 4 year olds and eligible 2 year olds. FM services will deliver free meals for all children in early years establishments, with implementation due to complete by 2020.
- **Improving school meal uptake** – Delivering a programme of engagement with schools, parents and pupils to better understand pupil choice, leading to improvements in school meal uptake in both primary and secondary schools.
- **Equalities** – Promoting equality and diversity through all of its service provision and contribute to the development of the Council's six equality outcomes.
- **Employment & Training** – Providing employment, training, apprenticeships, foundation apprenticeships, and internships for young people and people with vulnerabilities to enhance their employment prospects and prepare them for the world of work.
- **Creating Employment Opportunities** – Creating job opportunities for Renfrewshire's young people and vulnerable people and actively preparing them for the world of work. The service will deliver modern apprenticeships, graduate internships and also support the Project SEARCH initiative to help young people with autism and learning disabilities move from education into employment.

4.3.2 Priority Actions - Tackling inequality, ensuring opportunities for all				
Action Code	What we will do	The difference we will make	Lead Officer(s)	Target Date
01	Develop and deliver a Respectful Funeral Service	There will be opportunities for an affordable respectful funeral service	Strategic Change Manager, Services	31-Dec-2019
02	Promote equality and diversity through all services	Equality outcomes embedded in service priorities	Senior Leadership Team	31-Mar-2021
03	Provide healthy hot meals during designated holiday periods through the Families First project	Children will be fed during holiday periods and return to school ready to learn	Senior Facilities Manager (Soft Services)	31-Mar-2019
04	Deliver morning clubs in targeted areas	Children will receive a healthy breakfast and start school fit and healthy	Senior Facilities Manager (Soft Services)	31-Mar-2019
05	Support the delivery of the 1140 hours early years provision	All pre-school children will receive a hot meal to reduce the cost of childcare for parents	Senior Facilities Manager (Soft Services)	31-Dec-2020
06	Deliver a programme of engagement with schools, parents and pupils to improve school meal choices	Improve choices for children and young people and increase uptake of school meals	Senior Facilities Manager (Soft Services)	31-Mar-2020
07	Provide employment and training opportunities for identified groups of young people in Renfrewshire	Young people and people with vulnerabilities will have opportunities to enhance their chances of employment	Senior Leadership Team	31-Mar-2020

4.3.3 Performance Indicators - Tackling inequality, ensuring opportunities for all									
(PI Status:  Alert,  Warning,  OK,  Data Only)									
Performance Indicator	Frequency of monitoring	Date last updated	Current Value	Current Target	On Target	2019/20 Annual Target	2020/21 Annual Target	2021/22 Annual Target	Comments
01 % uptake of free school meals in primary and secondary schools	Quarters	Q3 2018/19	68.3%	75%		75%	75%	75%	Free meal uptake, for each sector, is calculated by taking the total number of free meals served and then dividing that by the maximum free meals served. In the first three quarters of 2018/19, 533,464 free meals were delivered in primary schools. In secondary school the number of free meals was 49,453.
02 % uptake of free school meals in primary schools	Quarters	Q3 2018/19	69.7%	75%		75%	75%	75%	
03 % uptake of free school meals in secondary schools	Quarters	Q3 2018/19	48.6%	75%		75%	75%	75%	
04 Respectful funeral service – Value of savings achieved by Renfrewshire residents	Years	New PI from 2019/20				Baseline	X increase on Baseline	Y increase on Baseline	This is a new PI. Baseline data will be captured in 2019/20 with targets being set thereafter.

Strategic Outcome 4:

Creating a sustainable Renfrewshire for all to enjoy

- 4.4 Environment & Infrastructure has a lead role in creating a sustainable Renfrewshire through increasing its use of alternative fuel in fleet vehicles and its work to increase recycling and reduce waste sent to landfill. In relation to climate change, the service works to put into place appropriate flood management plans. The service will also work with partners to achieve Sustainable Food City Status and to encourage people to enjoy Renfrewshire's green spaces by keeping local streets, town centres, parks and open spaces, clean and attractive.

Priorities 2019/20

- 4.4.1 The key priorities the service aims to achieve are:







- **Environment and Place** – Continuing to lead the delivery of Renfrewshire's Environment and Place agenda including:
 - An enhanced focus on mechanised sweeping and gully cleaning;
 - Complete the review of obsolete signage and infrastructure;
 - Continue to support the Team Up to Clean Up campaign; and
 - Working with Children's Services to introduce educational initiatives in relation to litter and waste.
- **Clyde Valley Residual Waste Project** – Delivering the residual waste project to ensure compliance with the landfill ban to be introduced in January 2020 and to contribute to the National Zero Waste targets. The project will be commissioned by East Dunbartonshire, East Renfrewshire, North Ayrshire, North Lanarkshire and Renfrewshire Councils mid to end 2019 and be fully operational by December 2019.
- **Waste Strategy** – Implementing a Waste Strategy, taking into account the legislative obligations for reducing waste being sent to landfill and the Scottish Household Recycling Charter and associated Code of Practice.
- **Sustainable Travel Planning** – Embedding sustainable travel planning to: encourage more efficient and effective methods of sustainable travel; increase the use of electric vehicles; improve fleet utilisation; introduce a pool vehicles service; and expand the electric vehicle charging infrastructure in Renfrewshire.
- **Flood Management** – Undertaking actions in the Clyde and Loch Lomond Local Plan District Flood Risk Management Strategy to mitigate and reduce flooding in identified risk areas. During 2019/20, statutory flood studies and surface water plans will be undertaken as required by the Flood Risk Management (Scotland) Act 2009 will be undertaken. This will include an integrated catchment study covering the Erskine Waste Water Treatment Catchment area, and a Natural Flood Management Study of the White Cart.
- **Sustainable Food Strategy** – Leading on the implementation of Renfrewshire's Sustainable Food Strategy and the delivery of food education programmes with partners, this project aims to deliver more local produce and sustainable food. Working in partnership with the Soil Association, the service will develop the strategy. As part of this implementation, training will be delivered to elected members by FM services in consultation with the Soil Association to raise awareness of the positive impacts of the strategy.

4.4.2 Priority Actions - Creating a sustainable Renfrewshire for all to enjoy				
Action Code	What we will do	The difference we will make	Lead Officer(s)	Target Date
01	Deliver a programme of enhanced operational environmental and community support activities for environment and place	Improved streetscene and roads activities, including mechanical and gully cleaning, removal of old and redundant street signage, poles, barriers etc and support for community litter picks	Operations Manager	31-Mar-2023
02	Develop action plans to address flooding risk in Renfrewshire	Awareness raised of flood risk areas and measures identified that reduce risk	Head of Operations & Infrastructure	31-Mar-2021
03	Work to meet the challenging targets set out in our carbon management plan – through our council fleet, street lighting, public realm and floodlight strategy (Council Plan Action)	Contribution to achieving the Council's carbon management reduction targets	Head of Operations & Infrastructure	31-Mar-2022
04	Ensure a residual waste treatment and disposal facility is fully operational by end of 2019 as part of the Clyde Valley Waste Management solution to ensure that all waste collected by authorities is diverted from landfill (Council Plan Action)	Compliance with legislation on zero waste to landfill by 2021 with consequent positive environmental implications	Head of Operations & Infrastructure	Dec-2019
05	Deliver the requirements of the Scottish Household recycling charter and related service changes (Council Plan Action)	The quality and quantity of recyclate will be improved and levels of residual waste reduced	Head of Operations & Infrastructure	31-Mar-2021
06	Review and update Renfrewshire's Sustainable Food Strategy and achieve Sustainable Food City Status (Council Plan Action)	Healthy eating will be promoted, and food poverty tackled	Head of Facilities Management	31-Mar-2022
07	Develop and implement a long term sustainable leachate and surface water management plan for Linwood Moss	The requirement for leachate treatment at Linwood Moss will be reduced in accordance with its waste management licence	Sustainability & Place (Assets) Manager	31-Mar-2020

4.4.3 Performance Indicators - Creating a sustainable Renfrewshire for all to enjoy

(PI Status:  Alert,  Warning,  OK,  Data)

Only)

Performance Indicator	Frequency of monitoring	Date last updated	Current Value	Current Target	On Target	2019/20 Annual Target	2020/21 Annual Target	2021/22 Annual Target	Comments
01 Street Cleanliness Score - % of areas assessed as clean	Years	2017/18	90.5%	90%		91%	91.5%	92%	Council Plan Indicator/ LGBF Indicator
02 Amount of CO ₂ emitted by the public vehicle fleet	Years	2017/18	3,652	2,950		2,730	2,620	2,500	Council Plan Indicator This indicator reflects the tonnes of CO ₂ emitted from Renfrewshire Council vehicle fleet based on fuel usage.
03 % of the vehicle fleet which uses alternative fuels, such as electricity	Quarters	Q3 2018/19	10%	9%		21%	23%	25%	Council Plan Indicator This indicator measures the percentage of the Council's vehicle fleet which uses alternative fuel such as electricity
04 Reduce the amount of CO ₂ emitted from public space lighting	Years	2017/18	2,163	3,200		1,750	1,700	1,700	Council Plan Indicator Future years targets reflect the impact of Renfrewshire's Street Lighting Investment Strategy
Performance Indicator	Frequency of monitoring	Date last updated	Current Value	Current Target	On Target	2019 Annual Target	2020 Annual Target	2021 Annual Target	Comments
05 % of Household Waste Recycled	Years	2018	49.2%	50%		54%	54%	54%	LGBF Indicator (Calendar year data) 2018 performance almost 1.5% above the 2017 figure
07 % of Household waste collected which is landfilled	Years	2018	16.6%	34%		16%	15%	5%	Performance in 2017 was 27.5% with improvement in 2018 due to residual waste contractor sending more waste to energy for waste than landfill. (Calendar year data)

Strategic Outcome 5:

Working together to improve outcomes

- 4.5 Environment & Infrastructure plays a lead role in the delivery of the current phase of the Better Council Change Programme which impacts on all service areas and requires cross cutting work with other areas of the Council and partners. The Environment & Infrastructure Workforce Plan ensures employees are provided with the skills, training and opportunities for learning and development they require to enable them to contribute positively as the service modernises and develops.















Priorities 2019/20

- 4.5.1 The key priorities the service aims to achieve are:
- **Service Investments 2019 onwards** – The Council's Budget for 2019/20 was approved on 28 February 2019 and included a number of key service investment priorities for 2019/20, with some spread over the period to 2022/23. Environment & Infrastructure will lead on the delivery of a number of these key investment priorities as set out below.
 - investment in enhanced environmental cleaning, namely Environment & Place and Team Up to Clean Up through a budget commitment of £2.5 million until 2022/23.
 - an increased roads capital investment programme for 2019/20 of £8.089 million.
 - **Supporting the Council's Transformational Programme and Service Changes** – Environment & Infrastructure has committed to the delivery of an ambitious programme throughout 2019/20 and 2020/21 to deliver change that will enhance the relationship the Council has with its communities, deliver workforce integration and make better use of the Council's assets.
 - **Renfrewshire Health & Social Care Partnership Strategic Plan** – Environment & Infrastructure will be fully engaged and supportive of the HSCP achieving its strategic plan priorities.
 - **Workforce Planning** – Implement the Environment & Infrastructure workforce plan which recognises the changing workforce profile over the last few years and the workforce profile and skills that will be required for future years. Taking forward the 4 strands of the Environment & Infrastructure workforce plan: Recruitment, Training, Absence, and Overtime. The plan will deliver a flexible, skilled, modern workforce that will deliver for communities in Renfrewshire.
 - **Schools Public Private Partnership (PPP)** – Continuing to manage the PPP contract for Renfrewshire Council. Ensuring Renfrewshire Schools Partnership (RSP) deliver services outlined within the contract, providing good quality facilities for young people in Renfrewshire.
 - **Use of Data and Technology** – The service will continue to work with the Chief Executive's data analytics team to develop innovative ways of working using existing data and new technology to improve the efficiency and performance of the service, such as that introduced to support the gully service, cashless catering, tablet technology, and mobile ICT platform in Building Services. The service will continue the roll out of Business World to all our frontline employees across the service.
 - **Staff engagement** – Embedding the new approach to staff engagement at all levels across the service, with a particular focus on listening, involving, and supporting front line employees.

4.5.2 Priority Actions - Working together to improve outcomes				
Action Code	What we will do	The difference we will make	Lead Officer(s)	Target Date
01	Provide our employees with the appropriate support to manage their attendance	Sickness absence levels and costs will be minimised	Senior Leadership Team	31-Mar-2022
02	Implement the Council's new Organisational Development Strategy	Employees will be equipped with the skills, training and development required to deliver services effectively	Senior Leadership Team	31-Mar-2021
03	A strategic planning approach to future skills and service requirements will be implemented	Staff will be developed and equipped with the skills and knowledge to fulfil their roles and responsibilities	Strategic Change Manager, Services	31-Mar-2021
04	Active participation in Council's Transformational Programme	The service will play its role in delivering cross cutting change	Senior Leadership Team	31-Mar-2020
05	Better use of data and technology to improve services performance and delivery	Service delivery is improved, and resources allocated more efficiently and effectively	Strategic Change Manager, Services	31-Mar-2020
06	Deliver agreed operational efficiencies through fleet utilisation and rationalisation	The cost to operate, maintain and manage the Council's fleet will be reduced and its effectiveness maximised	Operations Manager	31-Mar-2020
07	Deliver improvements in the Council's Cemeteries estate	The condition of cemetery infrastructure will be improved	Strategic Change Manager, Services	31-Mar-2023
08	Embed an integrated FM approach for housing repairs and maintenance and stores provision	A commissioning approach to service provision will be delivered, improving customer service and efficiency	Head of Facilities Management	31-Mar-2020
09	Support the Council to implement the Business World system	Ensure the full benefits of the Business World system are realised	Senior Leadership Team	31-Mar-2020
10	Develop a strategic approach to asset management	Assets including roads, infrastructure and fleet, parks, cemeteries and play areas will be managed efficiently and effectively	Senior Leadership Team	31-Mar-2020
11	Progress the schools PPP contract and finalise the benchmarking of cleaning and catering services	Improved service delivery arrangements will be in place delivering value for money	Head of Facilities Management	31-Mar-2020
12	Ensure robust and up to date business continuity arrangements are in place	Services will be able to identify critical functions and the resources required to recover from disruptive events.	Senior Leadership Team	31-Mar-2020
13	Review and maintain continuous improvement frameworks	Quality assurance will be undertaken; actions from the Best Value Audit report delivered, and health & safety, staff and customer service accreditations maintained	Senior Leadership Team	31-Mar-2020

4.5.3 Performance Indicators - Working together to improve outcomes














(PI Status:  Alert,  Warning,  OK,  Data Only)

Performance Indicator	Frequency of monitoring	Date last updated	Current Value	Current Target	On Target	2019/20 Annual Target	2020/21 Annual Target	2021/22 Annual Target	Comments
01 Average number of work days lost through sickness absence per employee (FTE) (cumulative)	Quarters	Q3 2018/19	10.35	7.52		13.49	13	12.7	Target set corporately and agreed by service.
02 % of members enquiries completed within timescale by Environment & Infrastructure	Quarters	Q3 2018/19	88%	100%		95%	96%	97%	The service deals with over 85% of all elected members enquiries within the Council. At end of Q3 the service had dealt with 4,145 elected members enquiries.
03 % of FOI requests completed within timescale by Environment & Infrastructure	Quarters	Q3 2018/19	100%	100%		100%	100%	100%	At the end of Q3 the service had received 446 FOIs in 2018/19.
04 % of front line resolutions dealt with within timescale by Environment & Infrastructure	Quarters	Q3 2018/19	71%	100%		100%	100%	100%	At the end of Q3 the service had received 3,856 front line resolutions in 2018/19.
05 % of complaint investigations completed within timescale by Environment & Infrastructure	Quarters	Q3 2018/19	64%	100%		100%	100%	100%	At the end of Q3 the service had dealt with 466 complaint investigations in 2018/19.
06 % of bins uplifted first time	Quarters	Q3 2018/19	99.9%	100%		99.95%	99.95%	99.95%	At the end of Q3, in 2018/19, the service had collected 7,958,333 bins.
07 Cost of Maintenance per Kilometre of roads	Years	2017/18	£19,280	n/a		n/a	n/a	n/a	LGBF Indicators These are annual LGBF Indicators and relate to financial year 2017/18. The 2018/19 data will not be published until February 2020.
08% of adults satisfied with parks and open spaces	Years	2017/18	85%	n/a		n/a	n/a	n/a	
09 Cost of parks and open spaces per 1,000 of the population	Years	2017/18	£22,088	n/a		n/a	n/a	n/a	
10 % of adults satisfied with refuse collection	Years	2017/18	85.7%	n/a		n/a	n/a	n/a	
11 Net cost of waste collection per premise	Years	2017/18	£58.19	n/a		n/a	n/a	n/a	
12 Net cost of waste disposal per premise	Years	2017/18	£116.73	n/a		n/a	n/a	n/a	
13% of adults satisfied with street cleaning	Years	2017/18	62.7%	n/a		n/a	n/a	n/a	
14 Net cost of street cleaning per 1,000 of the population	Years	2017/18	£8,117	n/a		n/a	n/a	n/a	

5 Resource Analysis

5.1 Environment & Infrastructure's budgeted gross revenue expenditure for 2019/20 is £73,169,187. The table below provides revenue estimates for 2019/20 across each service area.

Table 1: Gross Revenue Estimates 2019/20

GROSS REVENUE ESTIMATES 2019/20		
	Soft FM	19.9%
	Infrastructure & Roads Maintenance	15.8%
	Refuse Disposal	13.1%
	StreetScene	11.3%
	Management & Support Services	9.4%
	Transport - Fleet Management, Drivers and Garaging	8.5%
	Refuse Collection	7.9%
	Property Repairs and Maintenance	5.4%
	Strathclyde Partnership for Transport	4.4%
	Traffic Management	2.1%
	Street Lighting	1.3%
	Parking of Vehicles	0.5%
	Flooding	0.5%

5.2 Resource Implications

The service issues to be addressed within the Environment & Infrastructure Action Plan will be met from the agreed Revenue Estimates and from funding allocated through the Capital Investment Plan. The information in Table 1 reflects decisions taken by the Council over the course of 2018/19 in respect of the 2019/20 base budget.

5.3 The Capital Investment Programme for the period 2019/20 agreed by the Council on the 28 February 2019, and led by Environment & Infrastructure includes:

CAPITAL INVESTMENT PROGRAMME 2019/20



Roads, Cycling and Pathways
Network

£8,000,000^{*}



SPT Capital Grant Funding

£1,850,000



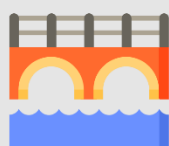
Vehicle Replacement Programme

£1,000,000



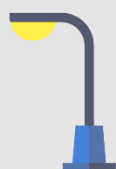
Traffic Management

£1,000,000



Bridge Assessment/Strengthening

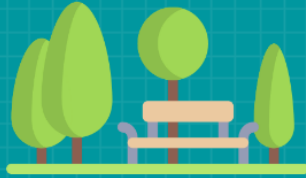
£500,000



Street Lighting

£500,000

* The 2019/20 investment of £8 million is part of an overall investment of over £40m over the next four years, as agreed at Council on 2 February 2019.



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To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Communities, Housing and Planning Services

**Heading: Communities, Housing and Planning Services
– Service Improvement Plan 2019-22**

1. Summary

- 1.1 This Service Improvement Plan for Communities, Housing and Planning Services covers the period from 2019/20 – 2021/22. The plan outlines what the service intends to achieve over the next three years based on the financial and employee resources likely to be available.
- 1.2 The Service Improvement Plan sits beneath the Council Plan and Community Plan, alongside the Risk Management Plan and Workforce Plan to form a suite of documents which provide the strategic direction for the service.
- 1.3 The plan sets out our service priorities, the key tasks to be implemented and by when, and how we will measure progress.
- 1.4 This Service Improvement Plan is being presented to the Communities, Housing and Planning Policy Board, but it is also being presented to Infrastructure, Land and Environment Policy Board to approve elements covered within this Board's remit. A mid-year progress update on the Service Improvement Plan will be submitted to each of these Policy Boards in November 2019.

2. Recommendations

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board:
 - (i) approves the attached Service Improvement Plan as specific to the areas of activity delegated to this Policy Board;

- (ii) note that the attached Service Improvement Plan for Communities, Housing and Planning is being presented to the Communities, Housing and Planning Policy Board but is also being presented to the Infrastructure, Land and Environment Policy Board to approve elements covered within this Board's remit; and
- (iii) agrees that mid-year progress with the Service Improvement Plan be reported to this Board in November 2019.

3. Background

- 3.1 Communities, Housing and Planning Services was established on 1 July 2018 following a review of senior management arrangements in the Council. The service plays a key role in the creation, development, support, protection and empowerment of Renfrewshire's communities.
- 3.2 The service has a key strategic role in the development of the Local Development Plan and Local Housing Strategy, which set out the strategic frameworks for development and regeneration of Renfrewshire, including facilitating major regeneration and investment zones such as the City Deal projects and Community Growth Areas.
- 3.3 The service is responsible for planning and placemaking; for driving forward the cultural regeneration ambitions of the Council and its partners following the UK City of Culture bid; for managing and investing in approximately 12,200 council houses; delivering housing regeneration and new build programmes; providing support to tenants and prospective tenants; providing housing advice and assistance to residents, including vulnerable and homeless people; and for working with partners to ensure that communities are safe, and that public health, the environment, individual consumers, and local communities are safeguarded, and that robust civil contingency and public protection arrangements are in place. The service also plays a key role in reducing inequalities, encouraging people to fulfil their potential and ensuring they have access to a range of learning and development opportunities, working with schools to support achievement and attainment.
- 3.4 The service plays key role in ensuring our spaces are there to be enjoyed by all - helping to create healthy places particularly through enforcement and monitoring air quality, but also attractive places, through Renfrewshire's Team Up to Clean Up campaign – our call to arms to communities to do their bit and tackle littering and fly tipping.

- 3.5 The Service Improvement Plan is one way in which elected members can scrutinise the work of Communities, Housing and Planning Services and consider policy options as necessary. Refreshing service improvement plans annually allows each service to consider the context in which they operate, and revise plans where appropriate. Importantly, the Service Improvement Plan also links the Council and Community Plan priorities to strategic and operational activity within the service, which enables employees to understand how they contribute to the Council delivering its objectives. The priority actions set out in section 6 of the attached Service Improvement Plan, details how the service will work towards achieving the Council's priorities and help deliver improved outcomes for Renfrewshire.

4. Key Achievements 2018/19

- 4.1 During 2018/19 the service had a significant period of change, bringing together new service areas under the umbrella of Communities, Housing and Planning Services.
- 4.2 In planning and development control, work has progressed on the development of the new Local Development Plan which provides the framework for the Council's ambitious economic growth and physical development plans for Renfrewshire, including the City Deal projects and major housing development locations.
- 4.3 Our placemaking team has worked closely and engaged positively with communities and a range of stakeholders across Renfrewshire, including through the development of the Foxbar Place Plan and Town Centre Strategies. Our teams have also led and coordinated the Local Biodiversity Action Plan Steering Group and Growing Grounds Forum, supporting partners to deliver a range of biodiversity actions, and the Local Access Forum supporting partners and local communities to deliver recreational access and active travel improvements.
- 4.4 In housing, good progress has been made in new build housing projects across Renfrewshire including in Johnstone Castle and the large-scale development at Dargavel Village, Bishopton. In consultation with the local community, revised plans have been developed which will deliver around 100 new homes in Ferguslie Park, and plans are progressing for a wider development framework for the area. Progress is also being made with the redevelopment of the Paisley West End, where Sanctuary Scotland are development partners. All council tenants have been rehoused, and purchases of both residential and commercial properties are progressing, to facilitate the redevelopment.
- 4.5 Plans have been developed for future affordable housing provision and we have worked with housing association partners to deliver the Strategic Housing Investment Programme and are on track to deliver approximately 127 affordable homes by the end of March 2019. We have worked closely with colleagues on the Health and Social Care Partnership on housing, adaptations, and support needs for elderly and vulnerable members of the community and ensuring that there is strategic alignment between the Local Housing Strategy and HSCP's Strategic Plan.

- 4.6 In September 2018 full digital Universal Credit was rolled out in Renfrewshire and we have worked to support tenants making the transition onto the benefits system.
- 4.7 Advice, assistance and accommodation was provided to more than 800 homeless people, and we developed a Rapid Rehousing Transition Plan which sets out our proposals to ensure that homeless people are provided with settled accommodation more quickly, spend reduced time in temporary accommodation and have access to up-scaled support;
- 4.8 A fire safety working group was established following the tragic fire at Grenfell Tower in London in June 2017 and continues to meet. Improvement actions have been delivered in the Council's 14 multi storey flats.
- 4.9 Building on the momentum of the bid for UK City of Culture 2021 we have worked with partners to develop a Future Paisley Partnership action plan to deliver cultural regeneration in Renfrewshire. Significant progress is already evident. The CHEF fund has continued to support new cultural projects, and a new organisational development fund was established. A research centre with the University of the West of Scotland (UWS) has been established, the partnership with Glasgow School of Art and Castlehead High is continuing, and a creative sector business support programme has been developed.
- 4.10 In Communities and Public Protection, the Community Safety Hub has expanded and now has the wardens based at the hub, significantly improving partnership working. The Renfrewshire approach to tackling domestic abuse was developed. This has championed the White Ribbon Campaign, the 16 Days of Action and Reclaim the Night to increase awareness and improve the response of all partners. The approach is now receiving recognition across Scotland and has been cited as best practice in Parliament in Holyrood and Westminster.
- 4.11 The Street Stuff programme of diversionary activities had over 6,000 recorded attendances during the summer at core evening activities and summer camps. The summer programme also provided more than 3,000 healthy meals to children and young people in Renfrewshire. The programme is on track to exceed its target number of attendances in the current year.
- 4.12 The Team Up to Clean Up campaign, delivered in partnership with Environment and Infrastructure, has been hugely successful with community clean ups increasing by over 130% in the past year. The Big Spring Clean and Spotless September Challenge were very successful and demonstrated a real appetite for this type of engagement with our communities.
- 4.13 Completing the draft Renfrewshire Air Quality Action Plan covering the three air quality management areas in Renfrewshire. The action plan has been subject to consultation with the Scottish Government, SEPA, neighbouring local authorities and the public. Reflecting this, the report is being finalised and will be presented to the Infrastructure, Land and Environment Policy Board shortly for approval. Most action measures identified within the plan for improving air quality are already underway with the remainder due to implemented shortly.

- 4.14 A vibrant and engaging ‘Celebrating Youth’ programme was designed by and for our young people as part of the Year of Young People. The Year of Young People calendar of events was delivered and engaged with young people in central and neighbourhood events following the co-design blueprint. The Annual Positive About Youth Awards took place in November 2018 – celebrating achievements of young people.
- 4.15 In community learning, our community education officers delivered the successful pizza reading programme in schools playing a key part in the excellent improvements in attainment in literacy and numeracy.
- 4.16 The service has been closely involved in preparing for the impact of Brexit including a no deal Brexit, in particular, closely monitoring the potential impact on food standards or trading standards legislation and the potential for additional workload pressures on these teams, particularly in regard to public protection duties and work with Glasgow International Airport.

5. Key Priorities

- 5.1 The key priorities for the service this year include:
- Building around 100 new Council homes in Ferguslie Park, as part of our housing-led regeneration plans for the area, following approval at the Communities, Housing and Planning Policy Board in October 2018 and engaging with the local community in the preparation of a development framework for the wider Tannahill area;
 - Developing and implementing plans for new council housing in Foxbar, West Johnstone, and Gallowhill as part of the affordable housing programme, and continuing the new build projects at Johnstone Castle, and Dargavel Village, Bishopton;
 - Progressing the regeneration plans for Paisley West End, and Orchard Street with our housing association development partners;
 - Consultation and engagement on the proposed Renfrewshire Local Development Plan with a range of stakeholders over a 12-week period to ensure local people, stakeholders and custodians continue to have the opportunity to shape their local areas;
 - Leading the ongoing cultural regeneration plans and play a key role in the development of new opportunities as well as the coordination, delivery and monitoring of the Future Paisley Partnership Board’s action plan and reporting on progress and impact. This will include launching the research centre with UWS and establishing Paisley as a centre for excellence in cultural regeneration, identifying cross council opportunities to embed creativity in other areas of service delivery continuing the towns leadership agenda including ongoing work with the Organisation for Economic Co-operation and Development (OECD), and exploring the opportunities to be part of other national or international networks;

- Continuing to strive to raise ambition, attainment and achievement within our communities, particularly with a view to widening access to opportunities across Renfrewshire, following the publication of our new Community Learning and Development Plan 2018-2021. We will continue to develop local partnerships across Renfrewshire, particularly with our youth services team supporting young people to become involved in participatory budgeting;
- Helping to develop the Council's approach to community empowerment and how we value and interact with our communities. We will also continue to support the delivery of the £1.87m funding programme for communities for green spaces, parks, play areas and villages;
- Reviewing the operations of the Community Safety Partnership to enable more flexible deployment of resources at key times, and to build capacity to respond to emerging priorities and pressures;
- Building on the success of the Team Up to Clean Up Campaign, continuing to work closely with communities, schools and businesses, publicising good news stories and encourage more communities to participate; and
- Implementing our Workforce Plan actions, reporting progress through the Service Improvement Planning process, in partnership with our colleagues in Organisational Development.

6. Monitoring Progress

- 6.1 Progress on our Service Improvement Plan is monitored by our extended Senior Management Team every quarter. Progress will also be reported to both Communities, Housing and Planning Policy Board and Infrastructure, Land and Environment Policy Board on a six-monthly basis, with a mid-term update to be brought to this Board in November 2019.

Implications of the Report

1. **Financial** - The Service Improvement Plan highlights resourcing pressures arising from increasing demand for services and the current financial environment.
2. **HR & Organisational Development** – In partnership with our colleagues in Organisational Development, continue to roll out our Workforce Plan actions across the service.
3. **Community/Council Planning** – The report details a range of activities which reflect local council and community planning themes.
4. **Legal** – none
5. **Property/Assets** – none

6. **Information Technology** – Service developments relating to information technology are key enablers of service improvement and modernisation and support service-level and corporate objectives.
 7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
 8. **Health & Safety** – none
 9. **Procurement** – none
 10. **Risk** – Risks related to the delivery and management of services are regularly monitored and included in Renfrewshire Council's Corporate and Strategic Risk Registers.
 11. **Privacy Impact** - none
 12. **COSLA Policy Position** – none
-

List of Background Papers: None

MC/PM
1 March 2019

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Communities, Housing and Planning Services



Service Improvement Plan

2019 - 2022

Communities, Housing and Planning Services
Service Improvement Plan 2019-2022

Contents	Page
1 Executive Summary	1
2 Introduction to the Service Improvement Plan	2
3 What We Do	3
4 Our Strategic Context	6
5 Our Resources	11
6 Actions and Performance Indicators by Council Plan Theme	11
• Council Plan Strategic Outcomes	
• Achievements 2018/19	
• Priorities 2019/20	
• Priority Actions	
• Performance Indicators	
7 Appendix 1 – Communities, Housing and Planning Services – Local Government Benchmarking Framework Scorecard	32

1. EXECUTIVE SUMMARY

- 1.1 This Service Improvement Plan (SIP) sets out the strategic direction for Communities, Housing and Planning Services and outlines key programmes, actions and improvements which we intend to deliver over the next three years based on the resources likely to be available. This plan describes the services we provide, considers the needs of our customers and communities and outlines how our workforce can best meet the needs of Renfrewshire communities, now and in the future. The Service Improvement Plan contains high level actions which will help to deliver the strategic outcomes of the Council Plan and Community Plan. We also report a range of performance indicators which help us monitor progress towards achieving our priorities.
- 1.2 Key priorities for Communities, Housing and Planning Services over the next three years include:
- delivering the approved housing-led regeneration plans for Ferguslie Park, Paisley's West End and Johnstone Castle; creating attractive, sustainable communities, where people want to live and invest;
 - delivering the current Local Development Plan and developing and adopting the new Local Development Plan in 2019. The Local Development Plan is central to facilitating investment, directing development to existing built-up areas, creating sustainable mixed communities, delivering high quality place and delivering sustainable economic growth;
 - leading the ongoing cultural regeneration that builds from the UK City of Culture bid process, supporting and developing partnerships and identifying new opportunities. In addition, the team will continue the coordination, delivery and monitoring of the Future Paisley Partnership Board's action plan and reporting on progress and impact;
 - raising ambition, attainment and achievement through our approach to Community Learning and Development, while widening opportunities for communities across Renfrewshire;
 - working with colleagues across services, we are working to empower and value our communities and transform the relationship between the Council and the communities we serve;
 - leading the public protection agenda, focusing on combatting terrorism and serious organised crime and protecting communities, consumers and businesses across a wide range of service areas; and
 - enhancing our environment through improving air quality, cleaning up contaminated land and delivering the Team Up to Clean Up campaign, encouraging communities to deliver environmental improvements in their neighbourhood.
- 1.3 The Service Improvement Plan also describes how our service will respond to challenges and opportunities locally and nationally including the financial environment and significant public sector reform. This is outlined in more detail in section 2.3.

2. INTRODUCTION TO THE SERVICE IMPROVEMENT PLAN

- 2.1 The Service Improvement Plan for Communities, Housing and Planning Services covers the period from 2019/20 to 2021/22. Our SIP sets out the strategic direction for the service and outlines key programmes, actions and improvements for the next three years based on the resources likely to be available.
- 2.2 The SIP outlines how we will help to deliver the key priorities of the Council Plan and Community Plan and also describes how our service will respond to challenges and opportunities locally and nationally including the financial environment and significant public sector reform.
- 2.3 For Communities, Housing and Planning Services, in common with other services across the Council, we experience a range of demand and financial pressures. As part of our landlord role, this includes managing the existing Council housing stock with its debt burden while keeping rents affordable. The implementation of Universal Credit is also being managed to support tenants to sustain their tenancies and to protect the service's largest income stream. Our service also experiences demand pressures on services for Renfrewshire's most vulnerable people and from the business community across Renfrewshire. In addition, a range of health controls for the protection of public and animal health are enforced at Glasgow International Airport.
- 2.4 The Council Plan outlines the Council's priorities for Renfrewshire, and along with the Community Plan, sets out an ambitious programme of work. Communities, Housing and Planning Services will work together with partners, businesses, local people and communities to target the 5 strategic outcome areas of the Council Plan, creating opportunities for all. These are outlined below:
- **Reshaping our place, our economy and our future;**
 - **Building strong, safe and resilient communities;**
 - **Tackling inequality, ensuring opportunities for all;**
 - **Creating a sustainable Renfrewshire for all to enjoy; and**
 - **Working together to improve outcomes.**
- 2.5 This SIP details our achievements, priorities and future plans under each of these strategic outcome areas. We also show key performance measures which we continue to monitor closely against agreed targets to ensure we are delivering as expected in each of these areas.
- 2.6 The SIP links very closely to a number of important strategies which drive the work of Communities, Housing and Planning Services, including the Local Housing Strategy, the Local Development Plan, the Community Learning and Development Plan and our public protection plans, including our resilience planning, counter terrorism and tackling serious and organised crime strategies.
- 2.7 Service planning helps to inform the budget process by enabling budget proposals to be seen in a wider policy development context. In turn, the outcome of the budget process shapes this plan. Integration of the budget and the service planning process assists elected members to arrive at budget decisions in the full knowledge of how these will impact at a service level.
- 2.8 The SIP also sits alongside the Communities, Housing and Planning Services workforce plan and our risk register which also help set the programme of development and improvement activity within our service. They too help to set the context for budget decisions.

Employee Engagement

- 2.9 The people who work in Communities, Housing and Planning Services are responsible for successfully delivering the aims and ambitions of the service; therefore it is essential that this SIP reflects their views and experiences.
- 2.10 Consultation was carried out across our service and this year we reached our biggest staff audience. We hope this consultation helped staff feel engaged and positive about the significant change our service has undergone and that they were able to give their view about opportunities for better working. In total we have engaged with around half our workforce to help shape this SIP.
- 2.11 Communities, Housing and Planning Services have a well-established Staff Panel comprising employees from all areas of the service and through their quarterly meetings panel members are encouraged to identify priorities for the service and to highlight challenges and opportunities from their perspective as mainly frontline staff.
- 2.12 Our management team (to fourth tier level) participated in SIP workshop sessions during a half day development session. Connections were made across the new service structure and new opportunities to work together were identified. Links were made between future priorities and the Council Plan outcomes to show how our workstreams contribute to the Council's overall aims – this has been reflected in our action plan.
- 2.13 The first Communities, Housing and Planning Services Staff Conference was held on 11th December 2018 in Paisley Town Hall with over 160 employees in attendance. As part of the day's agenda there were two SIP workshops – one focusing on priorities and the other on opportunities. Staff also heard from the Directorate who described how each area of the service operates, its ambition for the coming years and how we can all respond to the challenges ahead, together.

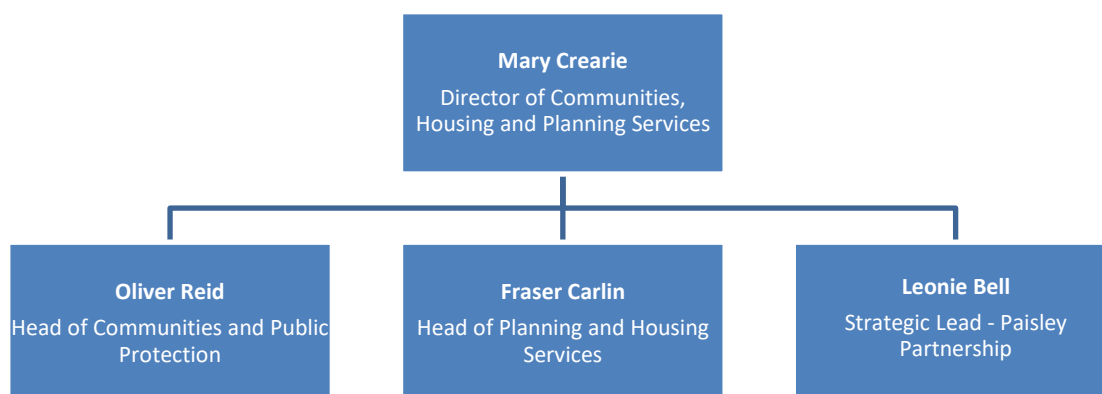
3. WHAT WE DO

- 3.1 Communities, Housing and Planning Services aim to create, develop, support, protect and empower Renfrewshire' communities. From planning and placemaking to managing our housing stock of approximately 12,200 houses and providing housing advice and assistance to vulnerable people, we ensure people have safe and healthy places to live. This work links closely with our public protection role safeguarding public health and protecting the environment, consumers, workers and local communities.

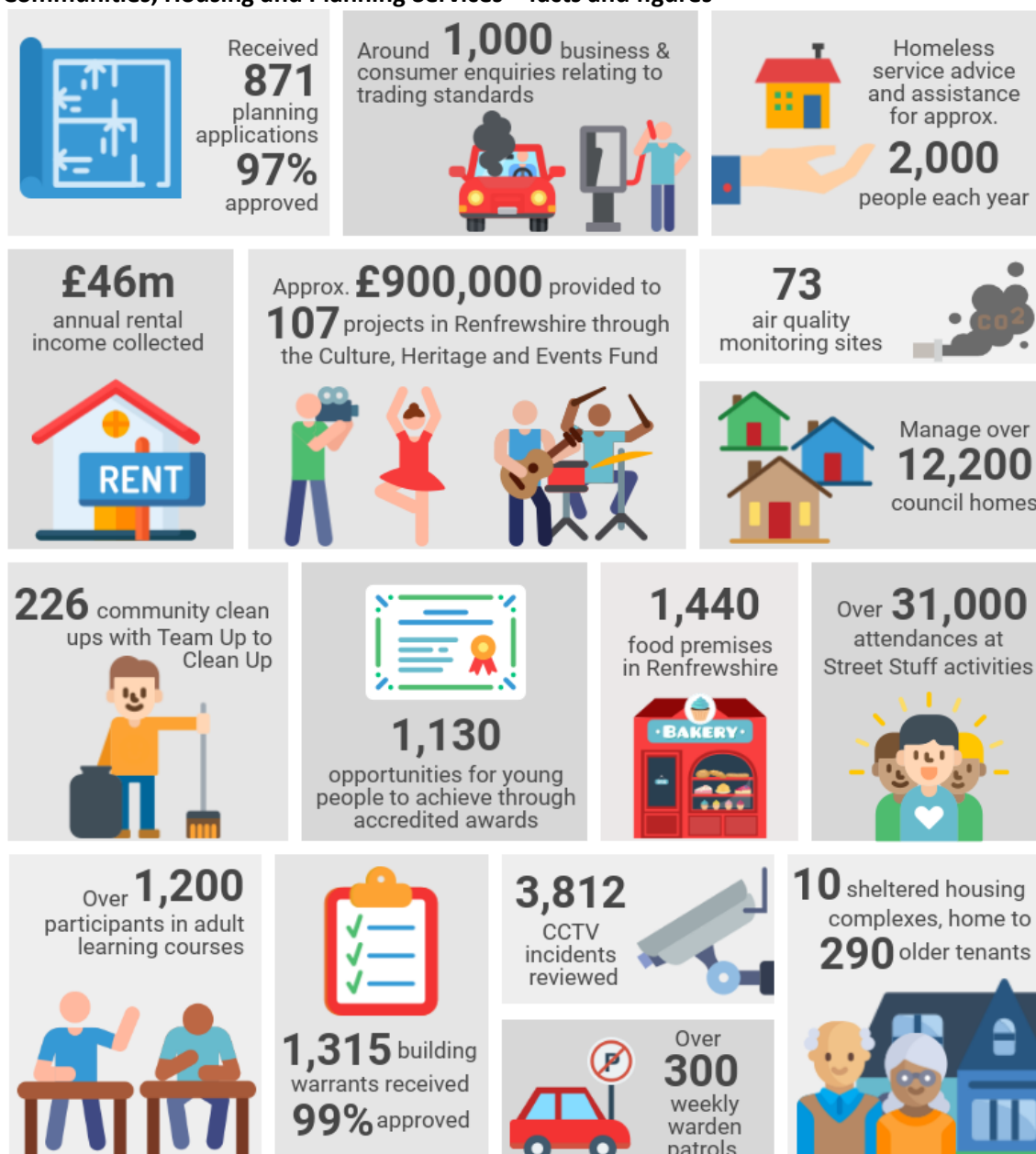
Within these communities, we encourage people to fulfil their potential and ensure they have equal access to a range of learning and development opportunities. Community Learning and Development teams work to build this capacity in individuals, families, groups and communities and will also play a key role in the Council's new approach to community empowerment.

The cultural regeneration programme is also central to achieving our strategic outcomes in Renfrewshire through reimagining and rediscovering our sense of place and helping our communities to flourish.
- 3.2 These services are delivered by approximately 450 employees employed on a full-time or part-time basis, and in the 2018/19 budget the service had a gross expenditure budget of £18.5 million for general fund activities and just over £50 million budget for the Housing Revenue Account, which is ring fenced for the provision of social housing.

3.3 Communities, Housing and Planning Services Senior Management Team Structure



3.4 Communities, Housing and Planning Services – facts and figures



Our Service

3.5 Communities, Housing and Planning Services plays a key role in many of the Council's priority projects, but we also deliver many crucial activities which have a significant impact on the people of Renfrewshire:

- Housing Services manage approximately 12,200 houses in Renfrewshire, making the Council the largest landlord in the area; ensuring tenants are supported and manage their rent accounts, empty properties are quickly re-let and neighbourhoods are well managed and desirable places to live.
- This work links with extensive capital investment programmes, ensuring housing is of a high standard and our housing stock is maintained effectively for the future. There are also a number of energy efficiency projects which significantly benefit Renfrewshire Council tenants, proactively tackling fuel poverty and ensuring tenants live in warm, dry, fuel efficient homes.
- The Council owns and manages 10 sheltered housing complexes throughout Renfrewshire, where 290 older tenants are provided with support 7 days a week from a team of Sheltered Housing Officers.
- The Council owns and manages 14 high rise properties and provides concierge and caretaking services to the tenants who live there.
- For Renfrewshire residents who find themselves in need of more complex housing options advice or at a crisis in their lives, specialist teams continue to offer advice and assistance to tackle homelessness and provide housing support to some of Renfrewshire's most vulnerable people.
- Development Management and Building Standards provide regulatory controls through consenting and enforcement which ensure that amenity and public safety is protected and communities are engaged throughout the development and planning processes. The work in this area underpins many of the Council's high-profile projects; ensuring planning procedure is adhered to effectively and efficiently and ultimately helping attract millions of pounds worth of investment to Renfrewshire through the delivery of key housing, business and infrastructure developments.
- The Community Learning and Development team works with individuals, families, young people, groups and communities to help them become actively involved in their local communities and engage in learning opportunities to develop their own skills and knowledge, including adult literacy.
- Trading Standards and Licensing regulate products and services supplied to businesses and consumers. Officers provide advice and support in relation to general consumer and business advice complaints, as well as more involved support to victims of doorstep crime and mass media marketing scams.
- Business Regulation primarily undertakes enforcement and investigation in terms of food law, health and safety law and imported food. In addition, the team are responsible for enforcing a range of health controls for the protection of public and animal health at Glasgow International Airport and providing information to the Licensing Board.
- Environmental Improvements undertake investigation and regulation of a range of issues including non-domestic noise, artificial light, odours, insects, smoke; disrepair within private housing and private rented property; waste within private gardens and tenement courtyards; Houses in Multiple Occupation and enforcement of the regulation of private landlords. In addition, officers carry out regulatory functions relating to private water supplies, contaminated land and local air quality management. This team also includes Pest Control Officers and Public Health Technicians who investigate and address issues of household waste within private sector or owner-occupied homes.

- Renfrewshire Community Safety Partnership is a partnership between Renfrewshire Council, Police Scotland and the Scottish Fire and Rescue service and covers a wide range of services including wardens, who carry out patrols and respond to community safety and environmental crime issues, and the Rapid Response Team, who engage with residents and businesses to prevent and/or investigate litter and flytipping. We also have Animal Wardens, Community Safety Mediators who help to resolve low level neighbour disputes, Youth Officers who work to reduce disorder through engagement and Community Safety Investigators who work on serious anti-social behaviour cases. The public space CCTV Operations Centre is also part of the Partnership, reviewing and monitoring 49 public spaces cameras for the detection and prevention of crime. We also lead on Multi Agency Risk Assessment Conferences (MARAC) to support high risk victims of domestic abuse.
- Street Stuff is a diversionary project run in partnership between Renfrewshire Council, Police Scotland, Scottish Fire and Rescue Service, Engage Renfrewshire and St Mirren Football Club. The programme began in 2009 in Renfrewshire contributing to a reduction in youth disorder and anti-social behaviour by 75 per cent over the first five years with a sustained reduction of 65 per cent.
- Team Up to Clean Up is a joint initiative between the Council and communities to improve the local environment in Renfrewshire. Gully cleaning, road sweeping, recycling, litter picking, fly tipping, community clean ups are all part of the campaign which seeks to make Renfrewshire a more attractive place to live, work and visit.
- The Civil Contingencies Service (CCS) sits within Communities, Housing and Planning Services and is a joint service covering Renfrewshire, East Renfrewshire, Inverclyde and West Dunbartonshire council areas. The CCS ensures that each Council effectively plans for and responds to different emergencies.
- I Am Me also sits within Communities, Housing and Planning Services and aims to change attitudes and behaviours so that disabled and vulnerable people in Scotland feel safe in their communities. It has two key initiatives; *I Am Me* and *Keep Safe*. *I Am Me* aims to educate young people and the wider community about disabilities, bullying exclusion and hate crime. *Keep Safe* is a partnership initiative which works with local communities to create a network of places where people can 'Keep Safe'.

4. OUR STRATEGIC CONTEXT

- 4.1 The SIP fits underneath the Council and Community Plans and links to a number of strategic and operational plans at a service level. It takes account of key local and national reviews and policies which have implications for the future delivery of public services in Renfrewshire and Scotland against a backdrop of increasing demand for services, demographic change and resource pressures.

National policy context

- 4.2 On 29 March 2019, the UK is expected to leave the European Union. Given the uncertainty which remains around this process, the Council and its partners have developed a range of contingency processes for any incidents which arise in the event of a "no deal Brexit". This is led by the Brexit Readiness Steering Group. Nonetheless, the situation requires continued close monitoring as there may be impacts on, for example, contractual arrangements with third parties, or on legislation impacting on food standards and trading standards or the workload and service expectations of these teams. The Council is also aware that some staff are EU nationals and that this is a time of uncertainty for them in relation to their status. It is likely that there may be implications for Communities, Housing and Planning Services particularly around our public protection duties and work with Glasgow International Airport as well as our business continuity arrangements and support for local communities.

- 4.3 The Requirements for Community Learning and Development (Scotland) Regulations 2013 place a statutory duty on local authorities to produce a 3-year plan detailing how Community Learning and Development will be delivered within the Council area. Each local authority is required to produce a clearly defined framework for planning and delivering community learning and development, through consultation with learners and in partnership with providers. Our plan for 2018-21 was published in summer 2018 and shapes the work of this service area.
- 4.4 Universal Credit is an ongoing challenge; September 2018 saw full roll out across Renfrewshire. To assist Council tenants with this and other welfare reform changes such as the Benefit Cap we have looked to advise and signpost tenants to the appropriate services we can provide to assist and mitigate any financial or psychological pressures this may present - including applications to the Discretionary Housing Payment fund administered by our colleagues in Finance and Resources.
- 4.5 Following the tragic fire at Grenfell Tower, there has been a renewed national focus on fire prevention and safety measures in high rise tower blocks. Communities, Housing and Planning Services owns and manages 14 high rise tower blocks and has robust measures in place to ensure the safety of our tenants. We will continue to closely monitor emerging policy and practice in this area.
- 4.6 The Energy Efficiency Standard for Social Housing (EESH) aims to improve the efficiency of social housing in Scotland. Communities, Housing and Planning Services has made significant progress working to ensure our properties meet this standard. New targets are being developed up to 2032 and senior officers from Communities, Housing and Planning Services are involved in the national stakeholder working group influencing this work. The expectation is that the new targets will be challenging and the service is preparing for work to address this.

Local policy context

- 4.7 Renfrewshire's Community Plan was developed in tandem with the Council Plan ensuring the two plans are closely aligned; focusing the work of the Council and our Community Planning partners towards shared objectives and a shared vision for Renfrewshire.
- 4.8 While the SIP feeds directly into the Council Plan strategic outcomes, many of the actions will also contribute to the Community Plan objectives, reflecting the golden thread through these three strategic documents showing the role that Council services have in delivering our shared vision for Renfrewshire.
- 4.9 Communities, Housing and Planning Services have established close working with our colleagues in the Health and Social Care Partnership (HSCP) and have common strategic links, particularly between our Local Housing Strategy and the HSCP's Strategic Plan – ensuring we deliver housing that meets the varied and multiple needs of our people and empowering them to live independently for as long as possible.
- 4.10 Communities, Housing and Planning Services will also support the work of the new Alcohol and Drugs Commission for Renfrewshire, recognising that through our multiple roles working in and supporting our community, we have insight, expertise and opportunities that we can share while also learning from other providers and specialists.
- 4.11 Following the Council's Best Value Audit inspection, Audit Scotland provided direction on areas for improvement, with 7 key recommendations forming an improvement plan, approved by Council in September 2017. Actions from the improvement plan are embedded within the Council and Community Plans and will be driven at a service level through the Service Improvement Planning process. There are no actions specific to Communities, Housing and Planning Services however we will contribute to the corporate actions particularly around community engagement, partnership working and workforce planning.

- 4.12 The Council's risk management arrangements are well established with all strategic, corporate and service risks being reported to the Audit, Risk and Scrutiny Board. Strategic risks are more outward in nature, whereas corporate ones are more inward and often affect more than one service department. Actions related to corporate and strategic risks, where Communities, Housing and Planning Services are owner or joint owners of the risks (shown below), are reflected in our service improvement action plan; this ensures an additional layer of monitoring in our management of these risks. Other risks, which may occur only for or within our own service, will be contained in our service risk register which are reported to the Audit, Risk and Scrutiny Board. Our top strategic, corporate and service specific risks are shown below for information.

Risks	Evaluations
Our strategic risks	
Community Safety and Public Protection (co-owner with Children's Services)	High
Serious organised crime (owner)	High
Our corporate risks	
Insider threat and corporate fraud	High
Organisational resilience	Moderate
Our top service-specific risks	
Public protection	High
Housing investment	High
House building and community regeneration	High

Tenant Participation and engaging with our communities

- 4.13 Communities, Housing and Planning Services engages extensively with communities through a variety of groups and forums and, as a landlord, has a strong track record of tenant participation across Renfrewshire. We have a number of different engagement opportunities to ensure our customers, particularly our tenants, are at the heart of service design and improvement including:
- Quality Circles – tenant-led inspections currently in high rise tower blocks and sheltered housing to ensure standards continue to be met, and identify any areas for improvement.
 - Tenant's Scrutiny Panel – detailed investigation into more complex issues, such as void letting standard, customer experience and currently working on tenancy sustainment. The panel examines these issues at a series of monthly meetings and then prepares and presents a report with recommendations to the Senior Management Team and convener. The Tenant's Scrutiny Panel is recognised as good practice and Renfrewshire Council was an early adopter of this approach.
 - An annual rent consultation is carried out to help inform the decision on the rent level for the coming year. In early 2019, external consultants carried out a telephone survey on behalf of the Council, with a sample of 600 Council tenants.
 - There are 9 Neighbourhood Forums comprising representatives from Tenants and Residents Associations across Renfrewshire who meet regularly to discuss local housing issues and performance and to direct a small budget on estate management projects.
 - Council Wide Forum – annual meeting to bring together Tenants and Residents Associations to discuss relevant housing and community issues.
 - Focus groups have been established for service users of our Housing Support team.

- 4.14 As well as our ongoing support to tenant and resident groups and the opportunities outlined above, we have an extensive programme of additional consultations, across our service areas, to gather feedback from current and potential service users to determine future direction, service improvement activities and engagement on specific pieces of work such as the Local Development Plan. Significant work is also undertaken to seek community input at an early stage on specific projects and the development of plans where these relate to particular communities, such as our Housing Regeneration Strategies.
- 4.15 The Community Empowerment (Scotland) Act 2015 and Review of Community Planning aims to empower community bodies through supporting them in taking ownership or control of land and buildings, and by strengthening their voices in decisions about public services. Communities of place or interest also have new rights under the Community Empowerment (Scotland) Act 2015 to request participation in the planning and delivery of services, which has implications for the Council and other public services.
- 4.16 Communities, Housing and Planning Services are well placed to support the delivery of this new way of working together with our communities, particularly our Community Learning and Development (CLAD) team who have well established relationships with Renfrewshire's communities, including our harder to reach citizens. To help drive the direction of our CLAD plan, the team used a variety of methods to collate information from learners, community groups and providers. This included learner evaluations, community planning events, an annual youth assembly, adult learner forum events and a senior manager/young people's commission.

Self-Evaluation

- 4.17 Communities, Housing and Planning Services remains committed to self-evaluation and improvement and is working with the Chief Executive's service to develop and agree an appropriate model that can be used across all staff groups which is easily accessible and fit-for-purpose. We expect to implement the agreed model through 2019/20.

Workforce Planning

- 4.18 The Council's Organisational Development Strategy ensures that the Council can continue to deliver its core business and service objectives, with an engaged and motivated workforce during an anticipated climate of continued financial and resource constraints. Communities, Housing and Planning Services has a workforce plan which provides analysis of the key workforce considerations for the service. The aim of the plan is to ensure our employees are deployed to the right place with the right skills at the right time. The workforce plan is closely linked to the SIP, and is cognisant of the strategic context and related challenges and opportunities which arise from the environment in which the service continues to operate.
- 4.19 The workforce plan is also aligned to the Council Plan and the Better Council Change Programme and outlines a number of actions to be progressed under the following key themes:
- A modernised and flexible workforce
 - A developing workforce
 - A resilient workforce
 - A skilled workforce
 - A partnering workforce

Equalities

- 4.20 Every area of work within the Council has a role to play in promoting equality and diversity. While this is the right thing to do and has clear advantages for the Council, there are also legal requirements. Equality law (The Equality Act 2010) protects people from unfair treatment and asks public bodies (including Renfrewshire Council) to show how they make a positive difference to equality groups.
- 4.21 The Council recognises that equality needs to be both mainstreamed fully into policies and procedures and also ensure that equality outcomes are given high priority, by being part of mainstream progress reporting.
- 4.22 Communities, Housing and Planning Services will continue to actively promote equality and diversity mainstreaming through the work of the main service areas, through this SIP and through the relevant operational plans.
- 4.23 Renfrewshire's Local Housing Strategy (LHS) recommends that the needs of Gypsy/Traveller and Showpeople should be considered through the review of the next Local Development Plan (LDP). The LDP's Main Issues Report outlines options for Gypsy/Traveller provision of authorised transient or permanent sites in Renfrewshire and is seeking views on these options. Communities, Housing and Planning Services has produced a Gypsy/Traveller and Travelling Showpeople Planning Advice Note to provide guidance on development proposals relating to establishing appropriate locations for sites. Work continues with our regional local authority colleagues to identify cross boundary considerations.
- 4.24 Our Housing Support Team provide ongoing support and assistance to Gypsy/Travellers in Renfrewshire with visits to encampments and sharing of information with our partners to make sure their needs are being met.
- 4.25 The regeneration of the West End of Paisley is being undertaken with care to protect the needs of local residents, with many from BME backgrounds and older people. We also recognise the broader role for the area, as many local businesses in the area cater for a large diversity of cultural needs.
- 4.26 Community, Housing and Planning Services have provided digital skills training to over 400 older tenants across our 10 sheltered and amenity housing complexes and beyond to help them better participate in the digital world, feel connected and maximise the opportunities available on-line.
- 4.27 At our staff conference in December 2018, our key note speaker was the President of the Chartered Institute of Housing, speaking on the topic of domestic abuse and how housing professionals can make a difference. Housing services staff from Johnstone, Paisley and Renfrew attended training sessions to develop a better understanding of the impact of gender-based violence within a housing setting. The sessions also provided staff with an opportunity to contribute to developing a quick guide and referral process chart, which will be finalised in early 2019 and circulated to all staff within Housing Services.
- 4.28 Renfrewshire Multi Agency Risk Assessment Conference (MARAC) continues to support safety planning for high risk victims of serious harm with a robust partnership approach and compliance with Renfrewshire's MARAC Operational Protocol (MOP). Multi agency forums such as MARAC provide a framework in which agencies can upskill each other in their particular area of expertise and share examples of good practice to help establish links to fit the local need. The approach adopted in Renfrewshire is now being viewed as a model of best practice nationally and internationally.
- 4.29 Street Stuff is a youth engagement and diversionary project, delivered throughout Renfrewshire in locations which are identified through the Renfrewshire Community Safety Partnership using relevant datasets. These include areas of multiple deprivation as well as areas with high incidences of youth disorder and anti-social behaviour and targets engagement with those hardest to reach. Street Stuff are also delivering activities throughout the school holiday periods as part of the tackling poverty agenda providing football, gaming, DJ sessions and much more in the popular culture buses. A healthy meal is provided each day as part of the activities.

- 4.30 Throughout 2018, we have delivered a vibrant and engaging 'Celebrating Youth' programme designed by, and for, our young people as part of the Year of Young People calendar of events. A youth events panel was recruited and supported by youth services and helped plan a key Year of Young People Halloween festival event. Our Annual Positive About Youth Awards also took place in November which celebrated the achievements of Renfrewshire's young people.

5. OUR RESOURCES

- 5.1 Local government continues to operate in a challenging financial environment. The financial challenges are expected to continue to 2022 and beyond. Renfrewshire Council, together with other Scottish local authorities, face a significant financial challenge over the next few years. The Council is taking a long-term view of financial planning based on:
- Reducing resources given the uncertainty over when and at what level sustained budget growth may return
 - Rising cost and demand pressures continuing to be a feature of the Council's financial outlook
 - An increasing and ongoing need for the Council to priorities spend to focus on the delivery of strategic priority outcomes
 - Delivering change, transformation and savings continuing to be a necessary feature of the Council's planning arrangements
- 5.2 The current economic climate in the UK means that the Council, in common with the wider public sector, continues to face financial pressures and challenges in both the medium and long term. As a result, Communities, Housing and Planning Services will continue to help deliver significant financial efficiency savings over the medium term. To identify and deliver efficiencies, Communities, Housing and Planning Services will continue to review services to help the Council manage this reduction in resources in ways that have the minimum impact on both our communities and our ambitions for Renfrewshire.
- 5.3 The Better Council Change Programme was established to ensure Renfrewshire Council could remain financially sustainable, whilst delivering its strategic objectives. Communities, Housing and Planning Services has supported the strategic development and delivery of the transformation programme and will continue to deliver on the service changes it leads on as part of phases 1 and 2. In addition, the service will be actively involved in developing and delivering the next phase of the Council's future change programme which it is anticipated will require significant transformational change.

6. ACTIONS AND PERFORMANCE INDICATORS BY COUNCIL PLAN THEME

- 6.1 The Council Plan, 'Thriving People, Connected Communities', describes the Council's priorities for Renfrewshire and along with the Community Plan sets out an ambitious programme of work. To deliver these priorities, Communities, Housing and Planning Services has focussed its work and activities to ensure close alignment with the key strategic outcomes of the Council Plan.
- 6.2 The following pages detail how Communities, Housing and Planning Services will contribute to the delivery of these outcomes. This section of the plan provides an overview of how the service will contribute to each of the 5 strategic outcomes of the Council Plan. It does this by:
- Highlighting the service's achievements for the year up to 31 March 2019
 - Outlining the key priorities the service aims to achieve over the duration of the Plan
 - Identifying the key actions to be undertaken to meet the priorities
 - Setting out the performance indicators to be used to monitor progress

Strategic Outcome 1: Reshaping our place, our economy and our future

- 6.3 Repositioning Renfrewshire's place and future sits at the heart of this strategic outcome. Paisley: The Untold Story and the UK City of Culture bidding journey radically transformed our thinking about regenerating Paisley and Renfrewshire culturally, physically, economically and socially. With a focus on investing in our strongest assets: culture, heritage and communities, the Paisley Partnership Board brings together 18 key local and national partners determined to move forward together with shared ambitions for cultural regeneration. The Strategic Lead for this work sits within Communities, Housing and Planning Services and the team delivers on the legacy plan, develops new opportunities and coordinates partnership efforts across the Council and beyond.
- 6.4 We deliver a responsive and dynamic planning function, which supports the ambitious economic and physical regeneration plans for Renfrewshire, links with our City Deal team and contributes to the Council's long-term vision for Renfrewshire. Place making is at the heart of what we do; working closely with communities, partners and other stakeholders to create vibrant, sustainable towns and villages across Renfrewshire to serve the people who already live and work here and to attract more people to the area.

6.5 Achievements 2018/19

- Developing a Future Paisley Partnership action plan to deliver cultural regeneration in Renfrewshire. Significant progress is already evident, particularly around building new partnerships, establishing two funding programmes for projects and organisations (CHEF and CODF¹), the establishment of a research centre with the University of the West of Scotland (UWS) and the development of a creative sector business support programme and innovative partnerships like Glasgow School of Art and Castlehead High School. To lead on this workstream a post of Paisley Partnership Strategic Lead, reporting to the Director of Communities, Housing and Planning Services was successfully recruited and took up post in October 2018 along with a Cultural Regeneration Officer.
- Following on from the wide range of consultation and engagement on the Renfrewshire Local Development Plan Main Issues Report in 2017, extensive progress has been made, taking into account the comments, views and representations provided by a range of stakeholders which has formed the basis of the Future Land Use Strategy and Framework for the next 10 years in Renfrewshire.
- Implementing the Centre Strategies and Plans for Johnstone, Erskine, Renfrew, Linwood and Braehead continues. The key objectives of the Centre Strategies and Action Plans are to ensure town centres continue to grow, that they are fit for purpose and can adapt to changing markets.
- Our place making team has worked closely and engaged positively with communities and a range of stakeholders across Renfrewshire, including through the development of the Foxbar Place Plan; regarded as an example of best practice and an approach which will be rolled out to other communities in Renfrewshire.

6.6 Priorities 2019/20

The key priorities the service aims to achieve over the duration of the improvement plan are:

- Leading the ongoing cultural regeneration and playing a key role in the development of new opportunities as well as the coordination, delivery and monitoring of the Future Paisley Partnership


¹ Culture, Heritage and Events Fund (CHEF), Cultural Organisations Development Fund (CODF)

Board's action plan and reporting on progress and impact. This will include launching the research centre with UWS and establishing Paisley as a centre for excellence in cultural regeneration, identifying cross Council opportunities to embed creativity in other areas of service delivery, continuing the towns leadership agenda including ongoing work with the Organisation for Economic Co-operation and Development (OECD), and exploring the opportunities to be part of other national or international networks.

- The proposed Renfrewshire Local Development Plan will be presented to the Communities, Housing and Planning Policy Board in March 2019. Following on from this will be extensive consultation and engagement over a 12-week period to ensure local people, stakeholders and custodians shape their local areas through the final Renfrewshire Local Development Plan.

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
To develop Paisley's ongoing plans for cultural regeneration	<ul style="list-style-type: none"> • To grow significant new dimensions to Paisley's economy, e.g. creative, cultural and tourism • Radically change Paisley's image and reputation • Paisley will be recognised for its cultural excellence • Lift communities out of poverty and inspire a generation to fulfil their potential • Transform Paisley into a vibrant cultural town centre 	Strategic Lead	31-Mar-2021
Deliver the Economic Strategy within the current Local Development Plan (LDP)	<p>Economic Strategy will help deliver the following LDP objectives</p> <ul style="list-style-type: none"> • Development locations supported by existing or planned physical infrastructure and services • An enhancement in the natural and built environment of Renfrewshire in support of the health of its communities, attractiveness of its places and setting for economic recovery. 	Planning and Housing Manager / Strategy and Place Manager	31-Mar-2022
Deliver the Centres Strategy within the current Local Development Plan (LDP)	<p>Centres Strategy will help deliver the following LDP objectives</p> <ul style="list-style-type: none"> • The housing-led regeneration and evolution of strategic centres and other town and village centres as places of municipal, commercial and community value • An enhancement in the natural and built heritage environment of Renfrewshire in support of the health of its communities, attractiveness of its places and setting for economic recovery • Regeneration and renewal of existing urban areas as energy efficient, healthy and safe places 	Planning and Housing Manager / Strategy and Place Manager	31-Mar-2022
Deliver the Infrastructure Strategy within the current Local Development Plan (LDP)	<p>Infrastructure Strategy will help deliver the following LDP objectives</p> <ul style="list-style-type: none"> • Development locations supported by existing or planned physical infrastructure and services • A framework for local solutions to energy needs, waste generation • Measures to reduce and mitigate for the effects of climate change 	Planning and Housing Manager / Strategy and Place Manager	31-Mar-2022
Develop and adopt	The Renfrewshire Local Development Plan (LDP) sets out	Planning and	31-Dec

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
new LDP 2	<p>the spatial strategy that will facilitate investment and guide the future use of land in Renfrewshire, with a focus on supporting sustainable economic growth.</p> <p>Work on the next Renfrewshire Local Development Plan has commenced. In reviewing the Plan, it is considered that the main components of the current adopted Plan remain relevant and central to facilitating investment, directing development to existing built-up areas, creating sustainable mixed communities, delivering high quality place and delivering sustainable economic growth.</p>	Housing Manager / Strategy and Place Manager	2022

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Amount of vacant and derelict land brought back in to use (hectares)	Annual	65 (2017/18)	20		20	20	20	Target is set according to the Vacant and Derelict Land Strategy, as approved by the CHAPS Policy Board in January 2018

Strategic Outcome 2: Building strong, safe and resilient communities

6.7 This outcome describes multiple role of Communities, Housing and Planning Services. Firstly, in our role as the area's largest landlord, providing safe, comfortable, affordable homes for rent across Renfrewshire, our strategic role ensuring that housing of all tenures is available, at the right cost, in the places people want to live now and in the future and that our housing options continue to meet the needs of our changing population and support those who find themselves homeless or at risk of homelessness.

6.8 We have a range of measures in place to tackle and prevent homelessness, and our performance is considerably better than the national average for:

- ensuring those who are in housing need have their applications processed quickly, and
- the length of time homeless applicants then have to wait to be provided with a settled housing option

Temporary furnished accommodation is provided for anyone who has nowhere to stay, and there is no reliance on hostels or bed and breakfast to provide this interim accommodation. Satisfaction with our temporary accommodation remains high at 89% in 2017/18.

We were the first Scottish local authority to fund a 'Housing First' approach to providing enhanced support to homeless households, in partnership with Turning Point Scotland. This model is now being rolled out across Scotland and forms a key part of the Scottish Government's new Rapid Rehousing programme.

The Renfrewshire Homelessness Partnership continues to monitor homelessness trends, and a range of partners including RAMH, local and national Housing Associations, Shelter Scotland, and Renfrewshire Women's Aid meet regularly to review the impact of initiatives and services and agree actions to strengthen the multi-agency approach to homeless prevention.

Considering the size of Renfrewshire, there is no evidence to suggest that there is a significant issue with known rough-sleeping.

6.9 The service also leads on public protection, working with a range of partners to make Renfrewshire a safer place. Initiatives such as the Renfrewshire Community Safety Partnership and daily tasking have been recognised as best practice nationally. Challenges remain around levels of gender-based violence and drug-related crimes. Partnership work in relation to counter terrorism and civil contingencies are also key priorities of the service, ensuring that Renfrewshire continues to respond effectively to emerging challenges.

6.10 There is a thriving network of community groups, organisations and expertise locally. Working with colleagues across the council and beyond, Communities, Housing and Planning Services, particularly through our Community Learning and Development team, will continue to value, support and involve communities. We work together on joint priorities that will transform the relationship we have with the communities we serve.

6.11 **Achievements 2018/19**

- The annual Local Housing Strategy (LHS) update 2018 was presented to and approved by the Communities, Housing and Planning Policy Board on the 30th October 2018. The annual update outlines progress made against the actions under each of the 7 outcomes of the new LHS, as approved in January 2017 and covering the period up until 2021.
- Progressing our housing-led regeneration programmes across Renfrewshire – redevelopment and rehousing in Johnstone Castle is progressing on target and the large-scale development on the former ordnance factory site in Bishopton also continues. New ambitious plans for Ferguslie Park were approved by the Communities, Housing and Planning Policy Board in October 2018.

- In addition, we continue to work with our housing association partners to deliver new build housing projects within the Strategic Housing Investment Plan (SHIP). The Scottish Government requires the SHIP to be updated annually. Consultation on the new SHIP for the period 2019/20 to 2023/24 was carried out in August and September 2018 with the final SHIP being presented to the Communities, Housing and Planning Policy Board on the 30th October 2018.
- In Paisley's West End, Sanctuary Housing Association are nearing completion of the development at the former Co-op site at Wellmeadow Street, funded through the Strategic Housing Investment Plan (SHIP). Progress is also being made as part of the wider Paisley West End regeneration masterplan, with purchases progressing with private owners, both residential and commercial.
- The Scottish Government accepted a recommendation from the national Homelessness and Rough Sleeping Action Group that all local authorities were to submit fully costed five-year Rapid Rehousing Transition Plans by 31 December 2018. Extensive consultation took place from summer 2018 onwards and our plan details how we ensure that those who are homeless are provided with settled accommodation more quickly; spend reduced time in temporary accommodation and have more access to up-scaled support.
- Expanding the Community Safety Hub with the Renfrewshire Wardens now being based at the Hub, significantly improving partnership working with closer working relationships with partners. The Briefcam technology within the CCTV operations room is now completely operational to allow quicker analysis of CCTV footage. Work continues on expanding the Radio Link and other key priorities allowing the Hub to develop.
- The Renfrewshire approach to tackling Domestic Abuse has championed the White Ribbon Campaign, the 16 Days of Action and Reclaim the Night to increase awareness and improve the response of all partners. The approach is now receiving recognition across Scotland and has been cited as best practice in Parliament in Holyrood and Westminster.

6.12 **Priorities 2019/20**

The ongoing delivery of the key priorities within the Local Housing Strategy will directly link to the delivery of this Council Plan strategic outcome through

- Ensuring the right supply of homes in the right places – utilising our LDP to identify appropriate sites and linking to our SHIP to deliver partnership approaches to affordable housing
- Creating sustainable communities through housing-led regeneration in targeted areas
- Improving conditions in the private rented sector through a range of activities
- Enabling people to live independently in their own homes through the availability of a wide range of appropriate support measures
- Following approval at Communities, Housing and Planning Policy Board in October 2018, around 100 new homes will be built by the Council in Ferguslie Park as part of our plans for the area. This housing will be designed and built to modern standards to meet current and future needs. A Development Framework will be prepared in consultation with the local community for the wider Tannahill area which will take into account opportunities for land and assets to secure long term regeneration objectives.
- Helping to develop the Council's approach to community empowerment is a key priority for the service. Research visits to other local authorities across the UK have taken place and learning led to the development of an expanded enabling approach within a number of strategic workstreams. Work is ongoing to support the delivery of the £1.87m funding programme for communities for green spaces, parks, play areas and villages.
- Continue to lead on the public protection agenda for Renfrewshire, incorporating requirements from national legislation







- Redesign Renfrewshire Community Safety Partnership to best deliver for the needs of Renfrewshire's communities, including having more staff in at times that are required, and continuing to look at ways for the Hub to build on the existing strong partnership working.

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
Implement revised Housing Asset Management Strategy	A revised strategy will set out proposals to deal with abeyances and exemptions which have arisen from the Scottish Housing Quality Standard (SHQS) and programmes to maintain delivery of the standard in coming years.	Housing Asset and Investment Manager	31-Mar-2022
Along with our key partners, we will monitor and review the impact of the range of services provided to homeless people, and those threatened with homelessness	We will help prevent homelessness and ensure those who are homeless are given suitable temporary accommodation. We will also provide housing options advice and support when moving to settled accommodation. We will also provide support to help ensure our service users remain in settled accommodation for as long as they want.	Homeless and Housing Support Services Manager	31-Mar-2022
We will deliver key outcome 1 from the Local Housing Strategy (LHS) - <i>The supply of homes is increased.</i>	The LHS sets out plans to increase the supply of housing by: <ul style="list-style-type: none"> • Ensuring that sufficient land is made available for new housing through the Local Development Plan process and that brownfield sites are brought forward for development; • Delivering new build affordable housing projects through the SHIP programme in partnership with housing associations; • Developing a better mix of housing of the right tenure, type and size and in the right places; and, • Developing innovative approaches which facilitate mixed tenure housing developments on brownfield sites. 	Planning and Housing Manager	31-Mar-2022
We will deliver key outcome 2 from the Local Housing Strategy (LHS) - <i>Through targeted investment and regeneration activity, Renfrewshire has attractive and sustainable neighbourhoods and well-functioning town centres.</i>	The LHS sets out plans to create sustainable communities by: <ul style="list-style-type: none"> • Building new affordable homes in housing regeneration areas – including Johnstone Castle, Ferguslie Park, Paisley West End; • Developing area based strategies for areas with low demand / low value housing stock and creating opportunities for graduated housing markets with greater tenure mix; and, • Continuing to support housing investment in Renfrewshire's town and village centres to increase the number of people living in the town centre and promote economic growth. 	Planning and Housing Manager	31-Mar-2022
We will deliver key outcome 3 from the Local Housing Strategy (LHS) - <i>People live in high quality, well managed homes.</i>	The LHS sets out plans to improve the quality of homes by: <ul style="list-style-type: none"> • Developing the information base on private tenemental property which is in poor condition and inform policy development; • Working in partnership with Paisley Housing Association to achieve the comprehensive improvement of 5 tenement blocks at Orchard Street and Causeyside Street; and, • Working in partnership with other council services to improve conditions in the private rented sector through registration enforcement activity and raising awareness. 	Planning and Housing Manager	31-Mar-2022
We will deliver key	The LHS sets out plans to tackle homelessness with focus	Planning and	31-Mar-

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
outcome 5 from the Local Housing Strategy (LHS) - <i>Homelessness is prevented and vulnerable people get the advice and support they need.</i>	<p>around four key themes:</p> <ul style="list-style-type: none"> • Preventing homelessness occurring in the first place through a range of initiatives; • Developing the housing options approach which looks at an individual's housing options and choices in the widest sense at an early stage in the hope of avoiding a housing crisis; • Ensuring there is access to appropriate services, particularly for people with convictions, complex needs associated with alcohol misuse, substance abuse and/or mental health issues; and, • Providing sustainable solutions for homeless households through the provision of appropriate support. • Delivering our Rapid Rehousing Transition Plan (RRTP), ensuring those who are homeless are provided with settled accommodation more quickly; spend reduced time in temporary accommodation and have more access to up-scaled support. 	Housing Manager/ Homeless and Housing Support Service Manager	2022
We will deliver key outcome 6 from the Local Housing Strategy (LHS) - <i>People are able to live independently for as long as possible in their own home.</i>	<p>The LHS sets out plans to:</p> <ul style="list-style-type: none"> • Ensure that appropriate community-based supports and preventative services are provided to enable people to live as safely and independently as possible within the local community and which help to prevent the need for more expensive and disruptive interventions at a later stage; • Identify, facilitate and deliver an appropriate range of accommodation options, that gives people choice and an appropriate home environment; and, • Consider and address the housing needs of key groups 	Planning and Housing Manager	31-Mar-2022
Deliver the Places Strategy within the current Local Development Plan (LDP)	<p>Our Places Strategy will help deliver the following LDP objectives</p> <ul style="list-style-type: none"> • Development locations supported by existing or planned physical infrastructure and services • Creation of strong communities and attractive places focusing on housing-led regeneration and renewal of existing urban areas, supporting sustainable development and a low carbon economy 	Planning and Housing Manager and Strategy and Place Manager	31-Mar-2022
Lead on the development of an Empowering Communities model for the Council	Communities will be better engaged and involved in the development of their community assets	Senior Management Team (SMT)	31-Mar-2022
Lead on the public protection agenda incorporating requirements from national legislation	Renfrewshire's residents, communities, workers and visitors will live/visit/work in a safer environment	Communities and Enforcement Manager	31-Mar-2022
Continue to develop phase 2 of the Renfrewshire Community Safety	The Renfrewshire Community Safety Partnership hub will be manned and active 24 hours a day to ensure we can respond to residents of Renfrewshire and other partners e.g. Police Scotland	Communities and Enforcement Manager	31-Mar-2021

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
Partnership hub			
Develop community interventions that build community resilience, improve safety and security and reduce victims of harm through improved intelligence sharing, partnership working and diversionary activities	<p>Safer and stronger communities delivered through provision of the Your Home, Your Street, Our Community Programme. Tailored interventions to meet the needs of communities and:</p> <ul style="list-style-type: none"> • Reduce the number of victims of crime and victims of unintentional harm • Improve perceptions of safety and wellbeing • Deliver the Street Stuff Programme 	Communities and Enforcement Manager	31-Mar-2022
Develop and deliver strategies for how the Council will respond locally to the risks posed by serious organised crime and terrorism	Better understanding of Renfrewshire's potential risks in terms of serious and organised crime, and the identification of resources to mitigate areas of greatest vulnerability	Head of Communities and Public Protection	31-Mar-2022
Work with key partners to develop a multi-agency counter terrorism strategy	Officers and partners confident in understanding the risks posed by terrorism and aware of threat levels and current guidance	Head of Communities and Public Protection	31-Mar-2022
Redesign of Renfrewshire Community Safety Partnership to deliver the needs of Renfrewshire's communities, where required	The re-design of the Renfrewshire Community Safety Partnership will allow the Service to meet the needs of the Community when they require it most. This includes having more staff in at times that are required e.g. Wardens/Community Safety Officers and increasing resilience of other services e.g. Public Space CCTV to ensure 24 hour coverage. The re-design will continue to look at ways for the Renfrewshire Community Safety Hub to expand with partners and to continue the strong links already in place.	Communities and Enforcement Manager	31-Mar-2022

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Number of incidents of anti-social behaviour reported to Renfrewshire Council Community Safety Service	Quarterly	438 (Q3 2018/19)	450 (quarter)	✓	1,800	1,800	1,800	2018/19 Q3 total remains lower than the Q3 total for each of the previous two years, and it is expected that Q4 will result in a further reduction in reported incidents, thereby following a by-now well-established seasonal trend.
Percentage of adults who agree that Renfrewshire is a safe place to live.	Annual	84.6% (2017/18)	84%	✓	85%	85%	85%	This is an annual indicator from the Council's Public Services Panel survey. This is a snapshot survey which takes place once a year.

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Percentage of adults who agree with the statement "I am satisfied with my neighbourhood as a place to live".	Annual	83.5% (2017/18)	87%		88%	88%	88%	This is an annual indicator from the Council's Public Services Panel survey. This is a snapshot survey which takes place once a year.
Number of complaints regarding youth disorder	Quarterly	206 (Q3 2018/19)	185 (quarter)		650	650	650	Performance continues to improve, and target has been reduced from 740 (annual) for 2017/18 to 650 and will be reviewed again during 2019/20.
Percentage of Council housing stock which meets the Scottish Housing Quality Standard	Annual	93.51% (2017/18)	100%		100%	100%	100%	The Council has properties in abeyance where the current tenant has refused internal works or the Council has been able to secure owner participation to allow external works.
Average time from household presenting themselves as homeless to completion of duty (number of weeks)	Quarterly	22 (Q3 2018/19)	23		23	24	24	Scottish average is 36 weeks
Affordable housing completions	Annual	77 (2017/18)	144		127	484	300	Renfrewshire's Housing Supply Target is set out in the Local Housing Strategy (LHS) to deliver 1,000 new affordable homes over the five year period to 2021 and we are on track to deliver this, although completions are not evenly distributed across the five year period.
Private housing completions	Annual	601 (2017/18)	500		500	500	500	Targets are set using detailed analysis of the region (Glasgow and Clyde Valley) from the Housing Need Demand Assessment and form part of the LHS.

Strategic Outcome 3: Tackling inequality, ensuring opportunities for all

6.13 Many of the programmes outlined in the previous two sections also feed into this outcome – from working with our communities, particularly our young people to ensure they can access opportunities to improving housing conditions and access to housing advice and options – our actions in this section all have fairness, equality and improving opportunities at the core.

6.14 **Achievements 2018/19**

- We delivered a vibrant and engaging ‘Celebrating Youth’ programme designed by and for our young people as part of the Year of Young People. A youth events panel was recruited and supported by youth services to help plan for a key Year of Young People funded Halloween festival event. The Year of Young People calendar of events was delivered and engaged with young people in central and neighbourhood events following the co-design blueprint. Links were made between youth services and the museum re-envisaging team and work has started to facilitate youth engagement in the planning for museum and cultural learning. The Annual Positive About Youth Awards took place in November 2018 – celebrating achievements of young people.
- The innovative Pizza Learning approach has been expanded to include both literacy and numeracy and has been piloted as a whole school programme receiving recognition in recent inspection reports as delivering exceptional results that support attainment and improve outcomes.
- In partnership with colleagues across the Council and other service providers, we have delivered an effective refugee resettlement programme. 28 Syrian families have now arrived in Renfrewshire and are provided with ongoing support to integrate into the wider Renfrewshire community, living in settled accommodation and accessing employment opportunities.
- We established a Digital Participation Officer post to help design and deliver a programme of activities, promoting accessibility to technology and the internet for our tenants, in line with the Council’s Digital Strategy. This work focuses on groups who tend to be digitally disenfranchised such as our older tenants across our sheltered housing complexes and those referred to our George Street service.
- Delivering the very successful Street Stuff programme of diversionary activities, with over 6,000 recorded attendances during the summer at core evening activities and summer camps. The summer programme also provided more than 3,000 healthy meals to children and young people in Renfrewshire. The programme is on track to exceed its target number of attendances in the current year.

6.15 **Priorities 2019/20**

- Following the resettlement of the Syrian families in Renfrewshire, as well as receiving further families, the service will continue to focus on delivering phase two – providing ongoing support to integrate the families into the wider Renfrewshire community, living in settled accommodation and accessing employment opportunities.
- Linked to the Local Housing Strategy outcome 7, there is a range of ongoing activity focused on supporting new tenants to settle and sustain tenancies and through mitigating any detrimental effects from the roll out of Universal Credit and promoting access to suitable affordable housing.
- Following the publication of our new Community Learning and Development Plan 2018-2021, work will continue to develop performance measures so that that a comprehensive picture of the CLAD priorities is reported with the appropriate challenge through revised indicators and targets. This is reflected in a new suite of indicators for this outcome, detailed below.

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
Monitor the impact of our Refugee resettlement programme.	Refugees will access settled accommodation from a range of housing providers across Renfrewshire and will be provided with tailored employability support and advice.	Homeless and Housing Support Services Manager	31-Mar-2022
We will deliver key outcome 7 from the Local Housing Strategy (LHS) - <i>Affordable housing is accessible to people who need it.</i>	<p>The LHS sets out plans to:</p> <ul style="list-style-type: none"> Strengthen the housing options approach and pilot new ways of delivering housing and related advice; Implement a common housing allocation policy for the Council and local RSLs; Manage the impact of the roll out of Universal Credit in Renfrewshire and monitor and prepare for the potential impact of any future welfare changes Work towards a full Common Housing Register (CHR) with RSL partners Assist applicants to access housing of a suitable size Support new tenants to settle and sustain tenancies 	Planning and Housing Manager	31-Mar-2021
Establish and deliver a digital participation programme for tenants	More tenants accessing services online, greater use of social media to publicise our services	Homeless and Housing Support Services Manager	31-Mar-2020
Deliver the Street Stuff programme including activities and meals	Anti-social behaviour and offending will be maintained at a low level across Renfrewshire	Communities and Enforcement Manager	31-Mar-2021
Provide employment and training opportunities for identified groups of young people in Renfrewshire	Young people and people with vulnerabilities will have opportunities to enhance their chances of employment	Communities and Enforcement Manager	31-Mar-2021
Deliver enhanced enforcement activity in the private rented sector	The standard of housing provided through private landlords in Renfrewshire will be improved	Communities and Enforcement Manager	31-Mar-2021
Take forward a 'Celebrating Youth' programme, offering young people the chance to get involved and participate in various social, cultural, digital and sport activities	Young people are engaged with their wider community and have the opportunity for new experiences	Education Manager	31-Mar-2021
Develop youth and equalities voice initiatives which ensure youth issues are a key element of local engagement.	Children and young people have their voice heard by the services which support them. They feel listened to.	Education Manager	31-Mar-2021
Provide children and young people with opportunities to	Children and young people have opportunities to participate and achieve in a wider range of activities. Achievement ensures that young people's specific skills,	Education Manager	31-Mar-2021

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
participate in activities which provide a vehicle for wider achievement.	interests and talents are encouraged through nationally recognised achievement awards.		
Incorporate current CLAD performance measures reported annually through service reports into the new SIP	A comprehensive picture of CLAD's priorities is reported with appropriate challenge through measurable indicators and targets.	Education Manager	31-Mar-2021

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Number of recorded attendances at Street Stuff activities	Quarterly	4,766 (Q3 2018/19)	6,250 (quarter)		25,000	25,000	25,000	To date, attendances are at 24,132 for 2018/19, meaning we should meet our annual target of 25,000 for 2018/19.
Number of opportunities for young people to achieve through accredited awards	Bi-annually	1,193 (2017/18)	1,130		1,130	1,130	1,130	Currently collected annually but from the new financial year will be collected bi-annually
Number of adults participating in Adult Learning and Literacy courses within our local communities	Bi-annually	New indicator			1,200	1,200	1,200	Locally set target, based on the last 7-8 years of experience, taking in to account number of spaces, and capacity within the team. Most courses will last 40 weeks.
Number of learners in accredited and non-accredited digital learning and work clubs	Bi-annually	New indicator			200	200	220	There are digital courses delivered across Renfrewshire, including 4 work clubs with varying levels of support required, from C.V. writing to confidence building and personal development. Courses can last from 2 weeks to a year.
Number of young people taking part in Youth Voice events	Bi-annually	New indicator			350	380	400	There are 270/280 young people involved in the annual Youth Assembly, 3 Youth Forums (Erskine,

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
								Renfrewshire, Linwood), 5 MSYPs, and Youth Commissioners.
Number of young people in receipt of Young Scot National Entitlement Card	Quarterly			New indicator	15,900	17,800	19,900	We provide primary 7 rollout to every Renfrewshire school pupil, which allows us to sustain the level of saturation. Locally set target indicative of number of young people entitled to it in Renfrewshire.
Number of Young Scot reward users	Quarterly			New indicator	3,800	3,900	4,050	We negotiate with businesses for suitable local rewards, and make sure people are credited with reward points for participating in activities. We have highest numbers in Scotland for how many young people are accessing and claiming rewards.
Number of online engagements in local youth information platform	Quarterly			New indicator	19,300	20,000	21,000	We provide a 'go-to' portal for young people to access information about health/travel etc. An officer provides content, and keeps up to date with relevant information.

Strategic Outcome 4: Creating a sustainable Renfrewshire for all to enjoy

- 6.16 Creating strong, sustainable and well connected places in which people enjoy living, visiting and working underpins the work of the service. A focus on place making and housing-led regeneration is central to our Local Development Plan, with our Biodiversity Action Plan, Outdoor Access Strategy and Core Path Plan supporting delivery of physical, social and environmental outcomes which support successful and thriving communities.
- 6.17 We have a key role in ensuring our spaces are there to be enjoyed by all. We help to create healthy places particularly through enforcement and monitoring air quality, but also attractive places, through Renfrewshire's Team Up to Clean Up campaign – our call to arms to communities to do their bit and tackle littering and fly tipping.
- 6.18 This also links to our landlord role ensuring we have effective estate management measures in place so our tenants can enjoy their local environment. Our stock of around 12,200 homes is also a significant asset in the Council's portfolio and as such ongoing investment is required to ensure it is sustainable for the future, helps our tenants to reduce their energy costs and also contributes towards lowering the overall carbon emissions of the Council.

6.19 Achievements 2018/19

The main achievements during 2018/19 relating to strategic outcome 4 include:





- Establishing the Team Up to Clean Up campaign, delivered in partnership with Environment and Infrastructure. The campaign has been hugely successful with community clean ups increasing by over 130% in the past year. The Big Spring Clean and Spotless September Challenge were very successful and demonstrated a real appetite for this type of engagement with our communities.
- Over the past five years the Housing Asset and Investment Team have successfully applied for and managed £13.2million of Scottish Government funding, including £1.6million this past year alone. This has translated into the delivery of energy improvement works to almost 6,000 homes throughout Renfrewshire (2,522 privately owned, 3,265 social rented). These projects have sustainability at the heart – ensuring council housing stock meets the Energy Efficiency Standard in Social Housing (ESSH) requirements for the future, this both improves energy efficiency and delivers energy bill savings to residents, helping to address fuel poverty.
- Completing the draft Renfrewshire Air Quality Action Plan covering the three air quality management areas in Renfrewshire. The action plan has been subject to consultation with the Scottish Government, SEPA, neighbouring local authorities and the public. Reflecting this, the report is being finalised and will be presented to the Infrastructure, Land and Environment Policy Board shortly for approval. Most action measures identified within the plan for improving air quality are already underway with the remainder due to be implemented shortly.
- Leading and coordinating the Local Biodiversity Action Plan Steering Group and Growing Grounds Forum, supporting partners to deliver a range of biodiversity actions.
- Leading and coordinating the Local Access Forum and supporting partners and local communities to deliver recreational access and active travel improvements.
- Publication of a finalised Renfrewshire Biodiversity Action Plan and working with partners to continue to monitor and deliver actions within the Plan.
- Partnership projects with Butterfly Conservation Scotland and with Froglife UK.

6.20 Priorities 2019/20

- Maintain and build on the success of the Team Up to Clean Up Campaign, continuing to work closely with communities, schools and businesses, publicising good news stories and encourage more communities to participate.
- Deliver the qualifying projects within the Renfrewshire Council area as part of the Scottish Government's HEEPS:ABS programme.
- A review of the existing Core Path Plan and publication of a revised draft plan for public consultation.
- Continue to work with public, private and voluntary sector partners to deliver actions within the Outdoor Access Strategy.
- A review of the Outdoor Access Strategy towards the end of 2019.

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
Deliver the Environment Strategy within the current Local Development Plan (LDP)	<p>The Environment Strategy will help deliver the following LDP objectives</p> <ul style="list-style-type: none"> • Development that neither individually nor cumulatively causes significant environmental impacts. • An enhancement in the natural, built and cultural heritage environment of Renfrewshire in support of the health of its communities, attractiveness of its places and strength of its diverse economy • Measures to reduce and mitigate for the effects of climate change 	Planning and Housing Manager /Strategy and Place Manager	31-Mar-2022
We will deliver key outcome 4 from the Local Housing Strategy (LHS) - <i>Homes are Energy Efficient and Fuel Poverty is minimised.</i>	<p>The LHS sets out plans to make homes more energy efficient and tackle fuel poverty by:</p> <ul style="list-style-type: none"> • Improving energy and fuel efficiency of existing and newbuild housing • Maximising grant funding secured from national energy efficiency programmes. • Working with other services to ensure that people have access to good quality, easily accessible, fuel poverty and energy efficiency advice; • Working with other services to maximise household budgets; • Working with other services to assist householders to use their energy efficiently to reduce their fuel costs; 	Planning and Housing Manager/ Housing Asset and Investment Manager	31-Mar-2022
Deliver the Team Up to Clean Up campaign throughout Renfrewshire, involving local communities	Renfrewshire will be a cleaner place to live work and visit. Communities will be engaged and participating in Team Up to Clean Up activities	Communities and Enforcement Manager	31-Mar-2022
Ensure that the Council's integrated enforcement policy is adhered to, ensuring businesses and communities are	Legitimate businesses in Renfrewshire will flourish and be assisted and offered advice when they are starting up. All enforcement will comply with the 5 principles of better regulation to ensure it is transparent, accountable, proportionate, consistent and targeted	Communities and Enforcement Manager	31-Mar-2022

What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
treated fairly and consistently			

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Air Quality - Annual average PM10 value across all continuous monitoring sites	Annual	13.1 (2017/18)	18		18	18	18	This target of 18 reflects the statutory requirement
Air quality - average nitrogen dioxide value of monitoring sites, within AQMA(s) exceeding limits	Annual	41.6 (2017/18)	44		43	42	41	The 2017/18 target of 44µg/m3 will be reduced to 40µg/m3 by 2020 to meet the Scottish Government's target for this pollutant.
Food Hygiene Information Scheme - % of premises which currently achieve a Pass rating	Quarterly	98% (Q3 2018/19)	97%		95% (+/-3%)	95% (+/-3%)	95% (+/-3%)	From 2019/20 the target has been set as a range of 95% plus or minus 3%
Percentage of council dwellings that are energy efficient	Annual	100% (2017/18)	100%		100%	100%	100%	This is an LGBF and Charter indicator

Strategic Outcome 5: Working together to improve outcomes

6.21 Communities, Housing and Planning Services strive to deliver efficient and effective services with our tenants and other customers at the heart. We regularly review our services in partnership with our employees, tenants and other customers to gain insight into their experience and to drive service improvements.

6.22 We report our performance to several national bodies including the Scottish Housing Regulator, Scottish Government, Association for Public Service Excellence (APSE) and the Improvement Service through the Local Government Benchmarking Framework (LGBF). The full suite of LGBF indicators relating to Communities, Housing and Planning Services is included as appendix 1 and a number are also integrated into the performance scorecard for this SIP.


6.23 **Achievements 2018/19**

- We submitted our fifth Charter return to the Scottish Housing Regulator in May 2018. We submitted our report on the Charter to Communities, Housing and Planning Policy Board in August 2018, noting that service performance continues to improve.
- We submitted our seventh annual Planning Performance Framework (PPF) 2017/18 to the Scottish Government in July 2018. The PPF requires the Council to demonstrate continuous improvement and provide an explanation in support of our performance.
- Our people are our greatest asset and vital to how we successfully deliver public services in the future and we want to ensure that every member of staff feels supported in contributing to that change. We work hard to engage with our workforce through a range of methods including our staff magazine, our quarterly Staff Panel, the annual Directors tour of our offices to meet with staff and talk about achievements and priorities, our staff conference, as well as the additional engagement that took place as part of the development of this SIP, as outlined at the end of section 2. Our staff panel continues to meet and was refreshed to reflect the restructure which has also added new voices and perspectives. Our staff conference in December 2018 provided an excellent opportunity to engage with our workforce and look forward to the future together.




6.24 **Priorities 2019/20**

- We will continue to use our robust performance management regime to drive service improvement – reporting nationally on our performance but also identifying areas where we can learn from others or need to consider new ways of working.
- Communities, Housing and Planning Services' workforce plan has been developed, addressing age profiling, learning and development and skills development. The plan is action-focused, with a suite of actions under 5 key themes as outlined in section 4 of this SIP. In partnership with our colleagues in Organisational Development, we will continue to roll out the actions across our workforce and progress will be reported through the Service Improvement Planning process.




























What are we doing?	What difference will we make?	Who is leading this?	When will we do it by?
We will use the Annual Return on the Charter (ARC) to Scottish Housing regulator (SHR) process to drive improvements across housing services.	The ARC tracks the quality of service provided to tenants and provides benchmarking and tenant scrutiny of the services provided. We use this to inform what areas we will focus on for improvement.	Planning and Housing Manager	31-Mar-2021
We will use the Planning Performance Framework (PPF) process to drive improvements in the planning services we provide.	The Planning Performance Framework is produced annually and the framework gives a balanced measurement of the overall quality of the planning service and will be used to drive continuous improvement.	Planning and Housing Manager	31-Mar-2021
Promote development and safeguards through the delivery of regulatory services (within Development Standards).	Contributes to the safety and wellbeing of our communities	Head of Planning and Housing	31-Mar-2020
Implement Communities, Housing and Planning Services' workforce plan	Implementing the plan will ensure our employees are deployed to the right place with the right skills at the right time.	All SMT	31-Mar-2020
Develop and implement a programme of self-assessment	We will ensure staff across all service areas within Communities, Housing and Planning Services have an opportunity to be involved in a self-assessment exercise. This work will drive service improvements and identify better ways of working to benefit both staff and service users.	Strategic Planning and Policy Development Manager	31-Mar-2022
Improve Tenant Participation by delivering the Customer Engagement Action Plan 2018/19.	The Action Plan outlines how we will strengthen and increase tenant participation and support engagement, to help inform ongoing service development and continuous improvement.	Planning and Housing Manager	31-Mar-2020
Ensure robust and up to date business continuity arrangements are in place	Services will be able to identify critical functions and the resources required to recover from disruptive events.	Senior Civil Contingencies Officer	31-Mar-2022
Ensure robust communications procedures are in place to allow the Council to respond effectively to disruptive events	Council can respond effectively to disruptive events	Senior Civil Contingencies Officer	31-Mar-2022
Ensure Council Officers with incident response duties are suitably trained to carry out this role	Trained Council Officers able to carry out role incident duties effectively and efficiently	Senior Civil Contingencies Officer	31-Mar-2022

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
Gross rent arrears (all tenants) as at 31 March each year as a percentage of rent due for the reporting year.	Quarterly	6.13% (Q3 2018/19)	5.7%		5.7%	5.7%	5.7%	This is an LGBF and Charter indicator. It is currently subject to fluctuations due to internal processes relating to Universal

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
								Credit.
Rent collected as percentage of total rent due in the reporting year.	Quarterly	99% (Q3 2018/19)	98%	✓	98%	98%	98%	This is a Charter indicator. Target was revised from 95% in 2017/18 to 98% to reflect the improving performance.
Average length of time taken to re-let properties in the last year	Quarterly	37 days (Q3 2018/19)	38 days	✓	38 days	37 days	36 days	This is a Charter indicator. The Scottish average is 37 days.
Percentage of reactive repairs carried out in the last year completed right first time	Annual	90.2% (2017/18)	93%	✓	93%	93%	93%	This is a Charter indicator.
Percentage of Overall Repairs Completed Within Target	Quarterly	96.1% (Q3 2018/19)	95%	✓	95%	96%	96%	This is a Charter indicator
Average length of time taken to complete non emergency repairs (days)	Quarterly	7.1 (Q3 2018/19)	15	✓	15	15	15	This is an LGBF and Charter indicator. 15 days is the target as that is the maximum time to complete a non-emergency repair.
Percentage of rent loss due to voids	Quarterly	1.41% (Q3 2018/19)	1.5%	✓	1.5%	1.4%	1.4%	This is an LGBF and Charter indicator
Average Time for processing Planning Applications (Householder)	Bi-annually	6.5 (Q2 2018/19)	8 weeks	✓	8 weeks	8 weeks	8 weeks	This indicator is now verified by the Scottish Government bi-annually. A new target has been set of 8 weeks (statutory target), previously reported as data only.
Application Approval Rate	Bi-annually	98.8% (Q2 2018/19)	Data only		Data only	Data only	Data only	This indicator is now verified by the Scottish Government bi-annually
Percentage of applications dealt with under delegated authority	Bi-annually	96.6% (Q2 2018/19)	Data only		Data only	Data only	Data only	This indicator is now verified by the Scottish Government bi-annually
Time to issue a building warrant or amendment to warrant from receipt of application (days)	Quarterly	80.7 Days (Q3 2018/19)	60 days	✗	60 days	60 days	60 days	Locally set target
Percentage of first reports issued within 20	Quarterly	58.5% (Q3)	95%	✗	95%	95%	95%	Nationally set target

Performance Indicator	Frequency	Current Value	Current Target	Current Status	2018/19 Target	2019/20 Target	2020/21 Target	Comments
days (Building Standards)		2018/19)						
Percentage of building warrants or amendments issued within 10 days of receipt of all satisfactory information	Quarterly	58.8% (Q3 2018/19)	90%		90%	90%	90%	Nationally set target
Total Percentage of frontline (stage 1) complaints responded to within 5 days	Quarterly	82.4% (Q3 2018/19)	95%		95%	95%	95%	Timescales are set by the SPSO
Total Percentage of investigation (stage 2) complaints responded to within 20 days	Quarterly	88.9% (Q3 2018/19)	95%		95%	95%	95%	Timescales are set by the SPSO

Appendix 1 – Communities, Housing and Planning Services LGBF Scorecard

LGBF									
PI Code & Name	Current Status	Short Term Trend	Long Term Trend	2015/16		2016/17		2017/18	
				Value	Target	Value	Target	Value	Target
CR.PP.04a Cost of Trading Standards per 1,000 of population				£2,624	Data only	£1,466	Data only	£1,323	Data only
CR.PP.04b Cost of Environmental Health per 1,000 of population				£10,661	Data only	£6,378	Data only	£7,188	Data only
HPCHARTER08 Percentage of council dwellings that are energy efficient				98.5%	100.0%	98.0%	100.0%	100.0%	100.0%
HPCHARTER12 Average length of time taken to complete non emergency repairs (days)				8.4 days	15.0 days	7.4 days	15.0 days	7.1 days	15.0 days
HPCHARTER31 Gross rent arrears (all tenants) as at 31 March each year as a percentage of rent due for the reporting year.				6.01%	8.00%	5.35%	8.00%	4.90%	6.00%
HPCHARTER34 % of rent loss due to voids				1.86%	2.50%	1.53%	2.40%	1.31%	1.80%
HPCMT13a % of Council housing stock which meets the Scottish Housing Quality Standard				85.9%	100%	91.4%	100%	93.51%	100%
LGBF.ECON2 Cost per planning application				£9,534.00	Data only	£8,506.40	Data only	£10,801.00	Data only
LGBF.ECON3 Average time taken to deliver a commercial planning decision				9.16	Data only	11.1	Data only	9	Data only



Contact:

Service Planning and
Development Team
(Communities, Housing and
Planning Services)



To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 20 March 2019

Report by: DIRECTOR OF ENVIRONMENT & INFRASTRUCTURE

Heading: OPERATIONAL PERFORMANCE REPORT

1. Summary

- 1.1 This report provides an overview of key service activities since the last Policy Board report in January 2018. This report provides an operational performance update on the services and key projects delivered during this period.
-

2. Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1 Approves the operational performance update detailed within this report.
-

3. Background

- 3.1 Environment & Infrastructure provides essential services to every household in Renfrewshire and works in partnership with the local community, other services and Community Planning Partners to deliver key Council priorities and initiatives. A progress update on the main projects and activities delivered by the services within Environment & Infrastructure in respect of the areas of activity delegated to this Policy Board, together with key performance indicators, is detailed below.

Operational Updates

4. Roads & Streetscene

Winter Maintenance

- 4.1 During the cold weather periods our newly named gritters have been dispatched throughout the period to ensure the main arterial roads remained open with streetscene providing winter gritting of town centres, around schools and at areas of concern, as part of the winter maintenance programme. Satellite tracking has assisted greatly in responding to urgent requests and the introduction of the live tracker has been received well by the public and is available on the Council's website: <http://www.renfrewshire.gov.uk/grittertracker>. To date there has been more than 4,965 tonnes of salt used this winter on Renfrewshire's roads.

Roads Maintenance

- 4.2 The roads capital investment for 2018/19 delivered a capital investment programme of £7.2m, improving the surfaces of Renfrewshire's roads, pavements, paths and cycle tracks. The programme commenced in April 2018 and is complete with 85 carriageways resurfaced, 24 surfaces dressed, and 45 footways resurfaced, delivering improvements to both strategic and local roads. There are currently 30 locations of historical flooding being addressed through a minor drainage contract. This work is underway and will be complete by the end of this financial year.

ROADS CAPITAL INVESTMENT 2018/19

85 Carriageways
resurfaced

24 Surfaces dressed

45 Footways
resurfaced



- 4.3 A £40 million investment in Renfrewshire's roads and infrastructure was approved by Council in February 2019. A capital investment of £8m in Renfrewshire's roads and footways, during 2019/2020. The capital programme for 2019/20, as in previous years, will be published on the Council's Information Bulletin later this month.

Trial of New Asphalt Product

- 4.4 In August 2018 this Board approved the trial of a new asphalt product that contains recycled plastic waste. The waste plastic is designed to replace part of the bitumen in an asphalt mix. Plastic pellets are introduced into the bituminous mix as an 'admixture' to achieve a desired effect. A relatively small volume of bitumen can be saved by using this product, however, the main purpose is to improve certain characteristics of the material whilst utilising plastic that would otherwise go to landfill.
- 4.5 The earliest use of the product was in a road resurfacing scheme in England, less than two years ago, and as such the service has been trialling its use over time at a localised section in advance of considering its wider usage. The trial patch was installed in February 2019 on the A726 Hurler Road near St Andrews School, a heavily trafficked section of carriageway which will adequately test the patch. The performance of the new product will be monitored, and results reported back to a future meeting of this Policy Board.

StreetScene

- 4.6 The service has been working to ensure that all plant equipment is serviced and ready for the grass cutting season and has been recruiting seasonal employees to support the grass cutting activity. The streetscene review is ongoing with analysis planned over the grass cutting season of the current standards through quality improvement officers.
- 4.7 The review will also include assessment of the current naturalised areas in conjunction with Local Area Partnerships. The Partnerships will be asked for their input on existing areas and proposed locations for naturalised and wildflower areas as part of the review, including suggestions for new locations.

Gully Maintenance

- 4.8 In 2018/19, over 13,000 gullies have been visually inspected and cleaned (approximately 43% total of Renfrewshire). Around 700 gullies were found to be inaccessible for a variety of reasons including; parked cars, jammed lids and other factors which prevented cleaning. In February 2019, the service commenced a programme of revisits for all inaccessible gullies with the following approach:
- Parked Cars - Varied visit days/times and use of temporary traffic restriction orders to address the 478 gullies which were impacted previously by parked cars; and
 - Jammed/Blocked - 224 gullies were found to be jammed or blocked. These have been digitally mapped and a programme developed to address these gullies.

5. Fleet Services

Electric Vehicle Grant Funding

- 5.1 An additional grant funding bid for 24 Electric Vehicles (£198,171) was submitted to Transport Scotland in December 2018. This submission for additional EV grant funding includes community partners of University of West of Scotland, Linstone Housing Association and Strathclyde University (Inchinnan Campus). The grant funding bid was approved on 24 January 2019, by Transport Scotland. This will allow the total number of Electric Vehicles in the Council Fleet to increase from 41 to 86.

Review of Electric Vehicle Charging Point Infrastructure for Paisley Town Centre

- 5.2 There are currently two electric vehicle charging bays within the Council controlled on and off-street parking locations in Paisley Town Centre at Renfrewshire House. As noted above the Council has been successful in its submission to Transport Scotland for funding to install electric charging points in public car parks across Renfrewshire. It is proposed through 2019 to install 26 charging spaces across 4 public car parks in Paisley Town Centre as set out below.

Location	Charging Point Details
Lagoon Leisure Centre Car Park, Christie Street, Paisley	1x 22kW dual outlet charging post (2 spaces)
Bridge Street Car Park, Paisley	2x Triple Outlet Rapid Chargers and 2x 7kW dual outlet charging posts (8 spaces)
New Sneddon Street Car Park, Paisley	2x Triple Outlet Rapid Chargers and 2x 7kW dual outlet charging posts (8 spaces)
Hunter Street Car Park, Paisley	2x Triple Outlet Rapid Chargers and 2x 7kW dual outlet charging posts (8 spaces)

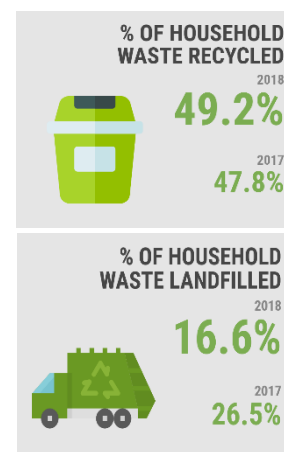
6. Waste Services

Service Changes

- 6.1 Participation in all recycling collections has been positive with high levels of engagement as evidenced through bin presentation. Waste advisors remain within communities assisting householders where required.
- 6.2 As agreed at the January Policy Board a progress report will be provided at a future Board fully detailing the service change during its first six months.

Household Waste

- 6.3 This data relates to the calendar year 2018, January to December. It is an estimate which has not yet been verified by SEPA. The recycling rate is estimated to be 49.2%. This is a 1.4% improvement on performance compared to 2017 was 47.8%.
- 6.4 The percentage of household waste which is landfilled has seen an improvement between 2017 and 2018. In 2017 26.5% of waste was landfilled. In 2018 this had fallen to 16.6% and reflects the Council's residual waste being sent to an energy for waste facility than landfill.



7. Transportation, Fleet and Infrastructure Services

Cycling, Walking and Safer Streets

- 7.1 The 2018/19 Cycling, Walking and Safer Streets programme is nearing completion. Projects include:
- A network of dropped kerb road crossings installed to help disabled residents in Gockston; and
 - Bollards to stop inconsiderate parking on the footway of Jura Avenue.

Public Transport

- 7.2 A programme of bus stop improvement works on the Beith Road corridor and in Newmains, aims to provide high access kerbs and shelters where appropriate to encourage more bus patronage is nearing completion.
- 7.3 The preparatory work for real time passenger information displays on Paisley Road/ Renfrew Road is substantially complete and awaiting the erection of the installation of the displays by Strathclyde Partnership for Transport.

7.4 An application was made to Strathclyde Partnership for Transport (SPT) for capital grant funding in 2019/20, to support public transport infrastructure improvements. At SPT's Partnership Meeting on 8 March 2019, £1.825 m of funding over the next financial year, was approved. The applications included:

- Replacement of Urban Traffic Control System;
- Bus Corridor Improvements focussing on Renfrewshire villages;
- Construction of Paisley to Renfrew Cycle Route; and
- Creation of a Park and Ride facility for 20 – 25 spaces at Miliken Park.

In addition, SPT have committed to supply Real Time Passenger Information displays for the Paisley to Johnstone corridor.

7.5 Strathclyde Partnership for Transport is in the early stages of developing a new Regional Transport Strategy (RTS) for the Glasgow city region. Understanding the experiences of the travelling public is seen as a key success factor and as such they have developed a short online survey to help improve understanding of the day to day transport issues and challenges experienced by people travelling in the city region. Renfrewshire Council has shared key links with elected members, Community Councils, and the public to encourage participation within Renfrewshire. The links are as follows:

<https://www.surveymonkey.co.uk/r/SPTtransportsurvey> (Take the Survey)
<http://spt.co.uk/vision/> (Dedicated RTS website)

The RTS and survey have also been promoted via the Council's social media accounts and on the Council's website.

7.6 The Strathclyde Safety Camera Partnership expect to install a safety camera, in association with Renfrewshire Council, on the northbound carriageway of Renfrew Road opposite Dundonald Road, before the end of March 2019.

8. Attendance – April 2018 to March 2019

8.1 A key priority of Environment & Infrastructure's Workforce Plan is to address levels of absence within the service. This includes a more proactive approach to managing absence and supporting attendance at work. Recent developments have included:

- Joint working with HR across all service areas to provide a more consistent approach to managing absence;
- Introduction of physiotherapy sessions at Underwood Road depot; and
- Engagement with occupational health services to improve appointment timescales

- 8.2 Environment & Infrastructure recorded an overall absence rate, for the first 3 quarters of 2018/19, of 10.35 days lost per FTE employee. However, the Operations & Infrastructure rate was 7.87 which is below the department's performance of 10.35.



Attendance Analysis: April – Dec 2018

Service	Target (Q1-Q3) Days lost per FTE	Actual Days lost per FTE	Short Term Absence	Long Term Absence
Department	7.52	10.35	21%	79%
Operations and Infrastructure	7.52	7.87	30%	70%

Implications of the Report

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

Our Renfrewshire is thriving / Reshaping our place, our economy and our future - the service is actively involved in the Invest in Renfrewshire scheme and investing in road network to support and facilitate economic growth.

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

Our Renfrewshire is well - the services encourages use of our parks and open spaces to promote a healthy and active lifestyle.

4. **Legal** – None.
5. **Property/Assets** – The Council's roads, fleet and open space infrastructure is maintained and enhanced.
6. **Information Technology** – None.
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website

8. **Health & Safety** – None.
 9. **Procurement** – None.
 10. **Risk** – None.
 11. **Privacy Impact** – None.
 12. **CoSLA Policy Position** - none
-

List of Background Papers: None

Author: Gordon McNeil, Director of Environment & Infrastructure
e-mail: Gordon.mcneil@renfrewshire.gov.uk



To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Communities, Housing and Planning Services

Heading: Renfrewshire's Air Quality Action Plan

1. SUMMARY

- 1.1 Following the introduction of the Environment Act 1995, all local authorities are required to undertake a regular review and assessment of air quality within their area and submit the findings to the Scottish Government. The Act and associated regulations specify objectives for air quality pollutants which must not be exceeded. Where exceedances are identified, local authorities must declare the area an Air Quality Management Area and thereafter prepare an Air Quality Action Plan containing action measures aimed at improving air quality within the Air Quality Management Area.
- 1.2 There are currently three Air Quality Management Areas within Renfrewshire: Paisley Town Centre Air Quality Management Area declared in August 2009 and Johnstone High Street and Renfrew Town Centre Air Quality Management Areas declared in August 2016. The pollutants of concern within each of the areas in Renfrewshire are nitrogen dioxide (NO₂) and particulate matter smaller than 10 microns in diameter (PM₁₀). This is consistent with the current position in many town centres across the UK.
- 1.3 An Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area was published in 2014. The majority of measures contained within this are now either complete or are ongoing measures. Following declaration of the Johnstone and Renfrew Town Centre Air Quality Management Areas, the Council prepared a draft Renfrewshire wide Air Quality Action Plan which incorporates all three Air Quality Management Areas and updates the 2014 Paisley Town Centre Air Quality Action Plan. This draft Renfrewshire Air Quality Action Plan was presented and approved at this Policy Board on 24 January 2018. A further finalised draft is attached as Appendix 1 for the consideration and approval of Board.

- 1.4 Since January 2018 the Council has undertaken a consultation process, with the draft Air Quality Action Plan submitted to statutory consultees for their consideration and comment including the Scottish Government; Scottish Environment Protection Agency (SEPA) and neighbouring Local Authorities. A wider consultation incorporated other relevant public authorities including Strathclyde Partnership for Transport (SPT); NHS Greater Glasgow and Clyde; Transport Scotland; bodies representing local business interests e.g. Renfrewshire Chamber of Commerce and the Freight Transport Association; and the local community via Community Councils and directly with members of the public. Consultation with statutory consultees was undertaken throughout 2018 with a further 6-week public consultation undertaken at the end of 2018 and beginning of 2019.
- 1.5 Comments have been received and reviewed. Comments are positive with the Scottish Government and SEPA in particular both agreeing with the objectives set out within the draft Air Quality Action Plan. The Action Plan is described as well presented, effective and with relevant levels of detail. The Scottish Government have advised that they consider the Air Quality Action Plan to provide a strong basis for measures that can be expected to deliver and meet air quality objectives in the near future.
- 1.6 The Action Plan has been updated to take account of comments received through the consultation process and is now brought back to the Policy Board in final form for consideration and approval prior to publication. The Renfrewshire Air Quality Action Plan will be a living document and will be updated to reflect feasibility studies and further modelling work currently being undertaken to support some of the agreed action measures. The Action Plan will be reviewed and progress detailed within Annual Progress Reports which are submitted to the Scottish Government at the end of June in compliance with statutory Local Air Quality Management duties.
-

2. RECOMMENDATION

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board:
- (i) approves the final Renfrewshire Air Quality Action Plan, attached as Appendix 1.
-

3. BACKGROUND

- 3.1 Air Quality is directly related to a number of key Scottish Government National Outcomes and policy priorities, notably those focused on the environment, sustainable places, environmental impact and healthier lives.

- 3.2 In accordance with the Local Air Quality Management statutory process introduced by the Environment Act 1995, all local authorities are required to undertake a regular review and assessment of air quality within their area and submit their findings to the Scottish Government for approval. The Act and associated regulations specify statutory air quality objective levels for local air quality pollutants which must not be exceeded. Where exceedances are identified, the relevant local authority must declare an Air Quality Management Area and thereafter produce an Air Quality Action Plan which sets out measures aimed at improving air quality.
- 3.3 Communities, Housing and Planning Services has been reviewing air quality in Renfrewshire since 1998 and currently monitors NO₂ concentrations using passive diffusion tubes located throughout Renfrewshire and at three automatic monitors located within Paisley and Renfrew. Two of the automatic monitors also measure PM₁₀ concentrations.
- 3.4 Previous monitoring identified exceedances of these pollutants in various locations across Renfrewshire. As a result, there are currently three Air Quality Management Areas within Renfrewshire: Paisley Town Centre Air Quality Management Area declared August 2009 and Johnstone High Street and Renfrew Town Centre Air Quality Management Areas declared in August 2016.
- 3.5 The previous Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area was published in 2014, however the majority of measures contained within this are either complete or ongoing measures. A new Renfrewshire wide Air Quality Action Plan has therefore been developed incorporating all three Air Quality Management Areas and replacing the 2014 Paisley Town Centre Air Quality Action Plan.
- 3.6 Development of the Renfrewshire Air Quality Action Plan has been led by Communities and Public Protection within Communities, Housing and Planning Services and has involved contributions from several Council Services. A range of measures aimed at improving air quality within Renfrewshire have been included within the draft Renfrewshire Air Quality Action Plan which was presented and approved for consultation at the Infrastructure, Land and Environment Policy Board on 24 January 2018.
- 3.7 Since January 2018 the Council has undertaken a consultation process in accordance with the Environment Act 1995. The draft Air Quality Action Plan was submitted to statutory consultees for their consideration and comment including the Scottish Government, SEPA and neighbouring Local Authorities. A wider consultation incorporated other relevant public authorities e.g. SPT, NHS Greater Glasgow and Clyde and Transport Scotland; bodies representing local business interests e.g. Renfrewshire Chamber of Commerce and the Freight Transport Association; and the local community via Community Councils and directly with members of the public. Consultation with statutory consultees was undertaken throughout 2018 and a further 6-week public consultation was undertaken at the end of 2018 and beginning of 2019. The public consultation included publication of details of the draft Air Quality Action Plan on our website and distribution of leaflets to public places within each of the Air Quality Management Areas including Council offices, libraries, GP surgeries, sports venues and town halls.

- 3.8 Comments were received from statutory consultees including the Scottish Government, SEPA, neighbouring local authorities and SPT in addition to comments from members of the public. Comments are positive with the Scottish Government and SEPA both agreeing with the objectives set out within the draft Air Quality Action Plan. The Action Plan is described as well presented with significant levels of detail, which provides for an effective Air Quality Action Plan. In particular, the Scottish Government have advised that they consider the Air Quality Action Plan to provide a strong basis for measures that can be expected to deliver and meet air quality objectives in the near future.
- 3.9 SPT's response welcomed the proposed action measures and stated that they feel attractive, effective and efficient active and public transport connections are key to addressing the impacts of road traffic on air pollution levels. It was acknowledged that SPT and the Council will work together on some of the proposed measures e.g. the Local Transport Strategy, Renfrewshire Council's Cycle Strategy & Action Plan and that this joint working is welcomed and encouraged.
- 3.10 Neighbouring local authorities have welcomed a combined approach in terms of physical infrastructure works and behavioural change e.g. promoting active travel. Glasgow City Council also provided useful comment in relation to the newly implemented Low Emission Zone within their city. They advised that the Low Emission Zone will introduce annually increasing targets on bus operators operating within Glasgow city centre culminating in 100% EURO VI compliance by 31 Dec 2022. At this point, all vehicles entering the Low Emission Zone will be subject to its constraints and it is acknowledged that there will be likely benefits accruing to neighbouring authorities as the increased requirements of the Glasgow Low Emission Zone lead to bus operators improving their fleets. Conversely however, they have advised that vigilance may be required to ensure that the quality of the bus fleet is not diluted elsewhere due to Glasgow's requirements.
- 3.11 Comments were received from members of the public during the 6-week public consultation exercise. Comments were generally positive and highlighted some topics of interest to members of the public in relation to air quality including the following issues and proposals:
- Idling of vehicles at sports pitches during children's football games,
 - The possibility of optimising traffic flow through town centres via the removal of traffic lights and, where suitable, replacement with roundabouts,
 - Enforcement of parking restrictions,
 - Not introducing bus and cycle lanes as this will reduce road space resulting in further congestion,
 - Education within schools, in particular with regards to promoting cycling,
 - The promotion of public transport and a general shift away from the use of the car,

- Idling enforcement aimed at HGVs and buses rather than cars given many vehicles are now fitted with stop-start technology,
 - A dedicated small village bus to be used in outlying areas of Renfrewshire to encourage residents away from use of the car.
- 3.12 Overall, the consultation exercise was successful and a useful experience to gain insight and comments on the Council's proposals. The draft Air Quality Action Plan has been reviewed taking account of relevant comments received through the consultation process and is now brought back to the Infrastructure, Land and Environment Policy Board in its final form for consideration and approval prior to being published. It is an extensive technical report that follows statutory guidance in relation to its content and is over 150 pages in length. It is attached to this paper as Appendix 1.
- 3.13 Once approved, the Renfrewshire Air Quality Action Plan will be published and, as a living document, will be updated with amendments and additions in response to future work including feasibility studies and further modelling work currently being undertaken to support some of the action measures. The Action Plan will be subject to an annual review and progress on action measures will be detailed within our statutory Annual Progress Reports which are submitted to the Scottish Government at the end of June each year in compliance with statutory Local Air Quality Management duties. These Progress Reports are also submitted annually to this Board for approval.
- 3.14 By developing and implementing the Renfrewshire Air Quality Action Plan, not only is the Council striving to meet statutory air quality objectives but it is also working to secure the improvement of air quality within Renfrewshire as a whole, which is integral to the Council's strategic, Council and Community plans; aiming to create a sustainable Renfrewshire for all to enjoy.

4. NEXT STEPS

- 4.1 The Renfrewshire Air Quality Action Plan will be published following approval by this Policy Board.
- 4.2 Ongoing monitoring and annual review of the Renfrewshire Air Quality Action Plan will be carried out with subsequent updates being provided to this Policy Board as required.
-

Implications of the Report

1. **Financial** – there may be cost involved in implementing action measures within the plan, however the Council can apply for funding from the Scottish Government in relation to any measures incorporated within an Air Quality Action Plan. Some of the measures are also funded via other Council core budgets/funding sources.

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

3. **Community Planning** – None

Renfrewshire is safe – improving air quality will have a beneficial impact on Renfrewshire's natural environment.

4. **Legal** - None

5. **Property/Assets** - None

6. **Information Technology** - None

7. **Equality & Human Rights**

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

8. **Health & Safety** – None

9. **Procurement** – None

10. **Risk** – Air quality and the exceedances in locations within Renfrewshire are captured within the Renfrewshire Council Risk Management Plan.

11. **Privacy Impact** – None

12. **Cosla Policy Position** – None

List of Background Papers

a) Renfrewshire Council Air Quality Action Plan, March 2019.

The foregoing background papers will be retained within Communities, Housing and Planning Services for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is the Communities and Regulatory Manager.

OR

18 February 2019

Author: Oliver Reid, Head of Communities & Public Protection;
email: oliver.reid@renfrewshire.gov.uk



Renfrewshire Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

March 2019

Local Authority Officer	Chris Dalrymple, Communities and Regulatory Manager
Department	Communities, Housing and Planning Services
Address	Renfrewshire Council, Renfrewshire House, Cotton Street, Paisley PA1 1BR
Telephone	0300 300 0380
E-mail	e-prot.es@renfrewshire.gov.uk
Report Reference number	RenAQAP2018v2
Date	March 2019

Executive Summary

This Renfrewshire Air Quality Action Plan (hereafter referred to as the Action Plan) has been produced to comply with statutory duties required by the Local Air Quality Management framework. It demonstrates the commitment to improving air quality in Renfrewshire and outlines the actions that will be undertaken up to 2022 to achieve this.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and can affect the most vulnerable in society: children, the elderly and those with heart and lung conditions.

Renfrewshire currently has three Air Quality Management Areas (AQMAs); the Paisley Town Centre Air Quality Management Area declared August 2009 and the Johnstone High Street and Renfrew Town Centre Air Quality Management Areas both declared August 2016. The pollutants of concern are nitrogen dioxide (NO₂) and particulate matter PM₁₀ (particulate matter less than 10 microns in diameter).

An Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area has been in place since 2014. The most significant measures delivered through this plan include improvements to Central Road which was previously the main bus stop location within Paisley; implementation of a Statutory Quality Bus Partnership Scheme across Paisley town centre; and council vehicle fleet improvements. A summary of the Paisley Town Centre Air Quality Action Plan measures and outcomes is included within the 2016 Annual Progress Report which can be found on the Council's air quality webpage - <http://www.renfrewshire.gov.uk/airquality>

This Renfrewshire wide Action Plan incorporates all three Air Quality Management Areas and will supersede the Paisley Town Centre Air Quality Action Plan. The proposed action measures it contains address the following broad topic areas:

- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Freight and delivery management

A total of 16 measures have been identified. Some measures are specific to a particular Air Quality Management Area and some are generic measures which will offer Renfrewshire wide air quality improvements. Priorities include transport planning and infrastructure works, tackling emissions from congestion via various means, promoting low emissions transport and encouraging active travel alternatives.

By implementing this Action Plan the Council is striving to meet statutory air quality objectives and support the improvement of air quality within Renfrewshire as a whole. This is integral to the Council's Local Outcome Improvement Plan, supporting the aim to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive.

Responsibilities and Commitment

This Action Plan was prepared by the Council's Environmental Improvements Section within Communities, Housing and Planning Services with the support and agreement of the following Council Services:

Environment & Infrastructure - Transport and Roads;

Communities, Housing & Planning Services - Development Management, City Deals, Policy & Regeneration;

Finance & Resources - Energy Asset.

Consultation on a first draft of the Action Plan was undertaken during 2018 and the beginning of 2019. Consultation was undertaken with statutory consultees, businesses and the local community. The Action Plan has also been presented to the Council's Infrastructure, Land & Environment Policy Board for consideration and approval by elected members. This final Action Plan has taken cognisance of comments received during the consultation process.

The Action Plan is a living document which will be updated with amendments and additions in response to future work including feasibility studies and further modelling work currently being undertaken to support some of the action measures. The Action Plan will be subject to an annual review and progress detailed within our Annual Progress Reports which are submitted to the Scottish Government at the end of June in compliance with statutory Local Air Quality Management duties.

If you have any comments in relation to this Action Plan please send them to:

Environmental Improvements
Communities, Housing and Planning Services
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1BR
Email: e-prot.es@renfrewshire.gov.uk

Tel: 0300 300 0380

Table of Contents

Executive Summary	i
Responsibilities and Commitment	ii
1. Introduction	1
2. Summary of Current Air Quality in Renfrewshire	2
2.1 Paisley Town Centre Air Quality Management Area	2
2.2 Johnstone High Street Air Quality Management Area	3
2.3 Renfrew Town Centre Air Quality Management Area	5
2.4 2017 Annual Progress Report	6
2.5 2018 Annual Progress Report	6
3. Renfrewshire's Air Quality Priorities	7
3.1 Policy and Planning Context	7
3.1.1 Cleaner Air for Scotland (CAFS)	7
3.1.2 Renfrewshire's Local Transport Strategy	9
3.1.3 Town Centre Strategies	9
3.1.4 Paisley Town Centre Action Plan	10
3.1.5 Paisley Transport Strategy Feasibility Study	10
3.1.6 Johnstone Town Centre Transportation Plan	11
3.1.7 The Glasgow City Region City Deal	11
3.1.8 Renfrewshire Cycling Strategy	13
3.1.9 Renfrewshire Council Biomass Guidance Policy Document	14
3.2 Source Apportionment	14
3.2.1 Paisley Town Centre Air Quality Management Area	15
3.2.2 Johnstone High Street Air Quality Management Area	19
3.2.3 Renfrew Town Centre Air Quality Management Area	23
3.2.4 Summary	27
3.3 Required Reduction in Emissions	27
3.3.1 Required Reduction in Emissions	27
3.3.2 Emission Reduction Modelling Studies	27
3.6 Key Priorities	34
4. Development and Implementation of Renfrewshire's Air Quality Action Plan	36
4.1 Steering Group	36
4.2 Consultation and Stakeholder Engagement	36
5. Air Quality Action Plan Measures	39
6. Additional Information on Specific Action Measures	57
7. Glossary of Terms	59

8. References	60
9. Appendices	62
Appendix A: Monitoring Locations within the Air Quality Management Areas	63
Appendix B: Policy and Planning Context Additional Information	66
Appendix C: Response to Consultation	70
Appendix D: Action Plan Measures Not Pursued	72
Appendix E: Evaluation of Potential Action Measures	74
Appendix F: Action Measures & Links to CAFS Strategic Objectives	83
Appendix G: Air Quality Action Plan Support Study by AECOM	99

List of Tables

Table 1: NO _x Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Paisley AQMA	15
Table 2: NO _x Emissions by source and vehicle type (% of total NO _x) Paisley AQMA	16
Table 3: PM ₁₀ Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Paisley AQMA	17
Table 4: PM ₁₀ Emissions by source and vehicle type (% of total PM ₁₀) Paisley AQMA	18
Table 5: NO _x Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Johnstone AQMA	20
Table 6: NO _x Emissions by source and vehicle type (% of total NO _x) Johnstone AQMA	20
Table 7: PM ₁₀ Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Johnstone AQMA	21
Table 8: PM ₁₀ Emissions by source and vehicle type (% of total PM ₁₀) Johnstone AQMA	21
Table 9: NO _x Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Renfrew AQMA	23
Table 10: NO _x Emissions by source and vehicle type (% of total NO _x) Renfrew AQMA	23
Table 11: PM ₁₀ Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Renfrew AQMA	25
Table 12: PM ₁₀ Emissions by source and vehicle type (% of total NO _x) Renfrew AQMA	25
Table 13: Scenario 1 - Predicted 2014 annual mean NO ₂ concentrations at relevant receptors ($\mu\text{g.m}^{-3}$)	29
Table 14: Scenario 2 - Predicted 2014 annual mean NO ₂ concentrations at relevant receptors ($\mu\text{g.m}^{-3}$)	29
Table 15: Scenario 3 - Predicted 2014 annual mean NO ₂ concentrations at relevant receptors ($\mu\text{g.m}^{-3}$)	30
Table 16: Predicted NO ₂ annual mean concentrations at each diffusion tube monitoring location for each modelling scenario ($\mu\text{g.m}^{-3}$)	32
Table 17: Consultation Undertaken	37
Table 18: Air Quality Action Plan Measures	41

List of Figures

Figure 1: Paisley Town Centre AQMA	3
Figure 2: Johnstone High Street AQMA	4
Figure 3: Renfrew Town Centre AQMA	5
Figure 4: NO _x Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Paisley AQMA	16
Figure 5: NO _x Emissions by source and vehicle type (expressed as %) Paisley AQMA	17
Figure 6: PM ₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Paisley AQMA	18
Figure 7: PM ₁₀ Emissions by source and vehicle type (expressed as %) Paisley AQMA	19
Figure 8: NO _x Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Johnstone AQMA	20
Figure 9: NO _x Emissions by source and vehicle type (expressed as %) Johnstone AQMA	21
Figure 10: PM ₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Johnstone AQMA	22
Figure 11: PM ₁₀ Emissions by source and vehicle type (expressed as %) Johnstone AQMA	22

Figure 12: NO_x Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Renfrew AQMA24

Figure 13: NO_x Emissions by source and vehicle type (expressed as %) Renfrew AQMA ... 24

Figure 14: PM₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Renfrew AQMA26

Figure 15: PM₁₀ Emissions by source and vehicle type (expressed as %) Renfrew AQMA ..26

1. Introduction

This Renfrewshire Air Quality Action Plan outlines the actions that Renfrewshire Council will deliver up to 2022 to reduce concentrations of air pollutants within Air Quality Management Areas to below statutory air quality objective levels; positively impacting on the health and quality of life of residents, workers and visitors to the area.

It has been developed in recognition of the legal requirement to work towards Air Quality Strategy objectives under Part IV of the Environment Act 1995 and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

The actions identified are considered to be the most effective, feasible and proportionate for Renfrewshire Council to take forward and have been drawn up following consultation with all relevant Council Services, statutory consultees, key stakeholders etc. Successful implementation and progress to deliver the measures within the Action Plan will require ongoing effective partnership working and communication between all relevant bodies. The Action Plan will be reviewed annually and progress on action measures reported within the Council's Annual Progress Reports.

2. Summary of Current Air Quality in Renfrewshire

There are three Air Quality Management Areas declared in Renfrewshire within the towns of Paisley, Johnstone and Renfrew. The pollutants of concern are nitrogen dioxide (NO₂) and particulate matter PM₁₀ (particulate matter less than 10 microns in diameter). A variety of sources contribute to the levels of these pollutants within the Council area including background pollutant concentrations, transport, commercial and industrial sources. The main sources of pollution within each Air Quality Management Area are discussed in further detail in Section 3.3: Source Apportionment.

The Council monitors these pollutants via four continuous automatic analysers and a network of approximately seventy NO₂ diffusion tube sites. One of these monitors (FIDAS) measures both PM₁₀ & PM_{2.5} and was installed in Johnstone High St in July 2017. The Council also utilises an AQ Mesh monitor which is a mobile indicative monitor measuring NO₂, PM₁₀ & PM_{2.5}. This is currently installed on Johnstone High St within a canyon location that is unsuitable for the permanent siting of a continuous automatic monitor. Maps detailing the monitoring locations within each Air Quality Management Area can be found in Appendix A.

Details of the Air Quality Management Areas are described below followed by a summary of the 2018 Annual Progress Report. This report, which is the most recent Local Air Quality Management report providing information on air quality levels within Renfrewshire, identified exceedances of the NO₂ annual mean objective at two diffusion tube monitoring sites during 2017. The exceedances were recorded within the Renfrew Town Centre Air Quality Management Area and the Johnstone High Street Air Quality Management Area.

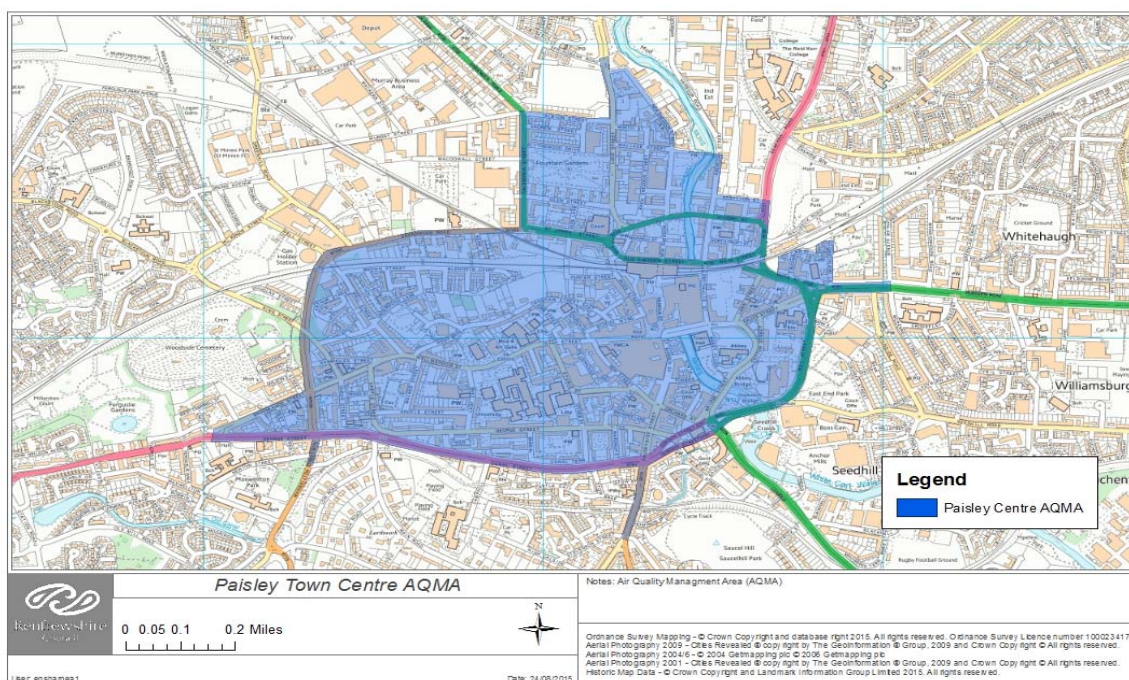
2.1 Paisley Town Centre Air Quality Management Area

Paisley is Renfrewshire's largest town with a population in excess of 70,000. The town centre is a mix of historic buildings, commercial and residential premises within a compact area. Around the town centre a ring road intercepts all the main routes converging on Paisley.

In 2005 the Council declared its first Air Quality Management Area at Central Road in Paisley due to exceedances of the 1-hour mean NO₂ objective. Central Road was a main bus stop and HGV delivery area situated beneath a multi-storey car park resulting in poor air flow and high levels of pollution.

Following declaration of the Central Rd Air Quality Management Area, exceedances of the annual mean NO₂ and PM₁₀ objectives were identified at various other locations throughout the town centre; predominantly at busy roads and junctions on the town centre ring road. The Central Rd Air Quality Management Area was amended in August 2009 to cover the majority of Paisley town centre and to include the annual mean NO₂ and PM₁₀ objectives in addition to the existing 1-hr mean NO₂ objective. This Air Quality Management Area, known as the Paisley Town Centre Air Quality Management Area, remains in place and is presented in Figure 1.

Figure 1: Paisley Town Centre AQMA



A Paisley Town Centre Air Quality Action Plan was developed by the Council and published at the beginning of 2014. Sixteen action plan measures were adopted with a focus on transport and vehicle emissions. The most significant of those included:

- Infrastructure and traffic flow improvements at Central Road which resulted in a marked improvement in air quality levels and less congestion in that area.
- Implementation of a Statutory Quality Bus Partnership Scheme within Paisley town centre requiring a phased introduction of buses meeting the minimum Euro emission standard of Euro III. This resulted in the replacement of significant numbers of pre EURO standard buses with mainly EURO III and EURO V buses.
- Council fleet improvements including the majority of vehicles being a minimum Euro V standard; the introduction of 24 electric vehicles; the provision of 20 electric charging points; and the fitting of rev limiters to HGVs.

By 2016 the majority of action measures had been implemented. A summary of these and their outcomes are included within the Council's 2016 Annual Progress Report which can be found on the Council's air quality webpage <http://www.renfrewshire.gov.uk/airquality>.

Significantly, a review of Central Road during 2014 confirmed that the location was no longer an area of relevant exposure in terms of the 1-hour NO₂ objective. Previously members of the public may have waited in this area for up to an hour for public transport but the majority of bus services have now been relocated and there is no longer a likelihood that people will be in this area for at least an hour. The Scottish Government agreed with this conclusion and the Central Road automatic analyser was decommissioned in 2014.

2.2 Johnstone High Street Air Quality Management Area

Johnstone is a town with a population in excess of 16,000. The town is set around a traditional grid pattern of streets and public spaces with the High Street, comprising mainly commercial properties on the ground floor and residential flats above, running through the centre. The town has strong transport links with the A737 lying immediately to the north

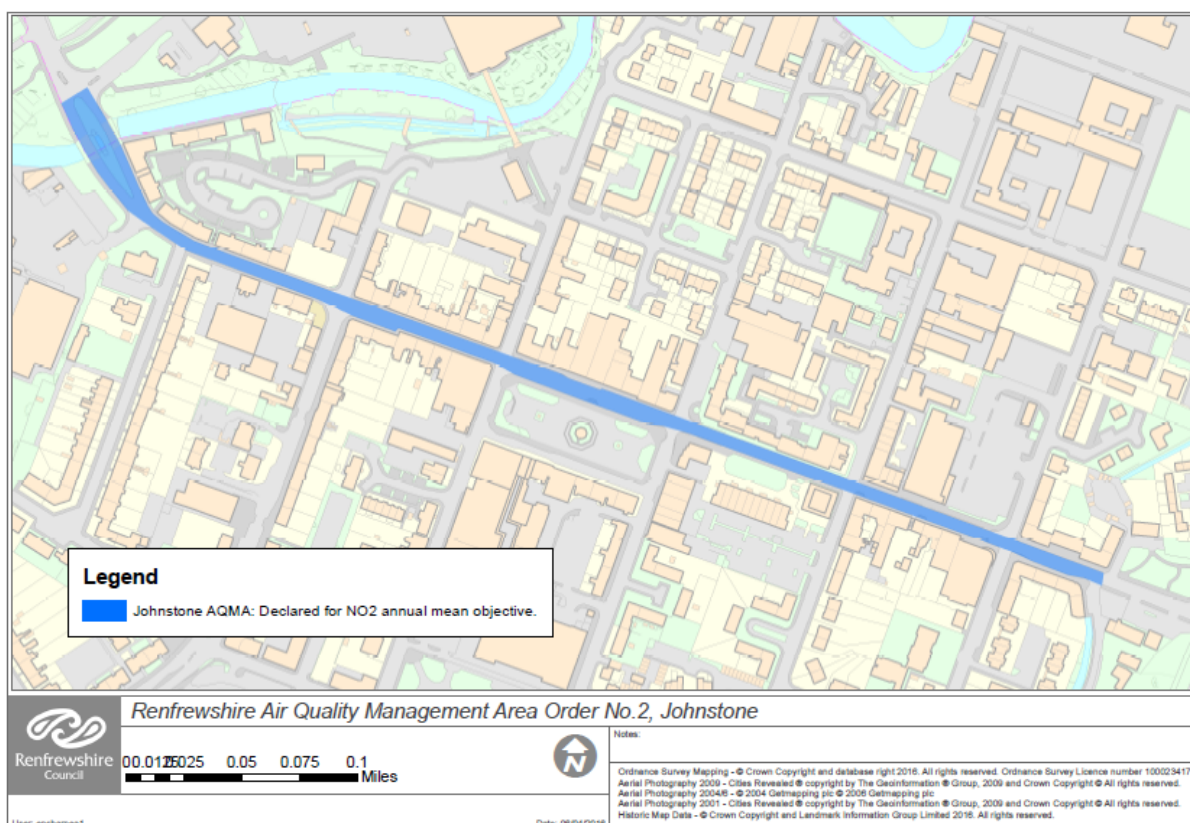
linking to the M8 motorway. Johnstone rail station, including a park and ride facility, is less than half a mile from the town centre and there is an extensive bus service providing connections to surrounding settlements and Glasgow.

The Johnstone High Street Air Quality Management Area was declared in August 2016 for exceedances of the NO₂ annual mean objective. Diffusion tube monitoring from previous years has identified several locations of exceedance of this objective along the High Street which were confirmed via modelling as part of the 2015 Detailed Assessment. This modelling also identified potential exceedances of the PM₁₀ annual mean objective however, given no PM monitoring had been undertaken before in Johnstone, the Scottish Government advised that monitoring was necessary to confirm exceedances prior to also declaring this as a management area for PM₁₀.

A continuous particulate monitor (FIDAS), measuring both PM₁₀ & PM_{2.5}, has been operational on the High St since the end of July 2017. Based on the initial 4 months of data, results indicate there are no exceedances of the short term objective for PM₁₀ or the annual mean objectives for either PM₁₀ or PM_{2.5}. Concentrations are in the region of 9.1µg.m⁻³ and 5.4µg.m⁻³ respectively for annual means based on raw data.

The Johnstone Town Centre Air Quality Management Area boundary extends along the entire High Street and is presented in Figure 2.

Figure 2: Johnstone High Street AQMA



Congestion is a significant traffic issue on Johnstone High St caused mainly by traffic signal operations (with a higher than normal pedestrian demand) and a lack of road space which is exacerbated by illegal parking. This, combined with a high volume of bus operations and several locations of canyon type topography situated along the High St has resulted in several hot spot locations where exceedances of air quality objectives occur. Further details on this can be found within the 2015 Johnstone High Street Detailed Assessment on the Council's air quality webpage <http://www.renfrewshire.gov.uk/airquality>

2.3 Renfrew Town Centre Air Quality Management Area

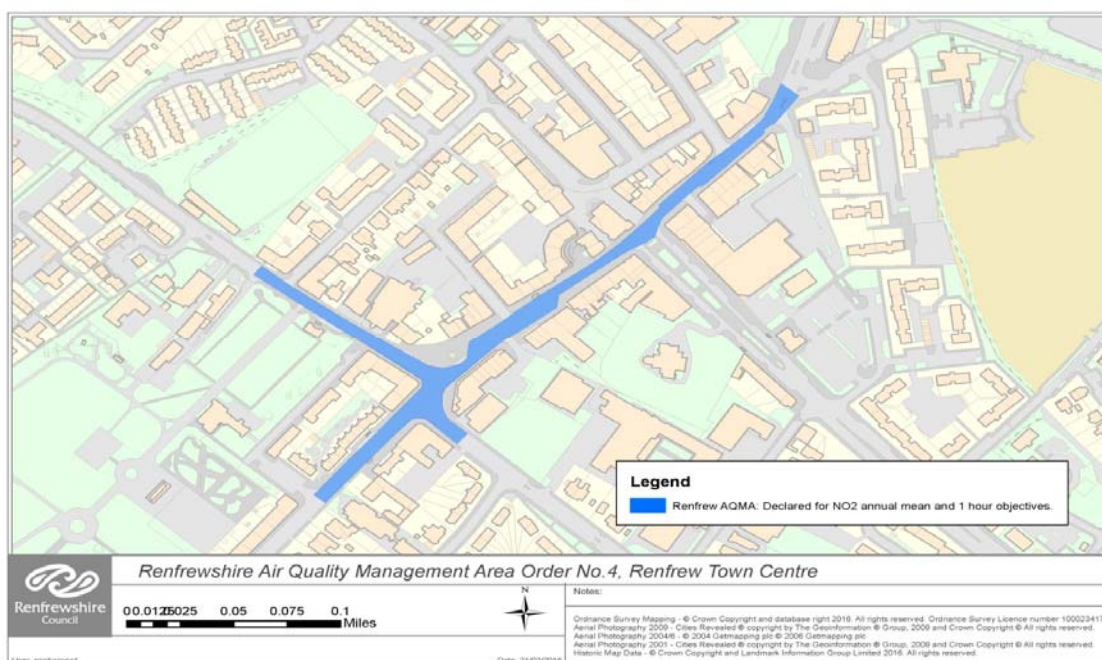
Renfrew is the second largest settlement in Renfrewshire with a population in excess of 20,000 located on the River Clyde west of Braehead. The town centre is compact and comprises of commercial buildings and residential property, mainly in the form of tenement buildings. The town has strong transport links to Glasgow and the wider central belt. The M8 motorway lies less than a mile away and the town is supported by extensive bus services which provide connections to surrounding areas and Glasgow. The town also benefits from the close proximity of Glasgow Airport.

The Renfrew Town Centre Air Quality Management Area was declared in August 2016 for exceedances of both the NO₂ annual and 1-hour mean objectives. Diffusion tube monitoring from previous years has identified several locations of exceedance of the NO₂ annual mean objective within the town centre. An annual mean NO₂ concentration in excess of 60 µg.m⁻³ (2014 data) was also measured at a ground floor residential property on Inchinnan Road which, in accordance with Local Air Quality Management technical guidance, presents a risk of the 1-hour NO₂ objective being exceeded.

The Air Quality Management Area was declared for both the NO₂ annual and 1-hour mean objectives. A continuous oxides of nitrogen (NO_x) analyser was installed on Inchinnan Road within the town centre in January 2019 to confirm these exceedances based on reference monitoring. A review will be undertaken following a full year of monitoring. There is no monitoring of PM₁₀ within Renfrew town centre, but modelling undertaken as part of the 2015 Detailed Assessment did not identify any risk of this objective being exceeded at locations of relevant exposure.

The Air Quality Management Area boundary extends across the main junctions within the town centre (Inchinnan Road, Hairst Street, Glebe Street, Paisley Road, Canal St and High St) and is presented in Figure 3.

Figure 3: Renfrew Town Centre AQMA



The main traffic issue within Renfrew is congestion at the main junction in the town centre at the merge of Inchinnan Road, Hairst Street, Glebe Street and Paisley Road. This is a complex junction as a result of its physical layout and presents traffic management challenges in terms of signal staging. The Council has optimised the operation of these traffic signals but there remain congestion issues particularly at peak times.

Further details on areas of exceedances can be found within the 2015 Renfrew Town Centre Detailed Assessment on the Council's air quality webpage <http://www.renfrewshire.gov.uk/airquality>

2.4 2017 Annual Progress Report

The Council's 2017 Annual Progress Report reviewed all monitoring data from 2016 and identified no exceedances of the NO₂ and PM₁₀ annual mean and short-term objectives anywhere within Renfrewshire.

In 2016 the Council operated three automatic monitoring sites (Gordon St Paisley, St James St Paisley and Cockels Loan Renfrew) which measured NO₂ and/or PM₁₀ concentrations. Concentrations recorded at all automatic monitoring sites were below the annual mean and short-term objective levels for both pollutants.

The Council also operates a network of approximately seventy NO₂ diffusion tube monitoring sites. There were no exceedances of the NO₂ annual mean objective at any diffusion tube locations across the Council area during 2016. This was an improvement on the 2 locations of exceedance measured in 2015 within the Renfrew Town Centre and Johnstone High Street Air Quality Management Areas and was the first time in over a decade where there were no exceedances identified anywhere throughout Renfrewshire.

2.5 2018 Annual Progress Report

The Council's most recent Local Air Quality Management report, the 2018 Annual Progress Report, identified exceedances of the NO₂ annual mean objective in 2017 at two diffusion tube monitoring locations, one within the Renfrew Town Centre Air Quality Management Area and one within the Johnstone High Street Air Quality Management Area. There were no exceedances at any of the automatic monitoring sites.

The two diffusion tube locations which exceeded the NO₂ annual mean objective level of 40 µg/m³ (after bias adjustment and distance correction) were located at:

- Renfrew (DT No. 8) - Inchinnan Rd, Renfrew (42.5 µg/m³)
- Johnstone (DT No. 59) - High St, Johnstone (40.6 µg/m³)

Within the Paisley Town Centre Air Quality Management Area, there has been three years of consecutive monitoring data (2015, 2016 and 2017) with no exceedances. However, there remain some diffusion tube locations within Paisley where the annual mean NO₂ concentration is close to the objective.

The Council is committed to continually improving the quality of air within Renfrewshire and will strive to achieve this with the implementation of the measures within this plan. The Council will maintain the current level of monitoring throughout Renfrewshire for the foreseeable future prior to considering whether to revoke or amend the Paisley Town Centre Air Quality Management Area.

3. Renfrewshire's Air Quality Priorities

This chapter details the Council's rationale and main drivers for selecting and prioritising the action measures within this Action Plan. It includes a description of strategies and policies that have the potential to impact on air quality within Renfrewshire followed by details of source apportionment studies undertaken within the three Air Quality Management Areas whereby the most significant pollutant contributors are identified and the conclusions used to identify and prioritise action measures. The chapter concludes by detailing the necessary reduction in emissions required to meet air quality objectives and a list of the Council's key priorities for action.

3.1 Policy and Planning Context

This Action Plan outlines the Council's plan to effectively tackle air quality issues within its control; however, it is recognised there are numerous policies and strategies adopted at local, regional and national level that can exert significant effects, both positive and negative, on air quality within Renfrewshire. Whilst some of these may be outside the influence of the Council, there are a number of related policies and strategies at local and regional levels that can be tied directly with the aims of this Action Plan. Some of these are focused on transportation issues and therefore likely to help to contribute to overall improvements in air quality across the Council area. This section outlines the strategies and policies that have the most significant potential to impact on pollutant concentrations within Renfrewshire. Given their importance, the majority of measures listed below have been included as action measures within this Action Plan. Details of other national, regional and local strategies and policies which may impact on air quality within Renfrewshire but to a lesser degree are detailed in Appendix B.

3.1.1 Cleaner Air for Scotland (CAFS)

The Scottish Government's document 'Cleaner Air for Scotland – The Road to a Healthier Future' (CAFS) is a national cross-government strategy published at the end of 2015 that sets out how the Government and its partner organisations propose to deliver further improvements to air quality throughout Scotland. The strategy outlines a series of actions across a range of policy areas (Transport, Health, Legislation & Policy, Placemaking, Communication and Climate Change) and introduces a number of important new initiatives. Local authorities with air quality issues have a key role in helping achieve the objectives of CAFS with responsibility for implementing specific measures including the following:

Transport

- Avoiding Travel - All local authorities should ensure that they have a corporate travel plan (perhaps within a carbon management plan) which is consistent with any local Air Quality Action Plan.
- Active Travel - Transport Scotland/Local Authorities will work with partners to deliver the vision within the Cycling Action Plan for Scotland: by 2020 10% of everyday journeys will be made by bike.
- Freight - Encourage each local authority with an Air Quality Management Area to create a Freight Quality Partnership (or utilise an existing RTP Freight Quality Partnership).

Climate Change

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

The Cleaner Air for Scotland strategy was integral to the development of this Action Plan and was considered at an early stage of the process to ensure the aims and objectives of both

documents were aligned. Progress by Renfrewshire Council against the relevant Local Authority actions within CAFS is demonstrated below.

Transport – Avoiding Travel

The Council's previous Travel Plan was introduced in 2008 with an aim to reduce single-occupancy car journeys by employees and promote alternative modes of transport. Various initiatives were implemented to assist with this aim. Unfortunately the Travel Plan has not been kept up to date over recent years. The development of an up to date Corporate Travel Plan for the Council has therefore been added as an action measure within this Action Plan.

A detailed review is also being undertaken of the town centre Transportation Plans for Paisley and Johnstone. A review of Renfrew town centre was not considered appropriate at this time due to the proposed City Deal Projects which, when implemented, will have a significant impact on traffic within that area. A review of the Renfrewshire-wide Local Transport Strategy is also being undertaken. The concept of avoiding, alternative and/or active travel will be fundamental to these plans.

Transport – Active Travel

The Council recently published a Cycling Strategy for 2016 – 2025 which provides an up to date framework reflecting the increased focus on cycling across Scotland along with the aim to achieve the National targets that have been set for cycling. Further details on this strategy are provided in section 3.1.8.

Transport – Freight

ECO (Efficient and Cleaner Operations) Stars Fleet Recognition Scheme is a fuel management and operational efficiency support programme aimed at operators of goods vehicles, vans, buses, taxis and coaches. The scheme was first implemented in Renfrewshire during 2016 with further funding available from the Scottish Government to continue expansion into 2019. The scheme's core objective is to encourage commercial fleet operators based within Renfrewshire to adopt operational and environmental best practice to continually improve efficiency, reduce fuel consumption and reduce fleet emissions - all helping to improve local air quality, maximise carbon savings and tackle climate change.

Climate Change – Effective co-ordination of climate change and air quality policies to deliver co-benefits

The Scottish Government expects any Scottish local authority which has or is currently developing a Sustainable Energy Action Plan to ensure that air quality considerations are covered. Renfrewshire Council's most recent Carbon Management Plan was published in 2014 and includes replacement of inefficient appliances in buildings, continued investment in cleaner vehicles and the purchase of energy from renewable sources that should assist in achieving air quality improvements.

A consultant was commissioned during development of this Action Plan to undertake a study, an aim of which was to appraise the proposed action measures with respect to the CAFS air quality thematic objectives. The study entitled *Air Quality Action Plan Support* has been included in appendix G. The study contains a table linking the proposed action measures to the CAFS objectives which is detailed in appendix F of this Action Plan. Cells within the table have been colour-coded to indicate how well each action measure applies to the CAFS objective. Salmon represents only limited alignment, orange medium and green shading a greater degree of alignment. An indication is also provided as to the effectiveness of the measure to improve air quality. Whilst the table is relatively subjective, it provides a general indication of how the action measures assist in delivering and supporting sustainable development. Further information on Cleaner Air for Scotland is available at: <http://www.gov.scot/Publications/2015/11/5671/17>.

3.1.2 Renfrewshire's Local Transport Strategy

Renfrewshire's Local Transport Strategy (LTS) was approved in 2007 setting out a vision for transport over a 10-20 year timeframe and which supports the wider economic, environmental and social objectives of the Council. A key objective of the strategy is to ensure a healthy and sustainable environment and there are several specific aims relevant to improving air quality. These include the following:

- The Council will continue to develop strategies for travel planning and parking which reduces the growth of trips by private car and achieves a shift to walking, cycling, public transport and car sharing thus having a positive impact upon air quality and climate change;
- The Council will strive to achieve the most efficient operation of the road network to minimise delays for road users, particularly for public transport;
- The Council will develop transport actions for Paisley, specifically which support and complement the wider economic regeneration strategy, improve accessibility, particularly for cycling, walking and public transport, minimise congestion around the Paisley Town Centre ring road and enhance the street environment; and
- The Council will prioritise development to sustainable locations in transport terms.

A review and refresh of the Local Transport Strategy was undertaken in February 2017 to provide an update on the Council's achievements against the actions set out in the 2007 Strategy. A great deal of progress has been made with most actions now implemented and outcomes measured. The review also confirmed that much of the content of the 2007 strategy, including the vision and key objectives, are still relevant. The refreshed Local Transport Strategy including the update on measured outcomes can be found on the following webpage <http://www.renfrewshire.gov.uk/article/3556/Local-Transport-Strategy>.

The National Transport Strategy and the West of Scotland Regional Transport Strategy are also currently under review by the Scottish Government and Strathclyde Partnership for Transport respectively. The Council's current refreshed Local Transport Strategy sets out a broad direction of travel for Renfrewshire while the content of the new National and Regional Transport Strategies are awaited following which a new Renfrewshire Local Transport Strategy will be produced. The new Renfrewshire Local Transport Strategy will build upon the 2007 strategy, providing a framework to deliver an affordable, sustainable and effective travel and transport network. It will continue to identify short, medium and long-term priorities that contribute towards relevant local, regional and national transport targets and goals.

Given that road transport is a significant contributor to local pollutant levels within Renfrewshire, this new Renfrewshire LTS and any key specific measures it may contain will play a significant role in improving air quality across Renfrewshire. This has therefore been included as an action measure within this Action Plan.

3.1.3 Town Centre Strategies

In line with Scottish Planning Policy and the 'Town Centre First' approach, Renfrewshire Council has prepared Centre Strategies and associated Action Plans for numerous Centres in Renfrewshire, including Johnstone and Renfrew.

Centres are at the heart of Renfrewshire's communities and are the hubs for a range of activities. Many people live and work in centres and it is important for the local economy that town centres thrive and meet the needs of residents, businesses and visitors. The strategies provide a framework for future growth and/or enhancement of Renfrewshire's Centres, central to which is connectivity and ensuring town centres are more accessible by walking, cycling and public transport.

There are several key actions within the Johnstone and Renfrew Centre strategies aimed at delivering growth which is also relevant to improving air quality. The Johnstone Strategy, in particular, identifies better traffic management to improve traffic flow along the High Street corridor as a key action, as well as improvements to gateways and strengthening pedestrian links to the town centre. Proposals for a Johnstone Town Centre transportation plan have therefore been developed in relation to these aims, further details of which can be found in section 3.1.6.

The Renfrew Strategy highlights improvements to traffic management that will be implemented through the City Deal Projects, further information on which can be found in the City Deals summary below, section 3.1.7. Development of a Renfrew Town Centre transportation plan was not considered appropriate at this time due to the proposed City Deal Projects and the significant impact these will have on traffic within that area.

3.1.4 Paisley Town Centre Action Plan

The Paisley Town Centre 2016-2026 Action Plan identifies key priorities to increase regeneration activities and investment in Paisley Town Centre. It details a clear vision for Paisley and sets out strategic activity areas to deliver these transformational changes. The vision goals relevant to air quality include making Paisley a liveable, green, connected and accessible place.

Five specific activity areas and associated objectives have been identified. Those with the greatest potential to impact on air quality include the following:

- Gilmour Street Gateway – develop a masterplan for Paisley Gilmour Street station and surrounding area to create a modern, integrated rail station with improved connectivity links to enable efficient transfer between different modes of transport e.g. rail, cycle, bus (by 2021-2026).
- Improving Connections – the development of a clear transport strategy to encourage use of the town centre by different forms of transport and the production of a feasibility study to redesign the Paisley Town Centre ring road to overcome the physical and perceived barriers presented by the ring road (by 2018). Improvements to car parking and key gateways including signage and traffic flow by 2021 and the long term vision of completion of the delivery of the ring road design by 2026.

3.1.5 Paisley Transport Strategy Feasibility Study

A key objective identified within the Paisley Town Centre 2016-2026 Action Plan is the creation of a clear transport strategy for Paisley in order to improve connectivity, linkages and accessibility issues in the town centre. To assist with this, Renfrewshire Council's Environment & Infrastructure Roads Service instructed an external consultancy to produce a feasibility study of potential transport interventions for Paisley titled 'Paisley Transport Strategy'. This was undertaken in consultation with all relevant Renfrewshire Council Services e.g. Communities, Housing and Planning Services (Policy & Regeneration, Planning and City Deals) and other external stakeholders e.g. SPT, local bus operators, Scotrail, Glasgow Airport, Paisley First, Chamber of Commerce, Taxi Trade Association, Police Scotland and Scottish Fire & Rescue.

Paisley is unique in that it has the 4th busiest railway station in Scotland. The town centre is less than two miles from Glasgow International Airport and within close proximity to the strategic motorway network. Despite this, previous studies have indicated that there are several barriers to connecting Paisley town centre with surrounding assets and neighbourhoods, including the railway line, the White Cart River and in particular the existing large circulatory ring road around Paisley which can act as a barrier to pedestrian and cycle access to the town centre. This results in traffic dominating at the expense of pedestrian and

cyclist movements and with the rail infrastructure, dislocates the town centre from surrounding residential areas.

The Paisley Transport Strategy feasibility study details a programme of phased interventions covering the short, medium and long term. The strategy presents 14 short-term interventions for consideration which could be in place by 2021 but also details further medium and long term aspirations which will allow Paisley to reach a vision for a more connected and accessible place with significant environmental and air quality benefits.

Interventions cover various modes of transport including road, bus, rail, walking and cycling and provides key recommendations with regards to the movement of traffic and pedestrians - such as re-instating two-way traffic flows on the existing one-way system, amending key junction nodes to improve connectivity for pedestrians and cyclists, improving options and facilities for public and active transport, improving bus journey time reliability, recommendations for rationalising and promoting car parking provision and increasing provision for cycling.

The options presented within the feasibility study are intentionally high level, providing ideas of potential key transport interventions which could be taken forward in Paisley. Some of these measures will now be developed from the current concept phase taking into account traffic modelling and allowing for appropriate assessment, design and eventual delivery where appropriate. It is recognised that the future implementation of recommended interventions may have a significant impact on traffic movement throughout Paisley town centre and therefore air quality. Effects on air quality from proposed interventions will be modelled as a requirement of the next phase of this study and updates provided in the Councils Annual Progress Reports.

3.1.6 Johnstone Town Centre Transportation Plan

The Johnstone Town Centre Strategy identifies better traffic management to improve traffic flow along the High Street corridor as a key action, as well as improvements to gateways and strengthening pedestrian links to the town centre. A proposal for a Johnstone Town Centre transportation plan has therefore been produced by Environment & Infrastructure Roads Service specifically in relation to these aims.

The main traffic issue in Johnstone is congestion, exacerbated by traffic signal operations and illegal parking. It is therefore proposed that the yellow line restrictions in the town centre be reviewed and, where necessary, amendments to existing restrictions proposed. It is also proposed to erect new parking signage which will encourage better use of off-street car parks, to remove some pavement build outs at Houston Square on the High Street and relocate bus stops to free up more road space. A review of the operation of the traffic signals at the Barrochan Interchange will also be undertaken. An update of the traffic signals urban traffic control system (SCOOT) has been undertaken at the main junctions on the High Street in order to ensure they are operating at optimum efficiency.

Proposals will be discussed with the Community Council, Local Development Trust and Elected Members and will be implemented in a phased basis following approval.

3.1.7 The Glasgow City Region City Deal

Renfrewshire, together with seven neighbouring local authorities across Glasgow and the Clyde Valley have secured the second largest City Deal in the UK.

The Glasgow City Region City Deal will fund major infrastructure projects; help create thousands of new jobs; improve public transport and connectivity; and deliver significant economic growth through investment within Renfrewshire.

The three major projects within Renfrewshire are summarised below and will result in the construction of new bridges across the Clyde and Cart rivers, new road and cycle routes and the creation of a direct link between Glasgow Airport, Paisley and Glasgow City Centre.

Planning applications for two of the City Deal projects (Clyde Waterfront & Renfrew Riverside (CWRR) and Glasgow Airport Investment Area (GAIA)) were submitted in July 2017. Planning consent for the construction of the core GAIA infrastructure works (including re-aligned Abbotsinch Road and a new two-lane link bridge over the White Cart) was granted at Renfrewshire's Communities, Housing and Planning Board on 08 November 2017. A separate planning application for the GAIA project comprising a new cycling and pedestrian bridge over the Black Cart was also approved in August 2018. The CWRR application was referred to Scottish Government ministers for determination with planning consent granted on 16 November 2018.

For further information please refer to Renfrewshire's City Deal webpage <http://www.renfrewshire.gov.uk/citydeal>.

Clyde Waterfront & Renfrew Riverside (CWRR)

The CWRR project will see the construction of a new opening bridge across the River Clyde connecting the communities of Renfrew, Yoker and Clydebank. Proposals also include the construction of new roads and cycle routes aimed at opening up access to development sites and providing an alternative route around Renfrew Town Centre.

The new bridge will accommodate vehicles, pedestrians and cyclists with work expected to commence January 2020 and be complete by Summer 2022.

Construction of the Renfrew North Development Road will provide an alternative route avoiding Renfrew Town Centre. This will optimise the operation of the local road network resulting in improved traffic flows in and around Renfrew Town centre and improved journey time reliability. A cycleway will also be provided on both sides of the new Development Road.

An Environmental Impact Assessment was submitted as part of the planning application which included air quality and traffic impact assessments. While the findings predict an increase in traffic at certain locations within Renfrew as development takes place, in terms of the Renfrew Town Centre Air Quality Management Area, construction of the Renfrew North Development Road is predicted to result in a decrease in traffic and therefore positive impact on air quality levels on Inchinnan Road where the highest levels of NO₂ within the Air Quality Management Area are currently measured. The air quality assessment predicts that local air quality pollutant concentrations at sensitive receptors as a result of traffic flow changes will be below statutory air quality objectives. In addition, no new receptors will be introduced into an area of existing poor air quality. The assessment therefore concludes there will be no negative effects in relation to air quality as a result of the proposals. This is also the case when considering the CWRR project cumulatively with the Glasgow Airport Investment Area project.

Glasgow Airport Investment Area (GAIA)

The Glasgow Airport Investment Area project will help facilitate the creation of a world class business and commercial location focussed around the Airport. The project will deliver infrastructure and environmental improvements, all aimed at improving connections between the Westway, Inchinnan and Airport Business Parks, including the realignment of Abbotsinch Road, a new crossing over the White Cart Water, improved links for cyclists and pedestrians, including a new pedestrian and cycle bridge across the Black Cart. As well as enabling the continued growth and expansion of the Airport and surrounding businesses, this investment in infrastructure will help to make Renfrewshire a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses.

An Environmental Impact Assessment was submitted as part of the planning application including air quality and traffic impact assessments. The air quality assessment confirms there will be changes in traffic flows on the local road network following construction of the

new infrastructure outlined above and as development takes place, however local air quality pollutant concentrations at sensitive receptors will be below statutory air quality objectives. In addition, no new receptors will be introduced into an area of existing poor air quality. The assessment therefore concludes there will be no negative effects in relation to air quality as a result of the proposed development.

Site works are expected to commence June 2019 and be complete by December 2020.

Glasgow Airport Access Project (AAP)

The Glasgow Airport Access project will provide a direct link between Glasgow Central Station, Paisley Gilmour Street Station and Glasgow Airport. A new state-of-the-art system is proposed to carry passengers on specially designed tram-trains using both the existing railway network and a new light spur from Paisley to the airport. The tram-train model was chosen as the preferred option after an appraisal established it offered the greatest opportunity of encouraging people to travel to and from the airport via public transport.

The AAP will support the continued expansion of Glasgow Airport and consolidate and extend the benefits of the other two City Deals infrastructure projects in Renfrewshire. It will help to open up the City Region, enabling growth and unlocking Renfrewshire's economic potential.

The AAP will be delivered jointly by Renfrewshire Council and Glasgow City Council and involve key stakeholders including Glasgow Airport, Transport Scotland and Network Rail.

However due to technical complexities and constraints involved, the AAP has a significantly longer development process, with construction expected to start in 2022 and operation of services by 2025. This City Deal project has therefore been excluded from the final list of action plan measures until further detailed information becomes available.

3.1.8 Renfrewshire Cycling Strategy

The Renfrewshire Cycling Strategy 2016 – 2025 provides an up to date framework reflecting the increased focus on cycling across Scotland along with aiming to achieve the National targets that have been set for cycling.

The aim of the Cycling Strategy is simple: to get more people in Renfrewshire cycling more often. The strategy considers infrastructure and attitudes to cycling as existing and makes recommendations to achieve a step change. The key features to deliver step change are associated with improving and expanding the existing cycling infrastructure, providing better signage and network information, promoting and marketing cycle usage and running events to raise cycling profile.

A significant amount of cycling infrastructure has been constructed throughout Renfrewshire over the past few years. The Paisley South link is now complete and was delivered in 6 phases linking Barrhead to Linwood. The cost of this route was funded from Strathclyde Partnership for Transport (SPT) capital allocations, Sustrans and the Scottish Government. The route from Castle Semple in Lochwinnoch to the railway station was completed in 2015 and was funded in a similar way to the Paisley South Link. This project involved the construction of three bridges and significant raised embankments within a flood plain. The Cycle Strategy also identifies local improvements to cycle infrastructure such as toucan crossings to assist cyclists cross roads and traffic calming to ensure lower traffic speeds to assist cyclists. Cycle parking has also been installed at a number of locations throughout Renfrewshire. These measures will be funded from the Cycling Walking and Safer Streets grant.

The strategy contains a Cycling Action Plan which sets out a programme of activities and network interventions for the coming ten years including upgrades and expansion of cycle networks, upgrading the Council's facilities for cyclists and updating the Council's Travel

Plan. The Council also has a 'Try Bikes' scheme which provides a pool of bikes for business travel by employees.

In recognition of its work towards encouraging its staff to travel actively, the Council was awarded the accolade of Cycle Friendly Employer in 2016 by the Neilston Development Trust which manages the Cycle Friendly Employer scheme in Renfrewshire.

An increase in cycling will ultimately help achieve the Council's vision for a greener Renfrewshire by reducing congestion on the roads, cutting vehicle emissions and improving air quality.

3.1.9 Renfrewshire Council Biomass Guidance Policy Document

A biomass guidance document was published by the Environmental Improvements Section of Communities, Housing and Planning Services in December 2015 titled 'Biomass Guidance Document for the Assessment of Planning Applications for Biomass Installations within Renfrewshire - A resource for Renfrewshire Council Community Resources & Development Standards Officers'.

The development of a biomass policy document was an action measure within the 2014 Paisley Town Centre Air Quality Action Plan to address the increasing uptake of biomass as a source of energy both domestically and commercially and to ensure that the benefits obtained from the use of biomass as a fuel source in reducing CO₂ emissions were not to the detriment of local air quality through increased emissions of particulate matter.

The document is for use by Council staff when assessing planning applications for developments which include biomass energy installations that are not regulated by the Scottish Environment Protection Agency (SEPA). It includes background and legislative information on Biomass; the impacts on local air quality of biomass installations and tools for the assessment of such impacts; consideration of cumulative impacts of biomass schemes and guidance on when to request more detailed assessments from prospective developers.

3.2 Source Apportionment

Source apportionment is the process whereby the contribution of different pollutant sources to ambient concentrations is quantified. As previously detailed, the pollutants of concern within Renfrewshire are NO₂ and PM₁₀. A variety of sources contribute to the levels of these pollutants within the Air Quality Management Areas including background pollutant concentrations, transport, commercial and industrial sources. In the case of particulate matter, a significant proportion of this comes from sources outside of the Council area and even out with the UK.

Source apportionment studies were undertaken across all three Air Quality Management Areas in 2015 in order to:

- Quantify what proportion of each pollutant was due to background emissions or local emissions from busy roads in the local area.
- Establish whether local traffic management measures would have a significant impact on reducing emissions in the area or, whether national measures may be more effective.
- Determine the extent to which different vehicle types contributed to pollutant concentrations.

For each study, the contribution from the following sources was quantified: Background; Cars; Light Goods Vehicles; Heavy Goods Vehicles and Buses (motorcycles were excluded

due to small numbers). The respective contribution from each source was modelled at a selection of receptor locations across the study areas. The findings of these studies are summarised below with the information used during selection of the action measures presented within this Action Plan to ensure measures are targeted towards the predominant sources of emissions within each Air Quality Management Area.

The studies refer to both nitrogen oxide (NO_x) and nitrogen dioxide (NO₂) emissions. It is therefore useful to define the relationship between NO_x and NO₂. Nitrogen oxide (NO_x) is a combination of nitrogen monoxide (NO) and nitrogen dioxide (NO₂), and is generally what is measured and modelled in terms of direct emissions from combustion processes, such as those found in diesel vehicles and industrial processes. The concentration of NO₂ is what is measured at roadsides and at other locations when investigating air pollution. The NO_x emitted from vehicles will undergo chemical reaction and dispersion to form the NO₂ concentrations measured at roadsides. Emission limits for vehicles are then set in terms of NO_x emissions, and the health-based air quality limits are set in terms of NO₂ concentrations.

3.2.1 Paisley Town Centre Air Quality Management Area

Following declaration of the Paisley Town Centre Air Quality Management Area in 2009 a *Further Assessment* was carried out in 2011 which included an emissions inventory, source apportionment and modelling study of the area. This allowed the Council to identify the main sources of nitrogen oxides (NO_x) and PM₁₀ within the Air Quality Management Area. An update of this study (including modelling at various heights representative of relevant receptor locations) was undertaken in 2015 within the report 'Paisley Town Centre Air Quality Modelling Study 2015'.

The 2015 study was concerned with road traffic emissions from the town centre road network and receptors located within this area. The source apportionment results are summarised below however for a comprehensive understanding of the study please refer to the original report, a copy of which can be requested from Communities, Housing and Planning Services.

Oxides of Nitrogen (NO_x)

The findings from the study indicated that the main source of NO_x at the selected receptor locations were local road traffic sources. The percentage contribution of road traffic sources varied between 61.1% and 80.3% dependant on location with background NO_x concentrations accounting for the remaining proportion. Of the local traffic sources, cars were identified as contributing the most significant proportion of NO_x at seven of the eight specified receptor locations, with buses identified as the main source at Receptor 5 (Receptor 5 is Smithhills Street which is a bus and taxi only street in the town centre and a main bus stand location).

Table 1: NO_x Emissions by source and vehicle type (µg.m⁻³) Paisley AQMA

Receptor location	Total NO _x	Background	Road NO _x	Cars	HGV	Buses	LGV
R1	46.3	14.7	31.5	16.0	4.0	5.8	5.7
R2	83.6	16.5	67.1	34.4	24.4	4.4	3.9
R3	73.7	19.6	54.1	23.1	11.8	12.0	7.3
R4	67.0	19.6	47.5	17.1	8.7	15.6	6.0
R5	93.3	19.6	73.8	8.8	5.7	57.3	1.9
R6	61.4	19.6	41.9	16.8	10.7	8.8	5.5
R7	59.7	16.9	42.8	23.9	9.7	4.3	4.8
R8	42.4	16.5	25.9	13.4	8.1	1.7	2.6

Note: Receptor Locations R1 – Maxwellton St, R2 – Causeyside St, R3 – Renfrew Rd, R4 – Brick Lane, R5 – Smithhills St, R6 – Gauze St, R7 – Caledonia St, R8 – Gordon St

Table 2: NOx Emissions by source and vehicle type (% of total NOx) Paisley AQMA

Receptor location	Total NOx	Background	Road NOx	Cars	HGV	Buses	LGV
R1	100%	31.8%	68.2%	34.6%	8.7%	12.5%	12.4%
R2	100%	19.7%	80.3%	41.1%	29.2%	5.3%	4.7%
R3	100%	26.5%	73.5%	31.4%	16.0%	16.3%	9.9%
R4	100%	29.2%	70.8%	25.5%	13.0%	23.3%	9.0%
R5	100%	20.9%	79.1%	9.4%	6.1%	61.4%	2.1%
R6	100%	31.8%	68.2%	27.4%	17.4%	14.3%	9.0%
R7	100%	28.3%	71.7%	40.1%	16.3%	7.2%	8.1%
R8	100%	38.9%	61.1%	31.6%	19.2%	4.1%	6.2%

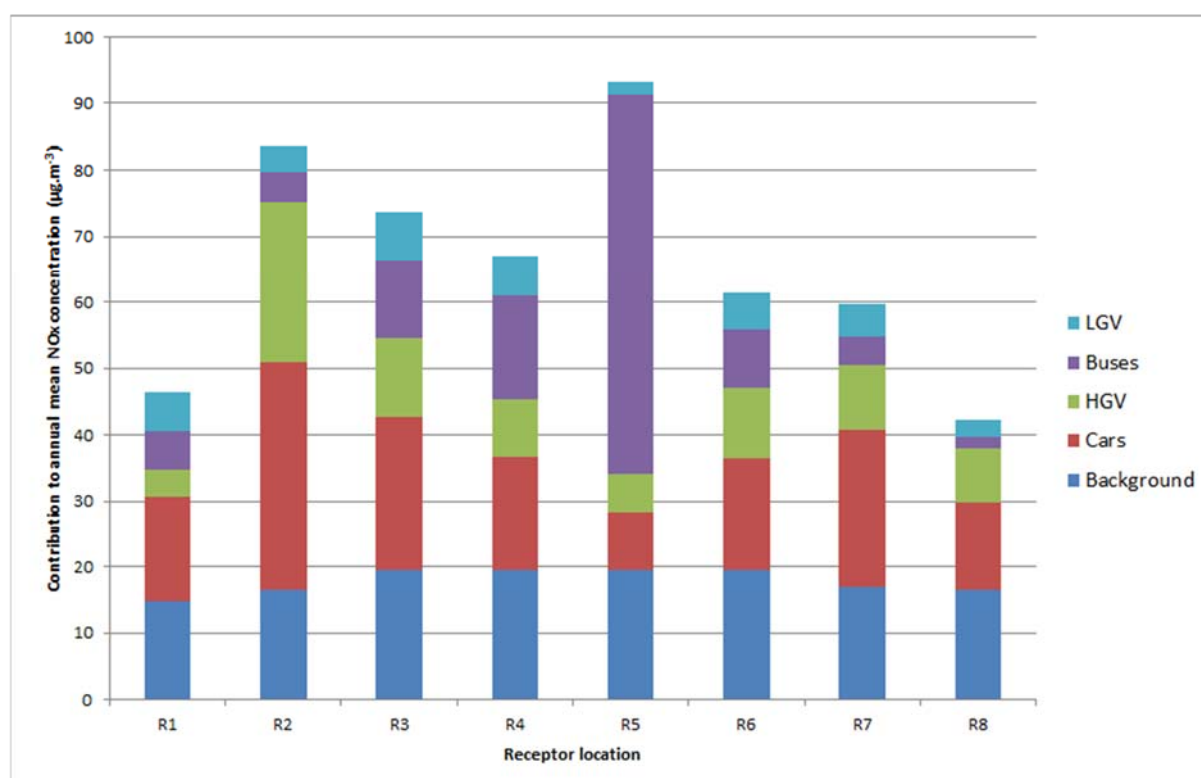
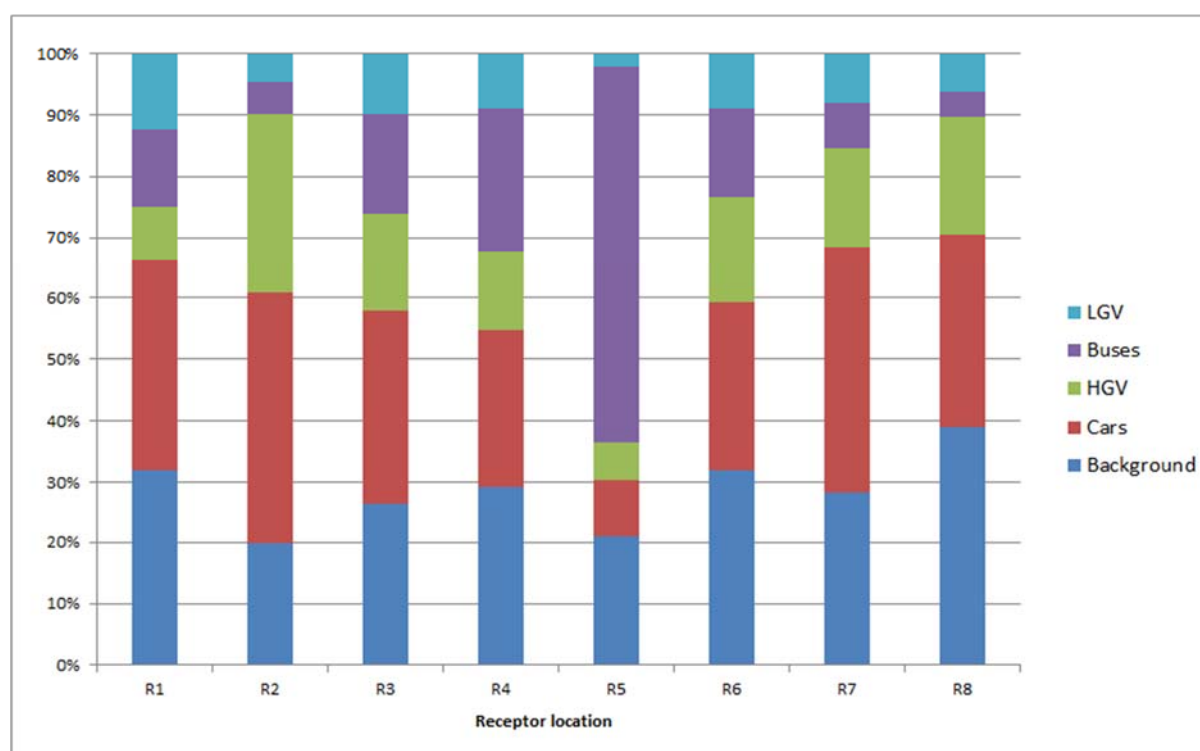
Figure 4: NOx Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Paisley AQMA

Figure 5: NOx Emissions by source and vehicle type (expressed as %) Paisley AQMA

**PM₁₀**

With respect to concentrations of PM₁₀, background sources were the most significant contributors to local concentrations. The percentage contribution of background sources varied between 70.1% and 83% dependant on receptor location with PM₁₀ from local road sources making up the remaining percentage. Of the local road sources, cars were the dominate source, contributing between 13.3% and 21.1% at seven of the eight receptor locations with buses identified as the main source at Receptor 5 (Smithhills Street).

Table 3: PM₁₀ Emissions by source and vehicle type (µg.m⁻³) Paisley AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
R1	14.7	11.8	2.9	2.0	0.2	0.2	0.5
R2	17.5	12.3	5.2	3.7	1.0	0.2	0.3
R3	17.6	13.0	4.6	2.8	0.6	0.5	0.6
R4	16.5	13.0	3.4	1.9	0.4	0.6	0.5
R5	15.7	13.0	2.7	0.7	0.2	1.7	0.1
R6	16.2	13.0	3.2	1.9	0.5	0.3	0.5
R7	16.1	12.4	3.8	2.7	0.5	0.2	0.4
R8	14.8	12.3	2.5	1.7	0.4	0.1	0.2

Table 4: PM₁₀ Emissions by source and vehicle type (% of total PM₁₀) Paisley AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
R1	100.0%	80.3%	19.7%	13.3%	1.4%	1.6%	3.4%
R2	100.0%	70.1%	29.9%	21.1%	5.7%	1.2%	1.9%
R3	100.0%	74.0%	26.0%	16.0%	3.5%	3.1%	3.6%
R4	100.0%	79.2%	20.8%	11.8%	2.4%	3.6%	3.1%
R5	100.0%	82.8%	17.2%	4.7%	1.2%	10.6%	0.7%
R6	100.0%	80.4%	19.6%	11.9%	2.9%	1.9%	2.9%
R7	100.0%	76.6%	23.4%	16.5%	2.9%	1.4%	2.6%
R8	100.0%	83.3%	16.7%	11.7%	2.9%	0.6%	1.6%

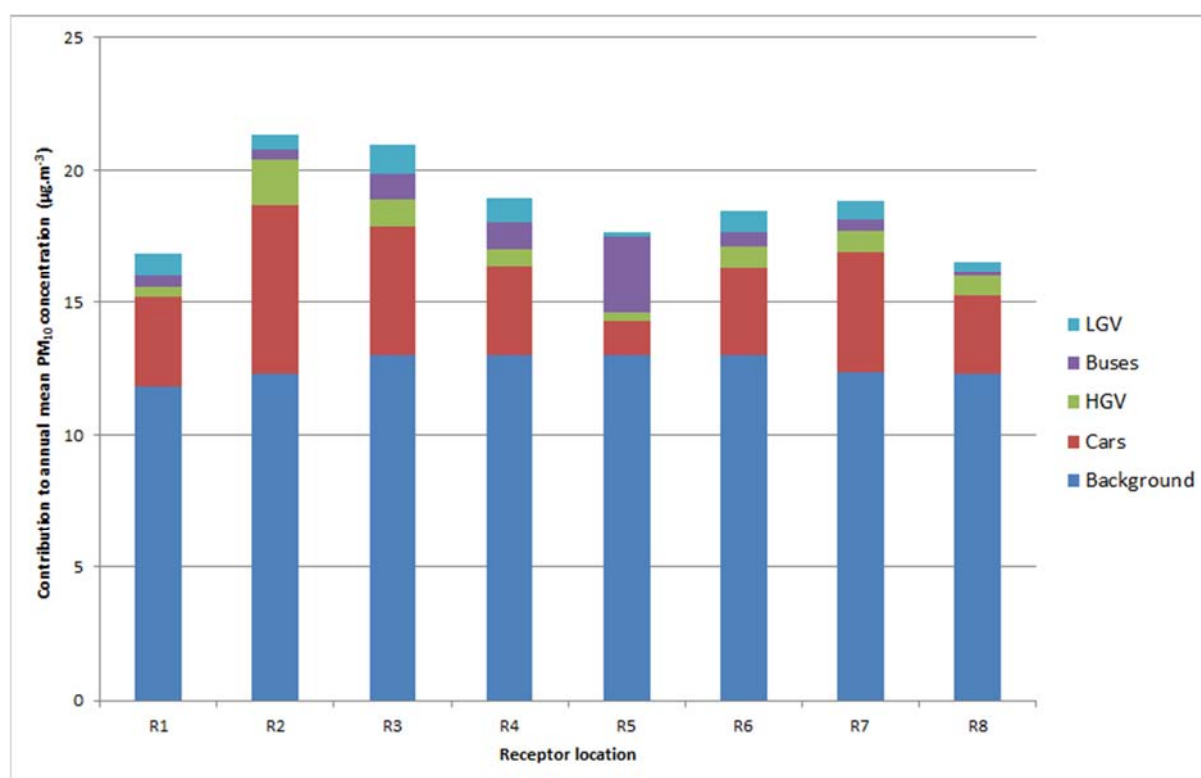
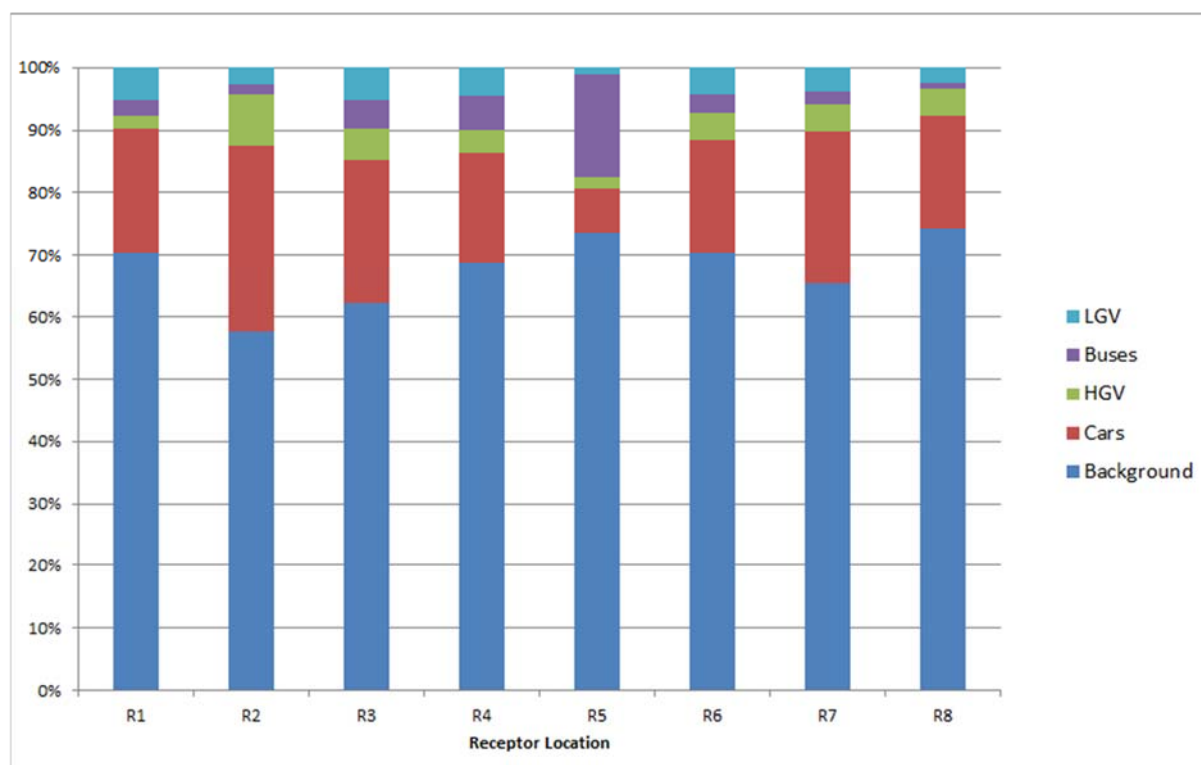
Figure 6: PM₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Paisley AQMA

Figure 7: PM₁₀ Emissions by source and vehicle type (expressed as %) Paisley AQMA

3.2.2 Johnstone High Street Air Quality Management Area

A Detailed Assessment of Johnstone High Street was undertaken in 2015 including a source apportionment analysis of road traffic emissions. The source apportionment results are summarised below however, for a comprehensive understanding of the study, please refer to the original report *Detailed Assessment of Air Quality – High Street, Johnstone* which can be found on the council's air quality web page <http://www.renfrewshire.gov.uk/airquality>

NO_x

The findings from the study indicated that the main source of NO_x at the selected receptor locations were local road traffic sources. The percentage contribution of road traffic sources varied between 88.5% and 90.5% dependant on location with background NO_x concentrations accounting for the remaining proportion. Of the local traffic sources, buses were identified as the dominant source at all of the receptor locations contributing between 50.4% and 51.8% of NO_x. The proportion of NO_x (and PM₁₀) emissions from HGV and LGV movements is relatively low when compared to other vehicle types at all receptor locations.

Action plan measures targeted at reducing emissions from buses will therefore likely help reduce NO₂ (and PM₁₀) concentrations within the Air Quality Management Area. In addition the locations where the highest pollutant concentrations are measured and modelled are within high sided street canyon topography and at locations where traffic is known to be regularly slow moving and congested at traffic lights. Measures aimed at improving traffic flow at these locations will therefore help to reduce vehicle emissions and concentrations.

Table 5: NOx Emissions by source and vehicle type ($\mu\text{g.m}^{-3}$) Johnstone AQMA

Receptor location	Total NOx	Background	Road NOx	Cars	HGV	Buses	LGV
High St 3	174.6	18.6	156.0	46.0	16.1	89.2	4.7
High St 4	196.7	18.6	178.0	53.8	17.5	101.2	5.6
High St 5	192.0	18.6	173.3	51.0	17.8	99.4	5.2
High St 11	161.6	18.6	143.0	43.2	14.0	81.4	4.5
High St 12	163.4	18.6	144.8	43.8	14.2	82.4	4.5

Table 6: NOx Emissions by source and vehicle type (% of total NOx) Johnstone AQMA

Receptor location	Total NOx	Background	Road NOx	Cars	HGV	Buses	LGV
High St 3	100%	10.7%	89.3%	26.3%	9.2%	51.1%	2.7%
High St 4	100%	9.5%	90.5%	27.3%	8.9%	51.5%	2.8%
High St 5	100%	9.7%	90.3%	26.6%	9.3%	51.8%	2.7%
High St 11	100%	11.5%	88.5%	26.7%	8.6%	50.4%	2.8%
High St 12	100%	11.4%	88.6%	26.8%	8.7%	50.4%	2.8%

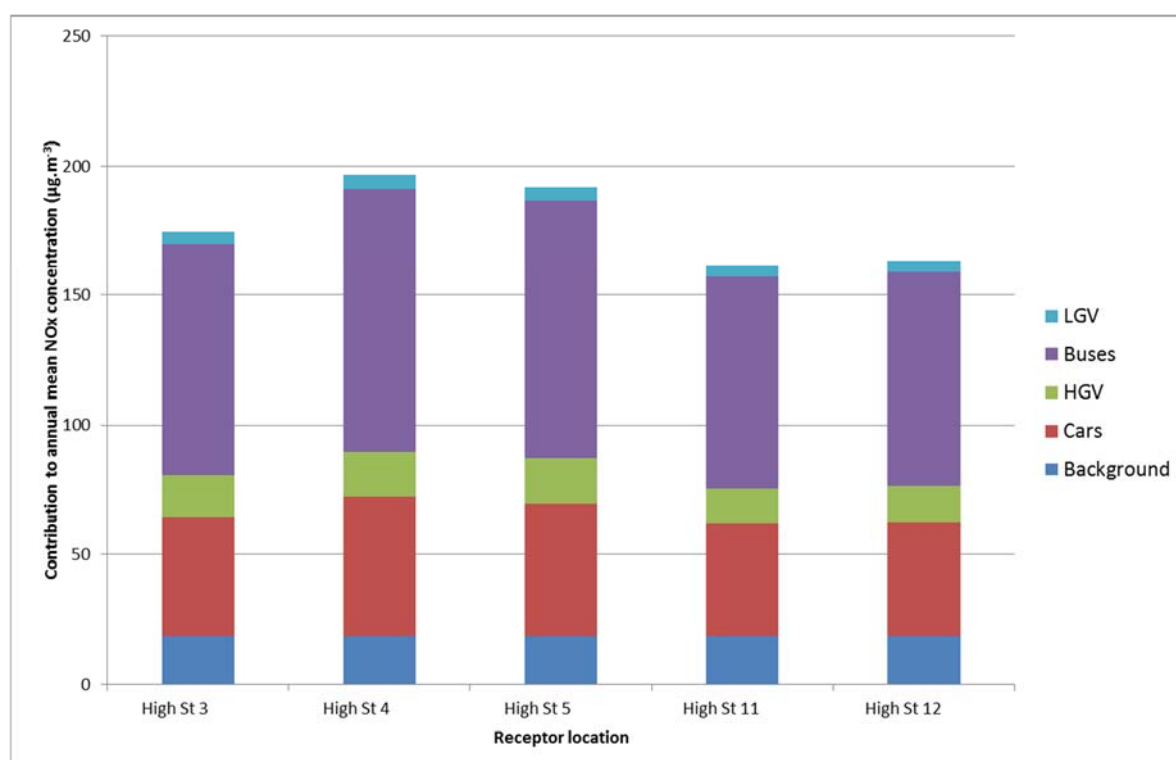
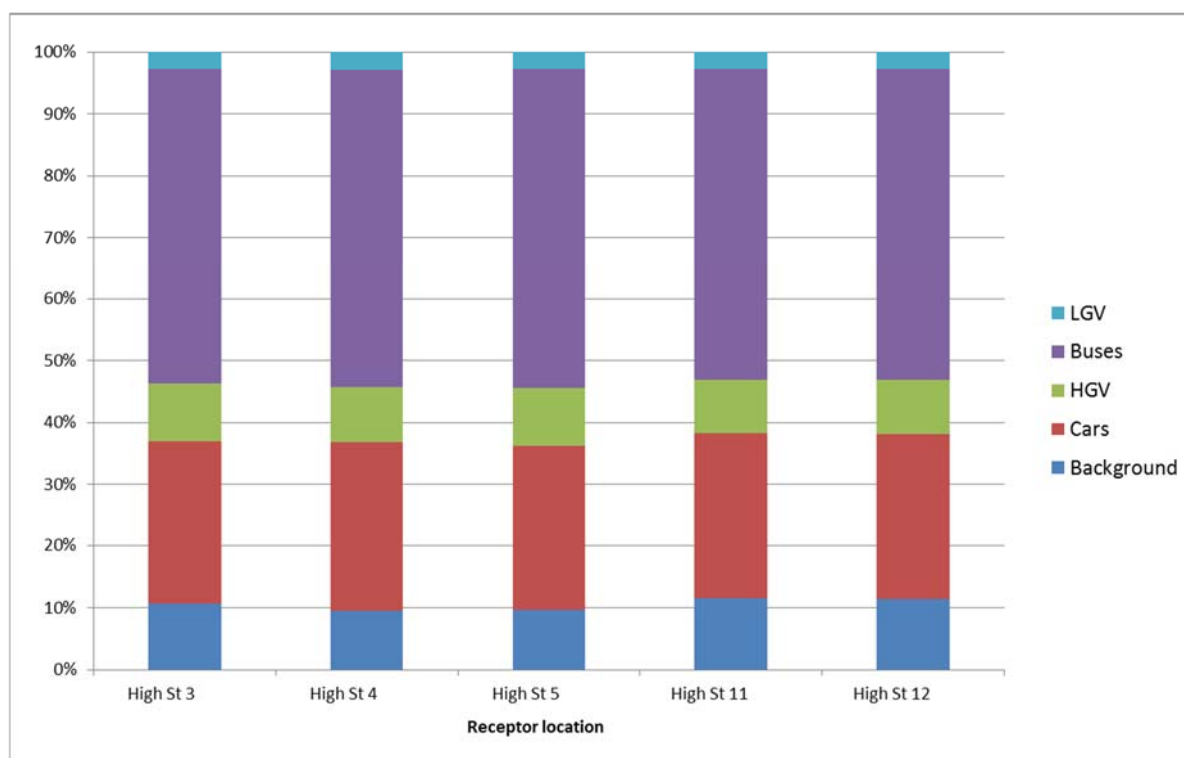
Figure 8: NOx Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Johnstone AQMA

Figure 9: NOx Emissions by source and vehicle type (expressed as %) Johnstone AQMA**PM₁₀**

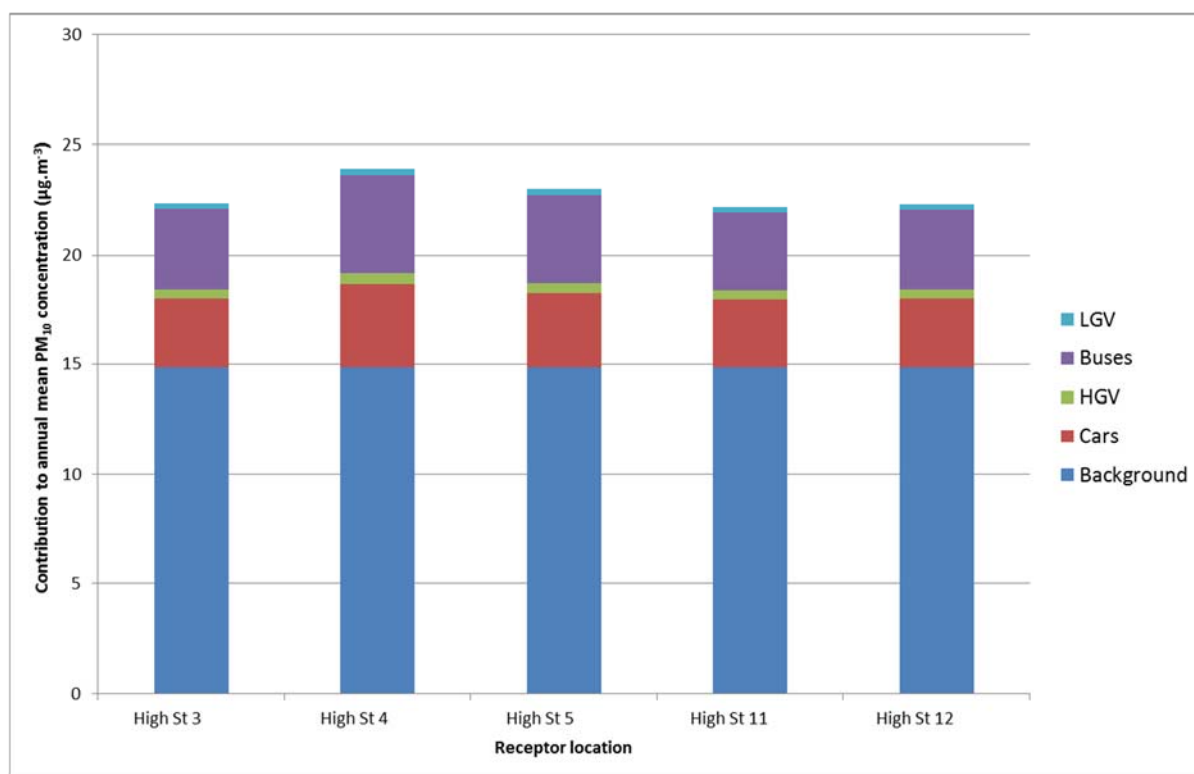
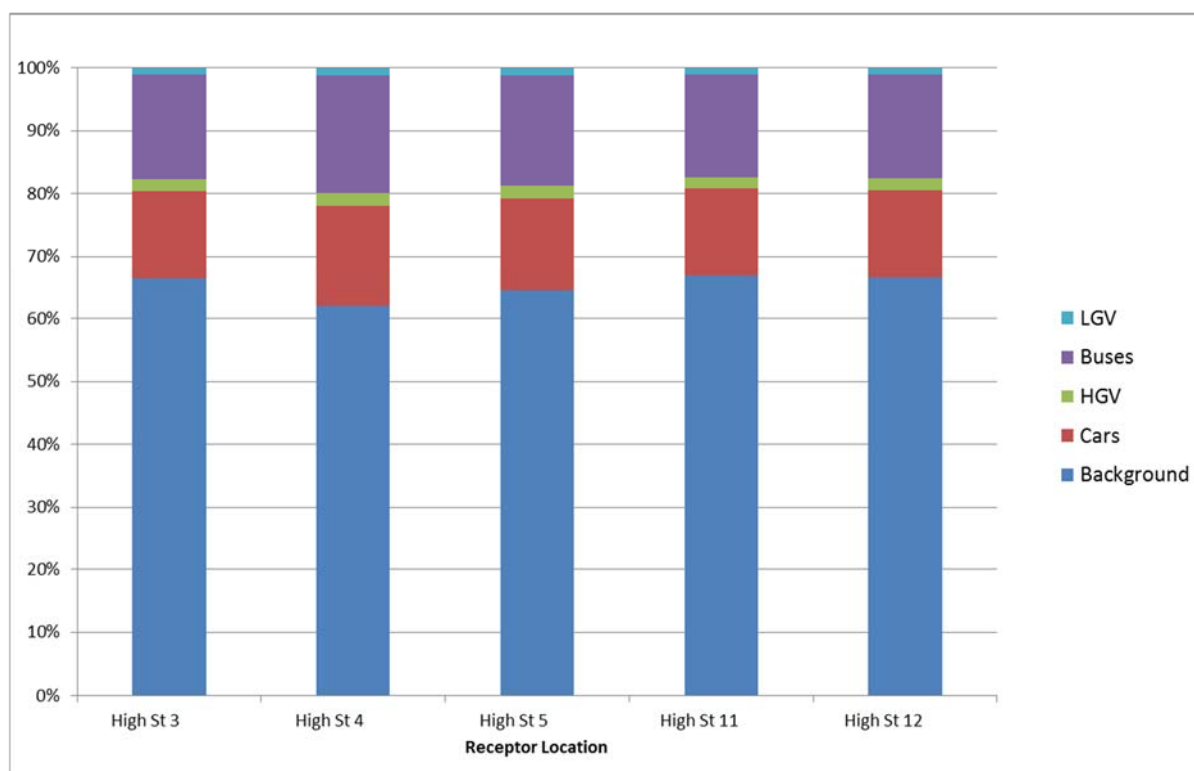
With respect to PM₁₀, background sources were the most significant contributors to local concentrations. The percentage contribution of background sources varied between 62% and 66.8% dependant on receptor location with PM₁₀ from local road sources accounting for the remaining proportion. Of the local road sources, buses contributed slightly more than cars as can be seen in the tables below.

Table 7: PM₁₀ Emissions by source and vehicle type (µg.m⁻³) Johnstone AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
High St 3	22.4	14.8	7.5	3.2	0.4	3.7	0.2
High St 4	23.9	14.8	9.1	3.8	0.5	4.5	0.3
High St 5	23.0	14.8	8.2	3.4	0.5	4.0	0.3
High St 11	22.2	14.8	7.4	3.1	0.4	3.6	0.2
High St 12	22.3	14.8	7.5	3.2	0.4	3.7	0.2

Table 8: PM₁₀ Emissions by source and vehicle type (% of total PM₁₀) Johnstone AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
High St 3	100%	66.3%	33.7%	14.1%	1.9%	16.6%	1.1%
High St 4	100%	62.0%	38.0%	16.0%	2.1%	18.7%	1.2%
High St 5	100%	64.5%	35.5%	14.8%	2.0%	17.5%	1.2%
High St 11	100%	66.8%	33.2%	14.0%	1.8%	16.4%	1.1%
High St 12	100%	66.5%	33.5%	14.1%	1.8%	16.5%	1.1%

Figure 10: PM₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Johnstone AQMAFigure 11: PM₁₀ Emissions by source and vehicle type (expressed as %) Johnstone AQMA

An additional study was commissioned by the Council to assist with the production of this Action Plan. This report, entitled *Air Quality Action Plan Support*, is described in more detail in section 3.4.2 but includes more up to date and detailed analysis of traffic composition and potential emission reduction scenarios specifically within High St Johnstone. The full report can be found in appendix G.

3.2.3 Renfrew Town Centre Air Quality Management Area

A Detailed Assessment of Renfrew Town Centre was undertaken in 2015 including a source apportionment analysis of road traffic emissions. The source apportionment results are summarised below however, for a comprehensive understanding of the study, please refer to the original report *Detailed Assessment of Air Quality – Renfrew Town Centre* which can be found on the council's air quality page <http://www.renfrewshire.gov.uk/airquality>

NO_x

The findings from the study indicated that the main source of NO_x at the selected receptor locations were local road traffic sources. The percentage contribution of road traffic sources varied between 72.1% and 86.5% dependant on receptor location with background NO_x concentrations accounting for the remaining proportion. Of the local traffic sources, the dominant source was variable dependant on receptor location. For example the proportion of road NO_x from buses was greater on Paisley Road and Hairst St but emissions from cars were the most dominant contributor on Inchinnan Rd.

The locations where the highest pollutant concentrations were measured and modelled are at the section of Inchinnan Road approaching the traffic lights at the main junction with Paisley Road and Hairst Street where traffic will regularly be slow moving and idling at the traffic lights. The high concentrations here also indicated that the one sided street canyon topography from the tenement properties at Nos. 1 to 19 Inchinnan Road, is possibly limiting dispersion of air pollutants. Measures aimed at improving traffic flow at these locations will therefore help to reduce vehicle emissions and concentrations.

Table 9: NO_x Emissions by source and vehicle type (µg.m⁻³) Renfrew AQMA

Receptor location	Total NO _x	Background	Road NO _x	Cars	HGV	Buses	LGV
R1 (5 Paisley Rd)	71.9	20.1	51.8	15.4	7.5	23.1	5.8
R2 (14d Paisley Rd)	86.1	20.1	66.1	19.3	9.8	29.5	7.4
R3 (1-5 Inchinnan Rd)	97.1	20.1	77.1	26.3	15.7	28.7	6.3
R4 (15 Inchinnan Rd)	148.6	20.1	128.5	61.9	41.5	16.9	8.2
R5 (2 Inchinnan Rd)	122.1	20.1	102.0	48.9	32.5	14.3	6.4
R6 (5-11 Hairst St)	73.9	20.1	53.9	19.3	5.8	24.4	4.4
R7 (4 Hairst St)	75.0	20.1	54.9	20.0	6.1	24.4	4.5
R8 (12 Inchinnan Rd)	75.3	20.1	55.2	29.5	16.7	5.3	3.7

Table 10: NO_x Emissions by source and vehicle type (% of total NO_x) Renfrew AQMA

Receptor location	Total NO _x	Background	Road NO _x	Cars	HGV	Buses	LGV
R1 (5 Paisley Rd)	100%	27.9%	72.1%	21.4%	10.5%	32.1%	8.1%
R2 (14d Paisley Rd)	100%	23.3%	76.7%	22.4%	11.4%	34.3%	8.6%
R3 (1-5 Inchinnan Rd)	100%	20.7%	79.3%	27.1%	16.2%	29.6%	6.5%
R4 (15 Inchinnan Rd)	100%	13.5%	86.5%	41.7%	27.9%	11.4%	5.5%
R5 (2 Inchinnan Rd)	100%	16.4%	83.6%	40.0%	26.6%	11.7%	5.3%
R6 (5-11 Hairst St)	100%	27.1%	72.9%	26.1%	7.9%	33.0%	5.9%
R7 (4 Hairst St)	100%	26.8%	73.2%	26.6%	8.2%	32.5%	6.0%
R8 (12 Inchinnan Rd)	100%	26.7%	73.3%	39.1%	22.2%	7.1%	5.0%

Figure 12: NOx Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Renfrew AQMA

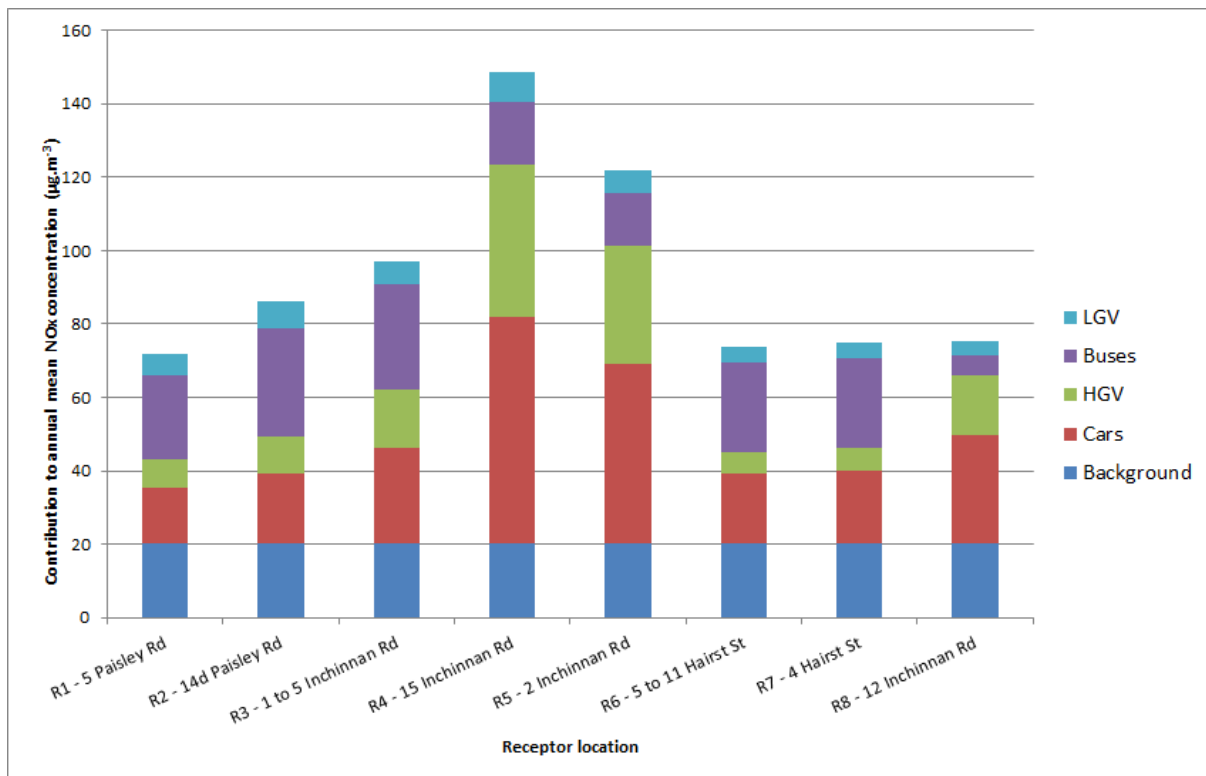
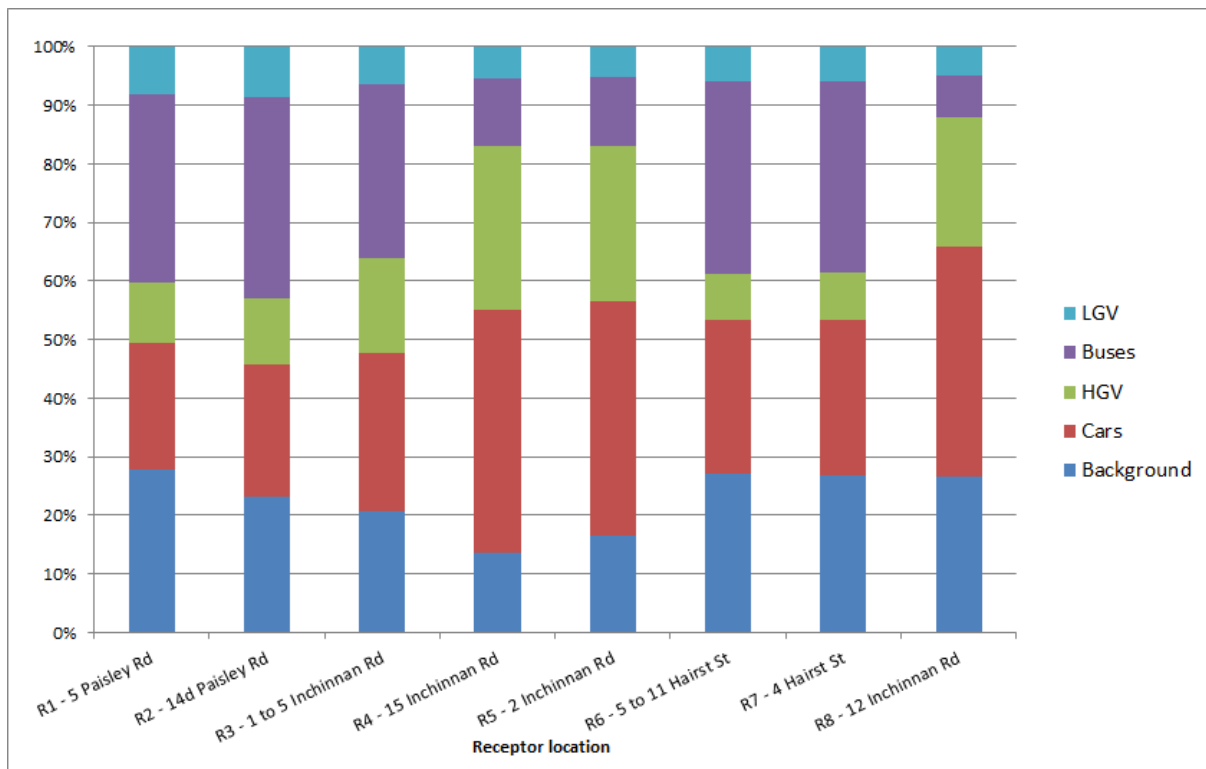


Figure 13: NOx Emissions by source and vehicle type (expressed as %) Renfrew AQMA



PM₁₀

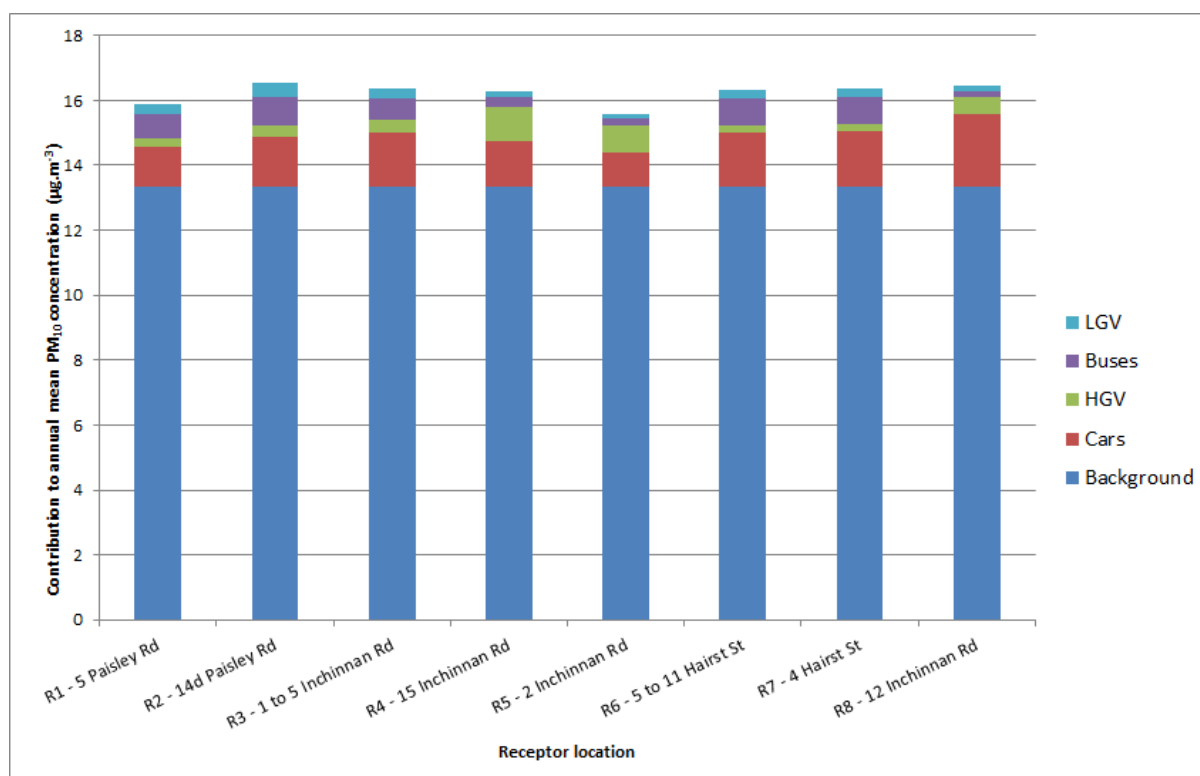
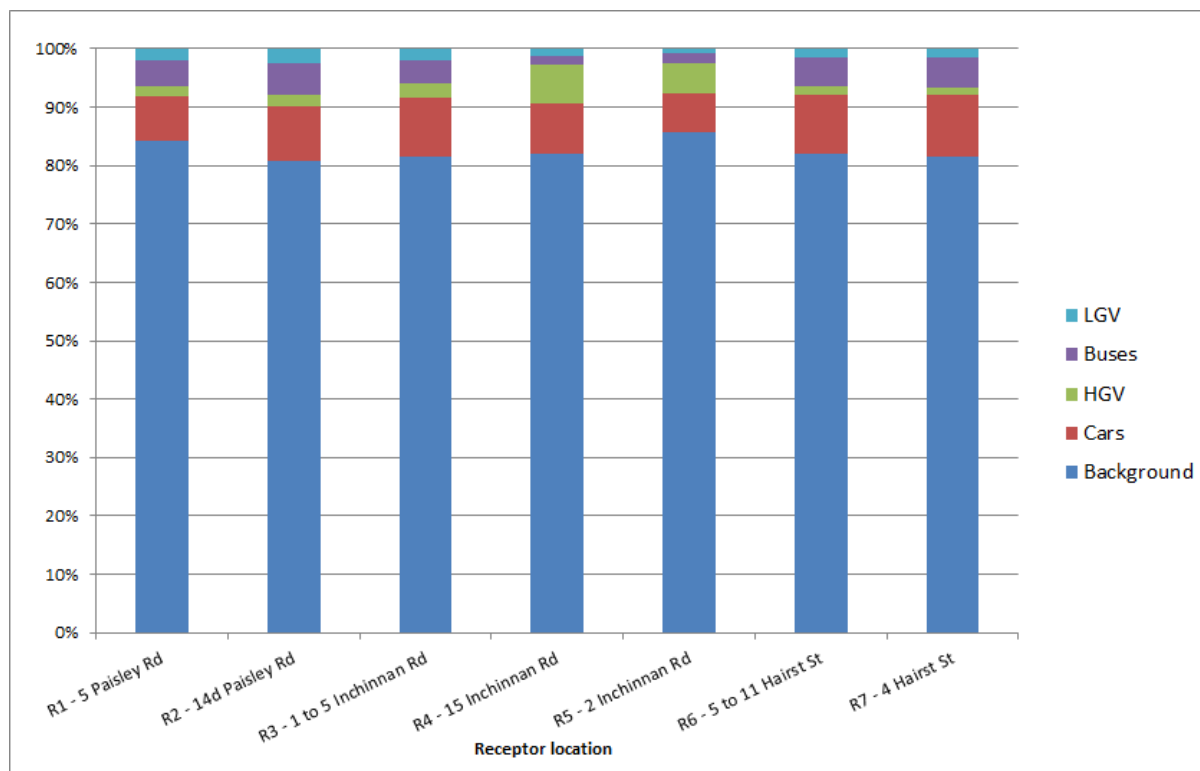
With respect to concentrations of PM₁₀, background sources were the most significant contributors to local concentrations. The percentage contribution of background sources varied between 80.9% and 85.7% dependant on receptor location with PM₁₀ from local road sources accounting for the remaining proportion. Of the local road sources, cars were the most significant contributor as can be seen in the tables below.

Table 11: PM₁₀ Emissions by source and vehicle type (µg.m⁻³) Renfrew AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
R1 (5 Paisley Rd)	15.9	13.4	2.5	1.2	0.3	0.7	0.3
R2 (14d Paisley Rd)	16.5	13.4	3.2	1.5	0.3	0.9	0.4
R3 (1-5 Inchinnan Rd)	16.4	13.4	3.0	1.6	0.4	0.6	0.3
R4 (15 Inchinnan Rd)	16.3	13.4	2.9	1.4	1.0	0.3	0.2
R5 (2 Inchinnan Rd)	15.6	13.4	2.2	1.0	0.8	0.2	0.1
R6 (5-11 Hairst St)	16.3	13.4	2.9	1.7	0.2	0.8	0.3
R7 (4 Hairst St)	16.4	13.4	3.0	1.7	0.2	0.8	0.3
R8 (12 Inchinnan Rd)	16.5	13.4	3.1	2.2	0.5	0.1	0.2

Table 12: PM₁₀ Emissions by source and vehicle type (% of total NOx) Renfrew AQMA

Receptor location	Total PM ₁₀	Background	Road PM ₁₀	Cars	HGV	Buses	LGV
R1 (5 Paisley Rd)	100%	84.1%	15.9%	7.7%	1.7%	4.5%	2.0%
R2 (14d Paisley Rd)	100%	80.9%	19.1%	9.2%	2.0%	5.4%	2.5%
R3 (1-5 Inchinnan Rd)	100%	81.6%	18.4%	10.1%	2.5%	3.9%	2.0%
R4 (15 Inchinnan Rd)	100%	82.1%	17.9%	8.6%	6.4%	1.7%	1.2%
R5 (2 Inchinnan Rd)	100%	85.7%	14.3%	6.6%	5.3%	1.5%	0.9%
R6 (5-11 Hairst St)	100%	81.9%	18.1%	10.2%	1.4%	5.0%	1.5%
R7 (4 Hairst St)	100%	81.6%	18.4%	10.4%	1.4%	5.1%	1.6%
R8 (12 Inchinnan Rd)	100%	81.2%	18.8%	13.5%	3.2%	0.8%	1.2%

Figure 14: PM₁₀ Emissions by source and vehicle type (expressed in $\mu\text{g.m}^{-3}$) Renfrew AQMAFigure 15: PM₁₀ Emissions by source and vehicle type (expressed as %) Renfrew AQMA

3.2.4 Summary

The source apportionment studies across the three Air Quality Management Areas confirmed that, with regards to NO_x emissions, the dominant source at all receptor locations are local road transport sources with different vehicle types contributing to variable extents dependant on location. Conversely, with regards to PM₁₀ emissions, background sources are the most dominant contributor.

On the basis of these findings, effective local traffic management measures may assist in reducing NO_x emissions in the local Air Quality Management Areas. This Action Plan therefore considers measures that will target reductions in emissions from road traffic in general. However with regards to PM₁₀, national measures aimed at reducing background concentrations of particulate matter would be more effective.

3.3 Required Reduction in Emissions

3.3.1 Required Reduction in Emissions

As part of the action planning process local authorities require to identify the reduction in pollutant emissions required to attain the objectives within their Air Quality Management Areas to determine the scale of effort required within the Action Plan.

As previously detailed, the Council's most recent Local Air Quality Management report, the 2018 Annual Progress Report, identified exceedances of the NO₂ annual mean objective at two diffusion tube monitoring sites during 2017, one within the Renfrew Town Centre Air Quality Management Area and one within the Johnstone High Street Air Quality Management Area. There were no exceedances at any of the automatic monitoring sites.

The two diffusion tube locations which exceeded the NO₂ annual mean objective level of 40 µg/m³ (after bias adjustment and distance correction) were located at:

- Renfrew (DT No. 8) - Inchinnan Rd, Renfrew (42.5 µg/m³)
- Johnstone (DT No. 59) - High St, Johnstone (40.6 µg/m³)

The emission reduction required at each of these locations to achieve the NO₂ annual mean objective level of 40 µg/m³ is therefore:

- Renfrew (DT No. 8), Inchinnan Rd, Renfrew - 2.5 µg/m³ reduction required
- Johnstone (DT No. 59), High St, Johnstone - 0.6 µg/m³ reduction required.

Within the Paisley Town Centre Air Quality Management Area, there are now three years of consecutive monitoring data (2015, 2016 and 2017) with no exceedances. However, there remain some diffusion tube locations within Paisley where the annual mean NO₂ concentration is close to the objective.

3.3.2 Emission Reduction Modelling Studies

The Council is committed to continually improving the quality of air within Renfrewshire and will strive to achieve this with the implementation of the measures within this plan. Fundamental to this is ensuring action measures contained within this Action Plan are appropriate, effective and will achieve the required emissions reduction. Quantification of the air quality impact of proposed measures during the action planning process is therefore critical. Where possible, this was assessed through detailed modelling studies i.e. the City Deals Air Quality Assessments, the AECOM Air Quality Action Plan Support 2017 study and the Paisley Town Centre Air Quality Modelling Study 2015 but, where not feasible, a semi-quantitative assessment relying on a level of judgement from officers was undertaken.

With regards to the Paisley Town Centre Air Quality Management Area, an emissions reduction modelling study was undertaken in 2015 titled '*2015 Paisley Town Centre Air Quality Modelling Study*'. For the Johnstone High St Air Quality Management Area, a consultant was commissioned during 2017 to undertake a quantitative appraisal study, an aim of which was to use emission modelling to indicate the effects of proposed action measures on local air quality in Johnstone. The report titled '*Air Quality Action Plan Support*' is included within appendix G. With regards to the Renfrew Town Centre Air Quality Management Area, it was considered that the Clyde Waterfront & Renfrew Riverside (CWRR) City Deals project and construction of the Renfrew North Development Road will be the most significant measure for this Air Quality Management Area and therefore analysis of emission reductions from other measures was not appropriate at this time. Instead, a summary of the CWRR Air Quality Assessment detailing the proposed reduction in air quality levels as a result of the development is detailed below.

Conclusions from the emissions reductions studies were used to support the selection and implementation of the action measures contained within this Action Plan. A summary of these studies is provided below however reference should be made to the original reports for a comprehensive understanding of the conclusions. Copies of the reports can be requested from the Council's Communities, Housing and Planning Service.

Paisley Town Centre Air Quality Modelling Study 2015

By 2015 the majority of action measures within the Paisley Town Centre Air Quality Action Plan had been completed yet there remained exceedances of statutory air quality objectives based on 2014 data. An update and review of the Paisley Town Centre Air Quality Action Plan was required to identify new focussed and effective action plan measures. The 2015 Paisley Town Centre Air Quality Modelling Study was commissioned by the Council to provide an updated modelling assessment and source apportionment of the town centre and to evaluate the potential emission reductions that would result from a range of traffic management scenarios.

The source apportionment results of the study are detailed within section 3.3. The modelling identified no exceedances of PM₁₀ but identified potential exceedances of the annual mean NO₂ objective at locations consistent with previous years' monitoring data (Smithhills St and Causeyside St). A number of possible emission reduction scenarios were modelled to assess the effect on local air quality.

- Scenario 1 – reduction in bus emissions by restricting the Euro standard of buses operating within the Air Quality Management Area to a minimum Euro V standard (a Statutory Quality Bus Partnership Scheme was previously in place that required buses to be a minimum Euro III standard).
- Scenario 2 – reduction in congestion at busy junctions (modelled by increasing average speed at junctions by 10%); and
- Scenario 3 – a 10% and 20% reduction in the volume of traffic passing through the Air Quality Management Area.

The modelling results for the three scenarios indicated that each option would provide a reduction in annual mean NO₂ (and PM₁₀) concentrations.

For scenario 1 a reduction in annual mean concentrations of NO₂ from the 2014 baseline ranged from 0.1ug.m⁻³ to 1.6ug.m⁻³. As expected, Smithhills St was predicted to have the greatest air quality benefit with this measure (this location is a main bus route within the town centre).

Table 13: Scenario 1 - Predicted 2014 annual mean NO₂ concentrations at relevant receptors (µg.m⁻³)

Receptor	Location	2014 baseline NO ₂ annual mean	Scenario 1 NO ₂ annual mean	Change in µg.m ⁻³ compared to the baseline	Percentage reduction in NO ₂ concentrations compared to the baseline
R1	22 Maxwellton Street	22.6	22.3	0.3	1.1 %
R2	63 Causeyside Street	18.5	18.3	0.2	1.0 %
R3	11 Renfrew Road	33.2	32.7	0.5	1.4 %
R4	6 Brick Lane	34.6	34.0	0.6	1.6 %
R5	14 Smithhills Street	44.5	42.9	1.6	3.6 %
R6	43 Gauze Street	28.6	28.4	0.2	1.0 %
R7	1 Caledonia Street	31.6	31.2	0.4	1.1 %
R8	36 Gordon Street	21.7	21.5	0.2	0.5 %
R9	25 Lawn Street	39.0	38.8	0.2	0.6 %
R10	72 Causeyside Street	28.8	28.5	0.3	1.0 %
R11	80 Causeyside Street	41.8	41.7	0.1	0.3 %
R12	67 Causeyside Street	41.0	40.9	0.1	0.4 %
R13	20 Smithhills Street	32.1	31.2	0.9	2.7 %
R14	3 Lawn Street	36.4	36.2	0.2	0.7 %

Exceedances of statutory AQOs are highlighted in bold and pink.

For scenario 2 a reduction in annual mean concentrations of NO₂ concentrations again ranged from 0.1µg.m⁻³ to 1.6µg.m⁻³.

Table 14: Scenario 2 - Predicted 2014 annual mean NO₂ concentrations at relevant receptors (µg.m⁻³)

Recept or	Location	2014 baseline NO ₂ annual mean	Scenario 2 NO ₂ annual mean	Change in µg.m ⁻³ compared to the baseline	Percentage reduction in NO ₂ concentrations compared to the baseline
R1	22 Maxwellton Street	22.6	21.9	0.7	3.0 %
R2	63 Causeyside Street	18.5	18.1	0.4	2.4 %
R3	11 Renfrew Road	33.2	31.9	1.3	3.9 %
R4	6 Brick Lane	34.6	33.4	1.2	3.4 %

Receptor	Location	2014 baseline NO ₂ annual mean	Scenario 2 NO ₂ annual mean	Change in µg.m ⁻³ compared to the baseline	Percentage reduction in NO ₂ concentrations compared to the baseline
R5	14 Smithhills Street	44.5	42.9	1.6	3.7 %
R6	43 Gauze Street	28.6	28.1	0.5	1.8 %
R7	1 Caledonia Street	31.6	31.2	0.4	1.1 %
R8	36 Gordon Street	21.7	21.5	0.2	0.6 %
R9	25 Lawn Street	39.0	38.3	0.7	1.7 %
R10	72 Causeyside Street	28.8	28.2	0.6	2.2 %
R11	80 Causeyside Street	41.8	41.7	0.1	0.3 %
R12	67 Causeyside Street	41.0	40.8	0.2	0.5 %
R13	20 Smithhills Street	32.1	31.1	1.0	3.0 %
R14	3 Lawn Street	36.4	36.1	0.3	0.9 %

Exceedances of statutory AQOs are highlighted in bold and pink.

For scenario 3, a 10% reduction in traffic volume resulted in a reduction in annual mean concentrations of NO₂ concentrations ranging from 0.8ug.m⁻³ to 2.6ug.m⁻³. All receptor locations, with the exception of Smithhills St, were predicted to be below the objective level. By increasing the reduction in traffic volume to 20%, concentrations at Smithhills St are also below the objective level.

Table 15: Scenario 3 - Predicted 2014 annual mean NO₂ concentrations at relevant receptors (µg.m⁻³)

Receptor	Location	2014 baseline	10% total flow reduction		20% total flow reduction	
			Predicted NO ₂ annual mean -	Change in µg.m ⁻³ compared to the baseline	Predicted NO ₂ annual mean -	Change in µg.m ⁻³ compared to the baseline
R1	22 Maxwellton Street	22.6	21.4	1.2	20.2	2.4
R2	63 Causeyside Street	18.5	17.7	0.8	16.9	1.6
R3	11 Renfrew Road	33.2	31.3	1.9	29.4	3.8
R4	6 Brick Lane	34.6	32.7	2.0	30.7	3.9
R5	14 Smithhills Street	44.5	41.9	2.6	39.1	5.4
R6	43 Gauze Street	28.6	27.2	1.4	25.7	2.9
R7	1 Caledonia Street	31.6	29.8	1.8	27.9	3.7
R8	36 Gordon Street	21.7	20.6	1.1	19.6	2.1
R9	25 Lawn Street	39.0	36.8	2.2	34.5	4.5

Receptor	Location	2014 baseline	10% total flow reduction		20% total flow reduction	
			Predicted NO ₂ annual mean -	Change in µg.m ⁻³ compared to the baseline	Predicted NO ₂ annual mean -	Change in µg.m ⁻³ compared to the baseline
R10	72 Causeyside Street	28.8	27.2	1.6	25.5	3.3
R11	80 Causeyside Street	41.8	39.3	2.5	36.6	5.2
R12	67 Causeyside Street	41.0	38.5	2.5	35.9	5.1
R13	20 Smithhills Street	32.1	30.3	1.8	28.5	3.6
R14	3 Lawn Street	36.4	34.4	2.0	32.3	4.1

Exceedances of statutory AQOs are highlighted in bold and pink.

Compliance with the NO₂ annual mean objective based on 2014 data was only achievable at all locations by implementing the 20% reduction in traffic volume scenario. Whilst traffic restrictions could be considered within the Air Quality Management Area at certain locations, delivering a 20% reduction in traffic volume across the Air Quality Management Area is considered unlikely. Alternatively a combination of mitigation scenarios could be considered.

Whilst currently there have been no exceedances of statutory air quality levels within the Paisley Town Centre Air Quality Management Area for three consecutive years (2015, 2016 and 2017), this study provides useful information on the degree of intervention that is required to achieve improvements to air quality should there be future exceedances. The study has highlighted that, dependant on location and local traffic conditions, implementation of quite significant measures may result in only a small reduction in pollutant concentrations. This demonstrates the importance of accurate emissions reductions modelling to ensure that proposed measures are the most appropriate, feasible and cost effective.

Air Quality Action Plan Support 2017 Study by AECOM

A consultant was commissioned during development of this Action Plan to undertake an emissions modelling study to indicate the effects of proposed action measures on local air quality specifically within the Johnstone High Street Air Quality Management Area. Additional aims of the study were to understand the current air quality situation in Renfrewshire; provide a high level review of the expected impact of all proposed action measures contained within this Action Plan; appraise the proposed action measures with respect to the Scottish Government's Cleaner Air for Scotland (CAFS) 2015 air quality strategy thematic objectives; and provide a robust evidence base against which the effects of proposed action measures can be tracked by proposing key performance indicators.

With regards to the emissions modelling study that was undertaken within the Johnstone High Street Air Quality Management Area, an Automatic Number Plate Recognition (ANPR) camera survey was conducted over a 24-hour period during August 2017 to determine the coarse composition of the vehicle fleet on Johnstone High St. Further analysis was performed to determine the detailed composition in terms of Euro emission standards. Emission rates and total emissions for each vehicle were derived using the Emission Factor Toolkit Version 7 (DEFRA, 2016). The objective for this study was to estimate, where possible, emissions for every vehicle passing each camera location. This approach was applied because it provided a higher level of emissions detail. The emissions data were then

used as the basis to conduct dispersion modelling to determine air quality concentrations at selected receptors along Johnstone High Street. The ADMS-Roads dispersion modelling software (CERC, 2015) was used to consider and predict the impact of different modelling scenarios.

The pollutant of concern within the Johnstone Air Quality Management Area is NO₂ and hence NO_x emissions were the focus of the analysis. The three emission reduction scenarios modelled were:

- Scenario B - all buses were assumed to have achieved a minimum emission standard of Euro VI.
- Scenario C - all HGVs were assumed to have achieved a minimum emission standard of Euro V.
- Scenario D - all cars (diesel and petrol) were assumed to have achieved a minimum emission standard of Euro 5.

Modelled total adjusted annual mean (i.e. including background) NO₂ concentrations at each diffusion tube monitoring location on Johnstone High St for each modelling scenario are given in Table 16 below.

Table 16: Predicted NO₂ annual mean concentrations at each diffusion tube monitoring location for each modelling scenario (µg.m⁻³)

Site ID	Adjusted Annual Mean NO ₂ Concentration (µg/m ³) for each scenario						
	A	B		C		D	
	Base	All buses minimum Euro VI	% Reduction	All HGVs minimum Euro V	% Reduction	All cars minimum Euro V	% Reduction
20	31.6	29.7	6.0	31.4	0.6	31.2	1.3
59	30.3	28.7	5.3	30.1	0.7	30.0	1.0
72	27.6	26.1	5.4	27.4	0.7	27.2	1.4
85	37.4	34.9	6.7	37.1	0.8	36.9	1.3
86	29.5	27.2	7.8	29.2	1.0	29.1	1.4
87	16.8	16.3	3.0	16.8	0.0	16.7	0.6

Note: Site ID refers to the NO₂ diffusion tube locations modelled.

The results indicate that each option would provide a reduction in total NO₂ emissions to varying degrees but with the greatest reduction resulting from scenario B, the upgrading of all buses to Euro VI emission standard. This resulted in a reduction of total daily NO_x emissions by up to 12.4% and a reduction in modelled adjusted annual mean NO₂ contributions at diffusion tube receptor locations by between 3%-7.8% as compared to the baseline scenario. This relatively large change, in comparison to the other scenarios, is due to the fact that the current bus fleet is old compared to the national average (according to the National Atmospheric Emissions Inventory) and that the Euro VI NO_x emissions standard is approximately 8.5 times lower than Euro IV.

Scenario C, converting HGVs to Euro V, was the least effective scenario whereby modelled adjusted annual mean NO₂ concentrations reduced by only up to 1% as compared to the baseline scenario. This relatively minor change is due to the fact that the majority of HGVs are already of Euro V and Euro VI standard combined with the fact that any upgrade of pre

Euro V to Euro V standard would not lead to particularly large gains as there is not a significant difference in the NO_x emissions standards.

The air quality benefits of converting all cars to a minimum Euro 5 emission standard, scenario D, is also relatively marginal with reductions in modelled adjusted annual mean concentrations of NO₂ between 0.6-1.4% as compared to the baseline scenario. The main reason for this is because the majority of light vehicles observed on the High St are already a minimum Euro 5 standard. A restriction of diesel cars to a minimum Euro 6 standard would be required in order to achieve any considerable improvement in emissions.

The limited gains for the HGV and car scenarios are a result of the underlying emissions standards of the current representative fleets. The ANPR study which provides a very robust account of vehicle characteristics shows that the majority of HGVs are already Euro V or above and any measures to restrict older more polluting vehicle types entering onto the High Street would be impractical, in terms of improving air quality, especially given the numbers observed. The study therefore confirms that little would be gained by Renfrewshire pursuing policies which restrict light and heavy goods vehicles entering the area based on emissions standards alone via, for example, implementation of a Low Emission Zone.

Interventions around bus operations are therefore considered the most effective way of reducing emissions in the short term and improving air quality to levels below air quality objectives in the future. This is consistent with the findings of the 2015 Detailed Assessment of Johnstone High Street described in Section 3.2.2 which included a source apportionment analysis of road traffic emissions. The findings from this 2015 study indicated that the main source of NO_x at the selected receptor locations were local road traffic sources; buses being identified as the dominant source at all of the receptor locations.

In terms of the required emission reduction, the location of exceedance within the Johnstone High Street Air Quality Management Area is the Johnstone diffusion tube No. 59. This is described as Site ID 59 in Table 16 above. An exceedance of 40.6 µg/m³ was measured at this site during 2017. The emissions reductions at this diffusion tube location as a result of implementing each of the scenarios is as follows; Scenario B - 1.6µg/m³, Scenario C – 0.2µg/m³, Scenario D - 0.3µg/m³. Scenario B, the upgrading of all buses to Euro VI emission standard therefore provides the most significant reduction in pollutant levels and is the only measure sufficient to bring levels to below the statutory objective level of 40 µg/m³.

For a comprehensive understanding of the conclusions of this study please refer to the original report, *Air Quality Action Plan Support*, which is included within appendix G.

Clyde Waterfront & Renfrew Riverside (CWRR) City Deals

The Clyde Waterfront & Renfrew Riverside (CWRR) City Deals project and construction of the Renfrew North Development Road will be the most significant measure in terms of emissions reduction for this Air Quality Management Area.

Construction of the Renfrew North Development Road will provide an alternative route for traffic which avoids Renfrew town centre. This will reduce the volume of traffic going through the Air Quality Management Area and will optimise the operation of the local road network resulting in improved traffic flows in and around the town centre and improved journey time reliability.

An Environmental Impact Assessment was submitted as part of the planning application for the proposed CWRR development which included air quality and traffic impact assessments. While the findings predict an increase in traffic at certain locations within Renfrew as development takes place, in terms of the Renfrew Town Centre Air Quality Management Area, construction of the Renfrew North Development Road will result in a reduction in traffic and therefore a positive impact on air quality levels on certain roads once the development is

in operation. This is particularly evident on Inchinnan Road, the location of the current exceedance of the NO₂ annual mean objective within Renfrew. The air quality assessment predicts that there will be a reduction of 3µg.m⁻³ at this diffusion tube location based on a comparison between the 2020 baseline without development scenario versus the 2020 baseline with development scenario. The air quality assessment concludes that local air quality pollutant concentrations at sensitive receptors due to changes in traffic flows associated with operation of the proposed development will be below statutory air quality objectives at all locations. This is also the case when considering the CWRR project cumulatively with the Glasgow Airport Investment Area project. Site works for the CWRR development are expected to commence January 2020 and be complete by Summer 2022. It would therefore be anticipated that an improvement to air quality levels would be expected following this completion date.

Summary

The Council's 2018 Annual Progress Report identified two diffusion tube locations within Renfrewshire which exceeded the NO₂ annual mean objective level of 40 µg/m³ during 2017(after bias adjustment and distance correction). There were located at:

- Renfrew (DT No. 8) - Inchinnan Rd, Renfrew (42.5 µg/m³)
- Johnstone (DT No. 59) - High St, Johnstone (40.6 µg/m³)

The emissions reduction required at each of these locations to achieve the NO₂ annual mean objective level of 40 µg/m³ is therefore:

- Renfrew (DT No. 8), Inchinnan Rd, Renfrew - 2.5 µg/m³ reduction required
- Johnstone (DT No. 59), High St, Johnstone - 0.6 µg/m³ reduction required.

With regards to the Renfrew exceedance, the air quality assessment submitted with the CWRR City Deals planning application predicted that the development will result in a reduction of 3µg.m⁻³ at the diffusion tube location (DT No. 8) where the exceedance of 42.5 µg/m³ was identified, based on a comparison between the 2020 baseline without development scenario versus the 2020 baseline with development scenario.

With regards to the Johnstone exceedance, the Air Quality Action Plan Support 2017 Study by AECOM identified interventions around bus operations as the most effective way of reducing emissions in the short term and improving air quality to levels below air quality objectives. The study looked at various emissions reductions scenarios with each option providing a reduction in total NO₂ emissions to varying degrees but with the greatest reduction resulting from upgrading all buses to Euro VI emission standard. Implementing this measure would result in a reduction of 1.6µg/m³ at the diffusion tube location (DT No. 59) where the exceedance of 40.6 µg/m³ was identified.

Implementation of both measures would therefore achieve a reduction in NO₂ emissions to below the statutory annual mean objective level of 40 µg/m³ at both of these locations.

3.6 Key Priorities

Based on the information contained within this chapter and the conclusions that can be drawn from this, we have prioritised several areas for action as detailed below.

- Priority 1 - promotion of low emission transport within Renfrewshire by for example encouraging bus operators to use cleaner vehicles within certain Air Quality Management Area routes, in particular, Johnstone High St.
- Priority 2 - infrastructure improvements via progression with the City Deals project and in particular the Clyde Waterfront & Renfrew Riverside project. The construction of the Renfrew North Development Road as part of this project will provide an alternative route for traffic avoiding Renfrew Town Centre thus optimising the operation of the local road network and reducing congestion.

- Priority 3 - tackling emissions from congestion via various means e.g. improvements to our Urban Traffic Control system and development of town centre transport strategies. This is particularly relevant for the Paisley and Johnstone Air Quality Management Areas.

4. Development and Implementation of Renfrewshire's Air Quality Action Plan

4.1 Steering Group

A steering group was established at the start of the action planning process to take forward the development of the Action Plan. The remit of the group was to identify effective, feasible and proportionate action measures for inclusion within the Action Plan and to ensure implementation and delivery of these.

The group was composed mainly of Renfrewshire Council officers from those Services with an interest or potential impact on air quality and who may have an influence on the action measures being considered. Members included officers from Communities, Housing and Planning Services (Environmental Improvements, Development Management, City Deals and Policy & Regeneration), Environment & Infrastructure (Transport and Roads) and Finance and Resources (Energy Asset). Officers provided guidance in their respective areas of expertise to ensure evaluation and selection of the most appropriate measures. Communities, Housing and Planning Services Environmental Improvements section have taken lead responsibility for production of the plan.

The first steering group meeting was held in October 2016 with subsequent meetings carried forward through 2017. The meetings included presentations and agendas covering an overview of the action planning process, the air quality issues within Renfrewshire, consideration of potential action measures and those deemed insufficient, identification of priorities, action measure performance indicators and potential pollution reduction targets. Separate individual meetings between Environmental Improvements and officers from each Service were also conducted in order to discuss measures in more depth.

With regards to action measures such as improvements to the bus fleet and provision of real time bus information, engagement with external organisations is necessary e.g. local bus companies, SPT. The input and agreement from these organisations will be fundamental in successfully implementing the relevant measures.

Government guidance emphasises the importance of ensuring that transport planners are engaged in the action planning process to ensure the Action Plan is integrated with Local Transport Plans in a successful manner. This was particularly important in Renfrewshire given that road emissions were attributable to the majority of previous exceedances. As such, officers from our Roads Service worked in close partnership with Environmental Improvements during the development of the plan including managers and officers specialising in Urban Traffic Control Systems, transport planning, policy, active travel, infrastructure and regeneration.

The overall steering group process consisted of a gradual refinement of possible action measures to those contained within this Action Plan which are considered the most effective, feasible and cost-effective measures for us to pursue.

4.2 Consultation and Stakeholder Engagement

Local Authorities must consult on the preparation of their Air Quality Action Plans. The statutory consultees that must be consulted are detailed in Table 17.

Table 17: Consultation Undertaken

Yes/No	Consultee
Yes	Scottish Government
Yes	Scottish Environment Protection Agency
Yes	all neighbouring local authorities – Glasgow City Council, West Dunbartonshire Council, East Renfrewshire Council, North Ayrshire Council & Inverclyde Council
N/A	any National Park authority within or adjacent to the local authority area
Yes	other public authorities as appropriate – SPT, Transport Scotland, NHS Greater Glasgow and Clyde
Yes	bodies representing local business interests and other organisations as appropriate – Renfrewshire Chamber of Commerce, Freight Transport Association, Community Councils

Development of an initial draft Renfrewshire Air Quality Action Plan was led by the Environmental Improvements section within Communities, Housing and Planning Services and involved internal steering group meetings with contributions from several Council Services. A range of measures aimed at improving air quality within Renfrewshire were identified and were included within the draft Action Plan which was presented to, and approved by, the Infrastructure, Land and Environment Policy Board on 24 January 2018.

The Council subsequently undertook a statutory consultation process in accordance with the Environment Act 1995. The draft Action Plan was submitted to statutory consultees for their consideration and comment including the Scottish Government, SEPA and neighbouring Local Authorities. A wider consultation incorporated other relevant public authorities e.g. SPT, NHS Greater Glasgow and Clyde and Transport Scotland; bodies representing local business interests e.g. Renfrewshire Chamber of Commerce and the Freight Transport Association; and the local community via community councils and directly with members of the public. Consultation with statutory consultees was undertaken throughout 2018 and a further 6-week public consultation was undertaken at the end of 2018 and beginning of 2019. The public consultation included publication of details of the draft Action Plan on our website and distribution of leaflets to public places within each of the Air Quality Management Areas e.g. Council offices, libraries, GP surgeries, sports venues, town halls.

Comments were received from statutory consultees including the Scottish Government, SEPA, neighbouring local authorities and SPT, in addition to comments from members of the public. Comments are positive with the Scottish Government and SEPA both agreeing with the objectives set out within the Action Plan. The Action Plan is described as well presented with significant levels of detail which provides for an effective Air Quality Action Plan. In particular, the Scottish Government have advised that they consider the Council has produced an Air Quality Action Plan with a strong basis for measures that can expect to deliver and meet air quality objectives in the near future.

SPT's response welcomed the proposed action measures and stated that attractive, effective and efficient active and public transport connections are key to addressing the impacts of road traffic on air pollution levels. It was acknowledged that SPT and the Council will work together on some of the proposed measures e.g. the Local Transport Strategy, Renfrewshire Council's Cycle Strategy & Action Plan and this joint working is welcomed and encouraged.

Neighbouring local authorities welcomed a combined approach in terms of physical infrastructure works and behavioural change e.g. promoting active travel. Glasgow City

Council also provided comment in relation to the city's newly implemented Low Emission Zone. They advised that the Low Emission Zone will introduce annually increasing targets on bus operators operating within Glasgow city centre culminating in 100% EURO VI compliance by 31 Dec 2022. At this point all vehicles entering the Low Emission Zone will be subject to its constraints and it is acknowledged that there will be likely benefits accruing to neighbouring authorities as the increased requirements of the Glasgow Low Emission Zone lead to bus operators improving their fleets. Conversely however, they have advised that vigilance may be required to ensure that the quality of the bus fleet is not diluted elsewhere due to Glasgow's requirements.

Comments were received from members of the public following the 6-week public consultation exercise. Comments were generally positive and highlighted some topics of interest to members of the public in relation to air quality including the following:

- The possibility of optimising traffic flow through town centres via the removal of traffic lights and, where suitable, replacement with roundabouts,
- Enforcement of parking restrictions,
- Not introducing bus and cycle lanes as this will reduce road space resulting in further congestion,
- Education within schools, in particular with regards to promoting cycling,
- The promotion of public transport and a general shift away from the use of the car,
- Idling enforcement aimed at HGVs and buses rather than cars given many vehicles are now fitted with stop-start technology,
- A dedicated small village bus to be used in outlying areas of Renfrewshire to encourage residents away from use of the car.

The consultation exercise was successful and a useful experience to gain insight and comments on the Council's proposals. The draft Renfrewshire Air Quality Action Plan was reviewed taking account of relevant consultation comments and brought back to the Infrastructure, Land and Environment Policy Board in final form for consideration and approval prior to being published. This final Renfrewshire Air Quality Action Plan was approved by Board on 20 March 2019.

This Renfrewshire Air Quality Action Plan 2019 is considered a living document which will be updated with amendments and additions in response to future work including feasibility studies and further modelling work currently being undertaken to support some of the action measures. The Action Plan will be subject to an annual review and progress on action measures will be detailed within our statutory Annual Progress Reports which are submitted to the Scottish Government at the end of June each year in compliance with statutory Local Air Quality Management duties.

A summary of the responses to the consultation and stakeholder engagement is given in Appendix C.

5. Air Quality Action Plan Measures

During development of this Renfrewshire Air Quality Action Plan the Council have considered a wide range of measures aimed at improving air quality within the three Air Quality Management Areas. Air Quality Policy Guidance LAQM.PG(S)16 states that Action Plans must focus on 'effective, feasible, proportionate and quantifiable measures as the top priority' and 'provide evidence that all available options have been considered on the grounds of cost effectiveness and feasibility'.

A provisional evaluation of all possible measures was initially undertaken by the steering group with a gradual refinement of measures, taking into consideration the circumstances within each individual Air Quality Management Area, local knowledge, the source apportionment results and existing local council policies. Those measures that were short-listed for inclusion within the Action Plan were then assessed against a range of criteria in order to evaluate their suitability for inclusion within the plan. Further information in relation to this is provided within appendix E.

Measures that were considered during the action planning process but not included within the Action Plan are detailed in appendix D together with the reasons for these being not pursued.

Having undertaken this evaluation process, the resultant action measures contained within this Action Plan are considered the most effective, feasible and cost-effective to pursue in terms of potential air quality improvements within the Air Quality Management Areas. Given that road traffic is the principal source of NO_x pollution within all three Air Quality Management Areas the action measures focus on traffic management scenarios and the promotion of low emission transport.

Table 18 details Renfrewshire's Action Plan measures. For each measure the table details:

- the measure Category - this is consistent with the EU Categories and EU Classifications for reporting to the UK Government;
- the Lead Authority - the responsible individual, Council Service and/or external organisation who will deliver this action;
- timescales and dates for the planning, implementation, progress and completion of measures;
- Key Performance Indicators - details of how progress of measures will be monitored;
- whether the measure is specific to a certain Air Quality Management Area or generic across the council area and the expected benefit in terms of pollutant emission and/or concentration reduction; and
- estimated cost of implementing each action where this can be quantified (overall cost and cost to the Council).

Additional detail for some of the measures is also provided following Table 18.

The proposed action measures can be considered under the following broad topic areas:

- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

Measures include those that are specific to a certain Air Quality Management Area and generic measures which will offer council wide air quality improvements.

For the Paisley Town Centre Air Quality Management Area the proposed Transport Strategy for Paisley (measure 9) is considered to potentially have the most significant impact on future air quality levels dependant on the final measures within the Strategy. These final measures will be assessed taking into account traffic modelling and their air quality impact and so a quantitative analysis of the proposed reductions will be available and reported on in the Council's future Annual Air Quality Progress Reports. The upgrades and improvements to the Council's Urban Traffic Control (UTC) system SCOOT (measure 2) within Paisley town centre may also help improve congestion. A review of traffic data pre and post SCOOT updates will be compared to identify the level of improvement achieved. As previously stated, there are now three consecutive years (2015, 2016 and 2017) with no exceedances of statutory air quality levels within the Paisley Town Centre Air Quality Management Area.

With regards to the Renfrew Town Centre Air Quality Management Area, it is considered that the Renfrew City Deals project and construction of the Renfrew North Development Road will be the most significant measure for this Air Quality Management Area. This will result in reduced traffic volume through Renfrew Town Centre and in particular deliver a beneficial impact on air quality levels on Inchinnan Road where the highest levels of NO₂ are measured. Measure 1 – Glasgow City Region City Deals Projects, has therefore been included as a measure specifically for the Renfrew Town Centre Air Quality Management Area. Site works for this development are expected to commence January 2020 and be complete by Summer 2022. We would therefore anticipate an improvement in pollutant levels following this completion date.

For the Johnstone High St Air Quality Management Area, the study undertaken by AECOM in 2017 specifically identified appropriate action measures for this Air Quality Management Area. The study titled *Air Quality Action Plan Support* is included within appendix G and concludes that interventions around bus operations would be the most effective way of reducing emissions in the short term. Measure 11 - Improvements in the Bus Fleet Standard, has therefore been included as a measure specifically for the Johnstone High Street Air Quality Management Area. Whilst there is no defined timescale detailed for this measure as this will be dependent on the outcome of consultation with local bus operators, we will now take forward this measure as a priority and commence engagement with local bus operators, with progress detailed in the next Annual Progress Report.

As detailed in Section 3.3 Required Reduction in Emissions, implementation of measures 1 and 11 alone should be sufficient to bring the exceedances measured at these locations to below the statutory air quality objective levels without taking account of any further improvements obtained by implementation of the other action measures.

The Action Plan and effectiveness of the measures will be subject to an annual review and progress detailed within our Annual Progress Reports which are submitted to the Scottish Government at the end of June each year for approval. Where specific Performance Indicators are detailed for a measure, progress against these will be reported. In order to ensure the ongoing effective implementation of the Action Plan, continuing effort and engagement by Council officers and relevant stakeholders is required. Therefore, in addition to reporting progress within our Annual Progress Reports, we will maintain regular communication and provide additional updates to steering group members.

Table 18: Air Quality Action Plan Measures

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
1	Glasgow City Region City Deal Projects	Transport Planning and Infrastructure	Scottish Government & Local Authorities (LAs) across the region.	March 2017 – proposal of Application Notices submitted.	GAIA Nov 2017 – planning consent granted	Various – reduced traffic volume through Renfrew Town Centre following construction of Renfrew North Development Road and reduced congestion and journey times.	Renfrew AQMA The AQAs submitted within the EIAs for both developments state that pollutant concentrations at receptors due to traffic flow changes will be below AQO levels. The 2020 baseline concentrations vs 2020 with CWRR development will result in a minor to moderate beneficial impact on air quality levels (reduction of up to 3.9ugm3) measured at the 3 DTs on Inchinnan Road. A reduction of 3 ugm3 is expected at DT No.8 where there is current exceedance. Reference should be made to the AQAs for full details.	Planning permission granted for both developments. Fr the GAIA, tender contracts expected to be granted in April 2019 and works to commence on site end May/start of June 2019.	GAIA 2020 CWRR 2022 City Deal funding from the UK and Scottish Governments will be unlocked in 5-year funding blocks. The formal process for agreeing the release of funding will be a series of 5-yearly Gateway Reviews. If the City Deal meets agreed outputs and outcomes at each review, the full £1 billion of funding from the UK and Scottish Governments will be unlocked.	Refer to section 3.1.7 for further details on this measure.
	- Clyde Waterfront & Renfrew Riverside Project (CWRR) - Glasgow Airport Investment Area Project (GAIA)	Traffic Management Promoting Travel Alternatives	The decision making body is the Glasgow City Region Cabinet. The Renfrewshire projects are lead within the Council by Communities, Housing and Planning Services City Deals Section.	April to May 2017 – consultation with Elected Members/ Community Councils/ public. June 2017 - submission of planning applications (GAIA 'Core' 17/0485/PP, GAIA 'Cycleway' 17/0487/PP & CWRR 17/0486/PP).	June 2019 – start of construction. Dec 2020 – complete construction; roads & bridges open CWRR Nov 2018 – planning consent granted (by Scottish Ministers) Jan 2020 – start of construction Summer 2022 – complete construction; roads & bridges open	KPIs may be measured via: - % change in traffic flow; annual traffic counts on key commuter routes - % improvement in journey times - % reduction in queue lengths		For the CWRR, the tender contract is expected to be published in May 2019 and contract awarded Jan 2020 with works to commence on site Jan 2020 also.		

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
2	<p>Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system</p> <p>- Identification of faults within the Council's UTC SCOOT system, repair/ replacement of defective loops, validation of traffic signals & PROM updates to traffic controllers to ensure full optimisation of traffic signals in order to reduce congestion</p>	Traffic Management (UTC, congestion management)	Environment & Infrastructure - Roads Section	<p>Jan/Feb 2017 preparation and advertising of tender.</p> <p>March 2017 award of tender.</p>	May 2017 to Nov 2017	<p>An effective SCOOT system may reduce traffic delay by an average of 20%. Peak time congestion is a particular issue within the AQMAs. If this can be reduced then traffic would flow more freely resulting in a reduction in emissions.</p> <p>Data in relation to traffic congestion pre and post SCOOT updates will be compared to identify the level of improvement achieved.</p> <p>KPIs may be measured via:</p> <ul style="list-style-type: none"> - reduction in congestion monitored by an increase in overall speed through the junctions. - % improvement in journey times -improved traffic flow 	<p>Paisley & Johnstone AQMA</p> <p>Paisley – 9 traffic signal sites repaired and validation on the Paisley Town Centre (PTC) ring road. The PTC source apportionment analysis confirmed that congestion contributes to pollutant levels to varying degrees dependant on location within the AQMA.</p> <p>Johnstone – 2 sites on High St repaired and validation.</p>	<p>Defective loops repair/replaced in June 2017.</p> <p>Validation of traffic signals & PROM updates completed in November 2017.</p>	<p>Physical works completed November 2017. Evaluation post works to be undertaken following a full year of operation for comparison against annual air quality levels. A comparison of 2017 air pollutant data with 2018 pollutant data in the locality of the traffic signal sites will be undertaken in 2019 once 2018 data is available.</p> <p>Cost - £31,500 provided through Scottish Government AQAP grant funding process.</p>	Additional information on this measure is provided following this table.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
3	Council Fleet Improvements - Continue to improve the standard of fleet	Promoting Low Emission Transport (Company vehicle procurement - Prioritising uptake of low emission vehicles)	Environment & Infrastructure - Transport Section	Ongoing. There is an annual vehicle replacement programme whereby vehicles at the end of their service life are replaced with an improved EURO standard or an electric alternative. The Council fleet consists of approx 440 vehicles of which >85% are of EURO V or VI standard. There are approx 80 HGV vehicles, 32 of which are EURO VI standard with the remaining 48 being of EURO V standard. The EURO V HGVs are prioritised for replacement with EURO VI vehicles. Small number of EURO 4 standard vans targeted for replacement thereafter.	Ongoing In 2016/17 12 HGVs were replaced with EURO VI standard. Further 12 EURO V HGVs replaced with EURO VI HGVs during 2017/18 (10 HGV lorries and 2 buses).	Reduces number of polluting vehicles, operational running costs of vehicles and CO ₂ emissions across entire Council area. Existing Council KPIs: - 2017/18 twelve EURO V HGVs will be replaced with EURO VI standard vehicles - amount of CO ₂ emitted by vehicle fleet KPIs may also be measured via: -an annual review of Council vehicle fleet inventory in order to track year on year improvements which can then be reported in AQAP updates.	All AQMAs, council wide air quality improvements. Improves overall environmental impact of vehicles. Paisley – the Council's transport depot is located within the Paisley AQMA therefore all vehicles travelling to and from the depot will go through the AQMA in addition to operating within it. The Council's HQ is also located within the Paisley AQMA. Several thousand employees work from this location.	Approximately 32 HGVs are currently EURO VI standard.	Ongoing. The Council will continue to improve the standard of fleet and introduce greener vehicles where opportunities and funding permits. Full replacement of HGV fleet with minimum EURO VI vehicles by 2022 at latest. Funded via the Council's Vehicle Replacement Capital Programme.	

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
4	<p>Council Fleet Improvements</p> <p>- Increase numbers of electric vehicles (EVs) & associated charging infrastructure</p> <p>- EV Fleet Strategy Feasibility Study</p>	<p>Promoting Low Emission Transport</p> <p>(Company vehicle procurement prioritising uptake of low emission vehicles & Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging)</p>	Environment & Infrastructure - Transport Section	<p>Ongoing. First Council EVs and charging points purchased and installed 2012.</p> <p>An EV Fleet Strategy feasibility study is currently being undertaken to determine the maximum no. of EVs that could replace current diesel fleet vehicles. There is the potential for up to 200 EV vehicles to be purchased over the following 3 years.</p>	<p>Ongoing</p> <p>Currently 38 EVs (cars/vans) in fleet. With 10 of these introduced into the fleet in 2017/18 replacing existing diesel LGVs.</p> <p>There are 25 council operated charging points, 8 of which members of the public can use. 5 new charging points were installed during 2017/18 – 2 within Johnstone Town Centre, 2 at the Council's HQ in Paisley and 1 at Council's Transport Depot.</p>	<p>Existing Council KPIs:</p> <p>-% of the vehicle fleet which uses alternative fuels i.e. electricity (2016/17 target was 5% and achieved 6.7%)</p> <p>- amount of CO₂ emitted by vehicle fleet.</p>	<p>All AQMAs, council wide air quality improvements.</p> <p>By acting to reduce its own emissions through the uptake of low emissions technology and vehicles, the Council will hopefully encourage other vehicle users to consider greener fuel options.</p> <p>Target pollution reduction may potentially be measured via:</p> <p>-An annual review of the mileage undertaken by each EV that has replaced a diesel alternative and the equivalent 'savings' in emissions.</p>	<p>Fleet currently contains 38 EVs.</p> <p>There are 25 council operated charging points.</p> <p>EV Fleet Strategy has been completed. The conclusions will be presented to a future Council Board meeting with implementation 2018/19/20 subject to funding and capital.</p>	<p>Ongoing.</p> <p>The Council will continue to introduce EVs & charging points where opportunities and funding permits. As technology evolves the Council will extend the EV Fleet Strategy to include all vehicles including HGVs and buses.</p> <p>Costs – EV car costs variable. Funded via the Council's Replacement Vehicle fund, Transport Scotland and the Scottish Govn AQAP grant.</p> <p>Chargers cost approx £5k. Funding mainly from Transport Scotland & Scottish Govn AQAP Grant.</p>	

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
5	<p>Masternaut Connect Fleet Telemetrics System</p> <p>- Upgrade of fleet tracking telemetric system fitted to all Council vehicles to optimise utilisation of fleet. The tracking system allows close monitoring of movement and operating status of all fleet vehicles.</p>	<p>Freight and Delivery Management (Route management plans/ Strategic routing strategy for HGV's)</p> <p>Vehicle Fleet Efficiency (other)</p>	Environment & Infrastructure - Transport Section	<p>Masternaut was originally installed in all council vehicles in 2009-10. This was upgraded to a newer Masternaut Connect version early 2017 which provides an easier reporting system and focuses in more detail on driver behaviour, vehicle utilisation etc.</p> <p>Procurement process undertaken during 2016 and awarded at the end of 2016 following approval by Council Board.</p>	<p>System effective from 1st April 2017.</p> <p>Dedicated member of staff will be employed from April 2018 to work solely with the Masternaut system to provide regular reports and identify problem areas e.g. low mileage users, excessive idling. Mileage of EV vehicles will also be monitored to ensure EV vehicles are being used to their optimum.</p>	<p>Improved scheduling and routing of journeys via optimising vehicle movements and increased utilisation of fleet thus reducing the no. of vehicles in operation.</p> <p>Reduction of idling is also a key area to reduce fuel and maintenance costs & to lower emissions. Masternaut is able to monitor vehicle idling times and this is a specific area that will be monitored and addressed.</p> <p>KPIs may be measured via:</p> <ul style="list-style-type: none"> -reduction in vehicle fleet numbers due to identification of under utilisation of vehicles. -reduction of idling times - improvements in driver behaviour e.g. harsh braking/ acceleration. 	<p>All AQMAs, council wide air quality improvements.</p> <p>The new Masternaut provides an easier reporting system which may allow calculations to be undertaken on emissions reductions. This will be reviewed once the system has been fully operational for a period of time and the dedicated staff member is in post.</p>	<p>System operational from April 2017.</p> <p>Dedicated member of staff employed from Autumn 2018.</p>	Operational and ongoing.	

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
6	<p>Introduction of Council Pool Car Scheme</p> <p>- Supply high mileage users with council cars and introduce a fleet of pool cars to replace business mileage for employees</p>	<p>Alternatives to Private Vehicle Use (Car clubs/sharing schemes)</p> <p>Promoting Low Emission Transport</p>	Environment & Infrastructure - Transport Section	<p>Phase 1 of the Pool Car Scheme will be introduced across several teams within Communities, Housing and Planning Services during 2018/19. This will involve 33 vehicles being available for use to staff within this Service. Staff will require to use the fleet cars in replacement of their own cars.</p> <p>Phase 2 will involve pool cars being available for all other relevant staff members within certain Services and council buildings.</p>	<p>Phase 1 – anticipated by end of 2017/18 financial year.</p> <p>A trial pool car scheme was undertaken in 2016/17 with one EV pool car being available for use by the Environmental Improvements Section within Communities, Housing and Planning Services. The purchase of this vehicle was funded via the Scottish Govn AQAP grant fund.</p>	<p>In theory the introduction of pool cars generally sees a reduction of approx 20% in business mileage.</p> <p>KPIs may be measured via: -reduction in annual mileage undertaken per Service/Team since scheme implementation.</p>	<p>All AQMAs, council wide air quality improvements.</p> <p>Renfrewshire House, the Council's HQ is situated within the Paisley AQMA. Therefore business trips undertaken by staff based here will start and end within the Paisley AQMA.</p> <p>Target pollution reduction may potentially be measured via: -An annual review of the reduction in mileage and the equivalent 'savings' in emissions.</p>	<p>Ongoing.</p> <p>Phase 1 of the Pool Car Scheme was introduced in October 2018.</p>	Phase 2 introduction date to be confirmed	The introduction of the Pool Car Scheme will mean that officers no longer require to use their own car for work purposes. From experience this leads to officers travelling into work by alternative means e.g. train, cycling as observed from the trial of the EV pool car by the Environmental Improvements team.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
7	ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme - A fuel management and operational efficiency support programme aimed at operators of goods vehicles, vans, buses, taxis and coaches.	Vehicle Fleet Efficiency (Fleet efficiency and recognition schemes)	Communities, Housing and Planning Services - Environmental Improvements Section	Scheme was initiated on a small scale during 2016/17. Scottish Govn funding received to fully implement during 2017/18 & 2018/19. Procurement process undertaken Winter 2017.	Full scheme implemented April 2018.	KPIs may be measured via: -membership numbers & numbers of vehicles within scheme. Total no. of members as of end of 2018 – 92 Total no. of vehicles operated by those members - 4564	All AQMAs, council wide air quality improvements. The ECO Stars emissions toolkit, which provides a quantitative estimate of the reduction in NOx and PM as a direct result of adopting ECO Stars and the recommended interventions, will be applied (subject to funding) to our own fleet. Funding will be applied for from the Scottish Govn air quality grant fund 2019/20.	Scheme first initiated at the end of 2016 on a small scale trial period. 10 members established during this time. Continuation of scheme during 2017/18 and into 2019.	Will be ongoing. Current scheme funded until March 2019. Fully funded via the Scottish Government AQAP fund, no cost to council. 2016/17 £9,000 2017/18/19 £22,500	Additional information on this measure is provided following this table.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
8	Renfrewshire's Local Transport Strategy - A new LTS to replace the Council's 2007 LTS will be undertaken.	Policy Guidance and Development Control (Other policy)	Communities, Housing and Planning Services - Policy & Regeneration Environment & Infrastructure - Roads Section	The Council's 2007 LTS set out key objectives and a vision for transport over 10-20 yrs. A refresh was undertaken in Feb 2017 providing an update on the Council's achievements to date. A new Renfrewshire LTS will be prepared following publication of the new National and Regional Transport Strategies which are currently under review. The new LTS will identify short, medium and long term priorities that contribute towards relevant local, regional and national transport targets and goals.	New Renfrewshire LTS will be produced following publication of the new National and Regional Transport Strategies which are currently under review.	The 2007 LTS contains measures relevant to AQ e.g. development of a transport strategy for Paisley town centre (measure no.9 of this AQAP). Progress against these is detailed within the Feb 2017 refreshed LTS. The new LTS will provide detailed aims and actions with specific KPIs associated with these. In addition the following KPIs may be relevant: - % change in traffic flow: annual traffic counts on key commuter routes - % improvement in journey times - % reduction in queue lengths.	All AQMAs, council wide air quality improvements. Any potential target pollution reduction will be dependent on the proposed new/updated action measures within the Renfrewshire Local Transport Strategy.	A refresh of the Renfrewshire LTS was undertaken Feb 2017 but awaiting publication of the new National and Regional Transport Strategies before a new Renfrewshire LTS will be prepared.	To be determined	Refer to section 3.1.2 for further details on this measure.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
9	<p>Transport Strategy for Paisley</p> <p>-The strategy aims to allow Paisley to reach a vision for a more connected and accessible place with significant environmental and air quality benefits.</p> <p>- Undertake a feasibility study of potential transport interventions for Paisley town centre e.g. reinstating two-way traffic flows, amending key junctions, review of lining & signage and trial removal of certain traffic lights on ring road.</p> <p>- The study will also identify a possible location for an active travel hub and determine how it would be operated.</p>	<p>Policy Guidance and Development Control (Other policy)</p> <p>Traffic Management (Congestion management)</p>	Environment & Infrastructure - Roads Section	<p>The development of a Transport Strategy for Paisley Town Centre (PTC) was identified as a key action within the Renfrewshire LTS and PTC 2016-2026 Action Plan.</p> <p>A tender process for a consultancy to undertake this work was undertaken and awarded the beginning of 2017.</p> <p>A first draft of the feasibility study has been produced which establishes initial proposals and reports on potential areas of improvement, their technical feasibility, benefits and deliverability.</p>	<p>Ongoing. The proposed options are intentionally high level, providing ideas of key potential transport interventions for Paisley. Some of these measures will now be developed from the current concept phase taking into account traffic modelling and allowing for appropriate assessment, design and eventual delivery.</p> <p>The conclusions will then be subject to senior management review, Board approval and consultation with stakeholders before any decisions are made on potential action measures.</p> <p>Implementation of final proposals will thereafter be subject to identification of funding streams.</p>	<p>The final Transport Strategy for Paisley will provide detailed aims and actions with specific KPIs associated with these.</p> <p>In addition the following KPIs may be relevant::</p> <ul style="list-style-type: none"> - % change in traffic flow: annual traffic counts on key commuter routes -improved flow in traffic - % reduction in queue lengths -overall reduction in congestion -% improvement in journey times -% improvement in bus journey times -improved connectivity and accessibility within the town centre. 	<p>Paisley AQMA</p> <p>In terms of target pollution reduction, it is recognised that the future implementation of recommended interventions may have a significant impact on traffic movement throughout Paisley town centre and therefore air quality. A requirement of the next phase of this study will be modelling the effect on air quality from proposed interventions.</p> <p>The findings of this will be reported within the AQAP Progress Report.</p>	<p>The draft feasibility study details a programme of phased interventions covering the short, medium and long term. The strategy presents 14 short-term interventions for consideration which could be in place by 2021 but also details further medium and long term aspirations. Some of these measures will now be developed further taking into account traffic modelling and including an assessment of their air quality impact.</p>	<p>Further modelling has not as yet been undertaken.</p> <p>A timeline for implementation of actual measures will be included within the final Strategy. It is intended to be a long term strategy in line with the PTC 10yr Action Plan, however the Council wish a series of shorter term interventions to be complete by 2021.</p> <p>The feasibility study has been funded via SPT. Funding of any future proposed measures will be subject to availability of capital funding with the potential of funding from external partners also e.g. SPT.</p>	Refer to section 3.1.5 for further details on this measure.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
10	Johnstone Town Centre Transportation Plan	Policy Guidance and Development Control (Other policy) Traffic Management (Parking enforcement on Highway)	Environment & Infrastructure - Roads Section Communities, Housing and Planning Services - Development Management, Policy & Regeneration and Community Safety Wardens	Ongoing. An initial survey of Johnstone Town Centre has been undertaken with traffic management issues/problem areas identified. Initial infrastructure improvements proposed e.g. review of TRO yellow line restrictions and effective enforcement of these, new parking signage and relocation of bus stops.	A final strategy and implementation plan requires to be developed which will then be subject to consultation with the Community Council, Local Development Trust, elected members etc. This will then be implemented in a phased basis following approval.	The final Johnstone Town Centre Strategy & Action Plan will provide detailed aims and actions with perhaps some specific KPIs associated with these. In addition the following KPIs may be relevant: - % change in traffic flow: annual traffic counts on key commuter routes - % improvement in journey times - % reduction in queue lengths	Johnstone AQMA Any potential target pollution reduction will be dependent on the proposed action measures within the final Johnstone Town Centre Transportation Plan.	Ongoing. As per information within the Planning Phase.	Implementation of measures will be subject to approval and capital funding but expected to be complete by 2019/20.	Refer to section 3.1.6 for further details on this measure.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
11	Improvements in the Bus Fleet Standard	Vehicle Fleet Efficiency (Promoting Low Emission Public Transport)	Renfrewshire Council Environment & Infrastructure and Communities, Housing and Planning Services in consultation with local bus operators and SPT	Consultation with local bus operators and SPT still to be undertaken	Subject to consultation outcomes	KPIs may be measured via: -% of buses meeting set EURO standard	<p>Johnstone AQMA primarily but possibly Council wide benefits.</p> <p>The Air Quality Action Plan Support 2017 Study by AECOM identified interventions around bus operations as the most effective way of reducing emissions in the short term within the Johnstone AQMA to levels below air quality objectives. From the scenarios considered, the greatest reduction was from upgrading all buses to Euro VI emission standard. Implementing this measure would result in a reduction of 1.6ug/m³ at the diffusion tube location (DT No. 59) where the exceedance of 40.6 µg/m³ was identified.</p>	Engagement with local bus operators still to commence.	To be determined	<p>Once consultation on this measure has taken place, the Council will require considering how this is implemented and taken forward. It is anticipated this will be a voluntary measure with the cooperation of local bus operators.</p> <p>Refer to section 3.3 for further details on this measure.</p>

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
12	Vehicle Idling Awareness Raising - Regular targeted campaigns to raise awareness regarding idling vehicles & air pollution. Campaigns aimed at specific categories of drivers or in areas where vehicles idle unnecessarily e.g. schools, bus terminals, taxi ranks or in response to complaints	Traffic Management (Anti-idling enforcement) Public Information (via other mechanisms)	Renfrewshire Community Safety Partnership; Community Safety Wardens		Ongoing since 2011	<p>Improves overall awareness of fuel efficiency & environmental impacts of vehicles particularly at areas of sensitive receptors e.g. primary schools.</p> <p>KPI may be measured via: -annual review of % change in vehicle idling complaints.</p> <p>However an effective awareness raising campaign may actually increase the number of complaints received. Also need to be aware that cold weather can affect personal preferences to idle engines.</p>	<p>All AQMAs</p> <p>Measure is more an awareness raising tool however it is also a useful measure to prevent vehicles idling and stopping in inappropriate places that may cause congestion, which is a significant cause of emissions generated in the AQMA. The measure can be used where necessary to reduce congestion and keep traffic flowing.</p>	<p>The success of the School Idling Initiative and the provision of 2016/17 Scottish Government funding will enable the School Initiative to be rolled out at every primary school in Renfrewshire.</p>	<p>Ongoing measure subject to Scottish Government funding.</p> <p>£15,000 of funding received to continue vehicle idling & emissions testing campaign in 2017/18.</p>	<p>The use of Fixed Penalty Notices was not adopted by the Council, drivers are instead requested to turn their engines off to which all drivers invariably comply. It provides the Wardens Service with a valuable opportunity to educate and engage with the public.</p>

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
13	Vehicle Emissions Testing - programme of roadside vehicle emissions testing of private vehicles in accordance with the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003.	Vehicle Fleet Efficiency (Testing vehicle emissions)	Renfrewshire's Community Safety Partnership; Community Safety Wardens & Police Scotland with assistance from Glasgow City Council, East Renfrewshire Council & North Lanarkshire Council's taxi enforcement and emissions testing officers.	An awareness raising and communication strategy is undertaken prior to testing. This includes: -publication of a public notice and press release in local and national press -information letters and idling leaflets sent to bus, taxi and large transport businesses operating within Renfrewshire -information being made available on the Council's website. All drivers stopped & tested are given a Renfrewshire Council "Don't Be An Idler" information leaflet & an explanatory letter.	From 2011 to current.	Improves overall awareness of fuel efficiency & environmental impacts of vehicles. Reduces numbers of polluting vehicles. KPI may be measured via: -% of vehicles failing the emissions test.	All AQMAs The testing location is chosen to be within or as close to the AQMAs as possible. Target pollution reduction would be minimal but measure is an effective awareness raising tool.	Testing undertaken over two days twice a year since 2011. Where vehicles fail relevant emissions standards, drivers are issued with a fixed penalty notice. However, the notice is complied with if the driver presents an MOT test certificate within 14 days indicating that the fault has been repaired and vehicle exhaust emissions comply with current legislation. A test undertaken in October 2017 resulted in 432 vehicles being tested with 3 FPNs served for failing the emissions test.	Ongoing measure subject to Scottish Government funding. £15,000 of funding received in 2016/17.	

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
14	Renfrewshire Council Corporate Travel Plan	Promoting Travel Alternatives (Workplace Travel Planning)	Communities, Housing and Planning Services – Environmental Improvements Section	<p>The Scottish Government's Cleaner Air for Scotland Strategy requires LAs with AQMAs to prepare a corporate travel plan that is consistent with its AQAP.</p> <p>A procurement process was undertaken at the end of 2018 and a consultant instructed to commence the development of this measure.</p>	<p>Current.</p> <p>A consultant was instructed at the end of 2018 and has since undertaken site visits of relevant council offices as part of the project. A staff survey is due to be undertaken to determine current transport modes etc. A staff commuter challenge will also be undertaken Spring 2019. Staff travel directories and a final travel plan will then be prepared and published.</p>	<p>KPIs will be an integral part of the Travel Plan and will be determined during development of the plan.</p> <p>KPIs may be measured via:</p> <ul style="list-style-type: none"> -the overall distance travelled by Council staff per year on company business. -the percentage of travel by staff using public transport per year. 	All AQMAs, council wide air quality improvements.	As per the implementation phase.	<p>July 2019</p> <p>Funding was granted from the Scottish Government's 2018/19 AQAP grant to cover the cost of this measure.</p>	

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
15	Renfrewshire Council Cycle Strategy & Action Plan - The strategy contains a Cycling Action Plan which sets out a programme of activities and network interventions for the coming ten years including upgrades and expansion of cycle networks, upgrading the Council's facilities for cyclists and updating the Council's Travel Plan.	Promoting Travel Alternatives (Promotion of cycling)	Environment & Infrastructure - Roads Section	2014-2016	The Cycle Strategy was approved by Board in Dec 2016. Measures contained within the action plan will be implemented dependant on funding.	KPIs are detailed within the Cycle Strategy and Action Plan. Currently there is a low level of everyday cycle use within Renfrewshire and so the KPI focus is on a small number of key targets to be achieved by 2025. For example -3% of all journeys to work being made by bicycle -% of children travelling to school by bicycle -% of primary schools offered Bikeability Level 2 training.	All AQMAs, council wide air quality improvements. The strategy identifies areas of improvement required on existing cycle routes, areas of potential expansion of the cycle network and methods to encourage increased cycle usage. Action measures associated with these have been identified, prioritised and timelines provided. The target pollution reduction will be non-measurable.	Upgrade and development of the cycling network is ongoing as per the strategy priorities.	Ongoing Funding is applied for each financial year from the Scottish Government under the Cycling, Walking and Safer Streets fund. At least 36% of this fund has to be allocated to cycling including for example infrastructure or design works.	Refer to section 3.1.8 for further details on this measure.

Measure No.	Measure	Category	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Relevant AQMA & Target Pollution Reduction	Progress to Date	Estimated Completion Date & Costs	Comments
16	<p>Renfrewshire Council Staff Cycling Incentives</p> <p>- Staff Cycle to Work Scheme Council employees can participate in this Government approved salary sacrifice scheme which allows them to purchase a bike with tax free benefits.</p> <p>- Staff Bike Hire Scheme 'Try Me' Bikes are available to staff for work purposes e.g. cycle to and from meetings</p>	Promoting Travel Alternatives (Promotion of cycling)	Environment & Infrastructure - Roads Section		Ongoing	KPIs may be measured via: -% of employees participating in scheme and who regularly travel to work by cycle -usage of the hire bikes	All AQMAs, council wide air quality improvements.	<p>Cycle to work scheme last open to employees Oct 2016.</p> <p>Hire bikes are being used but aim is to increase awareness through further advertising to employees.</p>	Ongoing	

6. Additional Information on Specific Action Measures

Measure 2 - Upgrades & Improvements to the Council's existing Urban Traffic Control system SCOOT

The urban traffic control system SCOOT (Split Cycle Offset Optimisation Technique) is installed at numerous traffic signal locations throughout Renfrewshire including within Paisley town centre and Johnstone High Street.

SCOOT is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors and can be used to try and address traffic management issues such as congestion.

Environment & Infrastructure Roads Section is responsible for the maintenance and effective operation of the SCOOT system within Renfrewshire. The system was originally installed in 2008. However, for various reasons, an overall review of the system including fault finding and revalidation with current traffic data has not been undertaken for several years. The system and traffic signals are therefore unlikely to be operating to their optimum performance. A review of SCOOT was identified as a potential improvement measure to improve localised congestion issues within Paisley town centre and Johnstone High Street.

A tender process was undertaken in February 2017 with the appointed contractor completing improvement works in November 2017. Works included identification of faults, repair/replacement of defective loops, validation of traffic signals and PROM updates to traffic controllers where required at specific junctions.

Traffic data pre and post SCOOT updates will be compared to identify the level of improvement achieved. Validation was completed in November therefore traffic flows will be allowed to settle before comparison of traffic and/or air quality data is undertaken the following year to compare differences.

Measure 7 - ECO Stars Fleet Recognition Scheme

ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme is a fuel management and operational efficiency support programme aimed at operators of goods vehicles, vans, buses, taxis and coaches. The scheme's core objective is to encourage commercial fleet operators based (or with significant operations) within Renfrewshire to adopt operational and environmental best practice. The Scheme is designed to give operators recognition for their current practices and then ongoing support and free guidance to continually improve efficiency, reduce fuel consumption and reduce fleet emissions - all helping to improve local air quality, maximise carbon savings and tackle climate change. The scheme is completely free for operators to join with funding provided via the Scottish Government's Air Quality Action Plan grant.

Within the three Air Quality Management Areas, HGVs & congestion contribute to pollutant levels to varying degrees dependant on location. HGVs, despite their lower number in comparison to LGVs, produce a significantly higher contribution to pollutant levels due to the increased emissions from these vehicles. The source apportionment for Johnstone High St identified that buses contributed over 50% to total NO_x emissions. The source apportionment for Renfrew town centre identified HGVs as a significant contributor to NO_x emissions on Inchinnan Road. Action plan measures targeted at HGVs and buses across all three Air Quality Management Areas was therefore considered beneficial and ECO Stars was identified as a suitable measure.

Implementation of the scheme within Renfrewshire commenced at the end of 2016 on a temporary trial basis and was delivered and managed by a specialist transport consultant, TRL, on behalf of the Council. The Council was the first member of the scheme with an inspection of the Council fleet and operational and environmental best practices undertaken in November 2016. The Council were awarded a 4 star rating (out of a maximum of 5 stars). This is an excellent rating to achieve, particularly due to the size and diversity of the fleet. The Council have been commended following the assessment for a number of positive environmental operational practices including our on-going corporate policy of fleet renewals, implementation of a 'fuel champion', regular meetings with all relevant service managers, willingness to trial new technologies (electric and ultra-low emission vehicles), consideration of whole life costs of vehicles, ongoing skills development for all drivers and the recent installation of the Masternaut telemetric support system (action measure 5). The report suggests a number of additional measures for the Council to build upon achievements to date which will hopefully enable progression to the 5 star rating.

By the end of 2018 the Renfrewshire scheme had successfully recruited 92 commercial fleet operators as members (including Renfrewshire Council). These members operate 4564 commercial vehicles. Members are drawn from a variety of industry sectors across a range of organisational sizes. Scottish Government funding has been secured to carry on the scheme into 2018/19.

TRL have also recently developed an Emissions Toolkit that provides a quantitative estimate of the reduction in NO_x and PM as a direct result of adopting ECO Stars and the recommended interventions. This toolkit will be applied to our own fleet (subject to funding) to calculate the change in emissions through application of the ECO Stars recommendations and will be reported on within the Action Plan update.

Over time, the ECO Stars scheme could provide a valuable intervention and contribute to our Action Plan by helping to reduce emissions from HGVs across the entire Council area as well as providing a channel for the Council to discuss transport related air quality issues with the main freight operators in the area. The Scottish Government's 2015 Cleaner Air for Scotland strategy also encourages local authorities with an Air Quality Management Area to consider creating a Freight Quality Partnership. The implementation of ECO Stars will assist in addressing this recommendation.

7. Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQO	Air Quality Objective
AQS	Air Quality Strategy
APR	Annual Progress Report
CAFS	Cleaner Air For Scotland – The Road to a Healthier Future, November 2015 Scottish Government Strategy
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

8. References

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Strathclyde Partnership for Transport (2008) - A Catalyst for Change, The Regional Transport Strategy for the West of Scotland 2008-21,

9. Appendices

Appendix A: Monitoring Locations within the Air Quality Management Areas

Appendix B: Policy and Planning Context Additional Information

Appendix C: Response to Consultation

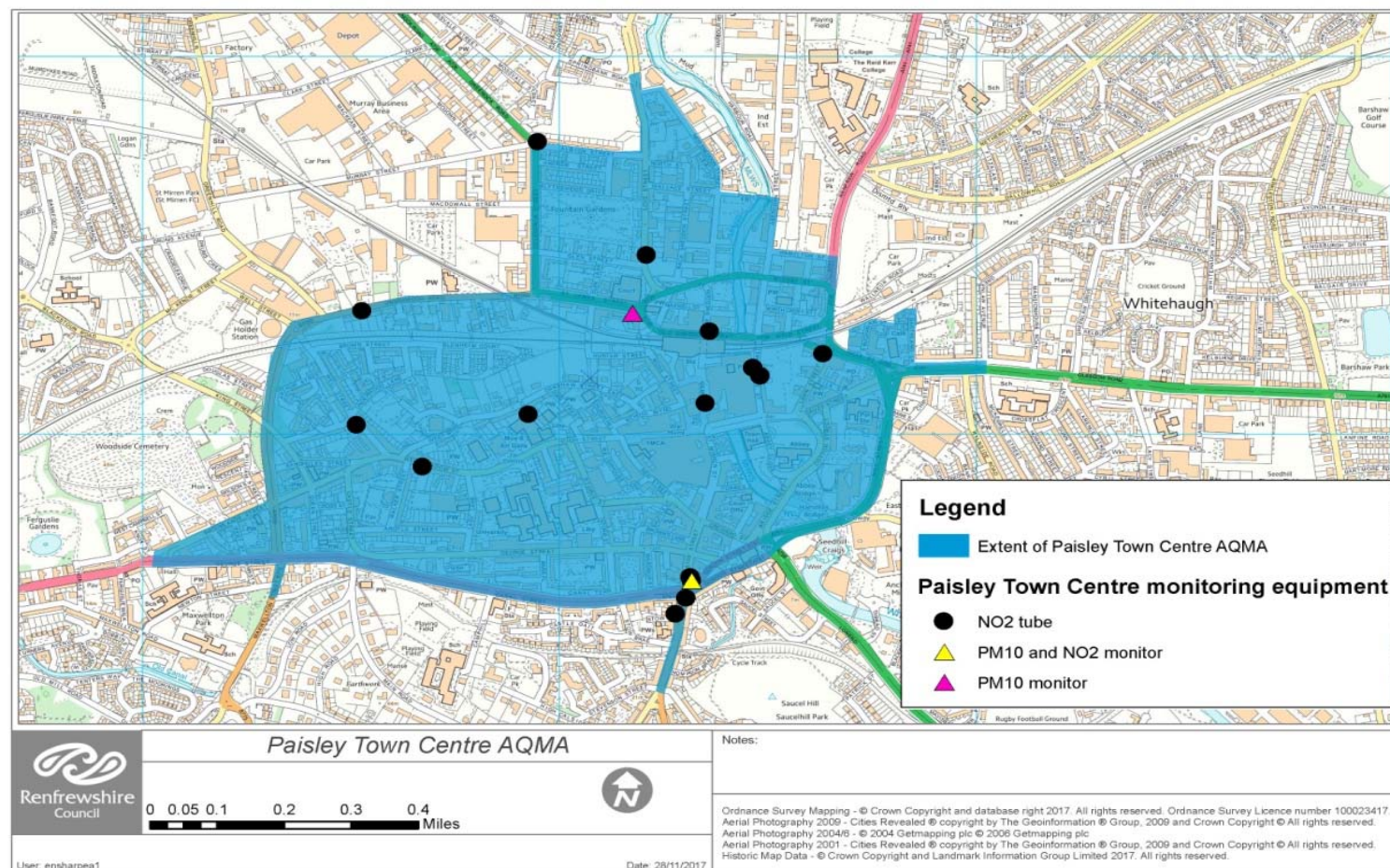
Appendix D: Action Plan Measures Not Pursued

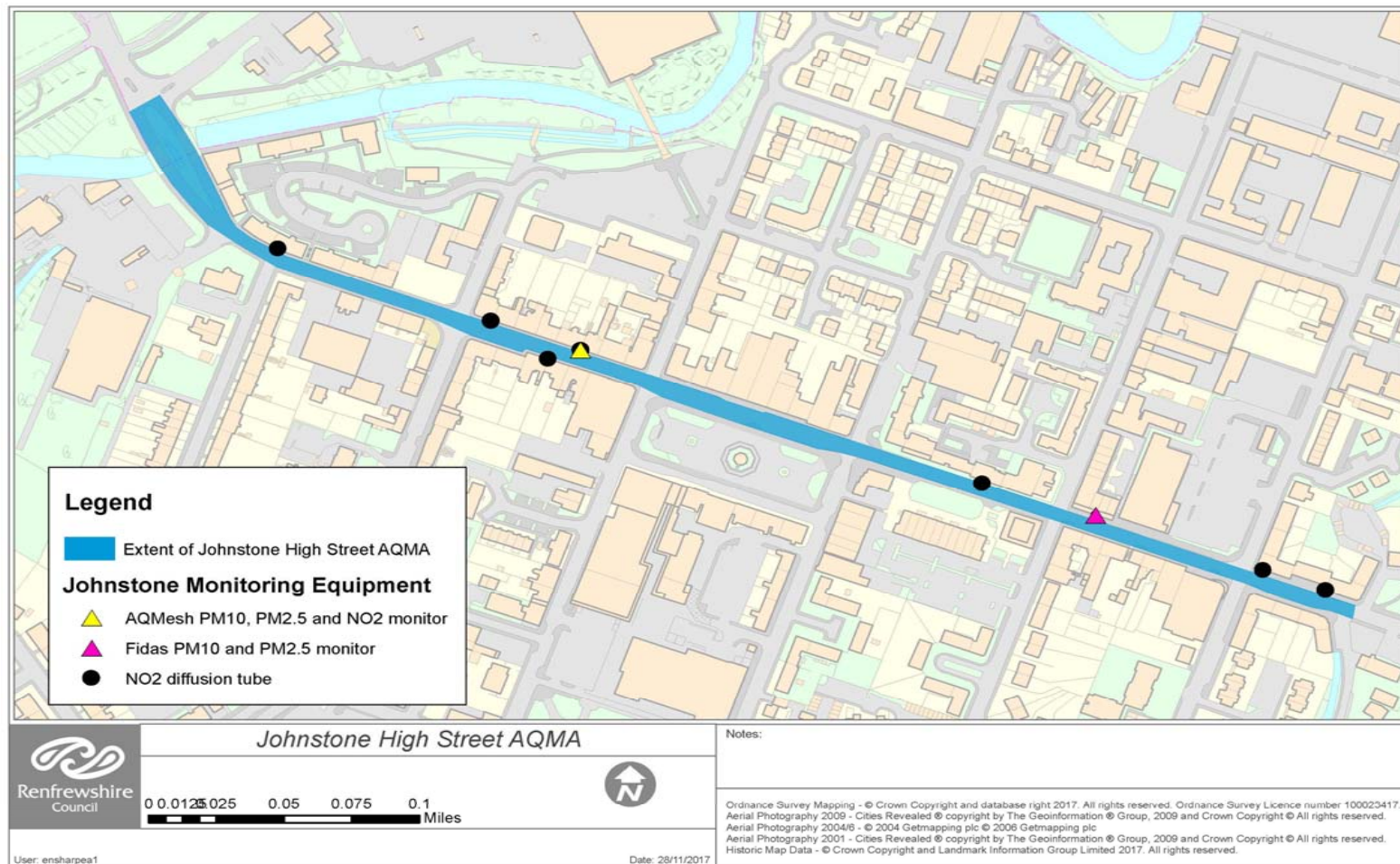
Appendix E: Evaluation of Potential Action Measures

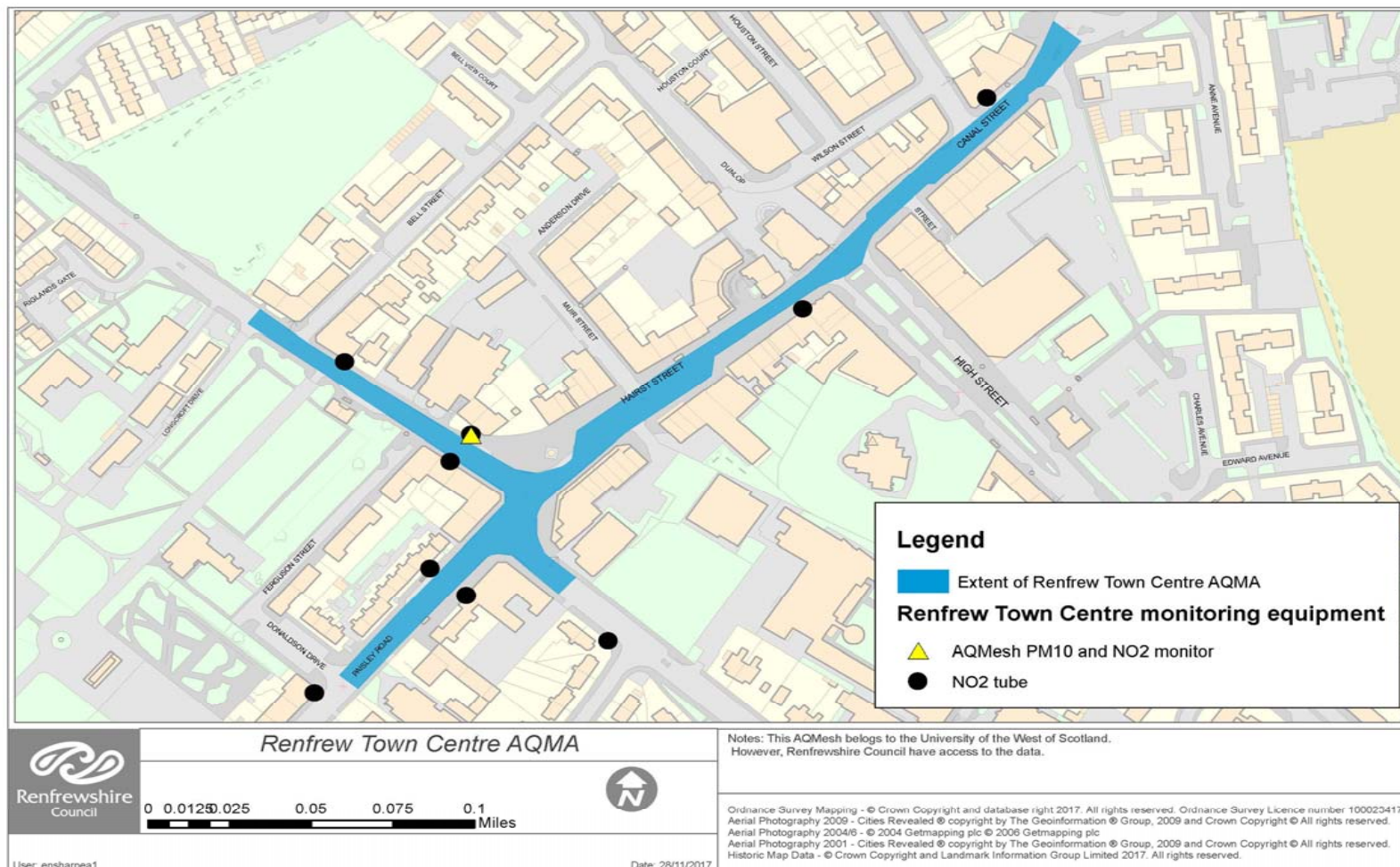
Appendix F: Action Measures & Links to CAFS Strategic Objectives

Appendix G: Air Quality Action Plan Support Study by AECOM

Appendix A: Monitoring Locations within the Air Quality Management Areas







Appendix B: Policy and Planning Context Additional Information

Section 3.2 of the Action Plan outlines the most significant Council strategies, policies and planning applications in terms of potential impact on pollutant concentrations in Renfrewshire. These are also listed as action measures within the Action Plan. Details of other strategies and policies both national and local, that have the potential to impact on air quality but to a lesser extent, are detailed below.

ROADS AND TRANSPORTATION POLICIES

National Transport Strategy (Jan 2016)

The Scottish Government's National Transport Strategy (NTS) sets the long term vision for transport policies and aims to address the key challenges facing the Scottish transport system which includes an increase in number of vehicles on the road coupled with a decrease in the use of public transport. The strategy identified the need to provide an efficient, integrated and reliable transport network that successfully promotes economic growth, protection of the environment, health and social inclusion. The NTS was first published in 2006 and is currently undergoing a full review. A refresh was undertaken in 2016 with continued emphasis on the three key strategic objectives:

- Improving journey times and connections to tackle congestion and lack of integration;
- Reducing emissions to tackle climate change, air quality and health improvement;
- Improving quality, accessibility and affordability of transport.

There is also a greater focus on the climate change agenda, in particular meeting emission reduction targets and the climate change adaptation programme, and integration of the land use plans with transportation objectives.

The NTS includes a wide range of commitments aimed at addressing the key strategic objectives and reducing emissions. Those commitments identified as being of particular significance to Renfrewshire Council and interconnected with other action measures within this Action Plan include:

- Improved connections between major centres of economic activity;
- Improved efficiency and reliability of public transport;
- Encouraging new vehicle technologies;
- Improved land use planning;
- Encouraging eco-driving;
- Promotion of walking and cycling; and
- Improving the efficiency of freight movements and the transfer of freight from roads to rail and water.

The Regional Transport Strategy for the West of Scotland - Strathclyde Partnership for Transport – A Catalyst for Change

The Regional Transport Strategy, derived by Strathclyde Partnership for Transport, was approved by the Scottish Ministers in 2008. The strategy has four main strategic aims – improved connectivity, access for all, reduced emissions and attractive, reliable travel. Similar to the National Transport Strategy, there have been significant changes, new plans, policies and strategies along with other wider economic, social and environmental considerations that the Regional Transport Strategy requires to take into account. Strathclyde Partnership for Transport is therefore reviewing the current Regional Transport Strategy and will prepare an updated refreshed Strategy in line with the refreshed National Transport Strategy.

The Regional Transport Strategy Review will provide the opportunity to form an initial co-ordinated view from the west of Scotland perspective. The Review is anticipated to be completed by summer with Renfrewshire Council assisting and contributing to the preparation of the Refreshed Regional Transport Strategy throughout the year.

PLANNING AND DEVELOPMENT POLICIES AND PLANS

Scotland's National Planning Framework – NPF3

Scotland's National Planning Framework 3 sets out the Scottish Government's Economic Strategy and future investment plans. NPF3 sets out that Renfrewshire, as part of the Glasgow and the Clyde Valley City Region, requires to build upon the economic strategy, working in partnership to successfully deliver the City Deal projects. The City Deal projects within Renfrewshire have been discussed in detail within the main Action Plan. Implementation of these projects will see a boost to employment and economic development in Renfrewshire as well as across the City Region. The Council's Local Transport Strategy, currently under review, will require to set out a framework and align its actions so that it can support the delivery of infrastructure and regeneration projects which will enhance Renfrewshire's accessibility and connectivity

Clydeplan – Glasgow and the Clyde Valley Strategic Development Plan

Clydeplan is the second Glasgow and Clyde Valley Strategic Development Plan to be produced. Clydeplan retains the focus and emphasis on the growth of the City Region. Placemaking is a principle objective in Clydeplan, supporting a safe, pleasant and sustainable City Region where priority is given to people movement over vehicle movement. Clydeplan also supports high quality and convenient public transport which is integrated with land use and development. It highlights support for development which is concentrated along transport corridors in close proximity to existing transport connections, optimising the use of existing infrastructure. The main areas of interest with regards to local air quality therefore relate to transport planning. The Clydeplan aims to promote green transport including walking, cycling and public transport to the main employment centres as well as improving rail access, improving public transport, managing congestion and upgrading strategic road corridors. The aims of Clydeplan should therefore result in overall improvements to local air quality.

Renfrewshire's Community Plan

The vision of the Community Plan is of 'Working together to make Renfrewshire a fairer, more inclusive place where all people, communities and businesses thrive'. Some themes of the Community Plan will align with the aims of this Action Plan and also the Renfrewshire Local Transport Strategy. In particular the following:

- Assisting in meeting the Scottish Government's carbon reduction targets;
- Promoting and delivering sustainable growth through sustainable travel and transport options being available across Renfrewshire;
- Coordinating transport activities across Renfrewshire to enable a reduction in fuel use, carbon impacts and improve air quality.

Renfrewshire's Council Plan – A Better Future, A better Council

The vision of working more closely with communities, making the most of opportunities and delivering first class services will be a key consideration in the refreshed Renfrewshire Local Transport Strategy which will ultimately tie in with the aims of this Action Plan.

Similar to the Community Plan, the refreshed Renfrewshire Local Transport Strategy will play its part in assisting with tackling climate change, focusing on a reduction in carbon emissions. This Action Plan will also provide actions in relation to the Council's Carbon Management Plan, in particular in relation to the Council's own fleet vehicles and staff travel.

Renfrewshire's Strategic Economic Framework

The Strategic Economic Framework is directly aligned to the Scottish Government's Economic Strategy, aiming to increase competitiveness and tackle inequality. The Framework intends to deliver 10 strategic priorities. One with particular relevance is 'Strengthening transport infrastructure'.

It is outlined that a full accessible and integrated network is a vitally important part of the Economic Framework and there requires to be a focus on behavioural shift to more sustainable forms of transport. Importantly, the ease by which people can get to Renfrewshire and move around is fundamental to achieving economic and social ambitions.

An action from the Framework is the preparation of a new Transport Strategy for Renfrewshire, which will focus on the following areas:

- Achieving a behavioural shift from the private car to other more sustainable modes of transport;
- Improved road network, reducing journey times;
- Walking and cycling provision;
- 'Smart' public transport and Quality Bus Corridors, Park and Ride and improved feeder services (including accessible and rural transport services)
- Developed and enhanced transport infrastructure, rail and station upgrades.

The refreshed Renfrewshire Local Transport Strategy will require to focus on these areas, although many of these actions are already central to the existing Renfrewshire Local Transport Strategy. The refreshed Strategy will provide an updated Action Plan which will focus on those points outlined in the Renfrewshire Strategic Economic Framework.

Renfrewshire Local Development Plan

The current Renfrewshire Local Development Plan was adopted in 2014. It sets out the Council's priorities spatially to facilitate investment, directing development to existing built-up areas where existing active travel and transport links and networks exist.

The aim of the Renfrewshire Local Development Plan is to create sustainable mixed communities, high quality places, assisting in the delivery of sustainable economic growth across Renfrewshire. The current Renfrewshire Local Development Plan is being reviewed.

Renfrewshire Access Strategy

Renfrewshire's Outdoor Access Strategy 'Outdoors For You – Renfrewshire Outdoor Access Strategy 2016 – 2026', provides a framework for an integrated network of routes for walking, cycling, horse riding and water based activities which can be reached by all. The strategy takes account of routes to schools, jobs, communities and recreational opportunities. It has been prepared in consultation with key stakeholder agencies, community representatives, user groups and land managers from across Renfrewshire. The strategy aims to improve health and well being, increase economic benefits and improve connectivity between people and places. To achieve these aims requires good active travel networks and infrastructure which correlates to several other Renfrewshire strategies e.g. the Local Transport Strategy, Paisley Town Centre Action Plan. The strategy was also developed in parallel with the Cycling Strategy, and the objectives and actions have been co-ordinated so that the two are complementary.

Appendix C: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the Air Quality Action Plan

Consultee	Response
Scottish Government	<p><i>The Council have provided a strong basis for measures that can expect to deliver the air quality objectives in the near future.</i></p> <p><i>There is significant detail within the study providing a strong basis for an effective AQAP.</i></p>
SEPA	<p><i>SEPA agrees with the Council's objectives but if these measures do not succeed the Council should consider further actions such as deploying traffic regulation enforcement initiatives.</i></p> <p><i>Whatever initiatives the Council adopts, it must be able to measure emission reduction to illustrate effectiveness.</i></p>
SPT	<p><i>SPT welcomes Renfrewshire Council's AQAP proposed measures. Attractive, effective and efficient active and public transport connections are key to addressing the impacts of road traffic on air pollution levels.</i></p> <p><i>More detailed comment was also provided by SPT in relation to some specific action measures.</i></p>
Neighbouring Local Authorities	<p><i>Glasgow City Council - From 31 Dec 2018 Glasgow will begin the implementation of the city's Low Emission Zone. The LEZ will initially introduce annually increasing targets on bus operators operating within Glasgow city centre culminating in 100% EURO VI compliance by 31 Dec 2022 at which point all vehicles entering the LEZ will be subjects to the constraints of the LEZ. There is an expectance that there will be benefits accruing to neighbouring authorities as the increased requirements of the Glasgow LEZ lead to bus operators improving their fleets. Conversely however, vigilance may be required to ensure that the quality of the bus fleet is not diluted elsewhere due to Glasgow's requirements.</i></p> <p><i>North Ayrshire Council - Having considered the proposals within Renfrewshire's Air Quality Action Plan we welcome a combined approach of the physical infrastructure and behavioural change encouraging community engagement.</i></p>
Members of the Public	<p><i>The possibility of optimising traffic flow through town centres via the removal of traffic lights and, where suitable, replacement with roundabouts.</i></p> <p><i>Enforcement of parking restrictions.</i></p> <p><i>Not introducing bus and cycle lanes as this will reduce road space resulting in further congestion.</i></p> <p><i>Education within schools, in particular with regards to promoting cycling.</i></p>

	<p><i>The promotion of public transport and a general shift away from the use of the car.</i></p> <p><i>Idling enforcement aimed at HGVs and buses rather than cars given many vehicles are now fitted with stop-start technology.</i></p> <p><i>A dedicated small village bus to be used in outlying areas of Renfrewshire to encourage residents away from use of the car.</i></p>
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Appendix D: Action Plan Measures Not Pursued

Those measures that were considered during the action planning process but not included within the Action Plan are detailed within this appendix together with the reasons for these not being pursued.

Air Quality Policy Guidance LAQM.PG(S)16 states that Action Plans must focus on 'effective, feasible, proportionate and quantifiable measures as the top priority' and 'provide evidence that all available options have been considered on the grounds of cost effectiveness and feasibility'.

All reasonable potential action measures were therefore initially considered at the start of the action planning process with a gradual refinement of measures, taking into consideration the circumstances within each individual Air Quality Management Area, the source apportionment results and existing council policies.

Reference was made to LAQM Scottish Policy Guidance, the Scottish Air Quality website, the list of EU classifications of action measures and local planning policies for identification of an initial list of potential measures for evaluation.

Some examples of measures that were immediately excluded due to cost, feasibility and/or disproportionality were:

- *Alternatives to Private Vehicle Use* – Bus Based Park and Ride, Rail Based Park and Ride
- *Environmental Permit Restrictions*
- *Freight & Delivery Management* – Freight Consolidation Centre, Freight Partnership for City Centre Deliveries, Quiet and out of hour's delivery
- *Promoting Low Emission Plant*
- *Moving Receptors Away from the AQMAs*
- *Moving Sources Away from the AQMA* – LEZs, Selective Vehicle Routing, Pedestrianisation, local ban on freight, car or bus traffic
- *Strategic Actions* – Road user charging and workplace levy

The table below discusses some further measures in more detail and the reasons for not pursuing these. It also references some measures which were included within the Paisley Town Centre 2014 Air Quality Action Plan but which are no longer included within this Action Plan.

Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Council Fleet Improvements - Vehicle Fleet Efficiency (Vehicle retrofitting programmes)	Continuation of previous scheme of retrofitting Council fleet HGVs with rev limiting abatement technology to maximise fuel efficiency (this was an action measure within the 2014 Paisley Action Plan).	Currently 75 out of a total of 100 HGVs fitted with rev limiters. The remaining HGVs are prioritised to be replaced with EURO 6 vehicles and so it is not considered cost effective to fit rev limiters to these vehicles. This previous action measure from the 2014 Paisley Town Centre AQAP has therefore been removed.
Greener Transport Subgroup - Promoting Travel Alternatives (Workplace Travel Planning etc)	A working group of various public and private sector organisations and major employers within Renfrewshire the aim of which was to co-ordinate greener, more sustainable transport across Renfrewshire, improving air quality and reducing fuel use and carbon emissions.	The Greener Transport sub group was a working group of the Greener Thematic Board, one of the thematic groups of the Renfrewshire Community Planning Partnership. A key aim of this Board was to meet the Government's carbon reduction targets and cut emissions from transport, fuel and waste as far as possible. However a change to the thematic groups in 2017 has meant this subgroup has been temporarily disbanded. It is hoped that the work of the subgroup can be mainstreamed across the other groups and re-established following which this would be added as an action measure within the Action Plan.
ERDF Low Carbon Travel & Transport Challenge Fund -Transport Planning and Infrastructure -Promoting Travel Alternatives -Promoting Low Emission Transport	Transport Scotland were inviting applications for funding in relation to delivering Low Carbon Travel and Transport projects within a local authority area. These may include Active Travel hubs which could provide a focal point for cycling and walking routes and/or Low Carbon Transport hubs which could provide refuelling facilities for a range of alternative fuels and transport modes.	Renfrewshire's Community Planning Partnership undertook a workshop in August 2016 in order to discuss available options and finalise a project idea in order to apply for funding to employ a consultant to work up a challenge fund bid. Unfortunately, due to time constraints and issues with identifying appropriate funding streams, the group had to withdraw from the funding application process. However it was proposed that those still interested in the process continue with working up proposals should another application be forthcoming in the future or should partners wish to proceed with something similar on a smaller scale out with the ERDF Challenge Fund. This measure has therefore not been included within the Action Plan at present.
20mph Speed Limits -Traffic Management (20mph zones)	Reduce speed limits from 30mph to 20mph within Town Centre AQMAs where appropriate.	A proposal for a bill to replace the current 30mph default speed limit on restricted roads with a 20mph limit was lodged with the Scottish Government in May 2017 by an MSP Member for Mid Scotland and Fife. The right to introduce the Member's Bill was secured and the Member has the right to introduce this proposal until June 2020. We will await the publication of this Bill before considering this as an action measure.
Low Emission Zone(LEZ) or Clean Air Zone (CAZ)	The introduction of LEZs/CAZs at certain locations within the AQMAs	The Scottish Government's CAFS Strategy requires local authorities with AQMAs related to transport emissions to undertake an appraisal of action measures aimed at reducing pollutant levels. This will include a screening/feasibility study on whether an LEZ or CAZ would be appropriate within each AQMA by June 2019. We will await the outcome of this process before considering this as an action measure.

Appendix E: Evaluation of Potential Action Measures

Appendix D details the action measures that were immediately eliminated from further consideration by the steering group during the action planning process. Remaining measures were then assessed against a range of criteria in order to evaluate their suitability for inclusion within the action plan and then enable these to be prioritised.

Measures were assessed against the following criteria:

- Potential air quality impact
- Implementation costs
- Cost effectiveness
- Potential co-environmental benefits, risk factors, social impacts and economic impacts
- Feasibility and Acceptability

The assessment method and the quantitative descriptions utilised followed those detailed on the Scottish Government's Air Quality Action Planning Resource [website](#). A brief summary of these are provided below.

Potential Air Quality Impact

This was assessed through detailed modelling studies e.g. the City Deals Air Quality Assessment, the AECOM Air Quality Action Plan Support 2017 study or, where this was not possible, a semi-quantitative assessment relying on a level of judgement from officers. The assessment method followed that as described in the above Scottish Government website with final classification based on how significant the change in emissions would be in terms of making progress towards the air quality standards and expressed in accordance with the following:

- **Zero** local AQ benefit if realistic intervention is 0% or worse;
- **Small** local AQ benefit if the realistic intervention is 1%;
- **Medium** local AQ benefit if the realistic intervention is 2-5%;
- **Large** local AQ benefit if the realistic intervention is >5%.

Implementation Costs & Cost-Effectiveness

Implementation costs were assessed under the following:

- **Cost neutral** (measure already implemented through existing plans/programmes)
- **Low costs** (up to £20k annually)
- **Medium costs** (up to £60k annually)
- **High costs** (up to £200k annually)
- **Very high costs** (above £200k annually e.g. for new infrastructure)

The Potential Air Quality Impact and the Implementation Costs were then compared using the matrix found on the Scottish Government website to produce an estimated Cost-Effectiveness weighted score – low, medium or high.

Consideration of Potential Co-Environmental Benefits, Risk Factors and Social /Economic Impacts

Where detailed information on these factors was not available, a simple qualitative assessment based on judgement was undertaken in relation to these. For example, potential co-environmental benefits could include reduction in greenhouse gases and/or a reduction in noise. Risk factors could include relocation of emissions to elsewhere or limiting areas of development. Social and economic impacts may include increased road safety, improved accessibility or a reduction in overall travel time.

Feasibility & Acceptability

With regards to feasibility, factors such as legislative powers and availability of funding for measures were considered. In relation to acceptability, the opinions of stakeholders and potential impact on members of the public were taken into account.

The following table provides a summary of this assessment process.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
1. Glasgow City Region City Deal Projects	Large -for the Renfrew AQMA via the construction of the Renfrew North Development Road -potentially up to 9.9% change in concentration levels relative to AQO -reference should be made to the Air Quality Assessments submitted with the planning applications for full details.	Cost Neutral The measure will be implemented via the City Deals Clyde Waterfront & Renfrew Riverside project.	High	Other AQ pollutants - positive -reference should be made to the Environmental Impact Assessments submitted with the planning applications for full details.	Risk factors are addressed within the EIAs and reference should be made to these for full details. There is the possibility that traffic will be introduced into new areas and emissions increased at these locations but pollution levels will still remain below AQO levels.	Improved accessibility with the construction of the North Development Road and the bridge over the Clyde connecting the communities north and south of the river. -reference should be made to the EIAs submitted with the planning applications for full details.	In terms of employment - moderate/ substantial beneficial Potentially improve congestion and reduce journey times. -reference should be made to the EIAs submitted with the planning applications for full details.	Scottish Government & Local Authorities across the region. The decision making body is the Glasgow City Region Cabinet. The Renfrewshire projects are lead within the Council by Communities, Housing and Planning Services, City Deals Section.	Will be addressed through the official planning application process which is currently underway as will include consultations with relative stake holders, members of public etc.
2. Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system	Medium -Data in relation to traffic congestion pre and post SCOOT updates will be compared to identify any AQ impact.	Medium Cost - £31,500 provided through Scottish Government AQAP grant funding process.	Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	Potentially relocate emissions	None identified	Potentially improve congestion and reduce journey times.	Environment & Infrastructure - Roads Section	Feasible & acceptable

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
3. Council Fleet Improvements -Improving the standard of fleet	Small	Cost Neutral Funded via the Council's Vehicle Replacement Capital Programme.	Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	None identified	None identified	Environment & Infrastructure - Transport Section	Feasible & acceptable
4. Council Fleet Improvements - Increase numbers of electric vehicles (EVs) & associated charging infrastructure	Small	Cost Neutral Funded via the Council's Replacement Vehicle fund, Transport Scotland and the Scottish Govn AQAP grant. For chargers, funding mainly from Transport Scotland & Scottish Govn AQAP Grant. An EV Fleet Strategy feasibility study currently being undertaken to determine the max no. of EVs that could replace current diesel vehicles. Potential for up to 200 EV vehicles to be purchased over the following 3 years.	Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	Will be identified via feasibility study	Will be identified via feasibility study	Will be identified via feasibility study	Environment & Infrastructure Transport - Section	Feasible & acceptable in principle and feasibility study will determine the max no. of vehicles able to be replaced with EVs.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
5. Masternaut Connect Fleet Telemetrics System	Small	Cost Neutral Funded via the Council's Transport Service budget.	Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive Reduction in idling of vehicles	None identified	None identified	Cost savings to the Council via optimisation of vehicle movements and increased utilisation of fleet thus reducing the no. of vehicles in operation. Also targets reducing idling which reduces fuel use further and maintenance costs.	Environment & Infrastructure - Transport Section	Feasible & acceptable.
6. Introduction of Council Pool Car Scheme	Small	To be determined. Feasibility study to be undertaken	Estimated to be Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	To be determined	May encourage staff to travel to work by alternative means e.g. cycle, train as they will no longer require their own car for work purposes.	Cost savings in the long term for Council as reduction in business mileage paid to employees.	Environment & Infrastructure - Transport Section	To be determined. Will require to be assessed within a feasibility study as some issues may arise from implementation of scheme.
7. ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme	Small	Low Fully funded via the Scottish Government AQAP fund, no cost to council. 2016/17 £9,000 2017/18/19 £22,500	Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	None identified	Cost savings from reduced fuel use and/or change in fuel type etc for members of the scheme.	Communities, Housing and Planning Services - Environmental Improvements Section	Feasible & acceptable.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
8. Renfrewshire's Local Transport Strategy	To be determined, dependant on measures within new strategy. Could potentially be Medium	To be determined.	To be determined. Could potentially be Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	To be determined	May increase accessibility to town centres. Encouragement of alternatives means of travel including green travel means.	May influence development	Communities, Housing and Planning Services - Policy & Regeneration Section Environment & Infrastructure - Roads Section	Feasible & acceptable.
9. Transport Strategy for Paisley	To be determined, dependant on final measures taken forward within the strategy. Could potentially be Medium/ Large	The feasibility study has been funded via SPT. However funding of any future proposed measures will be subject to availability of capital funding with the potential of funding from external partners also e.g. SPT. Could potentially be High costs but may ultimately be Cost Neutral as measures would be taken forward as part of the Transport Strategy and funded out with any air quality budget.	To be determined, dependant on final measures taken forward within the strategy. Could potentially be Medium/ High	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	To be determined, dependant on final measures taken forward within the strategy. The initial draft feasibility study reports on potential measures, their technical feasibility, benefits and deliverability albeit the measures within this draft study are intentionally high level. These will be narrowed down and a further assessment of impacts, risk factors, acceptability etc undertaken on the final measures.	A socio economic analysis was undertaken as part of the feasibility study. Examples of impacts include -Increased accessibility to town centres -Encouragement of alternatives means of travel including green travel means -Health benefits -Less congestion - Increased road safety -Improved town centre appearance. Please refer to the full feasibility study for further details.	A socio economic analysis was undertaken as part of the feasibility study. Examples of impacts include -May influence development. Please refer to the full feasibility study for further details.	Environment & Infrastructure - Roads Section	To be determined. The proposed measures within the feasibility study will now be considered in more detail with these criteria forming part of that process.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
10. Johnstone Town Centre Transportation Plan	To be determined, dependant on final measures taken forward within the plan. Could potentially be Low/ Medium	Medium Implementation of measures will be subject to approval and capital funding but expected to be complete by 2019/20.	Potentially Low/ Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified although dependant on final measures taken forward within the plan.	None identified	None identified	Environment & Infrastructure - Roads Section Communities, Housing and Planning Services - Policy & Regeneration, Planning	Feasible & acceptable. There may potentially be some resistance in relation to the review and implementation of any new TROs.
11. Improvements in the Bus Fleet Standard	Potentially Medium This is something which could potentially be modelled once a decision is made on implementation of the measure. A more definite AQ impact could therefore be determined.	To be determined	To be determined	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	None identified	To be determined	Renfrewshire Council Environment & Infrastructure and Communities, Housing and Planning Services in consultation with local bus operators and SPT	To be determined. Discussions with relevant bus operators require to be undertaken.
12. Vehicle Idling Awareness Raising	Small	Low Funding provided via Scottish Government specific air quality grant approx £15,000 per annum.	Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	None identified	None identified	Renfrewshire Community Safety Partnership; Community Safety Wardens Service	Feasible & acceptable.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
13. Vehicle Emissions Testing	Zero	Low Funding provided via Scottish Government specific air quality grant approx £15,000 per annum.	Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	None identified	None identified	Renfrewshire's Community Safety Partnership; Community Safety Wardens & Police Scotland with assistance from Glasgow City Council, East Renfrewshire Council & North Lanarkshire Council's taxi enforcement and emissions testing officers.	Feasible & acceptable.
14. Renfrewshire Council Corporate Travel Plan	Small	Low	Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	- Health benefits via encouragement of alternatives means of travel including green travel means e.g. walking cycling -Less congestion	None identified	Communities, Housing and Planning Services – Environmental Improvements Section	Feasible & acceptable.

Measure	Potential AQ Impact	Estimated Costs	Cost Effectiveness	Potential Co-Env Benefits	Risk Factors	Potential Social Impacts	Potential Economic Impacts	Lead Authority	Feasibility/ Acceptability
15. Renfrewshire Council Cycle Strategy & Action Plan	Small	Cost Neutral Funding is applied for each financial year from the Scottish Government under the Cycling, Walking and Safer Streets fund. At least 36% of this fund has to be allocated to cycling including for example infrastructure or design works.	Medium	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	- Health benefits via encouragement of alternatives means of travel including green travel means e.g. walking/ cycling -Less congestion	None identified	Environment & Infrastructure - Roads Section	Feasible & acceptable.
16. Renfrewshire Council Staff Cycling Incentives	Zero	Cost Neutral	Low	Greenhouse gases (GHG) – positive Other AQ pollutants – positive	None identified	- Health benefits via encouragement of alternatives means of travel including green travel means e.g. walking/ cycling -Less congestion	None identified	Environment & Infrastructure - Roads Section	Feasible & acceptable.

Appendix F: Action Measures & Links to CAFS Strategic Objectives

Measure ID	Measure	AQ impact - Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
1	Glasgow City Region City Deal (GCRCD)- Clyde Waterfront & Renfrew Riverside Project (CWRR) - Glasgow Airport Investment Area Project (GAIA) - Airport Access Project (AAP)	Low/ Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact - Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
2	Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system - Identification of faults within the Council's UTC SCOOT system, repair/ replacement of defective loops, validation of traffic signals & PROM updates to traffic controllers to ensure full optimisation of traffic signals in order to reduce congestion	Low/ medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact -Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
3	Council Fleet Improvements - Continue to improve the standard of fleet	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact -Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
4	Council Fleet Improvements - Increase numbers of electric vehicles (EVs) & associated charging infrastructure - Purchase EV Bus	Low/ Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact -Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
5	Masternaut Connect Fleet Telemetrics System - upgrade of fleet tracking telemetric system fitted to all Council vehicles to optimise utilisation of fleet	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
6	Introduction of Council Pool Car Scheme	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
7	ECO Stars Fleet Recognition Scheme	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
8	Renfrewshire's Local Transport Strategy Update	Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
9	Transport Strategy for Paisley	Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	otentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
10	Johnstone Town Centre Strategy & Action Plan	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well- being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
11	Improvements in the Bus Fleet Standard	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
12	Vehicle Idling Awareness Raising	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well- being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
13	Vehicle Emissions Testing	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
14	Renfrewshire Council Corporate Travel Plan Promoting Travel Alternatives (Workplace Travel Planning)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
15	Renfrewshire Council Cycle Strategy & Action Plan (Promotion of cycling)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Measure ID	Measure	AQ impact Low Medium High	Core measure	Wellbeing	Health	Finance	Safety
16	Renfrewshire Council Staff Cycle to Work Scheme and Council bike hire scheme (both similar to action 15)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
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Air Quality Action Plan Support

Renfrewshire Council

November 2017

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Table of Contents

1.	Introduction	1
1.1	Aim and purpose of study	1
1.2	Air quality in Johnstone	1
1.2.1	Air Quality Management Area	1
1.2.2	Air Quality Monitoring	1
2.	Assessment Methodology	3
2.1	Traffic and fleet data	3
2.1.1	ANPR Survey	3
2.1.2	DVLA classification	4
2.1.3	Emissions modelling	5
2.1.4	Dispersion modelling	7
2.1.5	Modelling Scenarios	8
2.1.6	Model verification	8
3.	Results	10
3.1	Traffic data and fleet	10
3.1.1	Fleet Composition	10
3.1.2	Traffic Flows and Vehicle Speed	12
3.1.3	Comparison with national statistics	15
3.2	Emissions	15
3.2.1	Emissions: Results of the scenario tests	18
3.3	Air Quality	19
3.3.1	Total annual mean NO ₂ concentration	19
3.3.2	Total annual mean NO ₂ road concentration	19
4.	Discussion and Recommendations	21
5.	References	24
Appendix A : Outcome #1: An up to date summary as to the status and relevance of past assessment work undertaken in the current AQMAs		25
A.1	Introduction	25
A.2	Existing AQMA: Paisley Town Centre	26
A.3	Newly Declared AQMAs: Renfrew and Johnstone	27
A.4	Planning Applications	28
Appendix B : Clean Air for Scotland (CAFS)		31
B.1	Introduction	31
Appendix C : Bus Maps		57
Appendix D Tables		58
Appendix E Verification		59

Figures

Figure 1-1. High Street, Johnstone AQMA and NO ₂ diffusion tube monitoring locations	2
Figure 2-1. Location of ANPR cameras on High Street, Johnstone	4

Figure 2-2: NO _x emission curve for petrol cars	5
Figure 2-3: NO _x emission curve for diesel cars.....	6
Figure 2-4: NO _x emission curve for single decker buses	6
Figure 2-5: Wind rose (wind speed frequency with wind direction) for Glasgow International Airport in 2016.....	8
Figure 3-1: Percentage composition of fleet by vehicle type, measured on High Street, Johnstone on 15-16 th August 2017.....	10
Figure 3-2: Composition of fleet by Euro standard and vehicle type, measured on High Street, Johnstone on 15-16 th August 2017	11
Figure 3-3: LDV and HDV age distribution	12
Figure 3-4: Traffic flows - number of vehicles detected at each camera site on High Street, Johnstone on 15-16 th August 2017.....	13
Figure 3-5: Number of vehicles detected by each camera, east and west bound on High Street, and time elapsed between each camera detection.	14
Figure 3-6: Comparison of vehicle numbers and NO _x emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017.....	16
Figure 3-7: Comparison of vehicle numbers and PM ₁₀ emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017.....	17
Figure 3-8: Comparison of vehicle numbers and PM _{2.5} emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017.....	17
Figure 3-9: Total NO _x emissions for scenarios with varied emissions standards	18
Figure A6-1: Paisley Town Centre AQMA.....	29
Figure A6-2: Renfrew AQMA	29
Figure A6-3: Johnstone AQMA.....	30
Figure C6-4: Map of all bus routes servicing Johnstone.	57
Figure E6-5: Unadjusted Total Modelled versus Monitored NO ₂	60
Figure E6-6: Unadjusted Modelled Road-NO _x versus Monitored Road-NO _x	61
Figure E6-7: Total Modelled and Monitored NO ₂ (after adjustment of road NO _x).....	62

Tables

Table 1-1. Annual mean NO ₂ concentrations for diffusion tube monitors from 2012-2016 in Johnstone.	3
Table 2-1: Date of introduction of Euro emission standards in the UK	4
Table 3-1. Percentage composition of fleet by engine size, measured on High Street, Johnstone on 15-16 th August 2017.....	11
Table 3-2: Traffic flows - number of vehicles detected at each camera site and time between camera detections on High Street, Johnstone on 15-16th August 2017.....	14
Table 3-3: Comparison with the national projection of vehicle emission standards outside of London.....	15

Table 3-4. Speed and average emission factors for LDVs and HDVs on High Street, Johnstone during AM (7-10 am), IP (interpeak 10 am – 4 pm) and PM (4-7 pm) time periods.	16
Table 3-5. Average emission rates for NO _x , PM ₁₀ and PM _{2.5} on High Street, Johnstone on 15-16 th August 2017.	16
Table 3-6: Total emissions per day by vehicle type	17
Table 3-7. Annual mean NO ₂ concentrations at each diffusion tube monitoring location for each modelling scenario.	19
Table 3-8. Annual mean <u>Road</u> NO ₂ concentrations at each diffusion tube monitoring location for each modelling scenario.	20
Table A6-1: Information relating to air quality in Renfrewshire	25
Table B6-2: List of measures included in the Draft Renfrewshire AQAP and links to CAFS shared priorities.	32
Table B6-3: Proposed Key Performance Indicators.....	51
Table D6-4: Percentage composition of fleet by vehicle type, measured on High Street, Johnstone on 15th August 2017.	58
Table D6-5. Traffic flows - number of vehicles detected at each camera site on High Street, Johnstone on 15th August 2017.	58
Table E6-6: Annual mean NO ₂ concentrations for diffusion tube monitors in 2017 on High Street, Johnstone.	59
Table E6-7: Comparison of Modelled and Monitored NO ₂ Concentrations.....	59
Table E6-8: Determination of Modelled and Monitored Road NO ₂ and Modelled Road NO _x	61
Table E6-9: Determination of the Adjustment Factor and Total Adjusted NO ₂	62

1. Introduction

1.1 Aim and purpose of study

Renfrewshire Council declared High Street in Johnstone an Air Quality Management Area (AQMA) in 2016. Following the declaration of this AQMA, as well as one encompassing Renfrew town centre, a Renfrewshire-wide Air Quality Action Plan (AQAP) is being developed whereby the existing Paisley Town Centre AQAP (originally published in 2013) would be merged with those for the new Renfrew town centre and Johnstone AQMAs. As such, this study aims to support Renfrewshire Council by using emission modelling to indicate the effects of measures on local air quality. This evidence can then be used to support the implementation of the AQAP. It's worth noting that Renfrewshire Council is developing policies for the continued reduction of emissions not limited to the compliance of air quality objectives set for Scotland.

This study aims to:

- Understand the current air quality situation in Renfrewshire;
- Provide an emissions source apportionment of vehicles operating in Johnstone. The pollutant of concern being Nitrogen Dioxide (NO₂). However reference will also be made to particulate matter (i.e. PM₁₀ and PM_{2.5});
- Estimate the concentration of pollutants from road sources in Johnstone;
- Consider and test three outcome scenarios proposed to improve air quality in Johnstone;
- Provide a high level review of the expected impact of measures proposed in the Draft AQAP. In addition, appraise the measures with respect to Clean Air for Scotland thematic objectives; and
- Provide a robust evidence base against which the effects of proposed measures can be tracked in the context of any planned development.

1.2 Air quality in Johnstone

1.2.1 Air Quality Management Area

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. Renfrewshire Council declared Johnstone High Street (JHS) an AQMA for exceedances of the annual nitrogen dioxide (NO₂) objective in August 2016. This AQMA encompasses the junction of High Street and Peockland Place and along High Street to the junction of Barrochan Road and Napier Street. A map showing the boundary of the AQMA is shown in Figure 1-1.

An up to date summary as to the status and relevance of past assessment work undertaken in the AQMAs can be found in Appendix A, and outlines the measures currently being taken to improve air quality in the Paisley Town Centre AQMA, as well as potential measures under consideration for the new combined AQAP.

1.2.2 Air Quality Monitoring

Renfrewshire Council collects NO₂ diffusion tube monitoring data within its area. The most recent published monitoring data collected are from 2016, and are presented in the 2017 Air Quality Annual Progress Report (RC, 2017) in preparation at the time of writing this report. The Council currently undertakes non-automatic monitoring of NO₂ in Johnstone using a network of passive diffusion tubes at three monitoring locations; an additional location, discontinued in 2016, is discussed here in terms of previous years' trends. A map of these monitoring locations is shown in Figure 1-1; three new locations were established in 2017 and have been included in the map, however results have not yet been published and so have not been included in. Annual mean NO₂ concentrations at the available sites are presented in. The annual mean objective for NO₂ (40 µg/m³) was

exceeded at two monitoring locations; from 2012-2014 at location 20 and from 2013-2015 at location 59. This is likely to be due to traffic emissions at the signal junction with Graham Street (particularly in the west bound direction). There is also the likelihood that emissions are entrained towards site 59 owing to physical and weather characteristics. NO₂ concentrations showed a decreasing trend in 2015 and 2016 at location 20 and were below the objective in both years. NO₂ concentrations also decreased below the objective at location 59 in 2016. Annual mean NO₂ concentrations ranged from 22.3-64.1 µg/m³. Year 2017 monitoring data was applied in this assessment to coincide with the ANPR data. The base case shows one exceedance at site 59 (see Appendix E Verification for 2017 results). It's worth noting however that this exceedance is based on eight months of data which was subject to annualisation in line with Technical Guidance TG16 (Defra, 2016).

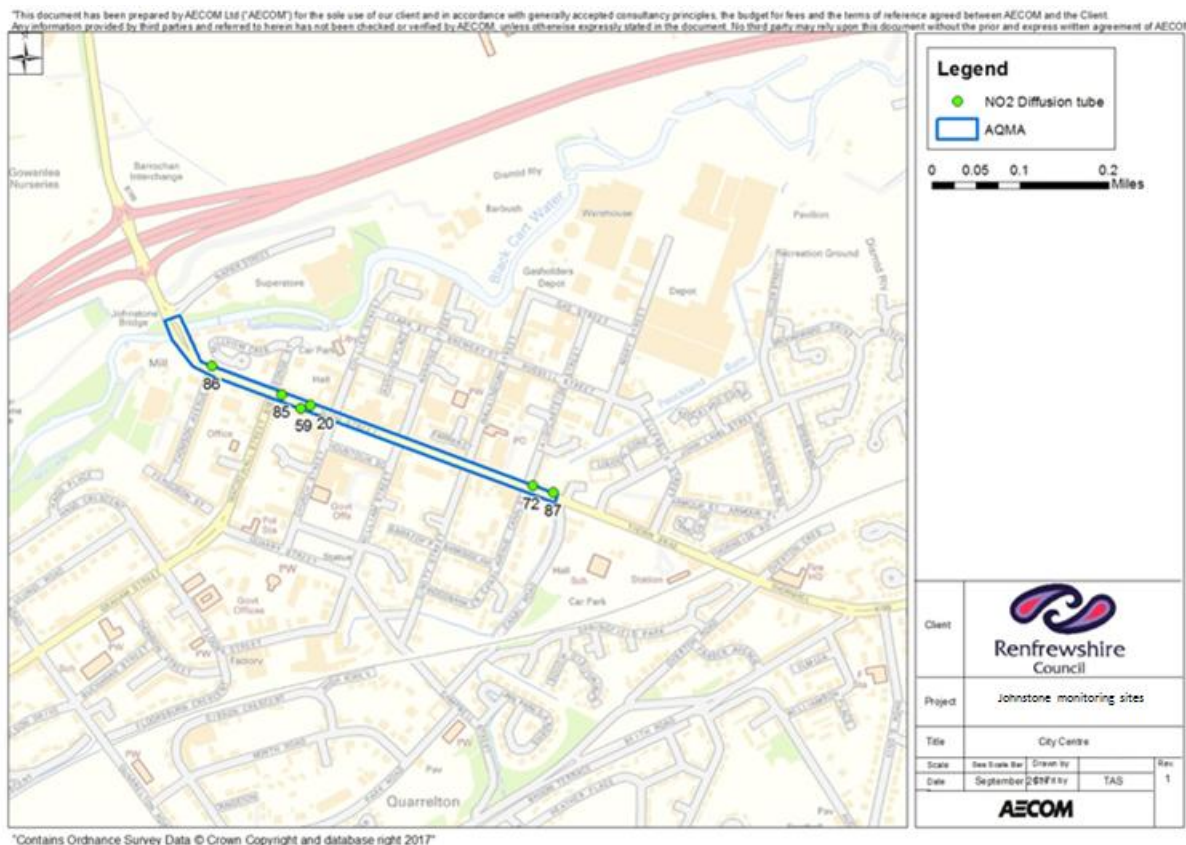


Figure 1-1. High Street, Johnstone AQMA and NO₂ diffusion tube monitoring locations.

Table 1-1. Annual mean NO₂ concentrations for diffusion tube monitors from 2012-2016 in Johnstone.

Site ID	Site Name	Site Type	In AQMA?	OS Grid Reference		Annual Mean NO ₂ (µg/m ³)				
				X	Y	2012	2013	2014	2015	2016
7	High Street, Johnstone	Kerbside	Y	242914	663198	37.4	38.3	36.7	27.9	Stopped
20	High Street, Johnstone	Kerbside	Y	242675	663286	44.4	46.6	45.2	33.2	27.8
59	High Street, Johnstone	Roadside	Y	242656	663281	-	<u>64.1</u>	57	45.3	39.1
72	High Street, Johnstone	Roadside	Y	243080	663140	-	-	-	-	22.3

Note: Exceedances of the NO₂ annual mean objective of 40 µg/m³ are shown in **bold**.

Note: NO₂ annual means exceeding 60 µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are **underlined**.

Note: “-” indicates monitoring data unavailable.

2. Assessment Methodology

2.1 Traffic and fleet data

To determine the coarse and detailed composition of the vehicle fleet in Johnstone a matched Automatic Number Plate Recognition (ANPR) camera survey was conducted over a 24 hour period on the 16th August 2017. These cameras are able to record vehicle registration (i.e. number) plates which are then processed by the Department for Transport, who match the details recorded to the Driver Vehicle and Licensing Agency (DVLA) database.

The following steps were undertaken to determine the local fleet and traffic flow details.

2.1.1 ANPR Survey

Johnstone High Street was initially surveyed to determine the optimal locations for the cameras.

Four cameras were set up from 00:00 on Tuesday 15th August to 00:00 on 16th August at the locations indicated in Figure 2-1 to record east and westbound traffic.

Video traffic counts were also recorded and processed in 15 minute intervals to identify the percentage of registration plates recognised by the cameras.

Registration plates were verified for consistency using a bespoke checking programme to identify any misread plates.

These data were used to determine the total 24 hourly traffic flow and coarse composition. Further analysis was performed to determine the detailed composition in terms of Euro emission standards which is explained further in Section 3.1.1.

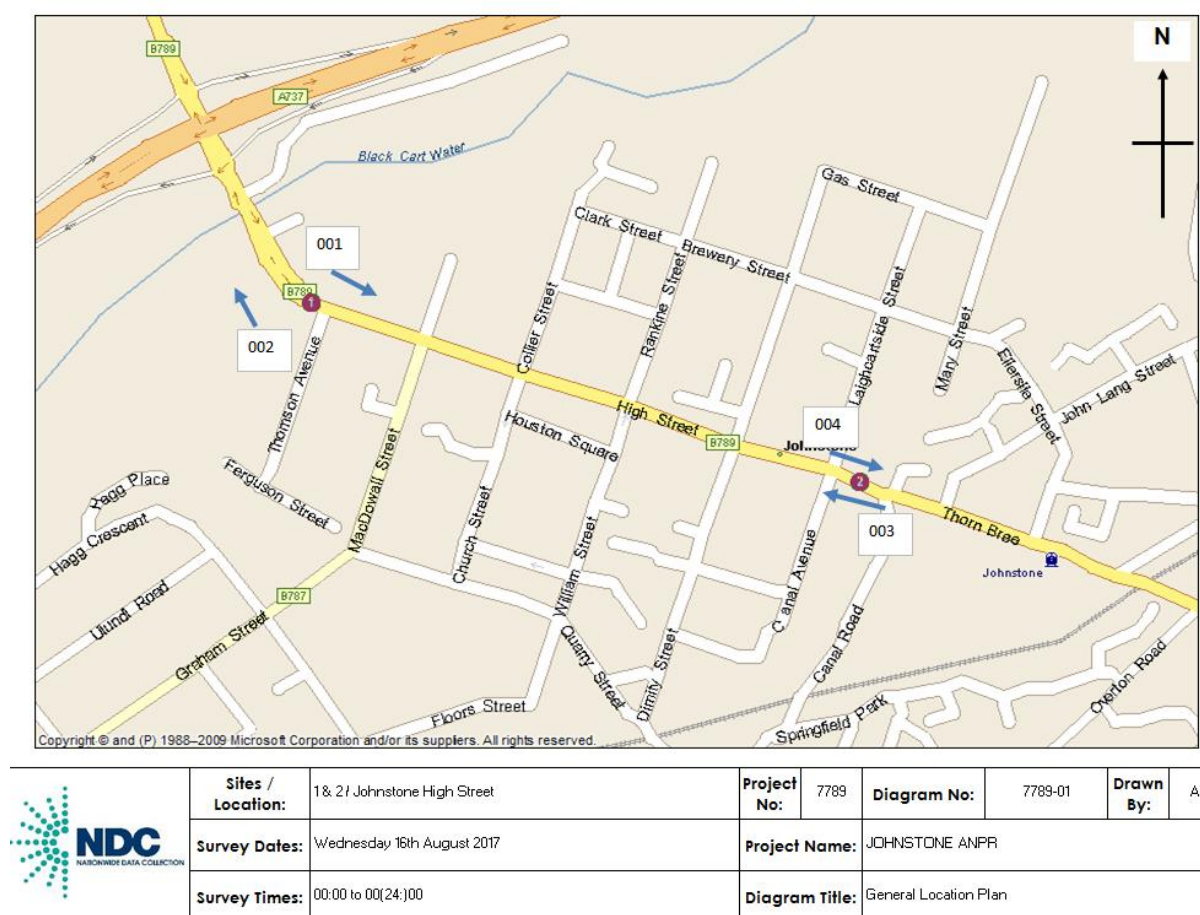


Figure 2-1. Location of ANPR cameras on High Street, Johnstone.

2.1.2 DVLA classification

Body type and vehicle taxation class were used to identify vehicle types according to the following categories; taxis (black cabs), cars, light goods vehicles (LGVs), buses, coaches, rigid and articulated HGVs. The fuel type of each vehicle was also distinguished.

The Euro emission standard of each vehicle was estimated based on the date of first registration (see, body type and emissions category (N1 etc.), as shown in Table 2-1.

Table 2-1: Date of introduction of Euro emission standards in the UK

Vehicle	Euro 1/I*	Euro 2/II	Euro 3/III	Euro 4/IV	Euro 5/V	Euro 6/VI
Passenger car (M)	1 July 1992	1 Jan 1996	1 Jan 2000	1 Jan 2005	1 Sept 2009	1 Sept 2014
Taxi/Light commercial vehicle (N1-1)	1 Oct 1994	1 Jan 1998	1 Jan 2001	1 Jan 2006	1 Sept 2009	1 Sept 2014 (diesel only)
Light commercial vehicle (NI-II, NIII)	1 Oct 1994	1 Jan 1998	1 Jan 2001	1 Jan 2006	1 Sept 2010	1 Sept 2015 (diesel only)
HGV (>3.5t)	1 Jan 1992	1 Oct 1998	1 Oct 2000	1 Oct 2006	1 Oct 2008	1 Jan 2013
Buses (>5t)	1 Jan 1992	1 Oct 1998	1 Oct 2000	1 Oct 2006	1 Oct 2008	1 Jan 2013

2.1.3 Emissions modelling

Emission rates (g/km/s) and total emissions (kg/yr) for each vehicle were derived using the Emission Factor Toolkit (EFT) Version 7 (Defra, 2016). Emission factors for NO_x and PM were taken from the European Environment Agency (EEA) COPERT 4 (v11) emissions model.

The EFT is designed to estimate emissions for traffic travelling at an average speed with a given fleet mix. The objective for this study was to estimate, where possible, emissions for every vehicle passing each camera location. In order to do this, NO_x, PM₁₀ and CO₂ emission curves across a speed range of 5 km/h to 110 km/h were extracted from the EFT (see Figure 2-2 and Figure 2-3 for petrol and diesel cars respectively, also Figure 2-4 for double decker buses). Note that average speed emission rates between zero and 5 km/h for light vehicles and zero and 10km/h for heavy vehicles remain flat because of the uncertainty of emission estimates at low speed.

There were a few anomalies with emission rates as published in the EFT discussed with Bureau Veritas¹;

- Petrol cars: All Euro classes. The PM₁₀/2.5 emission curve has stepped changes in rates rather than a typical curve. It was confirmed that this shape is in accordance with the latest information.
- Diesel cars: Pre Euro emissions are very low. Not considered to be an issue as there are very few of these vehicles. No further research has been applied to these rates.
- London taxi: Euro 5/6. PM₁₀/2.5 rates are flat. It was confirmed that this shape is in accordance with the latest information. Not an issue as there are few black cabs operating in Johnstone.
- Petrol LGVs: All emissions are very low. Not considered to be an issue as there are very few of these vehicles operating in the UK.

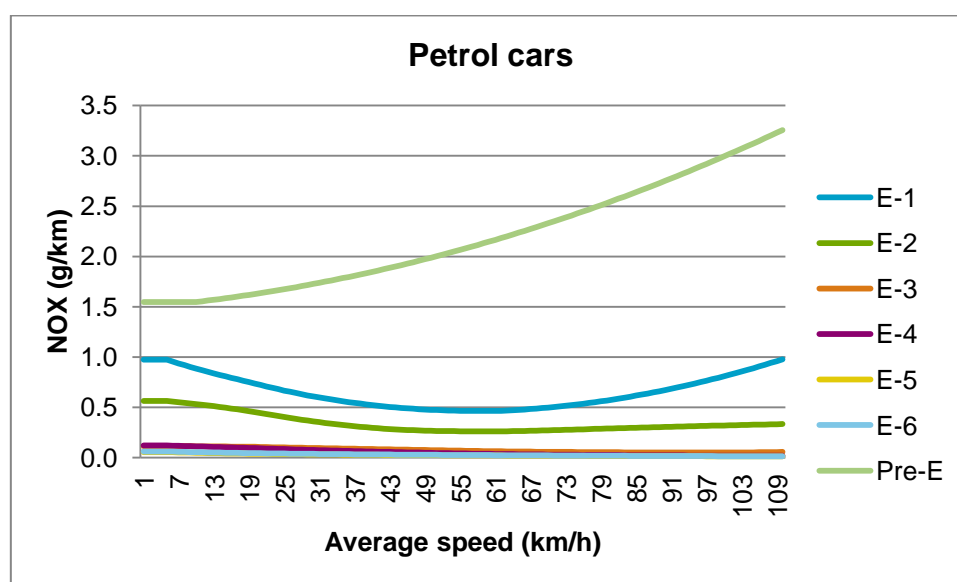


Figure 2-2: NO_x emission curve for petrol cars

¹ Personal communication with BV (September 2017)

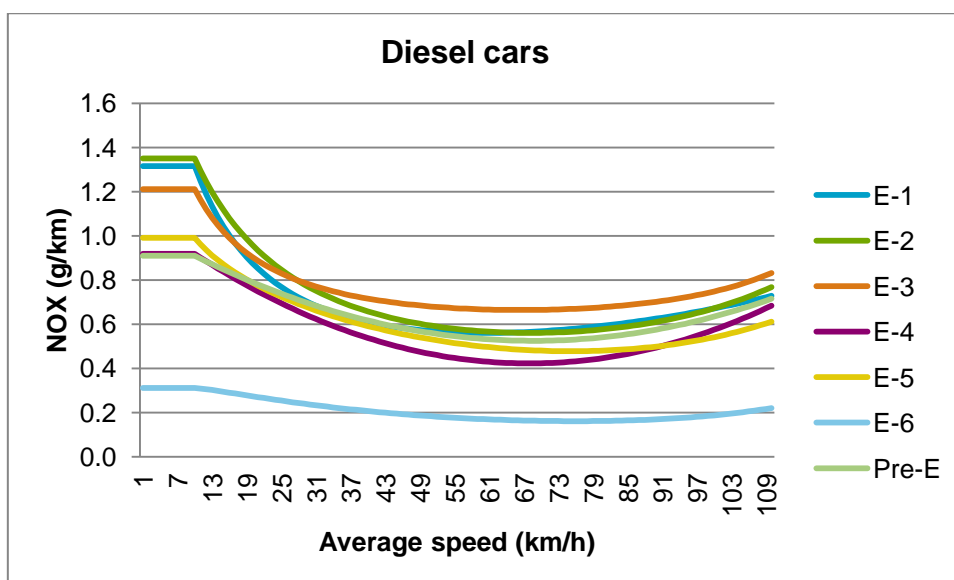


Figure 2-3: NOx emission curve for diesel cars

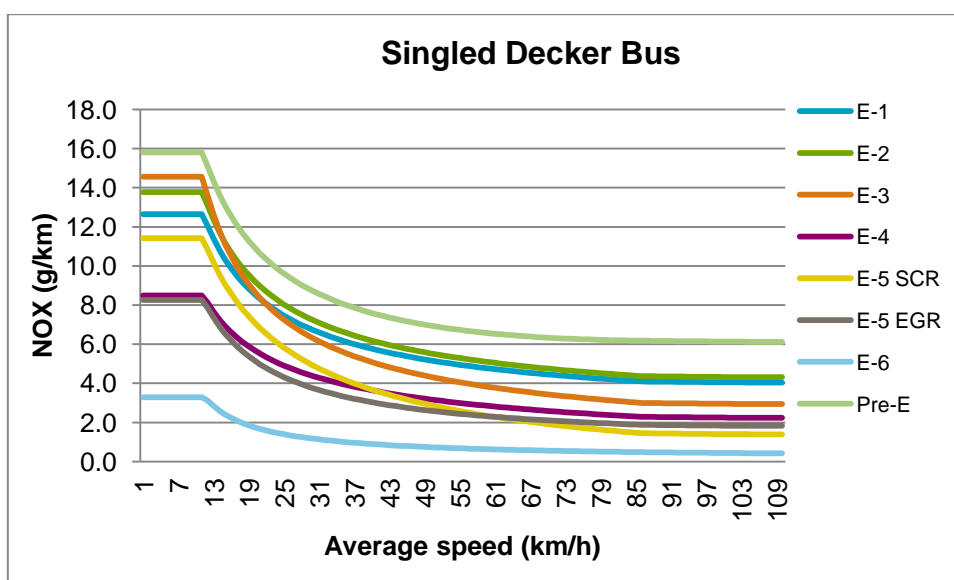


Figure 2-4: NOx emission curve for single decker buses

This approach was applied because it provides a higher level of emissions detail. The alternative and more commonly applied approach to estimate traffic emissions based on a generalised fleet make-up and average speed is less sensitive in terms of defining emission changes for specific low emission measures. For example measures which effect vehicle speed and or measures which target vehicles with certain emission standards. Generalised fleets for each year are projected for use in the National Atmospheric Emission Inventory (NAEI) and applied in the EFT. Depending on where an assessment is undertaken these generalised fleets produce emission rates which are weighted by the distribution of vehicles according to their fuel, type and weight. These estimates can however differ markedly from the local situation. Hence, this adds a layer of uncertainty in the assessment process.

For the work reported here it was important that a local fleet was produced and emissions rates individually determined. In addition, by applying the EFT methodology emission rates took into account engine degradation factors which weight emissions according to a vehicles age and likely maintenance.

Average speed is a key determinate of emission rates. For each vehicle, speed was calculated by dividing distance (between camera locations (i.e. 650m)) by travel time. Clearly, this could only occur for vehicles passing each site going either east or west bound on Johnstone High Street. Journeys between camera sites in excess of 10 minutes were assumed to be diverted in some way and as such a default speed of 48 km/h was applied. In other words, the average speed for journeys greater than 10 minutes over such short distances would provide unrealistically low speeds. For all other vehicles observed by single cameras or spotted twice by the same camera the speed limit was applied (i.e. because there was no method of determining the distance travelled). In order to retrieve details about every observed vehicle the observations needed to be anonymous. In other words no single observation can be identified in time or space. To overcome this limitation for those observations between camera sites an average speed was calculated for each 10 minute bin over the 24 hour period. The assumption here is that the speed of every observed vehicle is likely to be similar to the average of all vehicles within 10 minute periods. For observed vehicles other than those matched between camera sites the speed remained at 48 km/h within each 10 minute bin.

Having determined the emissions rate in g/km from the emission curves (based on the average speed) the next step involved calculating the emission rate in g/km/s for use by the pollution dispersion model. In order to do this all emission rates were summed for each hour according to each vehicle category (e.g. car, LGV, Rigid HGV, Artic HGV, Bus). The process for each observation was as follows;

- Route assigned
- Vehicle category assigned
- Hour assigned (hour zero to hour 23)
- Sum of emission rates calculated (g/km) divided by 3600 s
- These rates were assigned to various road links in the ADMS Roads database.

To estimate total daily emissions the g/km rate for each observed vehicle was multiplied by the distance between camera sites (650m) and then aggregated over one hour and then 24 hours. A similar calculation was conducted for other unmatched vehicles (i.e. those not observed at each camera site). For these, the study assumed that a minimum distance of 500m would have been travelled. In other words if a single vehicle was observed at camera one only then the emissions impact on Johnstone High street would have amounted to a travelled distance of 500m.

Emissions rates and total emissions for each observed vehicle category are presented in Section 3.2.

2.1.4 Dispersion modelling

The emission data were used as the basis to conduct dispersion modelling to determine air quality concentrations at selected receptors along Johnstone High Street. The ADMS-Roads dispersion modelling software (CERC, 2015) was used to predict the impact of different modelling scenarios (described in Section 2.1.5). The following elements formed the basis of the dispersion modelling;

- Road geometry including road width and canyon height of the links along the Johnstone High Street (JHS).
- Emissions for JHS for each hour of the day. The model assumed the same diurnal emissions profile for each week day, including Saturday and Sunday.
- Application of NO_x emission rates that take into account recent evidence regarding real driving emissions from diesel Euro 5 and 6 light duty vehicles (as described in the EFT (Defra, 2016)).
- Hourly meteorological data from an appropriate local site in Glasgow (see Figure 2-5 wind rose).
- OS co-ordinates of monitoring sites used as receptors.

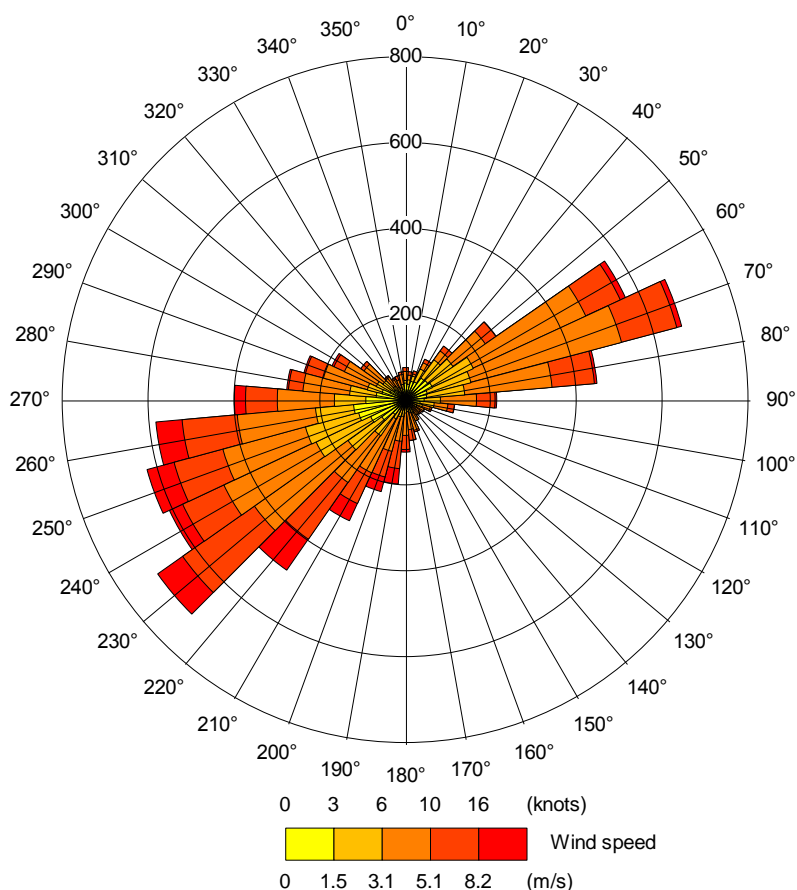


Figure 2-5: Wind rose (wind speed frequency with wind direction) for Glasgow International Airport in 2016

2.1.5 Modelling Scenarios

The following scenarios, agreed with Renfrewshire Council, were identified to produce the most applicable outcomes from which measures could be further developed for action planning purposes:

- Scenario A – The baseline situation - Emissions from the traffic fleet as determined by the ANPR camera survey.
- Scenario B - All buses were assumed to have achieved a minimum emission standard of Euro VI.
- Scenario C – All HGVs were assumed to have achieved a minimum emission standard of Euro V.
- Scenario D – All cars (diesel and petrol) were assumed to have achieved a minimum emission standard of Euro 5.

It's worth noting that a combination of all three (B to D) would reflect a fairly stringent clean air zone measure if it were to be implemented in Johnstone within three years.

2.1.6 Model verification

Verification provides a measure of improving modelling accuracy. The process involves comparing the modelled road emissions source contribution with the equivalent road element determined from monitored data. It should be noted that only limited agreement between annual monitored and modelled output can be achieved owing to assumptions required to fill gaps in the evidence base, the main one being the assumption that the 24 hour survey is representative of traffic over a year. Equally

the limited information on traffic speed and queues around the junction with Graham Street and the interaction of the traffic with the various side roads in between camera locations.

The information which is essential to the success of this study is the detailed fleet composition and percentage distribution of emissions which is very robust. Equally the knowledge that the contribution from local traffic sources to the monitored data is derived by subtracting the background element.

The process of verification applied here follows the guidelines in the Technical Guidance TG16 (Defra, 2016) and is fully described in Appendix E.

3. Results

3.1 Traffic data and fleet

This section provides a summary of key data extracted from the ANPR camera survey on the local vehicle fleet in JHS in 2017.

3.1.1 Fleet Composition

A total of 18,997 vehicles were observed over the 24 hour period. Out of the total observations, 11,374 (~60%) were unique vehicles. In other words, a percentage of the unique vehicles were picked up more than once by the cameras. Figure 3-1 shows the percentage split of vehicles observed in the 24 hour survey period. Petrol cars accounted for 48% of total observations, while the remainder comprised of diesel-fuelled vehicles; diesel cars (38%), diesel LGVs (light goods vehicles) (11%), rigid HGVs (heavy goods vehicles) (1%), artic HGVs (heavy goods vehicles) (0.1%) and buses/coaches (2%). Electric vehicles accounted for 0.2% of the total vehicles observed.

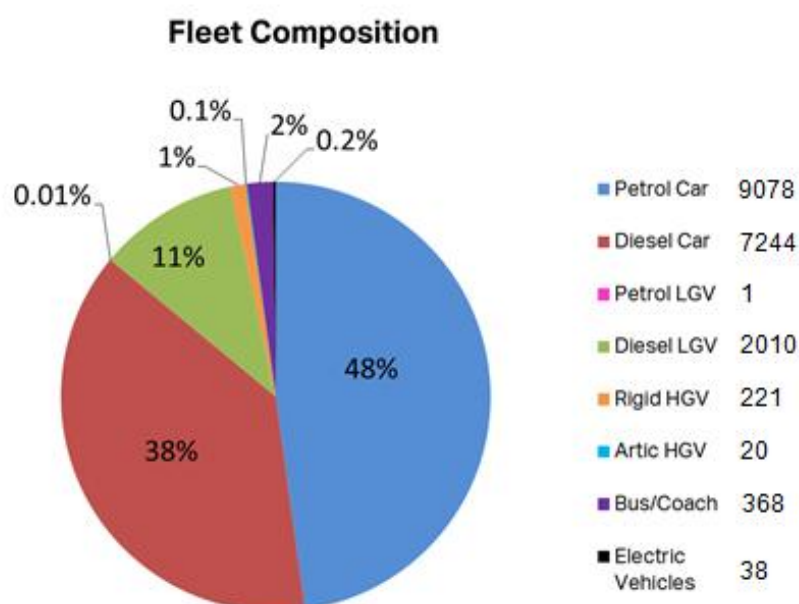


Figure 3-1: Percentage composition of fleet by vehicle type, measured on High Street, Johnstone on 15-16th August 2017.

The composition of the fleet by Euro standard and vehicle type is shown in Figure 3-2. The majority of both petrol and diesel cars achieved Euro 4-6 emission standards. A larger proportion of Rigid HGV and Buses/Coaches consisted of Euro III vehicles, relative to the proportion of cars with the same emissions standard.

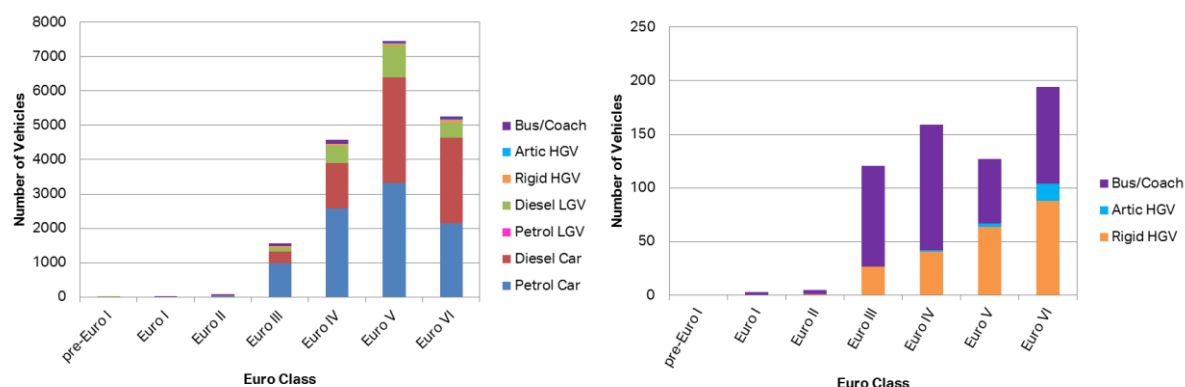


Figure 3-2: Composition of fleet by Euro standard and vehicle type, measured on High Street, Johnstone on 15-16th August 2017

Of the total observed fleet the percentage composition of petrol and diesel cars by engine size, is shown in Table 3-1. The majority (30% of petrol cars have engines less than 1400 cc in size, while the majority (30%) of diesel cars have engine sizes between 1400 and 2000 cc. Diesel engines of passenger cars are getting smaller being reliant on turbocharging to maintain higher power output when required. These engines are very efficient when driven sensibly. Equally petrol engines are also reducing in size being much more efficient than the earlier equivalent engines.

Table 3-1. Percentage composition of fleet by engine size, measured on High Street, Johnstone on 15-16th August 2017.

	Percentage composition (%) by engine size (cc)	
Engine size (cc)	Petrol car	Diesel car
<1400	30	1
1400-2000	15	30
>2000	1	5

The distribution of light and heavy duty vehicles by age is shown in Figure 3-3. The most popular age for light vehicles is 2014 and for heavy vehicles 2015. Oddly year 2006 or vehicles around 10 years old are still very popular.

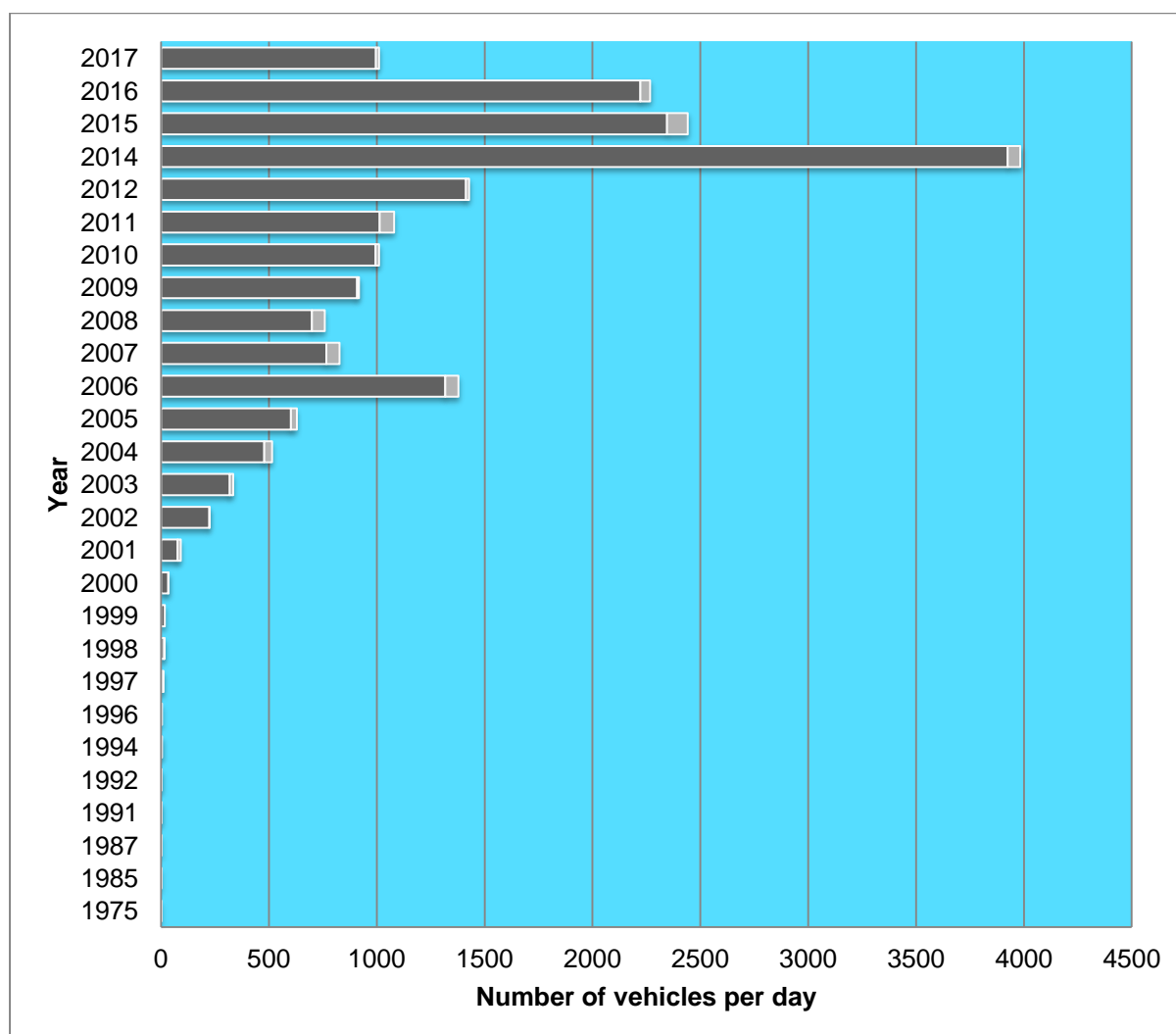


Figure 3-3: LDV and HDV age distribution

3.1.2 Traffic Flows and Vehicle Speed

Total numbers of vehicles observed at each camera site are shown in Figure 3-4. Vehicles detected by both cameras 1 and 2, in both directions (12E and 21W), were considered to have travelled the length of High Street, Johnstone. These particular traffic flows accounted for 25% of the total flows observed during the 24 hour study period. The majority of vehicles travelling in these directions were petrol cars, diesel cars and diesel LGVs. The direction with the largest number of buses/coaches detected was 21W, which corresponds to these vehicles entering High Street via the B789 (Thorn Brae) and is consistent with the direction of bus routes and the location of the train station in Johnstone – discussed in more detail below.

Vehicles detected by camera 1, east and then west bound (1EW), are thought to have accessed High Street via the A737 and the B789 and exited Johnstone via High Street or MacDowall Street. Vehicles detected by camera 2, west and then east bound (2WE), are thought to have accessed High Street via the B789 (Thorn Brae) and exited Johnstone via High Street. These traffic flows accounted for 6% and 5% respectively of the total vehicle flows. The majority of vehicles travelling in these directions were petrol cars, diesel cars and diesel LGVs.

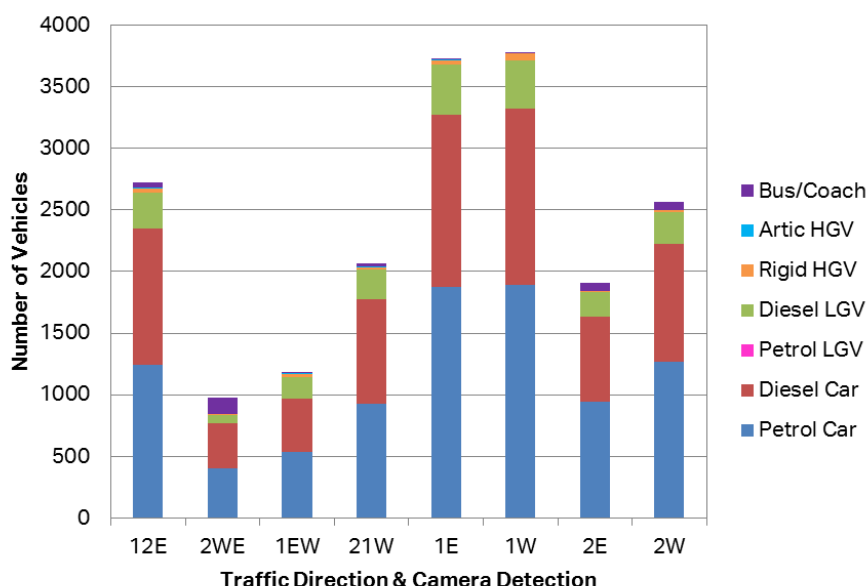


Figure 3-4: Traffic flows - number of vehicles detected at each camera site on High Street, Johnstone on 15-16th August 2017.

Note: E=eastbound, W=westbound, 1=Camera 1, 2=Camera 2, EW=vehicle detected first eastbound, then westbound (reverse true for WE).

The time between each camera detection, at each camera site, and the number of vehicles observed are shown in Table 3-2. Vehicles were counted based on whether more or less than 20 minutes had elapsed between the first and second detections of the vehicle by the ANPR camera. Where a vehicle was only detected once by a camera no time data were available; this category accounted for 12,026 vehicles or 63% of the total vehicles detected. Discussion of traffic flows on and around High Street is therefore based on the remaining 37% of vehicles. Of the 37%, 23% could be classified as through traffic; less than 20 minutes elapsed between each camera detection and each vehicle was recorded by both cameras i.e. 12E and 21W flows.

Vehicles which spent less than 20 minutes in the High Street vicinity and detected at one camera location (1 EW and 2 WE) accounted for 7% of total vehicles and are also considered through traffic. Vehicles which spent more than 20 minutes in the High Street vicinity and detected by one camera location accounted for 5% of total vehicles.

Table 3-2: Traffic flows - number of vehicles detected at each camera site and time between camera detections on High Street, Johnstone on 15-16th August 2017.

Number of vehicles	Traffic flows by time spent between detections by each camera					
	Over 20 minutes	%	Less than 20 minutes	%	No data (only captured once on camera)	%
12 E Flow	193	1	2540	13	0	0
21 W Flow	156	1	1919	10	0	0
1 EW Flow	515	3	668	4	0	0
2 WE Flow	453	2	527	3	0	0
1 E Flow	0	0	0	0	3742	20
2 E Flow	0	0	0	0	1918	10
1 W Flow	0	0	0	0	3793	20
2 W Flow	0	0	0	0	2573	14
<i>Total flow</i>	<i>1317</i>	<i>7</i>	<i>5654</i>	<i>30</i>	<i>12026</i>	<i>63</i>

Note: E=eastbound, W=westbound, 1=Camera 1, 2=Camera 2, EW=vehicle detected first eastbound, then westbound (reverse true for WE).

The time each vehicle type spent (more or less than 20 minutes between camera detections) in or around High Street is shown in Figure 3-5, and provides a comparison of the types of vehicle with business in or around High Street (more than 20 minutes) or passing through Johnstone (less than 20 minutes). The majority of vehicles passing through Johnstone via High Street as well as those with business in and around High Street are petrol and diesel cars (12E and 21W).

This figure also shows that the highest vehicle counts for buses/coaches were measured by camera 2 – first westbound, then eastbound (2WE), with more than 20 minutes between camera detections. This is consistent with the direction of most bus routes into the town centre, the location of the train station (east of camera location 2, and a busy bus stop) and the length of time taken for the buses to complete their routes in Johnstone before most of them exit the town centre eastbound on High Street. A map of the bus routes servicing Johnstone and passing one or both of the cameras (1, 2, 6, 7, 8, 12, 17, 18, 20, 30, 36, 36A, 38, 39, 306, 307) can be found in Appendix C, Figure C6-4.

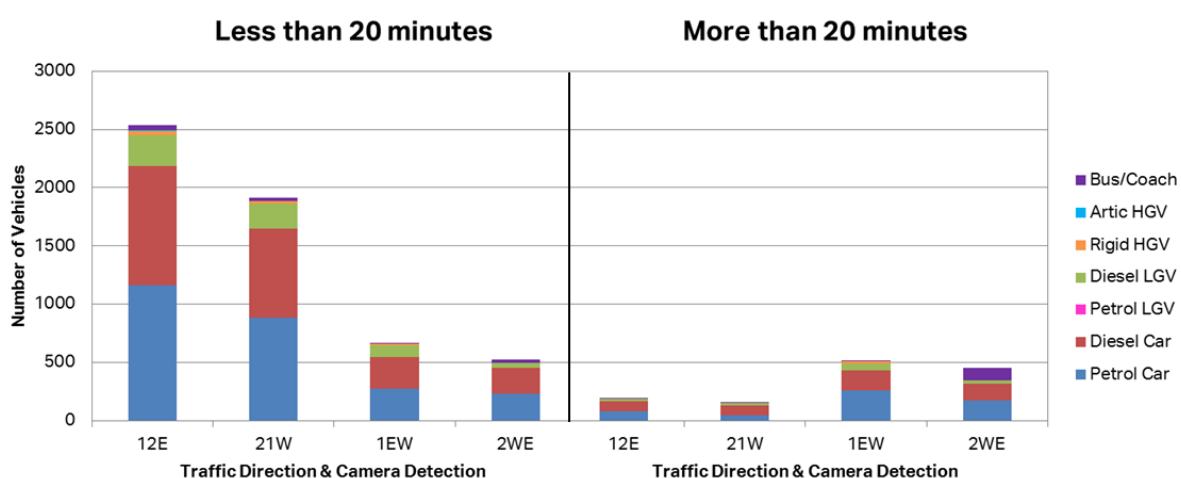


Figure 3-5: Number of vehicles detected by each camera, east and west bound on High Street, and time elapsed between each camera detection.

3.1.3 Comparison with national statistics

Table 3-3 indicates the differences between Euro standards of vehicles categories in Johnstone compared to the national forecast as described in the National Atmospheric Emissions Inventory and published in the EFT (Defra, 2016). The larger the number the greater the difference is between the local and national forecast. The comparison shows that diesel cars in Johnstone conform to the national average. Petrol cars are 8% lower and LGVs 13% lower for Euro 6. For buses the Johnstone fleet has higher proportions of Euro III and Euro IV and lower proportions of Euro V and VI. Rigid HGVs are lower for Euro VI and higher for Euro III and IV and very similar for Euro V. In summary, except for diesels the Johnstone fleet is below average.

Table 3-3: Comparison with the national projection of vehicle emission standards outside of London

	Car petrol	Car diesel	LGV diesel	HGV (Rigid)	Bus
	% Difference				
pre-Euro I	-1%	0%	0%	0%	0%
Euro I	0%	0%	0%	0%	1%
Euro II	0%	0%	0%	0%	-2%
Euro III	0%	-1%	5%	5%	13%
Euro IV	5%	-2%	11%	10%	21%
Euro V	4%	4%	-2%	1%	-17%
Euro VI	-8%	-1%	-13%	-17%	-16%

3.2 Emissions

Following the methodology set out in Section 2.1.3, light duty and heavy duty emissions rates (in g/km) were calculated for NO_x, PM₁₀ and PM_{2.5}. Emission rates were estimated for each observed vehicle in specific directions.

Whilst the average speed could be determined for vehicles directly matched between camera sites at either end of JHS it was assumed that all other observed vehicles travelled at the speed limit of 48 km/h. This is possibly an over estimate during peak hours of travel but a reasonable estimate when averaging for the whole survey period. A direct consequence of assuming the speed limit is that NO_x and PM emissions may be underestimated (see exemplar emissions curves in Section 2.1.3). Emissions rates at 48 km/h are somewhat lower than rates at lower average speeds.

Average emission factors (g/km) for light duty vehicles (LDVs) and heavy duty vehicles (HDVs) were estimated for different times of the 24 hour study period, and are shown in

Table 3-4. The average speed ranged from 41 – 43.3 km/h and was lowest during the evening rush hour period (PM: 4-7 pm), westbound on High St (21W). The average emission factor for LDV NO_x was also lowest during this time period and in this direction. However, average emission factors for LDV PM₁₀ and PM_{2.5} were lowest during the PM period eastbound on High St (12E). Average emission factors for HDV NO_x, PM₁₀ and PM_{2.5} were lowest during the AM period (7-10 am) westbound, which also corresponded to the highest average speed observed. Average emission factors ranged from 0.988 – 1.098 g/km for LDV NO_x, 0.11 – 0.117 g/km for LDV PM₁₀, 0.065 – 0.069 g/km for LDV PM_{2.5}, 0.345 – 1.112 g/km for HDV NO_x, 0.058 – 0.105 g/km for HDV PM₁₀ and 0.032 – 0.065 g/km for HDV PM_{2.5}.

Table 3-4. Speed and average emission factors for LDVs and HDVs on High Street, Johnstone during AM (7-10 am), IP (interpeak 10 am – 4 pm) and PM (4-7 pm) time periods.

Direction of travel	Period	Average speed (km/h)	Max speed (km/h)	LDV NO _x (g/km)	LDV PM ₁₀ (g/km)	LDV PM _{2.5} (g/km)	HDV NO _x (g/km)	HDV PM ₁₀ (g/km)	HDV PM _{2.5} (g/km)
12E	AM	42.3	48	1.068	0.112	0.066	0.519	0.105	0.065
12E	IP	42.5	48	1.092	0.115	0.068	1.112	0.103	0.062
12E	PM	41.8	48	1.098	0.110	0.065	1.015	0.081	0.048
21W	AM	43.3	48	1.267	0.117	0.069	0.345	0.058	0.032
21W	IP	42.9	48	1.019	0.111	0.066	0.902	0.097	0.057
21W	PM	41	48	0.988	0.111	0.067	0.518	0.062	0.035

The average emission rates (g/km/s) for NO_x, PM₁₀ and PM_{2.5} on High Street eastbound (12E) and westbound (21W) over the 24 hours study period are shown in Table 3-5. Average emission rates for all three pollutants are slightly higher east bound on High Street, compared to westbound.

Table 3-5. Average emission rates for NO_x, PM₁₀ and PM_{2.5} on High Street, Johnstone on 15-16th August 2017.

Direction of travel	Average emission rates (g/km/s)		
	NO _x	PM ₁₀	PM _{2.5}
12E	0.000097	0.0000102	0.00000605
21W	0.000091	0.0000101	0.00000596

Figure 3-6 **Error! Reference source not found.** to Figure 3-8 compares the number of vehicles and total NO_x, PM₁₀ and PM_{2.5} emissions respectively for each vehicle type over the 24 hour study period. While petrol and diesel cars comprise most of the fleet by vehicle number, the majority of total NO_x emissions originate from diesel-powered vehicles; cars, LGVs, rigid HGVs and buses/coaches.

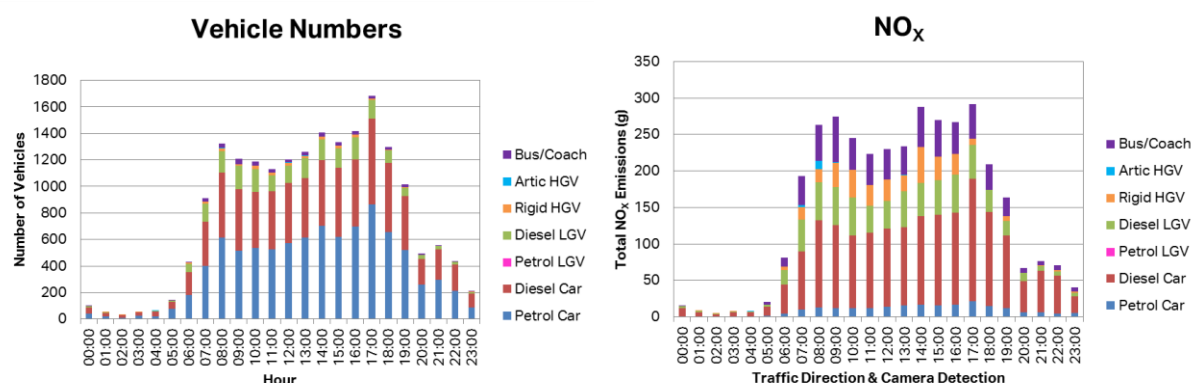


Figure 3-6: Comparison of vehicle numbers and NO_x emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017

For PM₁₀ and PM_{2.5} the contribution from petrol cars are apparent and almost equivalent to the contribution from diesel cars.

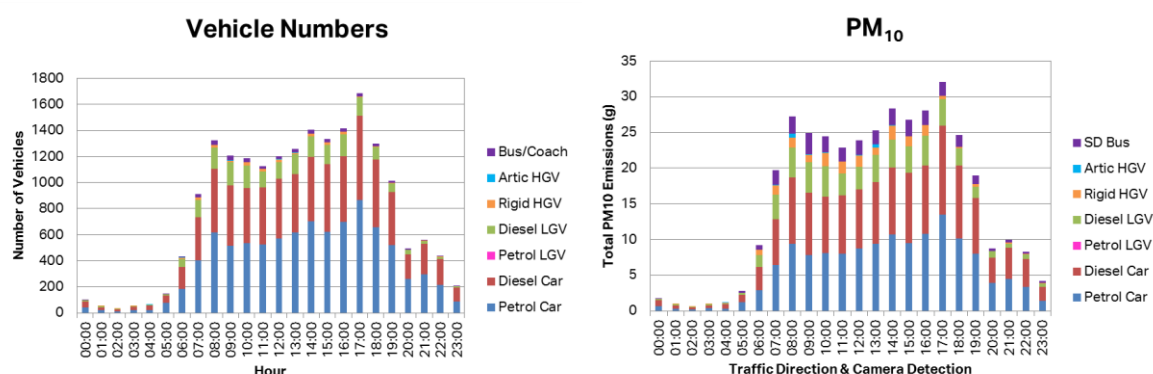


Figure 3-7: Comparison of vehicle numbers and PM₁₀ emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017

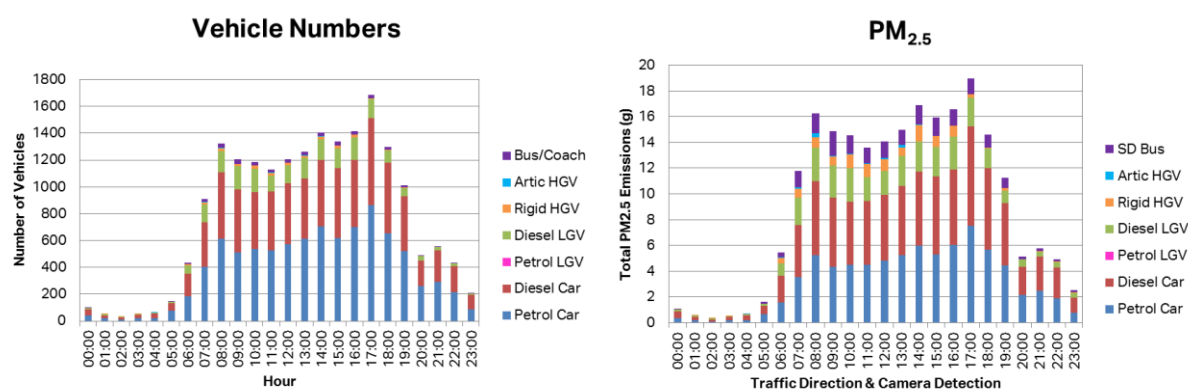


Figure 3-8: Comparison of vehicle numbers and PM_{2.5} emissions for each vehicle type observed on High Street, Johnstone on 15-16th August 2017

The total emissions from all observed vehicles over the 24 hour period by vehicle type are summarised in Table 3-6. Note that for every vehicle the distance travelled was either 650m or an assumed 500m for those unmatched between camera locations 1 and 2. By far the highest proportion of NO_x emissions are from diesel cars (49.4%) with diesel LGVs being similar to buses (~17.5%). Petrol cars contribute the highest PM₁₀ emissions (37.1%) but diesel cars the highest PM_{2.5} emissions (38%).

Table 3-6: Total emissions per day by vehicle type

	Petrol Car (g/day)	Diesel Car (g/day)	Diesel LGV (g/day)	Rigid HGV (g/day)	Artic HGV (g/day)	SD Bus (g/day)
NO _x	218	1756	627	322	17	614
PM ₁₀	140	137	51	17	2	29
PM _{2.5}	78	85	31	10	1	18
% total						
NO _x	6.1%	49.4%	17.7%	9.1%	0.5%	17.3%
PM ₁₀	37.1%	36.5%	13.6%	4.5%	0.5%	7.8%
PM _{2.5}	34.8%	38.0%	14.0%	4.6%	0.4%	8.2%

3.2.1 Emissions: Results of the scenario tests

The major air quality issue in Johnstone is NO₂ and hence NO_x emissions are the focus of this analysis. The change in total road NO_x emissions, over the 24 hour survey period, for each scenario where emissions standards were varied for different vehicle classes is shown in Figure 3-9. A total NO_x emission for the baseline scenario (all vehicle data as detected by the cameras) was 3.5 kg for the 24 hour period. The percentage reductions in total road NO_x emissions for each scenario are as follows:

- All HGVs were assumed to have achieved a minimum of Euro V emission standard – **1.4%** reduction. This was due to the majority of HGVs which are already Euro V and Euro VI combined with the fact that any upgrade of pre Euro V to Euro V, where the difference in the NO_x emission standard is not particularly evident, would not lead to particularly large gains.
- All cars (petrol and diesel) were assumed to have achieved a minimum of Euro 5 emission standard – **1.7%** reduction. The main reason for this is because the majority of light vehicles are already Euro 5 and Euro 6. The difference between Euro 4 petrol/diesel (the next majority category) and Euro 5 standard is not that great. In fact for petrol cars the standard is very similar. Hence, the improvement in emissions would not be that noticeable.
- All buses/coaches were assumed to have achieved Euro VI emission standard – **12.4%** reduction. This relatively large change is due to the fact that the current bus fleet is old compared to the national average (according the National Atmospheric emissions Inventory) and that the Euro VI NO_x emissions standard is approximately 8.5 times lower than Euro IV.

From these values, and Figure 3-9, it is clear that the greatest reduction in total NO_x emissions would be achieved by upgrading all buses operating on High Street, Johnstone to Euro VI emission standard.

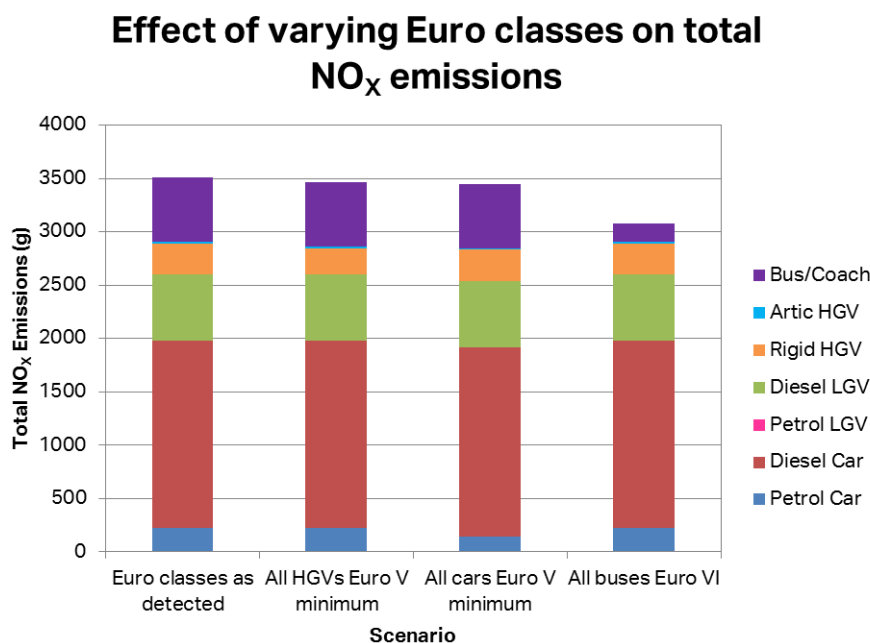


Figure 3-9: Total NO_x emissions for scenarios with varied emissions standards

3.3 Air Quality

3.3.1 Total annual mean NO₂ concentration

Modelled total adjusted annual mean (i.e. including background) NO₂ concentrations at each diffusion tube monitoring location for each modelling scenario are given in Table 3-7. NO₂ concentrations for the baseline scenario (A) (assigning an emission rate to each vehicle as it was detected during the ANPR camera survey) ranged from 16.8-37.4 µg/m³. In Scenario B, all buses were assumed to have achieved an emissions standard of Euro VI. This resulted in reductions of 3.0-7.8% of modelled adjusted NO₂ concentrations as compared to the baseline scenario. In Scenario C, all HGVs were assumed to have achieved an emissions standard of Euro V. This resulted in reductions of 0.0-1.0% of modelled adjusted NO₂ concentrations as compared to the baseline scenario. In Scenario D, all cars were assumed to have achieved an emissions standard of Euro 5. This resulted in reductions of 0.6-1.4% of modelled adjusted annual mean NO₂ concentrations as compared to the baseline scenario.

Of the three scenarios where emissions standards were varied, Scenario B (all buses Euro VI) resulted in the largest reduction in NO₂ concentrations as compared to the baseline scenario. The largest reduction was predicted at DT86, located on the east-bound side of High Street, where queuing of traffic to turn onto McDowall Street likely occurs.

Table 3-7. Annual mean total adjusted NO₂ concentrations at each diffusion tube monitoring location for each modelling scenario.

	Adjusted Annual Mean NO ₂ Concentration (µg/m ³) for each scenario						
Site ID	A	B		C		D	
	Base	All buses minimum Euro VI	% Reduction	All HGVs minimum Euro V	% Reduction	All cars minimum Euro V	% Reduction
20	31.6	29.7	6.0	31.4	0.6	31.2	1.3
59	30.3	28.7	5.3	30.1	0.7	30.0	1.0
72	27.6	26.1	5.4	27.4	0.7	27.2	1.4
85	37.4	34.9	6.7	37.1	0.8	36.9	1.3
86	29.5	27.2	7.8	29.2	1.0	29.1	1.4
87	16.8	16.3	3.0	16.8	0.0	16.7	0.6

3.3.2 Annual mean NO₂ road concentration

Modelled adjusted annual mean road NO₂ concentrations at each diffusion tube monitoring location for each modelling scenario are given in.

Table 3-8. NO₂ concentrations for the baseline scenario (A) ranged from 6.7-21.8 µg/m³. In Scenario B, reductions of 8-11.2% of modelled adjusted NO₂ concentrations as compared to the baseline scenario. In Scenario C, reductions of 0-1.1% of modelled adjusted NO₂ concentrations as compared to the baseline scenario. Scenario D resulted in reductions of 1.5-1.8% of modelled adjusted NO₂ concentrations as compared to the baseline scenario. The largest reduction was predicted at DT86, located on the east-bound side of High Street.

Table 3-8. Annual mean Road NO₂ concentrations at each diffusion tube monitoring location for each modelling scenario.

	Adjusted Annual Mean Road NO ₂ Concentration (µg/m ³) for each scenario						
Site ID	A Base	B All buses minimum Euro VI	% Reduction	C All HGVs minimum Euro V	% Reduction	D All cars minimum Euro V	% Reduction
20	21.8	20.0	8.3	21.6	0.9	21.4	1.8
59	20.5	19.0	7.3	20.4	0.5	20.2	1.5
72	17.5	16.1	8.0	17.4	0.6	17.2	1.7
85	27.7	25.1	9.4	27.4	1.1	27.2	1.8
86	19.7	17.5	11.2	19.5	1.0	19.4	1.5
87	6.7	6.2	7.5	6.7	0.0	6.6	1.5

4. Discussion and Recommendations

Air quality on Johnstone High Street is bordering on compliance with the Air Quality Objectives set for Scotland at all sensitive monitoring locations, in particular NO₂ which is the pollutant of most concern regarding public health. The levels of particulate (PM₁₀) is also well below the Objective when considering the contribution from road traffic sources against a background on 10.7 µg/m³ according Defra's pollution background map tile 242500-663500. In 2016 all NO₂ diffusion tubes recorded levels below the annual mean Objective. In 2017, one monitoring site (DT59) showed cause for concern with an annual mean value of 42.7µg/m³. Year 2017 results represent eight months' of data. It is worth noting that there are uncertainties around diffusion tube results which are accounted for to a certain extent by bias correction; however given that the 2017 monitoring year is incomplete a bias correction factor is not available for this study. The final tube values would therefore scale up or down depending on the calculated bias. It is reasonable therefore to assume that a full twelve months would provide a more robust indication of the current situation. Equally, there is little benefit in calculating the emissions reduction required for a single site with this level of uncertainty in terms of the absolute concentration. It is more pragmatic to consider the adjusted modelled road contribution as a gauge as to what may be possible in terms of managing air quality in the future.

As mentioned above central to the discussion is the modelled contribution from road traffic sources on Johnstone High Street. The results of the scenario testing are presented in Table 3-8. The most promising scenario was converting all buses to Euro VI. This resulted in a reduction of total daily NO_x emissions by 12.4% and reducing the annual mean NO₂ road contribution at all receptors by between 7.3%-11.2%. The least effective scenario concerned converting HGVs to Euro V where NO_x emissions and the adjusted annual mean road concentration reduced by approximately 1%. The air quality benefits of converting all cars to a minimum Euro 5 emission standard is also relatively marginal with less than a 2% improvement in the adjusted annual mean road NO₂ contribution. In other words the policy would need to consider enforcing a minimum Euro 6 standard for passenger cars in line with Clean Air Zone emission criteria D (diesel car minimum Euro 6 and petrol car minimum Euro 4).

The limited gains for the HGV and car scenarios are a result of the underlying emissions standards of the current representative fleets. This can be explained by Figure 3-2. The ANPR study which provides a very robust account of vehicle characteristics shows that a majority of HGVs are already Euro V+ and so any further measures to restrict older more polluting vehicle types entering onto the High Street would be impractical, in terms of improving air quality, especially given the numbers observed (see Figure 3-2). Although, restricting certain HGVs would have other complementary benefits in terms of noise and vibration. For HGVs the key driver for improving emissions is one of conserving fuel. Heavy vehicles have the space to incorporate very effective emissions controls such as selective catalytic reduction and or exhaust gas recirculation. Given the efficiency of these systems heavy engines can be optimised in terms of fuel consumption. To stay competitive heavy goods operators need to conserve fuel and so invest in Euro V+ vehicles.

A similar situation exists for cars the majority of which have emission standards of Euro 5+. Over the next five years the emissions standards of light vehicles will improve somewhat and hence many of the pre Euro 5 vehicles will be upgraded. According to the ANPR survey the majority of light vehicles are just over three years old (see Figure 3-3) with another age spike for year 2006. This suggests that most purchase vehicles that are just over three years old (ex-fleet) and then keep the vehicle for around ten years. It's worth noting that the analysis did include the latest emission factors which account for the increased contribution of NO_x emissions for all in-service light vehicles. There will also be an increase in the percentage of electric/hybrid/plug-in hybrids year on year. Interestingly the percentage of electric light vehicles observed over 24 hours was 0.2% which is actually more than motorcycles at 0.1%. Apart from pure electric cars, hybrids still emit pollutants but there is continued research into how these vehicles can be switched automatically to electric mode on entering environmentally sensitive locations.

Interventions around bus operators are therefore considered the most effective way of reducing emissions in the short term and improving air quality beyond air quality objectives in the future. This is perhaps exemplified in Figure 3-6 where the disproportionate level of NO_x emissions can be seen, with respect to the number of observed trips, when compared to other vehicle classes. In fact the daily contribution of NO_x emissions from buses was similar to LGVs (~17%) although the number of LGV trips observed was 11% (which is typical in most urban areas) compared to buses at 2%. The main reason bus emissions are relatively high is because emission standards of buses are relatively low when for example, the observed fleet is compared to the national forecast for 2017 (see

Table 3-3). There would appear to be quite a lot of scope to encourage operators to upgrade their services or at least some of their services currently being operated.

There are a few other considerations in terms of developing low emission measures. The analysis considered the amount of through traffic as opposed to traffic having business within the High Street area. Given that only two camera sites were installed the only clear indication could be provided where number plates were matched between these camera sites. The results confirmed that 23% of traffic may be classified as through traffic. In reality this percentage is likely to be an underestimate. Even so, any measures to improve air quality (other than effecting buses) needs to strike a balance between how to manage the impact caused by local and through traffic. The only way to improve the knowledge of traffic moving about the High Street would be to repeat the ANPR survey and placing an additional camera site on the B787. There are methods in which to control through traffic including placing restrictions of roads at certain times of the day but this needs to be balanced with any concerns over displacing emissions to other areas thus creating another environmental issue elsewhere. There is a natural commuter desire line whereby traffic traverses between the A737 and the B787. In order to manage air quality the question arises as to whether managing peak demand is as important as managing the demand at other times of the day. In other words by studying the emission rates by vehicle class by time of day (see Table 3-5) the picture can be made clearer as to when interventions would be most effective. This may include investigating the signal timings at the junction of the B787 to improve throughput. A simple but effective indicator is the average journey speed and where this sits on the emissions curve (examples of which have been included in this report (see Section 2.1.3).

The monitoring evidence provided to this study indicated that air quality is more adversely affected near to the junction of the B787. This is clearly a pinch point on Johnstone High Street. It would be beneficial to investigate further the traffic situation about this junction to understand how emissions can be managed more effectively.

There is much debate at present concerning the introduction of Clean Air Zones (CAZ). A CAZ could be a zone in which vehicles are restricted based on emission standards or a zone in which various other measures are implemented such as parking controls, goods delivery plans, temporary road restrictions or speed controls etc. If we consider the results of the scenario analysis in the work reported here to be analogous to a CAZ (i.e. combining the scenarios) then unfortunately this would not be appropriate for Johnstone. The cost would simply not stack up in terms of air quality benefits from the light duty and heavy goods vehicle component. It would be much more cost effective to target bus operators independently.

In terms of taking this evidence forward as a means of informing the Air Quality Action Plan the following recommendations would apply;

- Engage with bus operators to investigate whether buses with improved Euro standards can operate in Johnstone (i.e. Euro VI), and whether electric buses are a realistic possibility. It would be important to establish a time frame over which improvements can take effect.
- Consider a second ANPR study to include cameras on the B787. This would enable a better understanding of through traffic and the patterns of commuting via the B737.

- Investigate queuing about the junction with the B787, and whether there is scope to improve traffic throughput.

5. Conclusion

The objective of this study was to determine a solution to continually improve air quality within the Johnstone High Street Air Quality Management Area. Underpinning the study was a survey of registration plates conducted over 24 hours which was used to evaluate baseline emissions from road traffic. Very detailed statistics were collated from which outcome scenarios were developed. The results from the emissions analysis and air pollution modelling confirmed that the most pragmatic solution involved converting buses to Euro VI or working towards the introduction of electric buses. The study confirmed that little would be gained by Renfrewshire to pursue policies which restricted light and heavy goods vehicles entering into the zone based on emissions standards alone.

6. References

RC (2017) Renfrewshire Air Quality Annual Progress Report.

DEFRA (2016). Defra <http://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html> (Accessed October 2017).

CERC (2015). ADMS-Roads User Guide Version 4 November 2015

DEFRA (2016). Local Air Quality Management Technical Guidance LAQM.TG(16)

SG (2015) Cleaner Air for Scotland: The Road to a Healthier Future.

Appendix A : An up to date summary as to the status and relevance of past assessment work undertaken in the current AQMAs.

A.1 Introduction

This note has been produced as a precursor to the Action Plan support study to bring the narrative of air quality management in Renfrewshire up to date. A number of documents shown in Table A6-1 have been produced containing information relating to air quality in Renfrewshire and in particular it's Air Quality Management Areas (AQMAs).

Table A6-1: Information relating to air quality in Renfrewshire

Source of information	Relevance	Date
Paisley Town Centre Air Quality Action Plan	Potential measures have been identified and assessed in terms of their feasibility, timescale, cost, air quality benefits and other socio-environmental impacts.	2014
Renfrewshire's Centres Strategy: Johnstone	This strategy is a framework for the future growth of Johnstone town centre. It considers the social, economic and environmental characteristics of the centre and sets out a range of actions which will enhance its role as a retail, employment, social and cultural hub.	2016
Air quality impact assessment former Paton Mill, Johnstone.	A planning application for a mixed use development including a drive through restaurant, food and non-food retail, pub/bistro and residential use. An additional town centre journey attractor in Johnstone.	2016
Renfrewshire Council Community Resources: Map of town centre infrastructure proposals for Johnstone Transportation Strategy	A detailed map showing where traffic management modifications are being proposed in Johnstone.	2016
Air-quality Annual Progress Report for Renfrewshire Council	Statutory annual report describing the status of air quality in Renfrewshire. It focuses on the council's continued efforts to improve air quality measured against Scottish air-quality objectives.	2016
Air-quality Annual Progress Report for Renfrewshire Council		2017 (Draft)

A.2 Existing AQMA: Paisley Town Centre

Central Road in Paisley was the first AQMA to be declared by Renfrewshire Council in 2005 for exceedances of the NO₂ 1-hour mean objective. It was identified as a pollution 'hot spot' due to it being a busy road with bus stops situated below a car park with poor air flow and dispersion, and the fact that members of the public may be in that area for up to an hour while waiting on public transport. Measures were undertaken to improve air quality within this area including making the road one way only and reducing the number of bus stops from four to two. This resulted in the number of NO₂ 1-hour objective exceedances reducing from 760 in 2009 to just 2 in 2011. The area is no longer considered an area of relevant exposure as persons are no longer in this location for up to an hour and monitoring is now ceased.

A 2008 Detailed Assessment indicated that the annual mean NO₂ and PM₁₀ objectives would be widely exceeded across most of Paisley town centre. The existing Central Road AQMA was amended in 2009 to cover the whole of Paisley town centre for exceeding the PM₁₀ annual mean objective, NO₂ 1-hour mean objective and the NO₂ annual mean objective, and renamed the Paisley Town Centre (PTC) AQMA.

An emissions inventory was compiled using data from the National Atmospheric Emissions Inventory (NAEI), which demonstrated that road traffic emissions are the dominant source of NO_x and PM₁₀ emissions; 46% and 33% of emissions respectively. As such actions taken to improve air quality in the PTC AQMA since its declaration have focused on reducing emissions from road traffic sources:

- A Statutory Quality Bus Partnership Scheme (SQBPS), implemented between March 2011 and March 2013, resulted in the majority of buses operating in PTC with minimum Euro III emissions standards, as well as a significant number being EURO V, thus reducing emissions across the town centre routes. This measure is now fully completed.
- Several council fleet improvements have been made. All fleet vehicles (440 in total) are EURO 5, with 12 HGVs replaced with EURO VI models in 2016/2017 and an aim to have all 100 HGVs upgraded by 2022. Seventy five of the total 100 council HGVs have been fitted with rev limiters, reducing fuel usage by 8-12% in most cases. 24 electric vehicles were purchased for use in staff car pools, which commenced in May 2016. A review of the emissions prevented will be undertaken after a year of use. Twenty charging points were installed within the council area, six of which are available to the public. A telemetric fleet tracking system (Masternaut) was fitted to all council vehicles to reduce fuel consumption, optimise vehicle routes (thus reducing the number of vehicles in operation) and reduce idling. This system was upgraded in 2017 and a dedicated member of staff will be employed solely to review the resulting data. All HGV drivers (140) have undertaken ECO driver training to improve the efficiency of their driving.
- Awareness of vehicle idling has been raised through advertising campaigns targeted at schools, bus terminals and taxi ranks. A School Idling Initiative monitored six primary schools over 4 weeks, where wardens patrolled and requested drivers turn off their engines. Further funding has been secured to continue this campaign in 2016/2017 and extend it to every primary school in Renfrewshire.
- Vehicle emissions testing has been carried out twice a year over two days since 2011. Vehicles failing to meet emissions standards are issued a fixed penalty notice (FPN), which drivers can comply with by producing an MOT certificate showing the fault has been repaired. In total 356 vehicles were tested in March 2016 and six FPNs were issued. Information leaflets are also distributed to all drivers stopped for testing. The first round of testing in 2017 was undertaken in Johnstone and Renfrew following the AQMA declaration in these areas.
- Cycle to Work scheme, where employees may purchase a bike with tax free benefits (May-August 2016).

- The Greener Transport Sub Group (GTSG) was established to facilitate communication between the council and employers (e.g. Glasgow Airport, Scotrail, NHS, etc.) on green transport initiatives. A GTSG Action Plan has been developed and includes actions related to greener active transport, greener public transport, greener workplace transport and a measure relating specifically to air quality management within the council area.

Air quality in the PTC AQMA appears to be improving. 2015 was the first year since this AQMA was declared (2009) that objective standards have not been breached at any monitoring locations. This was an improvement on the five locations of exceedance identified in 2014. The most recent Annual Progress Report (APR), reporting year of 2016, has also not identified any exceedances. Monitoring will continue for a further two to three years before any consideration is given to amending or revoking the AQMA.

Further actions to be taken include:

- Completing improvements to the SCOOT traffic management system,
- Continuing to promote the uptake of the ECO Stars Fleet Recognition Scheme to fleet operators across the council area
- Including all primary schools within Renfrewshire in the Schools Idling Initiative and
- Continuing with vehicle emissions testing twice per year within or near the AQMAs.

A.3 Newly Declared AQMAs: Renfrew and Johnstone

AQMAs were declared in Renfrew Town Centre and the Johnstone High Street area in August 2016, based on conclusions from the 2015 Detailed Assessments, which confirmed exceedances of the annual mean NO₂ objective using modelling and diffusion tube monitoring results. Maps showing the extents of these AQMAs are shown in Figure A6-1 to Figure A6-3. Modelling also identified exceedances of the annual mean PM₁₀ objective in Johnstone – a new particulate monitor is to be installed to verify the modelled data.

The 2016 APR did not identify any exceedances of the NO₂ annual mean objective at the diffusion tube monitoring locations in High St, Johnstone and Inchinnan Road, Renfrew, which is an improvement on the two exceedances in 2015. Whilst no exceedances were identified within the Renfrew and Johnstone AQMAs, there are some diffusion tube locations where the annual mean NO₂ concentration is close to the annual mean objective of 40µg/m³. It is intended that continuous monitoring is undertaken in these areas during 2017/18. The Glasgow Airport NO_x analyser will be relocated to Renfrew Town Centre; until such time a recently purchased mobile AQ Mesh monitor that measures both NO_x and PM is in operation in the town centre.

Following the declaration of these AQMAs a Renfrewshire-wide AQAP is being developed whereby the Paisley Town Centre AQAP (originally published in 2013) would be merged with those for the new Renfrew and Johnstone AQMAs. Potential new actions include:

- ECO Stars – 2016/17 Scottish Government funding has been provided to establish this emissions reduction fleet recognition scheme within Renfrewshire;
- City Deals - Clyde Waterfront & Renfrew Riverside (CWRR) and Glasgow Airport Investment Area Projects (GAIA) (Renfrew AQMA) – Proposed Planning applications to be submitted in 2017 which would promote travel alternatives and new transport infrastructure;
- Transportation Plans (Johnstone & Paisley) – a detailed review of the town centre Transportation Plans;
- Renfrewshire Wide Local Transport Strategy – a review of the Renfrewshire wide Local Transport Strategy; and
- Real Time Bus Information – being installed in certain areas.

A.4 Planning Applications

Renfrewshire Council are also in the process of submitting two planning applications for large scale infrastructure projects under the UK Government City Deals programme of investment. These are the Clyde Waterfront and Renfrew Riverside project (CWRR) and the Glasgow Airport Improvement Area project (GAIA), both of which have the potential to change traffic flows across Renfrewshire and within the Renfrew AQMA in particular.

A recently approved planning application in the High St, Johnstone area for the redevelopment of the site of the former Paton's Mill for mixed use (drive through restaurant, food and non-food retails, pub/bistro and residential use), planning application number 16/0643/PP, was subject to an air quality assessment. This predicted that baseline 2018 NO₂ levels would exceed the annual mean objective at some receptors along High Street within the street canyon (between Collier Street and George Street) and at the dwellings in Millview Crescent with elevations facing onto the High Street. A substantial adverse significance at these receptors without mitigation due to an increase in NO₂ as a consequence of the development was predicted. The report suggested improving the relatively old traffic signals to reduce queuing and increase the average vehicle speed by 10-15% could provide a moderately beneficial reduction in the annual mean NO₂ in the most polluted part of the High Street.

Further information specific to Johnstone

The following further information will be utilised to support the 2017 Action Plan Support study;

- Additional NO₂ diffusion tube monitoring sites have been installed at Johnstone High Street. These data as well as existing data have been provided by Renfrewshire Council.
- A popular route for traffic in Johnstone town centre is from the A737 onto the High Street turning right onto Graham Street at the singled junction.
- There is currently a plan to redirect traffic away from Johnstone High Street to local car parks.
- Bus services operating on Johnstone High Street. Some bus services traverse the whole length of Johnstone High Street whilst others manoeuvre around the side streets. The 2017 Action Plan Support study will be able to pick up bus operations of which to compare with timetabling.
- SCOOT traffic control optimisation is currently being undertaken within Johnstone.
- There are parking restrictions/loading restrictions along the Johnstone High Street. Given the nature of the High Street in terms of businesses relying on passing trade there may be strong opposition to further parking restrictions.

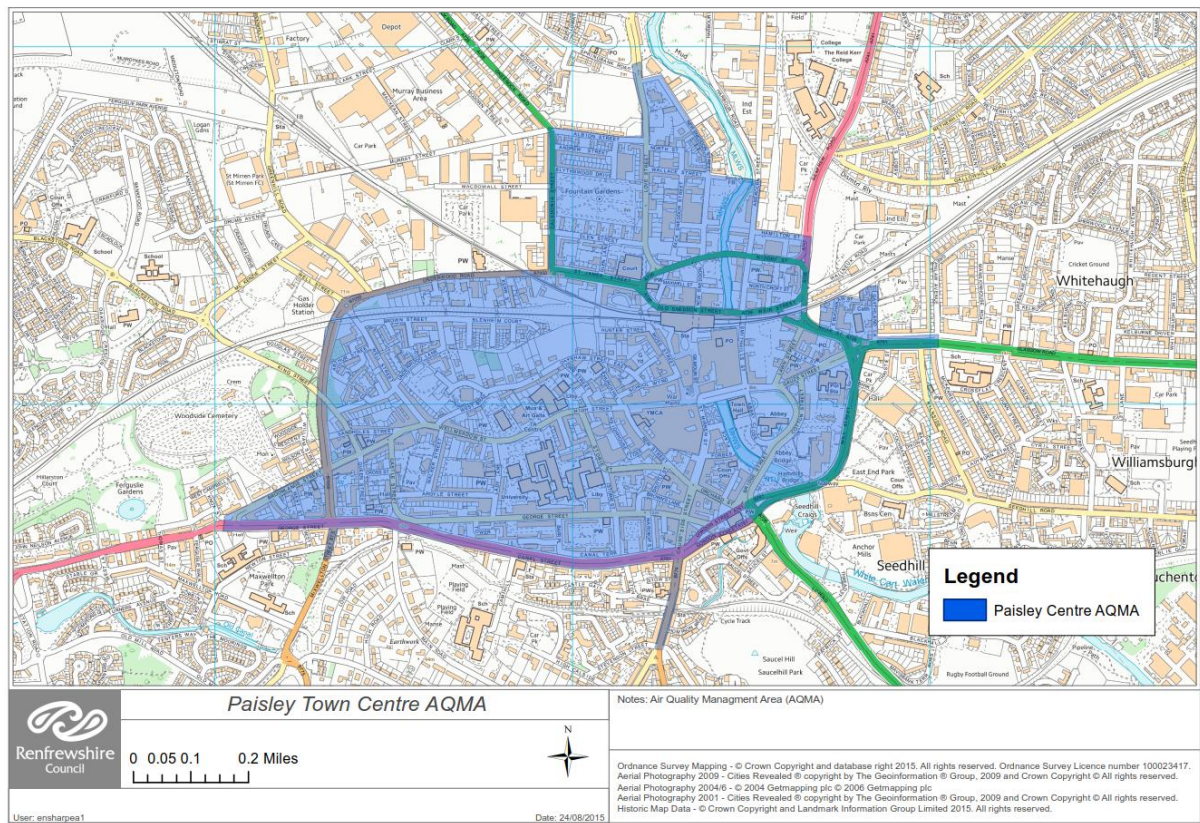


Figure A6-1: Paisley Town Centre AQMA

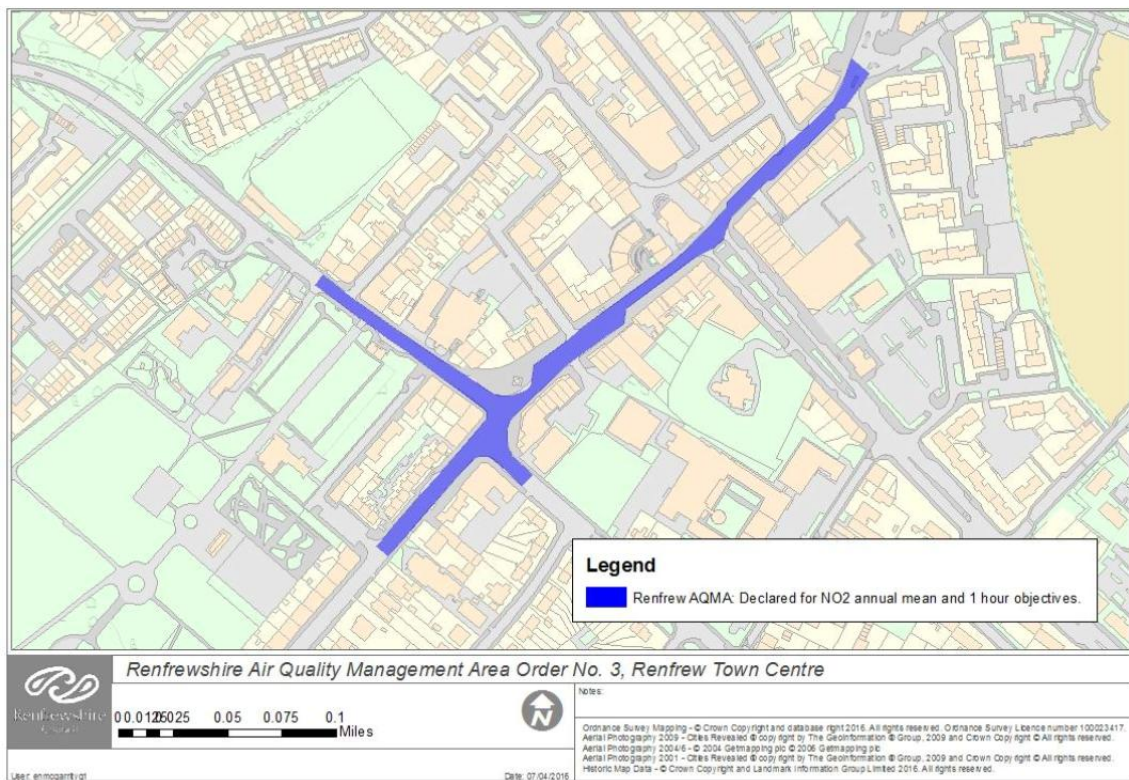


Figure A6-2: Renfrew AQMA

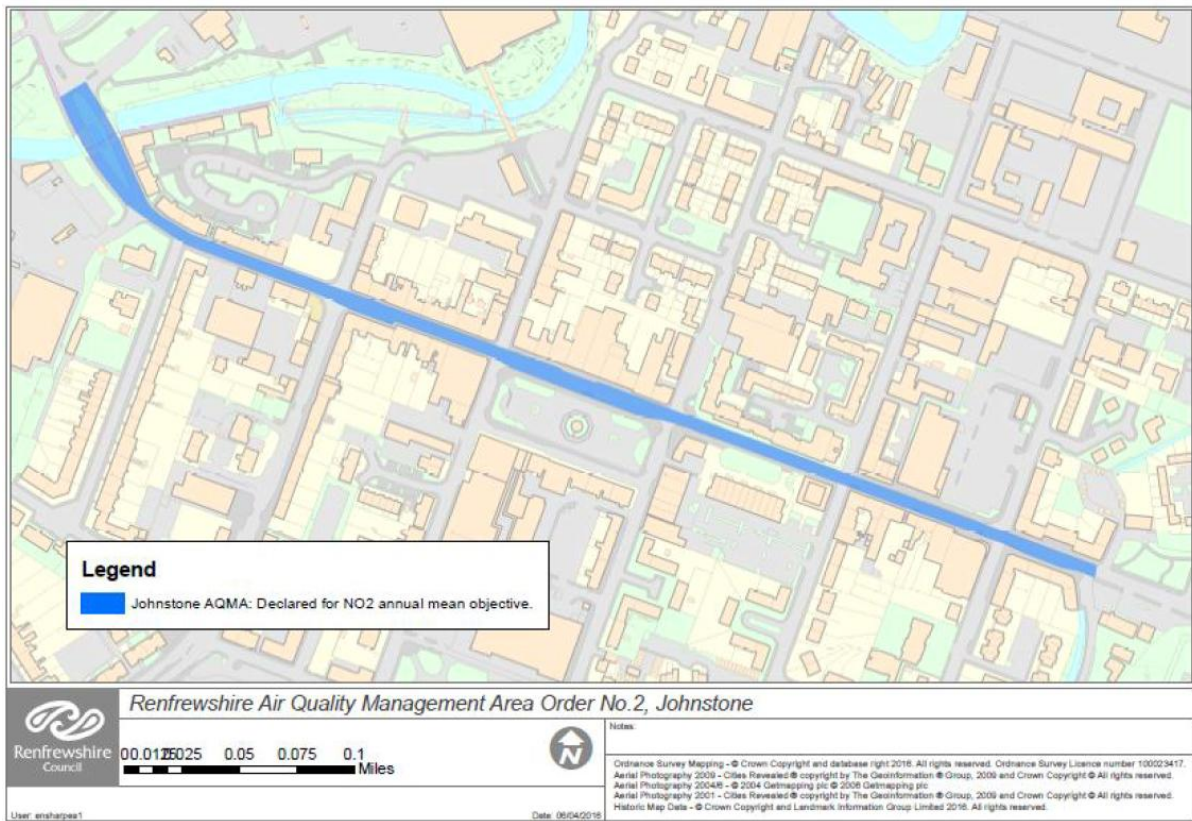


Figure A6-3: Johnstone AQMA

Appendix B :Clean Air for Scotland (CAFS)

B.1 Introduction

Scotland's Economic Strategy states that sustainable economic growth is the key to unlocking Scotland's potential (SG, 2015). The Scottish Government's commitment to sustainable development is reflected in its Purpose, which is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish. This will be achieved by:

- creating a supportive business environment;
- achieving a low carbon economy;
- tackling health and wellbeing and social problems;
- maintaining a high-quality environment;
- and
- passing on a sustainable legacy for future generations.

Achieving cleaner air in Scotland will deliver positive outcomes across all of these goals.

To achieve this, the Scottish Government launched its air quality strategy *Cleaner Air for Scotland – The Road to a Healthier Future* (CAFS) in November 2015. The purpose of CAFS is to provide a national cross-government strategy which sets out how the Scottish Government and its partner organisations propose to achieve further reductions in air pollution to fulfil Scotland's legal responsibilities at the earliest possible date. The strategy outlines a series of actions across a range of policy areas and introduces a number of important new initiatives.

Five strategic objectives that underpin CAFS and the Scottish Government's core Purpose – Greener, Healthier, Safer & Stronger, Smarter and Wealthier & Fairer are in turn linked to 15 National Outcomes which set out in more detail the Government's policy priorities. Again, several of the National Outcomes notably those focused on environment, sustainable places, environmental impact and healthier lives – relate directly to air quality.

This study has linked the measures being considered in Renfrewshire's Draft AQAP to CAFS objectives. The results are shown in Table B6-2. Cells have been colour-coded to indicate how well each measure applies to the CAFS objective. Salmon represents only limited alignment, orange medium and green shading a greater degree of alignment. In addition an indication is provided as to the effectiveness of the measure to improve air quality. The resulting table is fairly subjective but does raise the debate as to how measures are to assist delivering sustainable development.

In addition to appraising measures against CAFS objectives consideration should also be given to alternative approaches to monitoring the performance of action plan measures. In some cases measures cannot be assessed in terms of the direct AQ benefit but intrinsically most measures will have a positive effect in other areas which can be acknowledged using other performance based indicators. These indicators can then be integrated into the Air Quality Action Plan the performance of which can then be reported in the Annual Progress Report. This does mean of course that once adopted there needs to be a formal monitoring strategy. It's worth noting however that these data can be used to support other complementary areas such as Sustainability Appraisals and Local Plan monitoring reports. Table B6-2 shows a table of suggested indicators for the actions currently being proposed in draft AQAP.

Table B6-2: List of measures included in the Draft Renfrewshire AQAP and links to CAFS shared priorities.

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
1	Glasgow City Region City Deal (GCRCD)- Clyde Waterfront & Renfrew Riverside Project (CWRR) - Glasgow Airport Investment Area Project (GAIA) - Airport Access Project (AAP)	Low/Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
2	Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system - Identification of faults within the Council's UTC SCOOT system, repair/ replacement of defective loops, validation of traffic signals & PROM updates to traffic controllers to ensure full optimisation of traffic signals in order to reduce congestion	Low/medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact (Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
3	Council Fleet Improvements - Continue to improve the standard of fleet	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Encourages exploration of alternative means of travel	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to	Provides more pleasant environment for people to	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

				live, work and relax	live, work and relax		
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Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
4	Council Fleet Improvements - Increase numbers of electric vehicles (EVs) & associated charging infrastructure - Purchase EV Bus	Low/Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs

			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel
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Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
5	Masternaut Connect Fleet Telemetrics System - upgrade of fleet tracking telemetric system fitted to all Council vehicles to optimise utilisation of fleet	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban	Provides more pleasant environment for people to	Encourages exploration of	Attracting employers to	Create safer, pleasant environments for active

			Spaces	live, work and relax	alternative means of travel	vibrant urban spaces	travel
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Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
6	Introduction of Council Pool Car Scheme	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs

			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel
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Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
7	ECO Stars Fleet Recognition Scheme	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance

			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact (Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
8	Renfrewshire's Local Transport Strategy Update	Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance

			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
9	Transport Strategy for Paisley	Medium	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance

			vehicles				
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel
Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
10	Johnstone Town Centre Strategy & Action Plan	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission	Experience of new, alternative, low or zero	Reduces production of pollutants that are harmful	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance

			vehicles	carbon technologies for travel	to health		
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
11	Parking Controls - Review of Traffic Regulation Orders (TROs) & Effective enforcement of TROs in AQMAs	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport

			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel
Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
12	Vehicle Idling Awareness Raising	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport

			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
13	Vehicle Emissions Testing	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport

			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
14	Renfrewshire Council Corporate Travel Plan Promoting Travel Alternatives (Workplace Travel Planning)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated		Safest form of motorised transport

					health impacts		
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
15	Renfrewshire Council Cycle Strategy & Action Plan (Promotion of cycling)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel

			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
16/17	Renfrewshire Council Staff Cycle to Work Scheme (16) and Council bike hire scheme (17)	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards
			Active travel	Improves mental well-being	Improves mental concentration and physical	Saves money in	Safest form of travel

	(both similar to action 15)				fitness	comparison to driving	
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
18	Real time bus information	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards

			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Measure ID	Measure	AQ impact Low Medium High)	Core measure	Wellbeing	Health	Finance	Safety
19	Reduction of Speed Limits/20mph Zones	Low	Avoiding travel, such as homeworking when required	Increased wellbeing having more time with family	Avoid stress of commute to work	Increased staff productivity and concentration	Reduced workplace hazards

			Active travel	Improves mental well-being	Improves mental concentration and physical fitness	Saves money in comparison to driving	Safest form of travel
			Use public transport	Reduces stress during journey travel	Potentially reduces number of private vehicle registrations and associated health impacts		Safest form of motorised transport
			Decarbonising transport plus use of low emission vehicles	Experience of new, alternative, low or zero carbon technologies for travel	Reduces production of pollutants that are harmful to health	Means you will pay less for road tax	Quieter vehicles reduce noise annoyance
			Transport integration	Connected journeys provide travellers with confidence of movements	Encourages exploration of alternative means of travel	Inclusion at design is more cost-effective than retrofitting	Paths connect active travel to integrated transport hubs
			Greening Urban Spaces	Provides more pleasant environment for people to live, work and relax	Encourages exploration of alternative means of travel	Attracting employers to vibrant urban spaces	Create safer, pleasant environments for active travel

Table B6-3: Proposed Key Performance Indicators

Measure No.	Measure	Category	Suggested Performance Indicator
1	<p>Glasgow City Region City Deal (GCRCD) Projects</p> <p>- Clyde Waterfront & Renfrew Riverside Project (CWRR)</p> <p>- Glasgow Airport Investment Area Project (GAIA)</p> <p>(Airport Access Project)</p>	<p>Transport Planning and Infrastructure</p> <p>Traffic Management</p> <p>Promoting Travel Alternatives</p>	<ul style="list-style-type: none"> Percentage change in traffic flow: Annual classified traffic counts on key commuter routes Percentage improvement in journey times compared to the base case: Screen line journey times (strategic locations where number plate details are recorded to track travel). Percentage improvement in journey times compared to the base case: If the measure is designed to improve surface access to the airport than surveys need to be conducted Percentage reduction in queue lengths compared to the base case: manual surveys at key congestion hotspots. Percentage improvement in bus journey times compared to the base on selected routes.
2	<p>Upgrades & Improvements to the Council's Urban Traffic Control (UTC) system</p> <p>- Identification of faults within the Council's UTC SCOOT system, repair/ replacement of defective loops, validation of traffic signals & PROM updates to traffic controllers to ensure full optimisation of traffic signals in order to reduce congestion</p>	<p>Traffic Management (UTC, congestion management)</p>	<ul style="list-style-type: none"> Percentage change in traffic flow: Annual classified traffic counts on key commuter routes Percentage improvement in journey times compared to the base case: Screen line journey times (strategic locations where number plate details are recorded to track travel). Percentage reduction in queue lengths compared to the base case: manual surveys at key congestion hotspots. Percentage improvement in bus journey times compared to the base on selected routes.

Measure No.	Measure	Category	Suggested Performance Indicator
3	Council Fleet Improvements - Continue to improve the standard of fleet	Promoting Low Emission Transport (Company vehicle procurement -Prioritising uptake of low emission vehicles)	Council indicators <ul style="list-style-type: none"> For 2017/18 twelve EURO 5 HGVs will be replaced with EURO 6 standard vehicles. All HGVs will be replaced with EURO 6 vehicles by 2022 at the very latest. Annual kilometres driven by fuel type The fleet manger should provide an inventory of all vehicles operated by the Council in order to track year on year improvements irrespective of specific indicators. This can then be reported in the AQAP.
4	Council Fleet Improvements - Increase numbers of electric vehicles (EVs) & associated charging infrastructure - Purchase EV Bus	Promoting Low Emission Transport (Company vehicle procurement prioritising uptake of low emission vehicles & Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging)	Application of the fleet inventory: <ul style="list-style-type: none"> Percentage increase of plugin hybrids compared to the base case. Percentage increase of full electric vehicles compared to the base case.
5	Masternaut Connect Fleet Telemetrics System - upgrade of fleet tracking telemetric system fitted to all Council vehicles to optimise utilisation of fleet	Freight and Delivery Management (Route management plans/ Strategic routing strategy for HGV's) Vehicle Fleet Efficiency (other)	<ul style="list-style-type: none"> Percentage increase in systems fitted The percentage change in fuel consumption (kg/km)

Measure No.	Measure	Category	Suggested Performance Indicator
6	Introduction of Council Pool Car Scheme	Alternatives to Private Vehicle Use (Car clubs/sharing schemes) Promoting Low Emission Transport	<ul style="list-style-type: none"> Annual vehicle kilometres driven by fuel type. This will then provide an indication of use irrespective of how many vehicles are included in the scheme.
7	ECO Stars Fleet Recognition Scheme	Vehicle Fleet Efficiency (Fleet efficiency and recognition schemes)	<ul style="list-style-type: none"> Percentage uptake in membership compared to the base case. The assumption here is that the higher the membership the greater the efficiencies will be realised.
8	Renfrewshire's Local Transport Strategy Update - The original LTS was approved in 2007 setting out a vision for transport over a 10-20 year timeframe which supports the wider economic, environmental and social objectives of the Council including key objectives to ensure a healthy and sustainable environment. A new and updated LTS is due to be produced and will include more detailed aims and actions for individual locations in Renfrewshire .	Policy Guidance and Development Control (Other policy)	<ul style="list-style-type: none"> The new LTS will provide more detailed aims and actions which will have specific PIs associated with these. <p>In addition the following PIs may be relevant-</p> <ul style="list-style-type: none"> Percentage change in traffic flow: Annual classified traffic counts on key commuter routes Percentage improvement in journey times compared to the base case: Screen line journey times (strategic locations where number plate details are recorded to track travel). Percentage reduction in queue lengths compared to the base case: manual surveys at key congestion hotspots. Percentage improvement in bus journey times compared to the base on selected routes.
9	Transport Strategy for Paisley	Policy Guidance and Development Control (Other policy)	<ul style="list-style-type: none"> The Transport Strategy for Paisley will provide more detailed aims and actions which will have specific PIs associated with these.

Measure No.	Measure	Category	Suggested Performance Indicator
	<p>- Undertake a feasibility study of potential transport interventions for Paisley town centre e.g. reinstating two-way traffic flows, amending key junctions, review of lining & signage, trial removal of certain traffic lights on ring road</p> <p>- The study will also identify a possible location for an active travel hub and determine how it would be operated.</p>	Traffic Management (Congestion management)	<ul style="list-style-type: none"> Percentage change in traffic flow: Annual classified traffic counts on key commuter routes Percentage improvement in journey times compared to the base case: Screen line journey times (strategic locations where number plate details are recorded to track travel). Percentage reduction in queue lengths compared to the base case: manual surveys at key congestion hotspots. Percentage improvement in bus journey times compared to the base on selected routes.
10	Johnstone Town Centre Strategy & Action Plan	Policy Guidance and Development Control (Other policy)	<ul style="list-style-type: none"> The Johnstone Town Centre Strategy & Action Plan will provide more detailed aims and actions which will have specific PIs associated with these.
11	<p>Parking Controls</p> <p>- Review of Traffic Regulation Orders (TROs) & Effective enforcement of TROs in AQMAs</p>	Traffic Management (Parking enforcement on Highway)	<p>The parking provision in the Council region needs to be fully categorised.</p> <ul style="list-style-type: none"> Percentage change in patronage at key locations within difference cordons or distances from trip attractors.
12	<p>Vehicle Idling Awareness Raising</p> <p>- Regular targeted campaigns to raise</p>	Traffic Management (Anti-idling enforcement)	<ul style="list-style-type: none"> Percentage change in vehicles idling compared to the base case where idling issues have been raised or enforced. This would need to be conducted twice a year to account for the seasonable variability. That is, cold weather can affect personal preferences to idle engines.

Measure No.	Measure	Category	Suggested Performance Indicator
	<p>awareness regarding idling vehicles & air pollution.</p> <p>Campaigns aimed at specific categories of drivers or in areas where vehicles idle unnecessarily e.g. schools, bus terminals, taxi ranks or in response to complaints</p>	Public Information (via other mechanisms)	
13	<p>Vehicle Emissions Testing</p> <p>- programme of roadside vehicle emissions testing of private vehicles in accordance with the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003.</p>	Vehicle Fleet Efficiency (Testing vehicle emissions)	<ul style="list-style-type: none"> The percentage failing the emissions test.
14	Renfrewshire Council Corporate Travel Plan	Promoting Travel Alternatives (Workplace Travel Planning)	<ul style="list-style-type: none"> The overall distance travelled by Council staff per year on company business. The percentage of travel by public transport per year.
15	Renfrewshire Council Cycle Strategy & Action Plan	Promoting Travel Alternatives (Promotion of cycling)	<ul style="list-style-type: none"> Percentage traveling to work by cycle compared to the base case. Percentage of children travelling to school by cycle. This PI could reflect certain schools across the region. <p>(There are web based tools which can be applied to schools which can report on the mode share of travel. These tools use data populated by students under supervision. Information can be interrogated by the Council to indicate low performing schools)</p>

Measure No.	Measure	Category	Suggested Performance Indicator
16	Renfrewshire Council Staff Cycle to Work Scheme - Council employees can participate in this Government approved salary sacrifice scheme which allows them to purchase a bike with tax free benefits.	Promoting Travel Alternatives (Promotion of cycling)	<ul style="list-style-type: none"> The percentage of employees participating in scheme and who regularly use their bike to travel to work compared to the base case.
17	Renfrewshire Council Staff Bike Hire Scheme 'Try Me' including electric bikes	Promoting Travel Alternatives (Promotion of cycling)	<ul style="list-style-type: none"> The percentage of employees participating in scheme compared to the base case.
18	Real time bus information	Public Information (via other mechanisms)	<ul style="list-style-type: none"> The percentage increase in the number of bus stops offering this information. Percentage improvement of bus journey times.
19	Reduction of Speed Limits/20mph Zones	Traffic Management (20mph zones)	<ul style="list-style-type: none"> The percentage of roads at 20 mph compared to 30 mph. The percentage of vehicles complying with the limit where enforcement is not installed. This would be a good indicator that the limit is having the desired effect. <p>There is no clear evidence that 20 mph speed limits reduce emissions. However, if the measure can smooth the traffic and reduce the number and severity of acceleration events then this would have a positive impact on air quality and fuel consumption. It also has a substantial impact on improving road safety.</p>

Appendix C :Bus Maps

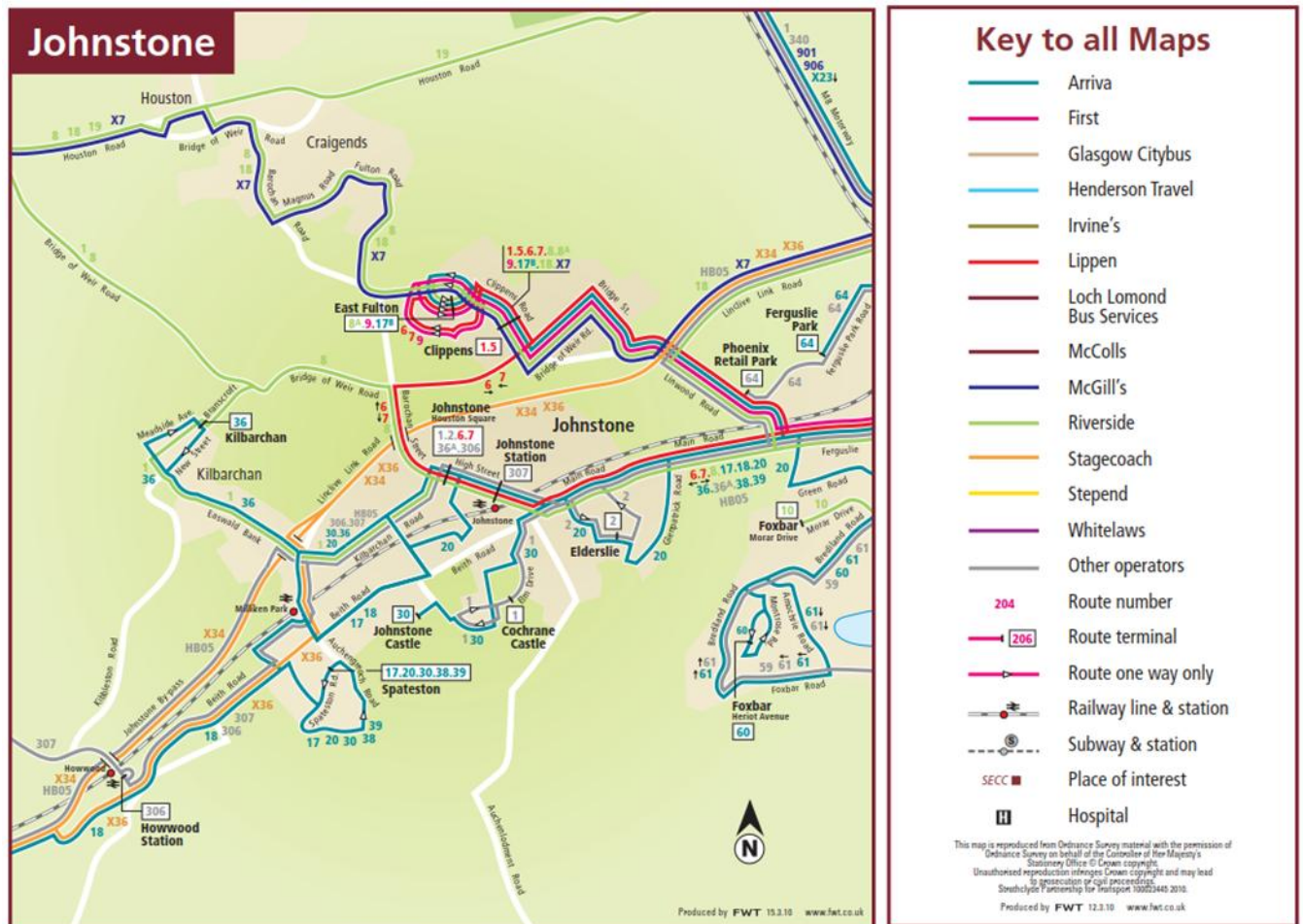


Figure C6-4: Map of all bus routes servicing Johnstone.

Appendix D Tables

Table D6-4: Percentage composition of fleet by vehicle type, measured on High Street, Johnstone on 15th August 2017.

	Composition by vehicle type						
Percentage (%)	Petrol car	Diesel car	Petrol LGV	Diesel LGV	Rigid HGV	Artic HGV	Bus/Coach
	48	38	0.01	11	1	0.1	2
	Composition by Euro standard						
	Petrol car	Diesel car	Petrol LGV	Diesel LGV	Rigid HGV	Artic HGV	Bus/Coach
	0.02	0	0	0.01	0	0	0
	0.01	0.02	0	0.01	0	0	0.02
	0.3	0.06	0	0	0.01	0	0.02
	5	2	0	0.7	0.1	0	0.5
	14	7	0.01	3	0.2	0.01	0.6
	17	16	0	5	0.3	0.02	0.3
Pre-Euro							
Euro 1							
Euro 2							
Euro 3							
Euro 4							
Euro 5							
Euro 6							
Total	48%	38%	0.01%	11%	1%	0.1%	2%

Table D6-5. Traffic flows - number of vehicles detected at each camera site on High Street, Johnstone on 15th August 2017.

	Traffic flows by vehicle type													
Number of vehicles	Petrol car		Diesel car		Petrol LGV		Diesel LGV		Rigid HGV		Artic HGV		Bus/Coach	
		%		%		%		%		%		%		%
12E Flow	1239	7	1111	6	0	0	287	1.5	41	0.2	5	0.03	44	0.2
21W Flow	926	5	848	4	0	0	240	1	23	0.1	4	0.02	27	0.1
1EW Flow	531	3	440	2	0	0	169	1	31	0.2	2	0.01	5	0.0
2WE Flow	405	2	365	2	1	0	65	0.3	4	0.0	0	0	138	0.7
1E Flow	1876	10	1399	7	0	0	403	2	41	0.2	4	0.02	8	0.0
2E Flow	940	5	693	4	0	0	197	1	13	0.1	0	0	68	0.4
1W Flow	1894	10	1433	8	0	0	388	2	54	0.3	4	0.02	8	0.0
2W Flow	1267	7	955	5	0	0	261	1	14	0.1	1	0.0	70	0.4
Total flow	9078	48	7244	38	1	0.0	2010	11	221	1	20	0.1	368	2

Note: E=eastbound, W=westbound, 1=Camera 1, 2=Camera 2, EW=vehicle detected first eastbound, then westbound (reverse true for WE).

Appendix E Verification

The model was verified by comparison with NO₂ diffusion tube data from 2017, shown in Table E6-6. These monitoring results are derived as an average over eight months and so statistically (Defra, 2016) robust to represent the annual mean.

Table E6-6: Annual mean NO₂ concentrations for diffusion tube monitors in 2017 on High Street, Johnstone.

Site ID	Site Name	Site Type	In AQMA?	OS Grid Reference		Annual Mean NO ₂ (µg/m ³)
				X	Y	2017
20	High Street, Johnstone	Kerbside	Y	242675	663286	30.1
59	High Street, Johnstone	Roadside	Y	242656	663281	42.7
72	High Street, Johnstone	Roadside	Y	243080	663140	23.2
85	High Street, Johnstone	Roadside	Y	242622	663306	28.9
86	High Street, Johnstone	Roadside	Y	242495	663358	31.2
87	High Street, Johnstone	Roadside	Y	243117	663127	25.1

Note: Exceedances of the NO₂ annual mean objective of 40 µg/m³ are shown in **bold**.

The model under-estimated NO₂ concentrations when compared to the monitoring data, shown in Table E6-7. Also the scatter plot (Figure E6-5) indicates the extent to which comparisons fall outside of acceptable limits (i.e. ideally within 25% of a 1:1 convergence). Having revisited the emissions and dispersion modelling approach (to see if any errors could be identified) it was considered necessary to adjust the dispersion results in accordance with the procedure detailed in technical guidance LAQM.TG(16).

Table E6-7: Comparison of Modelled and Monitored NO₂ Concentrations

Site ID	Monitor Type	Site Type	Monitored Total NO ₂	Modelled Total NO ₂	% Difference (mod-mon)/mon
20	Diffusion tube	Kerbside	30.1	13.1	-57
59	Diffusion tube	Roadside	42.7	12.9	-70
72	Diffusion tube	Roadside	23.2	12.7	-45
85	Diffusion tube	Roadside	29.0	14.1	-51
86	Diffusion tube	Roadside	31.2	12.7	-59

Site ID	Monitor Type	Site Type	Monitored Total NO ₂	Modelled Total NO ₂	% Difference (mod-mon)/mon
87	Diffusion tube	Roadside	25.2	11.0	-56

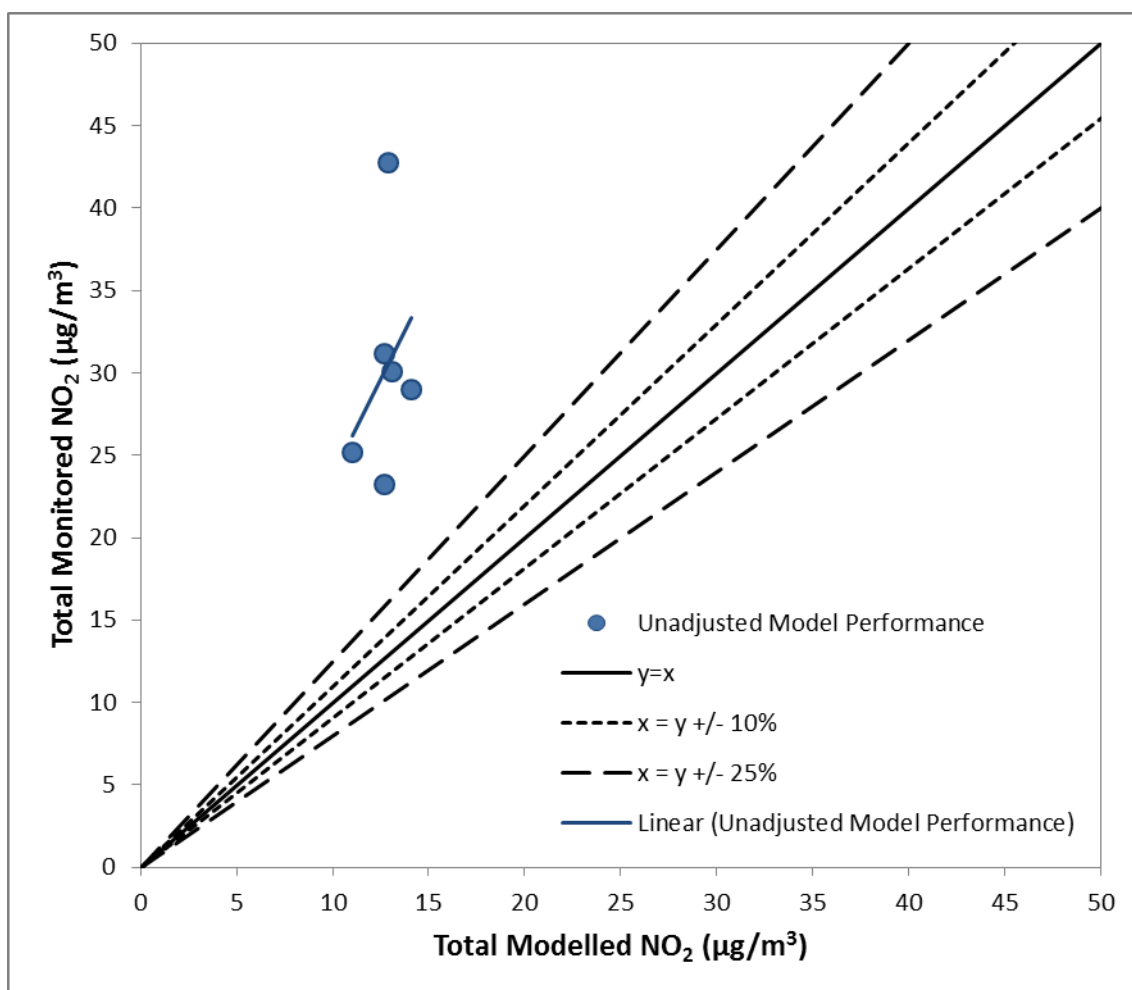


Figure E6-5: Unadjusted Total Modelled versus Monitored NO₂

An adjustment factor was calculated as follows:

$$\text{NO}_x \text{ (monitored, traffic contribution)} = \text{NO}_x \text{ (monitored)} - \text{NO}_x \text{ (background)}$$

$$\text{NO}_x \text{ (modelled, traffic contribution)} = \text{NO}_x \text{ (modelled)} - \text{NO}_x \text{ (background)}$$

$$\text{Adjustment Factor} = \text{NO}_x \text{ (monitored, traffic contribution)} / \text{NO}_x \text{ (modelled, traffic contribution)}$$

An adjustment factor of 7.1 was calculated. The adjustment factor was subsequently applied to the modelled NO_x concentrations, and background NO_x added to give the adjusted NO_x concentrations (NO_x (model adjusted)).

$$\text{NO}_x \text{ (model adjusted, traffic contribution)} = \text{NO}_x \text{ (modelled, traffic contribution)} \times \text{Adjustment Factor}$$

$$\text{NO}_x \text{ (model adjusted)} = \text{NO}_x \text{ (model adjusted, traffic contribution)} + \text{NO}_x \text{ (background)}$$

The adjusted NO_x concentrations were then converted to NO₂ using version 5.1 of the 'NO₂ to NO_x' calculator provided by the Air Quality Archive and in accordance with the technical guidance, LAQM.TG(16).

Table E6-8: Determination of Modelled and Monitored Road NO₂ and Modelled Road NO_x

Site ID	Monitored Total NO ₂	Monitored Road NO _x	Background NO ₂	Monitored road contribution NO ₂ (tot-bgd)	Monitored road contribution NO _x (tot-bgd)	Modelled road contribution NO _x (excl. bgd)
20	30.1	40.6	9.7	20.4	40.6	3.3
59	42.7	70.2	9.7	33.0	70.2	3.1
72	23.2	25.4	10.1	13.1	25.4	2.6
85	29.0	38.2	9.7	19.2	38.2	4.3
86	31.2	43.0	9.7	21.4	43.0	3.0
87	25.2	29.4	10.1	15.1	29.4	1.0

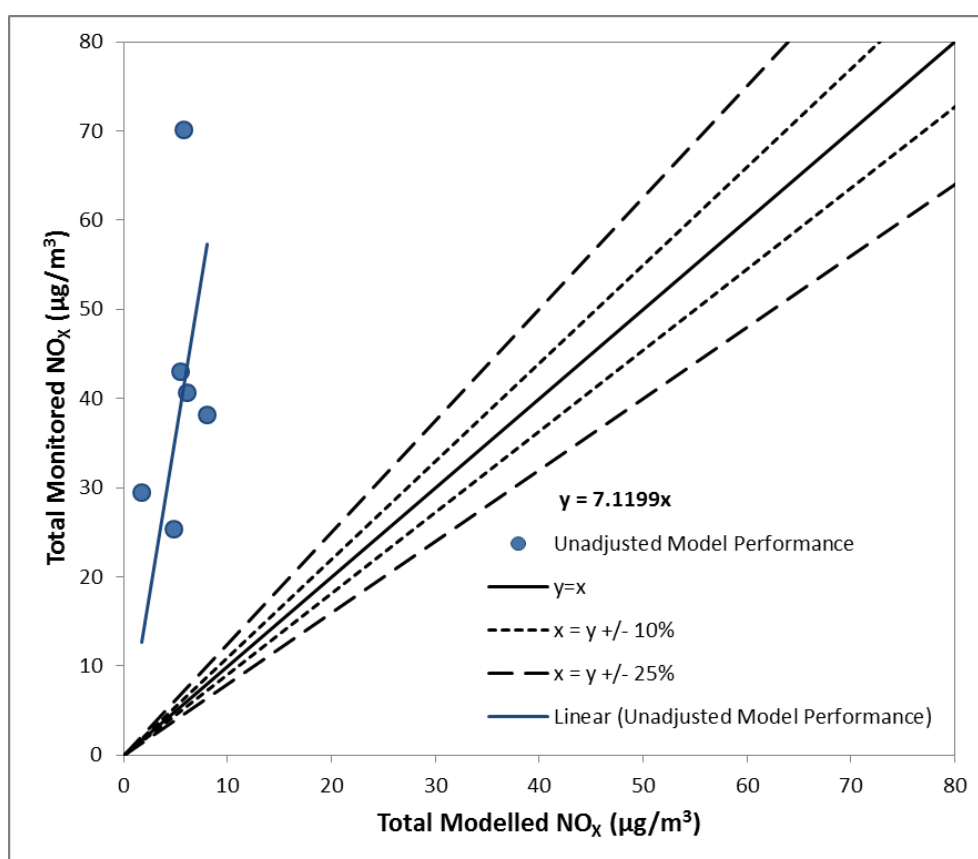
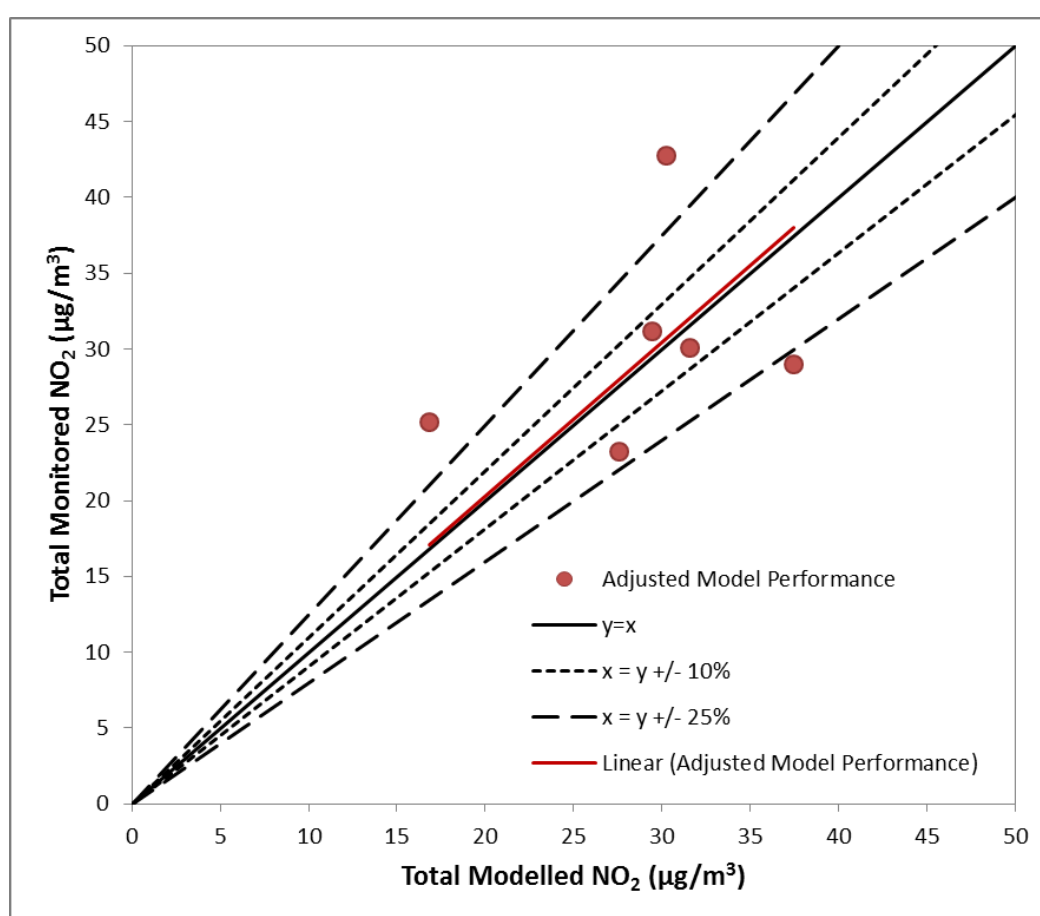
Figure E6-6: Unadjusted Modelled Road-NO_x versus Monitored Road-NO_x

Table E6-9: Determination of the Adjustment Factor and Total Adjusted NO₂

Site ID	Adjusted Modelled Road Contribution NO _x	Adjusted Modelled Total NO ₂	Monitored Total NO ₂	% Difference (mod- mon)/mon
20	43.9	31.6	30.1	-22.2
59	41.0	30.3	42.7	-56.9
72	34.5	27.6	23.2	8.8
85	57.3	37.4	29.0	-2.0
86	39.2	29.5	31.2	-31.5
87	12.6	16.8	25.2	-42.8

Figure E6-7: Total Modelled and Monitored NO₂ (after adjustment of road NO_x)

An RMSE (root mean square error) was calculated for the comparison of both unadjusted and adjusted modelled total NO₂ with the total monitored NO₂. The RMSE for the unadjusted modelled NO₂ was +/- 18.5 µg/m³. Verification significantly improved the accuracy of the model, with a resultant RMSE of +/- 7.3 µg/m³.



TO: Infrastructure Land and Environment Policy Board

ON: 20 March 2019

REPORT BY: Director of Communities, Housing and Planning Services

HEADING: Amendments to the Animal Health and Welfare (Scotland) Act 2006 - Consultation

1. Summary

- 1.1 The Animal Health and Welfare (Scotland) Act 2006 was introduced to ensure that all animals enjoy the highest standards of welfare, however since being enacted in October 2006 concerns have been raised with regards to the penalties currently available to punish the perpetrators of the most severe animal cruelty offences.
 - 1.2 As a result, the Scottish Government published a consultation document on 2 February 2019, seeking views on possible amendments to the Animal Health and Welfare (Scotland) Act 2006 that would strengthen its effectiveness. The full consultation document can be found at: <https://www.gov.scot/publications/consultation-amend-animal-health-welfare-scotland-act-2006/>
 - 1.3 Renfrewshire Council has animal welfare responsibilities that are part of the remit of both Environmental Health and Trading Standards Officers within Communities and Public Protection, however, the most significant responsibility for this area of work lies with the Animal and Plant Health Agency (APHA) and the Scottish Society for the Prevention of Cruelty to Animals (SSPCA).
 - 1.4 The closing date for the consultation is 26 April 2019 and the proposed response from the Council is attached as Appendix 1 to this report.
-

2. Recommendations

- 2.1 It is recommended that the Policy Board:

- (a) notes the consultation on possible amendments to the Animal Health and Welfare (Scotland) Act 2006; and
 - (b) approves the Council's response as detailed in Appendix 1 of this report.
-

3. Background

- 3.1 The Animal Health and Welfare (Scotland) Act 2006 was enacted in October 2006, modernising animal welfare legislation. The main purpose of the welfare provisions of the Act were to promote the welfare of animals and prevent harm through measures such as introducing a duty of care on those responsible for animals and allowing animals either suffering or in danger of suffering to be removed.
- 3.2 In the most recent Programme for Government documents, the Scottish Government has proposed a number of measures which will form part of a suite of improvements to animal welfare in Scotland - including:
 - *We will take steps to allow animals taken into the protection of the Scottish SPCA or local authorities to be rehomed much more quickly and efficiently than at present and introduce increased sentences for the worst types of animal cruelty, including attacks on police dogs, an initiative known as 'Finn's Law';*
 - *We will prepare to amend the Animal Health and Welfare (Scotland) Act 2006 to increase the maximum penalty for the most serious cruelty offences to five years' imprisonment as well as allowing fixed penalty notices for lesser offences.*
- 3.3 The Scottish Government Animal Welfare Team has been progressing these commitments and is now consulting on possible amendments to the Animal Health & Welfare (Scotland) Act 2006 to address perceived constraints in the current legislation. In particular:
 - Current maximum penalties in Scotland – which are currently set at twelve months or a fine up to £20k and are deemed to be insufficient;
 - Current Enforcement mechanisms – statutory care notices generally work well, however, it is noted that preparing and prosecuting animal welfare cases is time consuming and costly. For some offences, e.g. failure to microchip under secondary legislation, enforcement by prosecution may be considered proportionate or appropriate;
 - Current procedures for animals taken into possession – like above, the process in obtaining a disposal order from the Court under section 34 of the Act can be time consuming and this is not in the best interests of the animals e.g. puppies are being born following possession of the mother and unable to be re-homed until after a Court case, which can take several months.

- 3.3 To assist with the above issues, the Scottish Government is looking to make changes to the current legislation which would:
- increase the maximum available penalties for the worst type of animal welfare offences to a prison sentence of five years, an unlimited fine or both;
 - give Scottish Ministers a power to make regulations allowing fixed penalty notices to be used in relation to animal welfare offences;
 - allow approved inspectors or bodies to quickly make the best arrangements for animals which have been taken into possession under section 32 of the Act after a specified period of time without the need for a court order.
- 3.4 The proposed Council response to this consultation is attached as Appendix 1 to this report and is supportive of the proposals being made which it is felt will strengthen the capacity of relevant officers to act in the best interests of animal welfare.
-

Implications of the Report

1. **Financial** – None

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

3. **Community Planning**

Renfrewshire is Safe - The work undertaken as part of this legislation ensures that animal welfare is maintained with appropriate checks in place.

4. **Legal** – None

5. **Property/Assets** – None

6. **Information Technology** – None

7. **Equality & Human Rights**

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

8. **Health & Safety** – None

9. **Procurement** – None

- 10. **Risk** – None
 - 11. **Privacy Impact** – None
 - 12. **CoSLA Policy Position** – Not applicable
-

List of Background Papers

None

OR
6 March 2019

Author: Oliver Reid, Head of Communities and Public Protection.
Email: oliver.reid@renfrewshire.gov.uk

CONSULTATION QUESTIONS

Question 1: The Scottish Government proposes that the maximum penalties for the most serious animal welfare offences should be strengthened. Do you agree?

Yes

Please explain the reasons for your answer.

This should hopefully provide an adequate deterrent to offenders and will show that Scotland takes animal welfare seriously.

Question 2: Do you agree that the maximum prison sentence available for offences under section 19 (unnecessary suffering) and section 23 (animal fighting) should be increased from twelve months to five years imprisonment?

Yes

Please explain the reasons for your answer.

This should hopefully provide an adequate deterrent to offenders and would show that Scotland takes animal welfare seriously.

Question 3: Do you agree that there should be no upper limit on fines for offences under section 19 (unnecessary suffering) and section 23 (animal fighting)?

Yes

Please explain the reasons for your answer.

The level of fine levied against any conviction would be a matter for the courts and having the upper limit removed would only be of benefit if the courts are likely to impose fines above the current statutory maximum. This would allow better flexibility to provide a fine appropriate to the circumstances of the case.

Question 4: Other than increasing the maximum penalties for unnecessary suffering; should we amend legislation in any other ways, in regard to attacks on service animals?

No

Please explain the reasons for your answer and what you would propose.

If there is an evidence base to demonstrate that there are increasing numbers of attacks on Service animals, this would provide greater options for the courts to impose penalties for such crime.

Question 5: Do you agree that there should be no statutory time limit for prosecuting offences under section 19 (unnecessary suffering) and section 23 (animal fighting)?

Don't know

Please explain the reasons for your answer.

No evidence is provided in the consultation that evidence for these offences routinely comes to light a time after those offences have been committed. The proposal to have no time limit is irregular and is not in line with existing animal health & welfare legislation.

Question 6: Do you agree the introduction of proportionate fixed penalty notices would improve the enforcement of animal welfare offences?

Yes

Please explain the reasons for your answer.

This would allow compliance to be sought, without overburdening the already stretched Court system. However, non-compliance with an FPN should ideally escalate criminally, rather than being subject to civil recovery, to prevent this being seen as a money-making objective and allow referrals to the Court.

Question 7: Do you agree that there is a need to speed up the process of making permanent arrangements for animals taken into possession under section 32 of the Act?

Yes

Please explain the reasons for your answer.

No further comment.

Question 8: Do you agree that the ability to make suitable permanent arrangements for animals taken into possession (using a court disposal order) after service of a notice and after lapse of a specified period will benefit the welfare of animals?

Yes

Please explain the reasons for your answer.

No further comment.

Question 9: Do you agree that the ability to make suitable arrangements for these seized animals after a short period will free up resources of the relevant enforcement authorities and animal welfare charities; allowing them to help a greater number of animals?

Yes

Please explain the reasons for your answer.

No further comment.

Question 10: Should such a new power to make permanent arrangements for animals that have been taken into possession apply to all animals, or only to commercially kept animals; such as puppies in breeding facilities, puppies for sale and livestock?

No (only commercial animals)

Please explain the reasons for your answer.

No further comment.

Question 11: Do you agree that the owner or previous keeper should have an opportunity to appeal against permanent arrangements being made within a short time period?

Yes

Please provide views and supporting evidence on other considerations that might apply.

No further comment.

Question 12: Do you agree that three weeks is a reasonable period of notice before making suitable permanent arrangements for animals taken into possession?

Yes

Please explain the reasons for your answer.

No further comment.

Question 13: Do you agree that the previous keeper should be able to apply for compensation based on the commercial value of these animals, less reasonable costs?

Don't know

Please explain the reasons for your answer.

After seizure of the animals, and a minimum 3-week period of being looked after elsewhere, the animals may well be in a better state of health. Any commercial value of the animals may therefore increase due to intervention by enforcement officers. Having any compensation based on this therefore, seems unfair.

Question 14: Do you have any practical suggestions about how to value commercially kept animals other than farm livestock?

No further comment.

Question 15: Please provide any further comments or suggestions on the proposed new system for making permanent arrangements for animals.

No further comment.



To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Communities, Housing and Planning Services

Heading: Diet and Obesity: Proposals to Improve the Out of Home Food Environment in Scotland

1. SUMMARY

- 1.1 Food Standards Scotland has launched a consultation on proposals to improve the Out of Home food environment in Scotland. This consultation covers all the food and drink eaten 'on the go' outside the home such as on the way to work or school, at lunch or snack times or when commuting.
- 1.2 65% percent of adults and 29% of children are overweight or obese in Scotland and the figures are higher in the most deprived areas, particularly for children. It is recognised that preventable diet related ill health including: cardiovascular disease; Type 2 diabetes; cancer; high blood pressure and stroke are all on the increase. It is predicted that the costs to the NHS of tackling obesity related disease will have doubled by 2030.
- 1.3 The annual cost of treating conditions associated with being overweight and obese is estimated to range from £363 million to £600 million.
- 1.4 The proposal to develop an Out of Home Food Strategy for Scotland was included in the recently published Scottish Government, Diet and Healthy Weight Delivery Plan, which sets out a package of actions designed to help people make healthier choices, change their eating habits and live healthier lives.
- 1.5 Food Standards Scotland launched a consultation on the Out of Home Food Environment in Scotland on 22 November 2018 and the consultation can be found at <https://consult.foodstandards.gov.scot/nutrition-science-and-policy/proposals-to-improve-the-out-of-home-environment-i/>.

- 1.6 The measures proposed in this Food Standards Scotland consultation are designed to complement and contribute to the actions encompassed within the Scottish Government Diet and Healthy Weight Delivery Plan. Responses to these measures will help inform Food Standards Scotland's recommendations to Scottish Ministers on the development of a Scottish Government Out of Home Strategy.
- 1.7 Tackling healthy eating is a multidisciplinary area with many different bodies currently working towards educating and supporting healthy choices among the population. Traditionally this has been a National Health service function, but it has been recognised that Local Authorities have a major role to play and are well placed to assist in the delivery of improvements and in influencing choice in several ways.
- 1.8 Currently, officers from Renfrewshire Council's Business Regulation team are part of the Scottish Food Enforcement Liaison Committee (SFELC) Diet, Nutrition and Health Working Group. This group works closely with Food Standards Scotland, Scottish Government and partner agencies.
- 1.9 The final date for submissions to the consultation was 28 February 2019. A response was submitted by the Council within the timescales set by Food Standards Scotland and is attached as Appendix 1.
- 1.10 Renfrewshire Council welcomes this consultation and the efforts required to tackle the on-going public health issues of obesity. The attached response highlights the role that can be played by the public sector in helping to address the concern of obesity – including the role of food providers in the public sector – in schools and other establishments and the potential role for regulators including Environmental Health, Licensing and Planning in particular.
-

2. RECOMMENDATIONS

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board:
- (i) notes the Food Standards Scotland consultation on influencing the future shape of the Diet, Nutrition and Health landscape in Scotland; and
 - (ii) homologates the Council's submitted consultation response as detailed in Appendix 1 to this report.
-

3. BACKGROUND

- 3.1 In 2017 the Scottish Government issued a consultation on improving diet and weight in Scotland. The final Delivery Plan was published in July 2018 (<https://www.gov.scot/publications/healthier-future-scotlands-diet-healthy-weight-delivery-plan/pages/10/>)

3.2 The five main outcomes were:

- Children have the best start in life – they eat well and have a healthy weight
- The food environment supports healthier choices
- People have access to effective weight management services
- Leaders across all sectors promote healthy diet and weight
- Diet-related health inequalities are reduced

3.3 The proposals contained within the document were:

- Restrict targeted promotion and marketing of foods high in fat salt or sugar (HFSS) foods within premises where foods are sold to the public
- Restrict advertising of foods that are high in fat, salt and sugar
- Urging UK Government to restrict the use of licenced characters etc. for promoting foods to children that are high in fat, salt and sugar.
- Supporting healthier choices in Out of Home food outlets (OOH)
- Exploring potential for planning controls over food outlets near schools
- Reformulating products to reduce public health harm
- Restricting the sale of energy drinks to under 16s
- Supporting fiscal measures that encourage healthier choices

3.4 Following on from this report, Food Standards Scotland (FSS) has launched the most recent consultation on proposals to improve the Out of Home food environment in Scotland. This consultation covers all the food and drink eaten outside the home. This includes the food we eat 'on the go' such as on the way to work, school or home, at lunch or snack times or when commuting.

3.5 Premises included are:

- Cafes
- all types of restaurants, takeaways, pubs/bars, vending machines, workplace canteens, hotels, leisure and entertainment venues.
- Supermarkets and convenience stores who provide "food on the go"
- Places where we purchase food when commuting or travelling
- Manufacturers and suppliers of food and drink to the Out of Home food sector
- Food delivery services, including online

3.6 The Scottish diet is too high in calories, fats, sugars and salt and this can impact our health. Diet related diseases such as type 2 diabetes, heart disease and some cancers can seriously affect individuals, families and communities, as well as the nation's economy and productivity.

- 3.7 In Scotland, 65% percent of adults and 29% of children are overweight or obese and the figures are higher in the most deprived areas, particularly for children.
- 3.8 The health effects associated with carrying excess weight are severe. Obesity is the second-biggest preventable cause of cancer, behind only smoking, and is linked to around 2,200 cases of cancer a year in Scotland. Being overweight and obese is also the most significant risk factor for developing type 2 diabetes and can result in increased risk of other conditions including cardiovascular disease and hypertension. In addition, 31% of Primary 1 school children in Scotland had signs of tooth decay in 2016.
- 3.9 The annual cost of treating conditions associated with being overweight and obese is estimated to range from £363 million to £600 million.
- 3.10 In addition to the health impacts, there are significant socioeconomic implications. The total annual cost to the Scottish economy of overweight and obesity, including labour market related costs such as lost productivity, is estimated to be between £0.9 billion and £4.6 billion.
- 3.11 The Out of Home Food sector has a major role to play in tackling the nation's levels of obesity. A recent report by Food Standards Scotland – An assessment of the out of home food and drink landscape in Scotland (2015) provided evidence on the out of home food and drink market in Scotland. The key findings of the report include:
- Often food consumed in out of home settings is high in fat, salt and sugar and easily consumed.
 - In 2015, there were 948 million visits to out of home food establishments in Scotland.
 - It is estimated that we eat between 20-25% of our total calories out of home and adults who eat takeaway meals at home at least once per week consume on average 63 to 87 kcal more per day.
 - In children, a weekly consumption of takeaway food equates to 55-168 kcal more per day.
 - Many of the top food and beverages consumed out of the home in Scotland tend to be less healthy, deep fried, high fat/high sugar foods including: chips/French fries, burgers and regular carbonated drinks.
- 3.12 Tackling healthy eating is a multidisciplinary subject with many different partner agencies currently working towards educating and supporting healthy choices among the population. Traditionally this area has been a National Health Service function, but it was recognised that Local Authorities have a major role to play and are well placed to assist in the delivery of improvements and influence choice in several ways.

- 3.13 Respondents to the original consultation from all sectors saw the potential for an enhanced role for Local Authority Environmental Health officers, who were key partners in relation to this agenda. It highlighted that there was scope for these professionals to offer education, advice and support to the out of home sector in relation to the use of healthier ingredients, healthier menus and improved cooking practices as part of their official programme of visits to out of home establishments. In addition, many small/medium food businesses would benefit from guidance on portion size, calorie labelling and staff nutrition training.
- 3.14 Currently, officers from Renfrewshire Councils' Business Regulation team, are part of the Scottish Food Enforcement Liaison Committee (SFELC) Diet, Nutrition and Health Working Group. This group works closely with Food Standards Scotland. Recently officers have been involved in the piloting and evaluation of Menucal – (an online resource for food businesses to calculate the calories and allergens in the foods they serve).

SGF Healthy Living Programme

- 3.15 A further Scottish Government sponsored programme of note is The Scottish Grocers' Federation (SGF) Healthy Living Programme. The main objectives are:
- To increase the range, quality and affordability of fresh produce and other healthier products from across categories in convenience retail stores across Scotland.
 - To focus in particular on communities within areas of deprivation.
 - To work towards the goals set by the Scottish Government to improve the health of the Scottish Nation and reduce obesity.
 - To advise convenience retailers how they can achieve this while benefiting their own business.
- 3.16 88 small convenience stores within Renfrewshire are currently involved and officers from the Business Regulation team are engaging with the remaining 41 by way of an onsite visit and providing guidance.
- 3.17 It is well documented that there is an increase in takeaway/fast food outlets serving predominantly unhealthy foods and that these proliferate in areas of deprivation and that those around schools can impact on children's diets.
- 3.18 In Renfrewshire, officers have reported a marked increase in the number of fast food outlets near schools that previously served the evening trade, now opening at lunch time. These new opening hours are specifically targeting school pupils.

- 3.19 The public sector provides food to many people in various settings including health and social care, prisons, schools, government, local authorities, leisure centres and visitor attractions. In 2014 the Scottish Government and Food Standards Agency in Scotland jointly developed the Supporting Healthy Choices framework which invited the food and drink industry and other partners to take specific voluntary action to create a healthier food environment for consumers; one which readily encourages healthier choices.
- 3.20 Partners include the Scottish Government, FSS, the food and drink industry, including retailers, manufacturers and out of home catering businesses, the NHS and local authorities, as well as consumers. The Scottish Government believes that food and drink served within the Scottish public sector should provide a positive example and set the standard for healthy eating, even where catering services are contracted out. By providing an example of healthy eating, public sector establishments have the opportunity to positively influence personal and family food choices and contribute to changing social norms.
- 3.21 There are nutritional standards for schools and hospitals, and the Government supports several programmes for the workforce to help deliver healthy eating and physical activity in workplaces e.g. Healthy Working Lives.
- 3.22 All school meals are fully analysed through a system called Nutmeg and must meet the Health Promotion and Nutrition Act 2007. Renfrewshire Council responded to Scottish Government consultation in the summer of 2018 on a review of this act which will come into force in 2019 or 2020. Councils will be required to analyse menus on a daily basis and change menus to comply.
-

Implications of the Report

1. **Financial** – None
2. **HR & Organisational Development** – None
3. **Community Planning**
Renfrewshire is well – improving healthy choices and reducing fatty foods should ensure that people that live, work and visit Renfrewshire are healthier and lead healthier lives.
4. **Legal** - None
5. **Property/Assets** - None
6. **Information Technology** - None

7. Equality & Human Rights

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

8. Health & Safety – None

9. Procurement – None

10. Risk – None

11. Privacy Impact – None

12. Cosla Policy Position – None

List of Background Papers

None

OR
25 February 2019

Author: Oliver Reid, Head of Communities & Public Protection
Email: oliver.reid@renfrewshire.gov.uk

Renfrewshire Council response to Food Standards Scotland Consultation

Question 1 – Do you agree that the businesses listed above should be included within an Out of Home Strategy for Scotland?

Yes – snack vans should also be included.

Question 2 – Which of the following measures should be taken to reduce excessive calorie contents of food and drinks eaten outside of the home?

Reducing portion sizes, changing recipes e.g. by reducing fats and sugars and increasing fruit/vegetables/bean/pulses and fibre content, ensuring single serve packs are available as an alternative to packs containing multiple servings.

Question 3 – Do you agree that consumers should routinely have easy access to small of half portions?

Yes – Half portions should definitely be made available for both children and the elderly and those wishing to cut down calories. Portions are often excessive, especially takeaways with no clear guidance on how many servings are included.

Question 4 – Should labelling at the point of choice apply to Scotland?

Yes – Calorie labelling will help the consumer who is attempting to choose a less energy dense dish. The use of MenuCal should be encouraged but many businesses find it time consuming to input all their items and keep them up to date. Any system developed should be simple to understand for the business and the consumer.

Question 5 – As a food business, would MenuCal help you to provide calorie labelling?

Not applicable as not a food business

Question 6 – As a food business, what additional support would you require to provide calorie labelling?

Not applicable as not a food business

Question 7 – Should calorie labelling at point of choice be made mandatory in Scotland?

Yes – If it is not mandatory there will be little or no uptake from businesses. There would be no value in having a voluntary system as the competition in the sector is very fierce and with overprovision in many areas, it is believed that consumers would simply chose businesses which they perceive are giving the best value (large portions). This would put some businesses at a competitive disadvantage.

Question 8 – Should any business be exempt from mandatory calorie labelling at the point of choice?

No

Question 9 – Where nutrition information is provided online and on printed materials should it be standardised in the way set out in the table above?

Yes – Renfrewshire Council agree that there should be standardisation as this will be fair for business and best for consumers. Consideration should be given to a simple pictorial method of informing customers such as a traffic light system which could supplement the proposed layout. In addition, as there is no consistent portion size across the sector, some thought should be given to how consumers will be informed.

Question 10 – Where nutrition information is provided online or on printed materials should it be mandatory that it is standardised in the way set out in the table above?

Yes

Question 11 – Which actions would change promotion and marketing practices to support healthier eating outside the home?

Businesses dropping practices that encourage overconsumption, businesses positively marketing and promoting healthier choices, raising consumer awareness through the use of social marketing campaigns.

If other, please specify – Meal deals including water/fruit
Children's menu including milk, water and fruit not including sugary desserts and drinks.

Businesses promoting a 'healthier options' section on the menu.
No promotion of foods high in sugar, salt and fat.

Question 12 – What type of actions could be taken to improve the food provided Out of Home in the vicinity of schools?

Powers are currently limited and relate to Environmental Health considerations, however, if the Scottish Government are serious about tackling this issue there could be a wider role e.g. for planning and licensing as regulators, but this would require enabling legislation to be agreed. Were this to be taken forward then planning consultations could have a public health section and this would allow Environmental Health officers to comment on the public health impact of planning proposals.

Each local authority could be tasked with GIS mapping of food businesses in areas around schools to build evidence and data.
Consideration could be given to how children can be encouraged to stay within school at lunchtimes.

Experience in Renfrewshire shows a marked increase in the number of restaurants or takeaways which traditionally catered for the night-time trade, now opening at lunchtime and marketing towards school children. This is not exclusively takeaways but restaurants too.

Consideration could be given to incorporating powers to enable restrictions in opening times as part of any changes to relevant legislation.

Question 13 – Which of the following should be changed to improve food provided for children?

Less reliance on menus specifically for children, provision of children's portions from adult menu items, increased use of vegetables and fruit in dishes, reduced reliance on bread/fried products, reduced reliance on chips, plain water and milk offered as standard options, reductions of drinks with added sugar, Reduction of high sugar desserts and reduction of confectionary and chips.

If other, please specify – Set menus including a dessert, may encourage a dessert when one isn't needed.

Question 14 – Do you agree that recognition schemes are an effective means of supporting healthier eating in the Out of Home sector?

No – currently the Healthy Living Award has only a small uptake and many takeaways cannot benefit. Award schemes require to be incentivised and/or mandatory as many businesses will simply opt out and therefore the scheme will become ineffective.

Question 15 – Do you agree that the following actions should be adopted by the public sector?

Yes – the public sector in Scotland must set an example and promote healthier choices. Healthy eating and healthy food provision should be to the fore across all Central and Local Government agendas. All food from Council owned or run establishments should meet minimum standards.

Question 16 – not applicable.

Question 17 – Please outline any other comments.

Key to success of this is National Policy and Coordination. Structural changes are needed to achieve sustained behaviour e.g. reducing price of healthier food, increasing availability and portion control and reformulation.

There must be a whole system approach with all partners involved.

It will be impossible to expect caterers to voluntarily offer a set proportion of healthy options, many do not have the knowledge or skills, and many see it as the customers right to choose what they want. Whilst this is correct, every effort must be made to ensure there are options that allow people to choose not to eat fatty foods, high sugar foods etc.

Environmental Health officers are ideally placed to offer advice on healthy eating, reformulation etc, However, sufficient resources would be required to successfully deliver an effective programme of change as this is not currently a statutory function.

Choosing interventions that are appropriate for the local authority is key. Initiatives that may work with businesses are healthier catering guidance for different types of businesses e.g. Federation of Fish Fryers and healthier frying techniques, healthier catering workshops, salt and sugar reduction e.g. pizza, salt shakers, recipe reformulation, advice on portion reduction. Calories on menus/use of MenuCal may be a step in the right direction, however, it is imperative that the information given is meaningful and accurate. There may be resistance from businesses if this is not mandatory.

It will take a combination of legislation, education and support mechanisms for food businesses to ensure they understand and achieve the goal of offering a certain proportion of healthier options. Some elements of this could be incorporated into a scheme of licensing food premises. There could be some financial benefits for businesses offering healthier alternatives e.g. reduced licence fees.

Subsidised simple nutrition training could be offered to caterers (simpler than the REHIS Elementary Food Hygiene and more practical). This could be part of a licence condition and with Elementary Food Hygiene requirements.

Awareness raising/training for Elected Members/key decision makers in the local authority environment would also help to ensure everyone sees the full picture in terms of costs/benefits.



To: Infrastructure, Land and Environment Policy Board

On: 20 March 2019

Report by: Director of Communities, Housing and Planning Services

Heading: CONSULTATION ON AMENDING ALLERGEN INFORMATION PROVISIONS CONTAINED WITHIN DOMESTIC FOOD INFORMATION LEGISLATION FOR FOOD PREPACKED FOR DIRECT SALE

1. SUMMARY

- 1.1 Recent concerns over fatalities linked to allergic reactions from food have prompted a review of current legislative requirements. The current Regulations list 14 allergens that must be labelled or indicated when they are present in food. The Regulations seek to allow consumers to make informed choices about the food they eat, in particular to make things easier for people with allergies to eat out safely.
- 1.2 The Department for Environment, Food and Rural Affairs (DEFRA) and Food Standards Scotland (FSS) launched a consultation on 25 January 2019 into food labelling laws focusing on overhauling the labelling of pre-prepared foods such as sandwiches and salads which are made, packaged and sold in the same stores.
- 1.3 The consultation seeks views on four options that range from simply promoting best practice to full mandatory labelling. In addition, the consultation seeks views on mandatory reporting of allergy "near misses" to Local Authorities in order that these can be investigated to minimise further risk.
- 1.4 The final date for submissions to the consultation is 29 March 2019. A proposed response to the consultation is attached as Appendix 1 for the approval of the Infrastructure, Land & Environment Policy Board.
- 1.5 The proposed response welcomes this consultation and the efforts being made to ensure allergen information is provided on prepacked foods and foods for direct sale. It takes the view that mandatory labelling is the best approach to give consumers comfort that the foods they eat are free from allergies.

2. RECOMMENDATIONS

2.1 It is recommended that the Infrastructure, Land and Environment Policy Board:

- (i) notes the DEFRA and Food Standards Scotland consultation on amending allergen information provisions contained within domestic food information legislation relating to food prepacked for direct sale; and
 - (ii) approves the Council's consultation response as detailed in Appendix 1 to this report.
-

3. BACKGROUND

3.1 Regulation (EU) No 1169/2011 on the provision of Food Information to Consumers sets out how consumers should be provided with food information to allow them to make informed choices and to make safe use of food. The Food Information (Scotland) Regulations 2014 (as amended) provide for the enforcement of the EU Regulation in Scotland. The Regulations also establish the enforcement measures for food information law.

3.2 Renfrewshire Council, Business Regulation Team are responsible for the enforcement of The Food Information (Scotland) Regulations 2014 (as amended). Officers are pro-active in advising businesses and consumers regarding allergen matters and also cover this area during every programmed food law inspection.

3.3 Annex II of the Regulation outlines the 14 allergens (and products thereof) that must be labelled or indicated as being present in foods and are:

- Cereals containing gluten, namely: wheat (such as spelt and khorasan wheat), rye, barley, oats
- Crustaceans for example prawns, crabs, lobster, crayfish
- Eggs
- Fish
- Peanuts
- Soybeans
- Milk (including lactose)
- Nuts; namely almonds, hazelnuts, walnuts, cashews, pecan nuts, Brazil nuts, pistachio nuts, macadamia (or Queensland) nuts
- Celery (including celeriac)
- Mustard
- Sesame
- Sulphur dioxide/sulphites, where added and at a level above 10mg/kg or 10mg/L in the finished product. This can be used as a preservative in dried fruit
- Lupin, which includes lupin seeds and flour and can be found in types of bread, pastries and pasta
- Molluscs like, mussels, whelks, oysters, snails and squid

- 3.4 It is estimated that there are around 2 million allergy sufferers in the UK. Fatalities and effects on public health have raised the issue of whether the current regulatory framework for the provision of allergen information for foods prepacked for direct sale is sufficient to give consumers the information they need to make safe food choices. In particular, the findings of the inquest in 2018 into the death of a 15 year-old girl who suffered a fatal reaction to sesame in a baguette she purchased, also criticised the current legislative requirements.
- 3.5 Consequently, the Department for Environment, Food and Rural Affairs (DEFRA) and Food Standards Scotland (FSS) have launched a consultation into food labelling laws focusing on overhauling the labelling of pre-prepared foods such as sandwiches and salads which are made, packaged and sold in the same stores.
- 3.6 Under current food regulations, non pre-packaged and prepacked foods for direct sale do not need to be individually labelled with allergen or ingredient information. Prepacked foods for direct sale' are foods that have been packed on the same premises from which they are being sold, for example a packaged sandwich or salad made by staff earlier in the day and placed on a shelf for purchase. These foods are not required to carry labels and information on allergens, as it is expected that the customer can speak with the person who made or packed the product for this information.
- 3.7 The consultation focusses on four possible options for labelling:
- **Option 1** - promoting best practice,
 - **Option 2** - mandate "ask the staff" labels on foods prepacked for direct sale, supplemented with written information for consumers,
 - **Option 3** - mandate the name of the food and allergen information on foods prepacked for direct sale,
 - **Option 4** - mandate name of the food and full ingredient list labelling, with allergens emphasised, on foods prepacked for direct sale.
- 3.8 In addition to the labelling of foods prepacked for direct sale, the consultation seeks views on the potential requirement to report near miss incidents also. If someone with a food allergy eats that food allergen in a catering establishment without knowing it, they could have an allergic reaction that becomes an anaphylactic shock. If they receive medical help and it proves to be non-fatal, this is a near miss. Incidents of suspected food allergy reactions are not currently automatically communicated to the relevant local authorities. Consequently, non-compliant food businesses may not be reported to enforcement bodies and are able to continue to operate, posing a potential health risk to those with a food hypersensitivity.
- 3.9 The Council's proposed response attached as Appendix 1 recommends that Option 4 be adopted in relation to labelling. This would mandate the name of the food and full ingredient list labelling with allergens emphasised on prepacked for direct sale items. The response also suggests options for the reporting of near miss incidents that are based on current procedures that operate for other similar incidents.
-

Implications of the Report

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

Renfrewshire is safe– by improving the allergen information on prepacked foods, any person in Renfrewshire with an allergy will be able to make an informed decision about the food that they purchase.

4. **Legal** - None
5. **Property/Assets** - None
6. **Information Technology** - None
7. **Equality & Human Rights**

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

8. **Health & Safety** – None
9. **Procurement** – None
10. **Risk** – None
11. **Privacy Impact** – None
12. **Cosla Policy Position** – None

List of Background Papers

None

OR
21 February 2019

Author: Oliver Reid, Head of Communities & Public Protection; **Email:** oliver.reid@renfrewshire.gov.uk

Renfrewshire Council Response to Food Standards Scotland consultation

1. Would you like your response to remain confidential? No
2. What is your name? Renfrewshire Council
3. What is your email address?
4. Please tell us who you are responding as?
 - d. Public sector body – In an official capacity as a representative of a local government organisation

Section 2 – Prepacked for Direct Sale (PPDS) definition

FIC defines prepacked food, and what is not prepacked, but it doesn't provide a specific definition of prepacked for direct sale (PPDS). For the purpose of this consultation, we are using the FSA interpretation of PPDS below.

“Prepacked foods for direct sale (PPDS): This applies to foods that have been packed on the same premises from which they are being sold. Foods prepacked for direct sale are treated in the same way as non-prepacked foods in EU FIC's labelling provisions. For a product to be considered 'prepacked for direct sale' one or more of the following can apply:

- It is expected that the customer is able to speak with the person who made or packed the product to ask about ingredients.
- Foods that could fall under this category could include meat pies made on site and sandwiches made and sold from the premises in which they are made.”

15. Do you agree with this interpretation?

- a. Yes

16. This consultation is focussed on the provision of allergen information for PPDS foods. Do you think government should consider reviewing in future the way that allergen information is presented to consumers for other types of non-prepacked food?

- a. Yes

17. What other types of food should government review?

- a. Food packed on the sales premises at the consumer's request
- b. Food not packed, such as loose items sold to the consumer without packing and meals served in a restaurant or café
- c. Non-prepacked food ordered via distance selling, for example a takeaway pizza ordered over the phone or via the internet

18. What is your preferred policy option and why?

- d. Option 4 - mandate name of the food and full ingredient list labelling with allergens emphasised on prepacked for direct sale foods - should be implemented to provide confidence that the correct information is available at the point of sale.

21. Policy option 1 outlines additional activity to promote best practice within the current framework to encourage businesses and to review their knowledge, skills and actions to ensure a safer environment for consumers. These options may include:

- **Best practice guidance for the catering sector to be produced by FSA and made available to all local authorities;**
- **Cross stakeholder conference with businesses hosted by Defra and FSA to discuss best practice and encourage change without amendments to legislation;**
- **Public information campaign to highlight allergen knowledge and awareness for food businesses and the general public.**

Do you have any other suggestions for what might be included to promote best practice and how government can support businesses in reaching this? Please include examples that may currently be used by businesses.

No

22. Do you think promoting best practice should be combined with the other policy options?

- a. Yes – with Option 4.

23. Option 2 mandates “ask the staff” labels on packages of food prepared for direct sale with a requirement for supporting information for consumers to be made available in writing. Do you think the written information should only include allergen information, or a full list of ingredients?

- b. Full list of ingredients

24. For full ingredient labelling (option 4) do you think allergens should be emphasised (e.g. in bold text) as per FIC regulations for prepacked food?

- a. Yes

25. We have proposed a number of policy options to improve the provision of allergen information for PPDS foods. Are there alternative options not proposed that we should be considering? An example of this could be mandating written information setting out which of the 14 allergens may be present in products on the premises.

- a. No

26. For the purpose of this consultation, we define business size based on the number of employees in accordance with the categories below. Do you agree with this definition?

- Micro (0-9 employees)
- Small (10-49 employees)
- Medium (50-249 employees)
- Large (250+ employees)

Yes

29. Which policy options do you think small and micro businesses should be exempt from?

No – we think all businesses should be included in all policy options.

30. How long do you think businesses should be given to implement the new policy?

Less than 6 months.

Section 5 - Impact assessment

We agree with all assumptions made as part of the impact assessment.

Section 6 - Reporting non-fatal anaphylactic shock incidents (“near misses”)

If someone with a food allergy eats that food allergen in a catering establishment without knowing it, they could have an allergic reaction that becomes an anaphylactic shock. If they receive medical help and it proves to be non-fatal, this is a near miss. Incidents of suspected food allergy reactions are not currently automatically communicated to the relevant Local Authority nor to the FSA. Consequently, non-compliant food businesses may not be reported to enforcement bodies and continue to operate, posing a potential health risk to those with a food hypersensitivity.

The FSA have been working with local authorities in Yorkshire, on a pilot scheme to improve the notification of incidents between businesses, Local Authorities and the NHS. The reported near misses would trigger a priority inspection of the food business through the relevant Local Authority ensuring that non-compliances are identified and solved. Such a system would also allow Local Authorities to work with specific Food Business Operators to help them better understand their obligations and requirements and understand the significance of the potential health and financial consequences of non-compliance.

- 41. Serious, non-fatal incidents of anaphylactic shock relating to consumption of a food allergen in a catering establishment are not currently automatically communicated to the relevant authorities. We invite your views on how the relevant authorities (e.g. NHS, Local Authority and FSA) can work more cooperatively together and with the public to increase local awareness and share data on the quality of food allergen management from local businesses so that rapid inspection action can be taken.**

A reporting mechanism similar to that of communicable disease reporting could be used to inform LA's. Partnerships with NHS already exist in this regard.

The use of existing technology can be utilised as a reporting platform.

There could be a mechanism set up whereby food business operators would be required to report incidents, similar to that currently in operation for businesses when implementing withdrawals/recalls of food etc.

A reporting platform could be set up similar to that which operates for accidents under Health and Safety requirements.



TO: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

ON: 20 MARCH 2019

**REPORT BY: DIRECTOR OF COMMUNITIES, HOUSING AND PLANNING AND
DIRECTOR OF ENVIRONMENT & INFRASTRUCTURE**

**HEADING: ENVIRONMENT & PLACE FUNDING – PROGRESS AND FUTURE
ACTIVITIES**

1. SUMMARY

- 1.1 At its meeting on 2 March 2018, Council committed £2.5M of revenue resources to sustain for the next 5 years' investment in enhanced environmental cleaning across Renfrewshire. This will provide funding of £0.5M per financial year starting in 2018/19 and continuing until 2022/23.
- 1.2 This paper outlines the work undertaken by the Environment and Place programme in 2018/19 (Section 4) with regards to the additional funding and highlights operational activities including:
- Additional & targeted StreetScene and Roads activities, including mechanised street sweeping and the cleaning of gullies
 - Litter clean ups and targeted dog fouling activities & enforcement
 - Review of street furniture and roads infrastructure (signage, poles, barriers, etc)
 - Supporting community & volunteer participation
 - A highly visible marketing campaign
- 1.3 This paper further recommends a proposed programme of works for 2019/20 to continue and improve on the work undertaken to date. The 2019/20 priorities are detailed further in Section 5 of this report.

- 1.4 Regular updates on progress will be provided within the operational reporting updates at future Infrastructure, Land and Environment Policy Boards with an annual update being provided at the end of each financial year.
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2. RECOMMENDATIONS

- 2.1 It is recommended that the Infrastructure, Land & Environment Policy Board:
- (i) Notes the work undertaken on Environment & Place over the past year (2018/19)
 - (ii) Approves the Environment & Place programme and focus for 2019/20 and how this will influence work in the upcoming years.
-

3. BACKGROUND

- 3.1 At its meeting on 2 March 2018, Council committed £2.5M of revenue resources to sustain for the next 5 years an Environment and Place programme that invests in enhanced environmental activities across Renfrewshire. This will provide funding of £0.5M per financial year starting in 2018/19 and continuing until 2022/23. The programme is principally delivered by Environment and Infrastructure and Communities, Housing and Planning Services.
- 3.2 This commitment doubled the £0.25M allocated to Environment & Communities at the Council meeting on 29 June 2017, which was prioritised to support communities through enhanced operational activities including:
- Additional & targeted StreetScene and Roads activities, including mechanised street sweeping and the cleaning of gullies
 - Litter clean ups and targeted dog fouling activities & enforcement
 - Review of old & redundant street furniture and roads infrastructure (signage, poles, barriers, etc)
 - Supporting community & volunteer participation
 - A highly visible marketing campaign
-

4. WORK UNDERTAKEN IN 2018/2019

Street Gullies

- 4.1 An enhanced programme of gully cleaning has been carried out as part of this investment, through the provision of additional gully cleaning machines & staffing. The enhanced gully cleaning service is tackling a one-off cleaning of all gullies across Renfrewshire and planning for repairs and replacement of defective gullies.
- 4.2 To this point in 2018/19 13,000 gullies have been visually inspected and cleaned. Whilst the one-off gully clean has been undertaken, this will continue to be a priority in 2019/20 to allow a strategic approach to gullies to be employed, allowing a targeted approach to blockages and potential flooding issues.
- 4.3 From the 13,000 gullies cleared, 330 tonnes of debris and detritus has been removed.
- 4.4 In 2018/19 a gully App was produced to allow data to be captured on when gullies were done and what issues were found at the time. It also highlighted the reason why a gully couldn't be cleaned e.g. parked car. This data allows a proactive programme to be implemented for gullies moving forward.



Street Cleaning

- 4.5 An enhanced street cleaning and community litter picking service was undertaken with the investment. This enhanced service of mechanical sweeping allowed streets to be cleaned every 2 months, rather than 6-monthly. In addition, litter pickers have been recruited and deployed within Renfrewshire's communities, working on a rolling programme allowing all communities to be targeted.

Roadside Litter Rapid Response Team (RRT)

- 4.6 A roadside litter RRT was introduced as a priority in 2018/19 to allow roadside litter in fast flowing rural roads to be tackled. Due to the complexity of some roads in Renfrewshire, traffic management is required to ensure the safety of workers lifting litter. This team has been trained in appropriate traffic management requirements and has allowed key routes to be targeted, removing litter and debris as part of the Environment & Place funding.

Signage and Infrastructure across Renfrewshire

- 4.7 An assessment of signage and poles across Renfrewshire was undertaken to identify the location and condition of the infrastructure and if there is any vegetation encroaching/overhanging. To date, 70% of Renfrewshire has been assessed and has identified street furniture, road signage & infrastructure for removal/ replacement and cleaning across Renfrewshire.
- 4.8 The completed works will be transferred onto a GIS layer within the Renfrewshire Council Asset database and will allow work to be undertaken in 2019/20 on addressing issues identified.

Team Up to Clean Up

- 4.9 The Team Up to Clean Up campaign is a key strand of the Environment & Place workstream in getting communities working together. Team Up to Clean Up has seen a 474% increase in community clean ups since being launched in November 2017 and has successfully harnessed the efforts of volunteers from the local community, schools and business, to make a difference to the local environment.
- 4.10 The Big Spring Clean in April 2018 brought together communities to undertake community litter picks and led to:
- 33 community clean ups over one weekend
 - Over 600 bags of litter being collected
 - Over 1000 individual participants
- 4.11 School children and school communities were both early and keen participants in the Campaign. School pupils are recognised as a key focus group who can lead the way in behavioural change and school pupils have been active and enthusiastic participants, keen to demonstrate in a positive way their concern for their local environment. A number of schools participated in the Big Spring Clean event and 52 school clean-ups have taken place since April 2018.
- 4.12 Many businesses also actively participated and litterpick events have been organised and delivered by some relatively large employers in the area:
- McKenzie Distribution, Phoenix
 - Glasgow Airport (Industrial Park)
 - Morrisons Johnstone
 - McDonalds, Burger King, KFC and Showcase Cinemas
- 4.13 September 2018 saw the launch of the Spotless September Challenge, another month-long event. An impressive 45 clean-ups took place removing 745 bags of litter. The final weekend in September offered a celebration in

recognition of volunteers efforts at the Team Up to Clean Up Appreciation Event in Paisley Town Hall. Volunteers and community groups received thanks and the Convenor of the Infrastructure, Land and Environment Policy Board issued participants with a Certificate of Appreciation.



- 4.14 The Team Up to Clean Up campaign to reduce levels of dog fouling is intelligence-led and concentrates resources where dog fouling issues have been identified. Patrols are increased to detect or deter instances of dog fouling, signage is erected, and templates are sprayed on footpaths with messages: “Someone isn’t picking up after their dog.... is it you?” or Kids play here. Pick up after your dog”. These stencils are designed to resonate with the irresponsible owners and create a stigma around failure to pick up.
- 4.15 A dedicated website section has been developed for Team Up to Clean Up and provides information on how to take part in Community Clean Ups and relevant contact information. From April 2018 to December 2018, 4,128

pageviews were generated. The website can be accessed at <http://www.renfrewshire.gov.uk/teamuptocleanup>.

- 4.16 A sustained programme of social media engagement has also taken place with a series of Facebook posts and tweets to promote the brand and encourage local support of the campaign. From July 2018 to December 2018 the Team Up to Clean campaign has achieved a total social media reach of 937,000 with 64 posts and 3358 clicks.
- 4.17 As part of the LENS intrapreneur project, Team Up to Clean Up was successful in gaining money to roll out caddies to community groups. This included a starter pack for communities to undertake work including rake, hoes, wheelbarrow etc. This could potentially include power tools and training is being undertaken to assist community groups. The caddies are currently being rolled out in a programme that will continue throughout 2019.

Gritter Tracking Application

- 4.18 As part of the renaming of gritters across Renfrewshire, a commitment was made to produce a “live” gritter application that would allow members of the public to see where the gritters were deployed to ensure their area was covered. This was delivered in early 2019 and is available to the public at <http://www.renfrewshire.gov.uk/grittertracker>
-

5. PRIORITISED WORK FOR 2019/20

- 5.1 To continue and enhance the cleanliness and infrastructure operational activities in Renfrewshire, most of the work activities that were prioritised and undertaken in 2018/19 will continue, with the focus on delivering long term sustainable improvements to the environment and infrastructure across all of Renfrewshire.

- 5.2 The planned initial programme of work for 2019/20 is set out below:

Signage, Infrastructure and Fly Posting across Renfrewshire

- 5.3 As detailed in Section 4 above, a survey was undertaken to identify and quantify issues with signage and poles across Renfrewshire. An enhanced asset management scheme will be undertaken to allow assets to be plotted on GIS and work will be undertaken in 2019/20 to repair, remove or clean poles and signs across Renfrewshire. This will include resourcing support to focus on fly posting, targeting repeat offenders of fly posting and potential enforcement under the Roads Scotland Act.

Street Sweeping and Community Litter Picking

- 5.4 Enhanced mechanical sweeping will continue throughout 2019/20 in line with work undertaken over the previous year. Additional community litter pickers will remain to support a rolling programme, across all of Renfrewshire's communities.

Roadside Litter RRT (including Traffic Management)

- 5.5 The Roadside Litter RRT was well received in 2018/19 and the enhanced service will continue in 2019/20. The team will continue to focus on rural and arterial roads and will tackle litter, predominantly thrown from vehicles.

Gully Cleaning

- 5.6 The focus over 2019/20 will be with those previously inspected and cleaned in 2017/2018 to again inspect, clean and detail the level of fill since last cleaned to provide a future picture of the frequency each gully needs cleaned going forward as part of a scheduled programme.

Team Up to Clean Up

- 5.7 The funding allocated will enable the continued development of the Team Up to Clean Up campaign and programme activities. The trend in increased activity over spring months will be harnessed with the launch of the Big Spring Clean 2019. The event will launch on 29 March 2019 and take place across the month of April. Schools and communities have already expressed an interest as well as a few local businesses.
- 5.8 A strong partnership is being developed with Keep Scotland Beautiful (KSB) who are keen to work alongside Renfrewshire in delivering their 2019 national campaigns. KSB plan to shine a light on roadside litter and litter in our waterways (#upstreambattle). This joint working will support Team Up to Clean Up in targeting local HGV/taxi drivers to reduce roadside litter. KSB will further arrange training for 2 Renfrewshire community groups on the actions they can safely take to reduce or clear litter from waterways.
- 5.9 Corporate Communications have commissioned a short story "The Clumps....." which is currently under construction, due to be issued to primary school children in April 2019. The book tells the story of a litter-louting family who change their ways only after an unpleasant experience is delivered. The book enables children to imagine the impact of a world full of litter and dog fouling and is hoped to have a long-lasting impact.
- 5.10 A Team Up to Clean Up short clip has been filmed for social media which aims to let prospective litter pickers appreciate how easy it is to arrange an event. The clip was filmed as a "How to..." guide. It is expected this clip will go into circulation publicly around mid-March 2019.

- 5.11 Further to these exciting, innovative workstreams, the core campaign will continue to build strong, meaningful connections throughout 2019, supporting communities, schools and businesses to look after their neighbourhoods.

Implications of the Report

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

Renfrewshire is thriving – a clean and welcoming environment will make Renfrewshire a better place to live, work, visit and invest.

Renfrewshire is well – The Environment & Place work allows members of the community to assist with community clean ups leading to an improved feeling of wellbeing and ownership amongst citizens and communities.

4. **Legal** - None
5. **Property/Assets** - None
6. **Information Technology** - None
7. **Equality & Human Rights**

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

8. **Health & Safety** – All work undertaken is assessed under appropriate Health and Safety legislation.

9. **Procurement** – All procurement legislation is adhered to when items are procured for this project.
 10. **Risk** – None
 11. **Privacy Impact** – None
 12. **Cosla Policy Position** – None
-

List of Background Papers

- a) Improving Renfrewshire's Environment and Place – Renfrewshire Council meeting 29 June 2017.
- b) Environment & Place Funding – Progress Update and Future Activities – Infrastructure, Land and Environment Policy Board 21 March 2018.
- c) Environment & Place Funding – Future Activities – Infrastructure, Land and Environment Policy Board 30 May 2018.

The foregoing background papers will be retained within Environment & Infrastructure Services for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is the Operations Manager.

Author: Chris Dalrymple, Communities and Regulatory Manager
Email: chris.dalrymple@renfrewshire.gov.uk



To: Infrastructure, Land & Environment Policy Board

On: 20 March 2019

Report by: Director of Finance & Resources

Heading: Allotments

1. Summary

- 1.1 This purpose of this report is to bring about a consistency in the letting of Allotment/Growing Grounds sites allocated by the Council for this purpose.

2. Recommendations

It is recommended that the Board:-

- 2.1 Approve the policy of granting leases to community groups/ allotment associations at a consistent concessionary level throughout Renfrewshire.
-

3. Background

- 3.1 Currently, Renfrewshire Council has 6 allotment/growing grounds associations who occupy Council owned land. The lease (or licence agreements) have been agreed over a number of years and the rent charged or period of let can on occasions differ, albeit all are currently at a concessionary level. The table below details the rent charged by Renfrewshire Council for the area's leased to the various Associations:-

Association	Town	Lease/Licence	Rent	Comment
Well Street/Douglas Street	Paisley	Annual	£3.75	Historic lease currently running on an annual basis year to year.
Brediland Allotments	Paisley	Annual	£6.27	Historic lease running on an annual basis year to year.
Growing Grounds Gleniffer Braes	Paisley	Monthly	£1	ILE approved a 10 year lease to GIG at a rent of £1
Sutherland Street/ Underwood Road	Paisley	11 months	£1	Temporary lease at Sutherland Street has recently been terminated. In the process of transferring to Underwood Road which is now held on a 11 month lease while the group develop an Asset Transfer request.
Broadloan Growing Grounds	Renfrew	20 years and a day	£1	Tenant currently Williamsburgh Housing Association who are seeking to transfer to Renfrewshire Association of Growing Grounds
Erskine Allotments	Erskine	25 years	£100.00	Planning & Property Board at its meeting on 10 Nov 2015 approved the

				25 year lease at a rent of £100.
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- 3.2 As there would appear to be an inconsistency in respect of the level of concessionary rent offered, it is proposed to ensure all groups are treated in a consistent manner.
- 3.3 The Community Empowerment (Scotland) Act 2015 (Part 9) relates to allotments and encourages Council's to support the development of allotments and community growing spaces. This is aimed at improving health & well-being along with the creation of a sustainable food strategy.
- 3.4 In terms of this legislation, Councils are to bring forward regulations for the management of its allotments/growing grounds in terms of section 115 & 116 of the Act. The Scottish Government following consultation with all relevant parties, are developing guidance to assist Council's in this process. The guidance is expected to be issued shortly. This will result in a future report detailing how Renfrewshire would seek to meet this requirement of the Act.
- 3.5 In the interim to ensure a consistent approach is adopted it is proposed that the following concessionary terms and conditions are taken forward for any allotment or growing grounds located on Council ground. This will not prevent the various Association's from determining their rent/charge per plot or allotment to assist them to manage the area leased from the Council.
4. **Proposed terms and conditions of lease;**
- The lease shall be for a suitable period sought by the allotment/growing grounds association up to a maximum of 30 years and shall be on the Council's standard Full Repairing and Insuring style of lease.
 - The initial annual rent shall be £1, if asked.
 - The ground shall be leased for use as an allotment or growing ground.
 - The tenant must be an appropriately constituted group open to all members of the Community to which it serves.
 - The tenant shall be responsible for meeting the Council's reasonable legal and professional expenses incurred in concluding the new lease.
 - Any other reasonable terms and conditions considered necessary to protect the Council's interest.

Implications of the Report

1. **Financial** – Concessionary let for Allotments & Growing Grounds groups may have an opportunity cost to the Council dependent upon the site in question.
2. **HR & Organisational Development** – None.
3. **Community Planning**
Our Renfrewshire is thriving – Will support all community allotment and growing grounds groups in a consistent manner.
4. **Legal** – May require to conclude new longer term leases with the groups who seek improved security with a longer term lease.
5. **Property/Assets** – As per this report.
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

List of Background Papers

(a) Background Paper 1 – None.

Author: Frank Hughes – 0141 618 6175. frank.hughes@renfrewshire.gov.uk



To: Infrastructure, Land & Environment Policy Board

On: 20 March 2019

Report by: Director of Finance & Resources

Heading: Viewfield Park – Kildale Road Lochwinnoch

1. Summary

- 1.1 This purpose of this report is to seek approval from the Board for the grant of a new 5year lease to Viewfield Rovers, for the lease of Viewfield Park, Kildale Road, Lochwinnoch. In addition, to decline the Community Asset Transfer request received from Lochwinnoch Community Trust in respect of Viewfield Park.

2. Recommendations

It is recommended that the Board:-

- 2.1 Approve the granting of a 5year lease to Viewfield Rovers of Viewfield Park, Kildale Road, Lochwinnoch on the terms and conditions detailed within this report.
- 2.2 Decline the request received from the Lochwinnoch Community Trust to obtain an Asset Transfer of Viewfield Park.
- 2.3 Authorise the Head of Property and the Head of Corporate Governance to conclude the lease with Viewfield Rovers, on the Council's standard Full Repairing & Insuring lease and on such other terms as required to protect the Council's interest.

3. **Background**

- 3.1 Currently, Renfrewshire Council lease Viewfield Park and Pavilion, Kildale Road, Lochwinnoch, to Viewfield Rovers as indicated on plan E2868, on a year to year lease scheduled to terminate on the 31 May 2019. The annual rent is currently £1,252.84 payable yearly in advance.
- 3.2 Viewfield Rovers had occupied Viewfield Park & Pavilion in terms of a 21 year lease from 1 April 1996, which had ran on by tacit relocation (year to year), until it was terminated by the Council serving a notice to quit last year.
- 3.3 The notice to quit was undertaken as the existing lease was not seen by Property Services as being fit for purpose, and the existing tenants had rent arrears. It was anticipated by Council officers along with Renfrewshire Leisure, who offer advice re football pitches within the Council's ownership, that a new up to date lease, should be concluded either with the exiting tenants, who would be asked to address the rent arrears situation or a third party.
- 3.4 The fact that a notice to quit had been served came to the attention of community groups, in the Lochwinnoch area. They came together to advise, that if the Council was prepared to grant a Community Asset Transfer of the Park & Pavilion they would form themselves into a Trust, to be called the Lochwinnoch Community Trust. This group would have a management committee from members of the Lochwinnoch Community Council, members of the United Free Church Lochwinnoch, 1st Lochwinnoch Girls Brigade, 1ST Lochwinnoch Boys Brigade, Calder United Free Church and Calderglen FC.
- 3.5 The, as yet to be formed, Trust advised that it would look to utilise the Park & Pavilion to support the local community, via School sports days, out of school club, training sessions for the uniformed organisations within the village, fund raising for the same, football starter sessions, Lochwinnoch Gala, day Church Fund raising and the introduction of Calderglen charity 7's tournament as well as being the new football base for Calderglen FC.
- 3.6 The Trust advised that they did not believe the pitch could support two football teams, and as such Calderglen FC, who currently play its games out of the Lochwinnoch Annexe, would be the anchor occupier for their football and community related activities, should the Council support its' proposal.

- 3.7 Viewfield Rovers confirmed it desired to remain in occupation as the sitting tenants. Confirmed it is a constituted group who are approaching their 100year anniversary in 2021 and wanted to remain in occupation within the community from which the club was formed and they continue to support. They also accepted that they had rent arrears to address.
- 3.8 Viewfield Rovers advise that they provide football facilities to approximately 320 youths and adults, in terms of their amateur, 21's, 2007's team as Viewfield, and its 2003's and 2007's teams playing as Glentyan Thistle.
- 3.9 The pitch and pavilion is made available to other teams for hire at affordable prices, matches are free to watch, they run an annual charity match with proceeds donated to local and national charities, Help for Heroes, being the last beneficiary. The local primary school have a key to the gates and pavilion and use the park for its sport day, free of charge. The pavilion is available to the community for hire, they advise free of cost, for parents and local groups seeking to hold an event.
- 3.10 The club also advise that since the management committee of Viewfield Rovers was joined with Glentyan Thistle, as a club they have invested upwards of £12,000 improving the facility and sorting out issues with an outstanding water bill. This in part led to the rent arrears situation. Following discussions, with Council officers they have reduced the rent arrears to £815.00 and have agreed to make further payment/s to clear the rent arrears in terms of a payment plan.
- 3.11 As there was competing interests from two parties, officers had asked that both parties speak together to see if they could work together. Regrettably this was not possible for the reasons outlined in 3.6 above.

4. Analysis of offers

- 4.1 On evaluating both offers, it was clear that both parties offered a very similar community benefit, with football being the primary use.
- 4.2 The Trust is and remains an un-constituted group. It has brought together various groups within the village, but they currently do not exist in terms of a governance structure, Trust deed and are not a registered charity. As such they are not in a position, to make a Community Asset Transfer request in terms of the Community Empowerment (Scotland) Act 2015. Their submission is that they will form themselves, if the Council supports their proposal.
- 4.3 Viewfield Rovers is an established local football team, who are the sitting tenant and coming up for 100 year anniversary. They already offer similar services to that which the Trust advised it was proposing. They had since the merger/joining with Glentyan Thistle invested in the premises in the last 2 years, which indicated their commitment to the

area, and willingness to offer benefits to the community. There had been a rent arrears situation, but following discussions with Council officers this had been addressed, with a payment plan being agreed.

- 4.4 The officers Community Asset Transfer Panel, chaired by the Head of Property met on the 15 February to discuss both offers. The Panel determined that as the Trust did not exist, then the Council should decline the Trust's Community Asset Transfer request, and proceed to lease the premises to Viewfield Rovers, the sitting tenant in terms of the 5year lease they have requested.
- 4.5 In terms of leases to football teams it has been noted that while Viewfield Rovers are currently charged a rent of £1, 252.84 per annum, the Planning and Property Board in terms of a lease to Erskine YFC and a lease to Houston United, have agreed to lease with the rent specified as £1, if asked. This is to support the local teams who provide a service to their respective communities. Recognising this, and to be consistent, it is proposed that the new lease with Viewfield Rovers, should be at a similar concessionary rent of £1, if asked.

5 Proposed terms and conditions of lease;

- The lease shall be for a period of 5 years and shall be on the Council's standard Full Repairing and Insuring style of lease.
- The initial annual rent shall be £1, if asked. However, Viewfield Rovers, are required to meet the outstanding rent arrears due of £815.00.
- It is noted that Viewfield Rovers currently do not hold an SFA Quality mark, which is an accreditation from the SFA, which is offered to amateur and youth football clubs to indicate their hard work and dedication to football. The club are to be encouraged to seek and obtain this accreditation.
- The ground shall be leased for use as a football park and pavilion for community use.
- The tenant must be an appropriately constituted group open to all members of the Community to which it serves.
- The tenant shall be responsible for meeting the Council's reasonable legal and professional expenses incurred in concluding the new lease.
- Any other reasonable terms and conditions considered necessary to protect the Council's interest.

Implications of the Report

1. **Financial** – Concessionary let for Viewfield Rovers will continue to support the community.
2. **HR & Organisational Development** – None.
3. **Community Planning**
Our Renfrewshire is thriving – Will support the community in offering an opportunity to improve individuals health & wellbeing through football..
4. **Legal** – May will require to conclude new 5 year lease with Viewfield Rovers.
5. **Property/Assets** – As per this report.
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

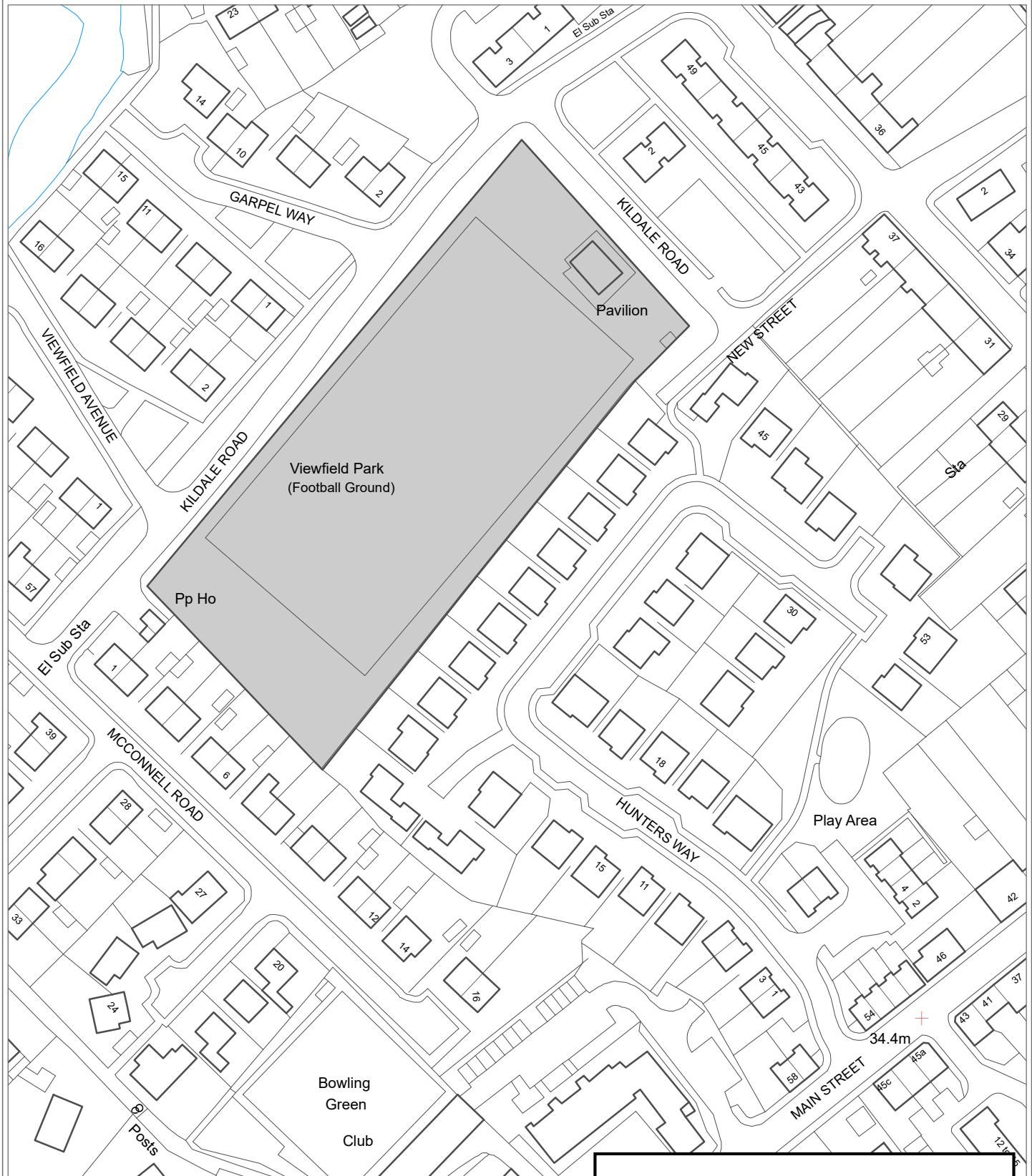
List of Background Papers

- (a) Background Paper 1 – None.

Author: Frank Hughes – 0141 618 6175. frank.hughes@renfrewshire.gov.uk


User: howardhaughj2

Date: 26/02/2019



Notes:

Legend

 Area to be transferred extends to 1.1 hectares or thereby



To: Infrastructure, Land & Environment Policy Board

On: 20 March 2019

Report by: Director of Finance & Resources

Heading: Kirklandneuk Playing Field & Pavilion Renfrew Victoria Boys Club

1. Summary

- 1.1 This purpose of this report is to seek approval from the Board for the grant of a new 25year lease to Renfrew Victoria Boys Club for Kirklandneuk Playing Fields and Pavilion.

2. Recommendations

It is recommended that the Board:-

- 2.1 Approve the granting of a 25 year lease to Renfrew Victoria Boys club of Kirklandneuk Playing Fields and Pavilion, Ness Road, Renfrew on the terms and conditions detailed within this report.
- 2.2 Authorise the Head of Property and the Head of Corporate Governance to conclude the lease with Renfrew Victoria Boys Club, on the Council's standard Full Repairing & Insuring lease and on such other terms as required to protect the Council's interest.
-

3. Background

- 3.1 Currently, Renfrewshire Council lease Kirklandneuk Playing Fields and Pavilion to Renfrew Victoria Boys Club as indicated on plan E2867, on a year to year lease at an annual rent of £1545.73, scheduled to terminate on 31 March 2019. This lease is managed on the Council's behalf by Renfrewshire Leisure.

- 3.2 Renfrew Victoria have occupied the Kirklandneuk Playing Fields & Pavilion for more than 10 years, taking occupation when the Council terminated their let at the Moorcroft playing fields, to build the Renfrew Sports Centre.
- 3.3 Renfrew Victoria Boys Club offer football training for various youth teams and currently has 150 players and coaches who benefit from the football service they offer. The club is a registered Charity SCO40287, and as well as offering football coaching, hold an annual charity football tournament and have supported various local charities in the area.
- 3.4 The club has made an application for a Community Asset Transfer of the Kirklandneuk Playing Fields and Pavilion, in terms of a 25year lease. They believe by securing an improved level of tenure they will be able to attract funding from various sources which will enable the club to improve the pavilion and playing fields such that there can be an increased use by the Community and they will be able to grow the club in terms of the number of teams they can provide. They have supplied a business plan indicating how they intend to grow the club and increase the number of teams who will benefit from their investment.
- 3.5 Investment centres around improving the showers, flooring, lighting and externals to the pavilion, forming a small kitchen area to offer food/café type use and improving the drainage of the playing fields, such that an intensified use will be possible.
- 3.6 The club have confirmed they have the support of the Kirklandneuk Community Centre, Management Committee to their proposal. This is important as currently the changing pavilion and the Community Centre are connected in terms of utilities, power, water etc.

4. Analysis of proposal

- 4.1 The officers Community Asset Transfer Panel, chaired by the Head of Property met on the 15 February to discuss the request by Renfrew Victoria Boys Club. The Panel determined that the Council should support this Community Asset Transfer request and proceed to lease the premises to Renfrew Victoria Boys Club in terms of the 25year lease they have requested.
- 4.2 In terms of leases to football teams, it has been noted that while Renfrew Victoria Boys Club are currently charged a rent of £1,545.73 per annum, the Planning and Property Board in terms of a lease to Erskine YFC and a lease to Houston United, have agreed to lease with the rent specified as £1, if asked. This is to support the local teams who provide a service to their respective communities. Recognising this, and to be consistent, it is proposed that the new lease with Renfrew Victoria Boys Club, should be at a similar concessionary rent of £1, if asked.

5 Proposed terms and conditions of lease;

- The lease shall be for a period of 25 years and shall be on the Council's standard Full Repairing and Insuring style of lease. The club will share to cost to maintain the car park and access road which serves the playing fields and the adjacent community centre.
- The initial annual rent shall be £1, if asked.
- As the Pavilion is connected to the existing Community Centre, steps must be taken by the Club to separate services to ensure each building can function independently of each other.
- It is noted that Renfrew Victoria Boys Club, while having coaches who are all PVG approved, they currently do not hold an SFA Quality mark, which is an accreditation from the SFA, which is offered to amateur and youth football clubs to indicate their hard work and dedication to football. The club are to be encouraged to seek and obtain this accreditation.
- The ground shall be leased for use as a football park and pavilion for community use.
- The tenant must be an appropriately constituted group open to all members of the Community to which it serves.
- The tenant shall be responsible for meeting the Council's reasonable legal and professional expenses incurred in concluding the new lease.
- Any other reasonable terms and conditions considered necessary to protect the Council's interest.

Implications of the Report

1. **Financial** – Concessionary let to Renfrew Victoria Boys Club will continue to support the community.
2. **HR & Organisational Development** – None.
3. **Community Planning**
Our Renfrewshire is thriving – Will support the community in offering an opportunity to improve individuals' health & wellbeing through football.
4. **Legal** – May will require to conclude new 25 year lease with Renfrew Victoria Boys Club.

5. **Property/Assets** – As per this report.
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

List of Background Papers

- (a) Background Paper 1 – None.

Author: Frank Hughes – 0141 618 6175. frank.hughes@renfrewshire.gov.uk



Renfrewshire
Council

Kirklandneuk Playing Fields & Pavilion, Renfrew

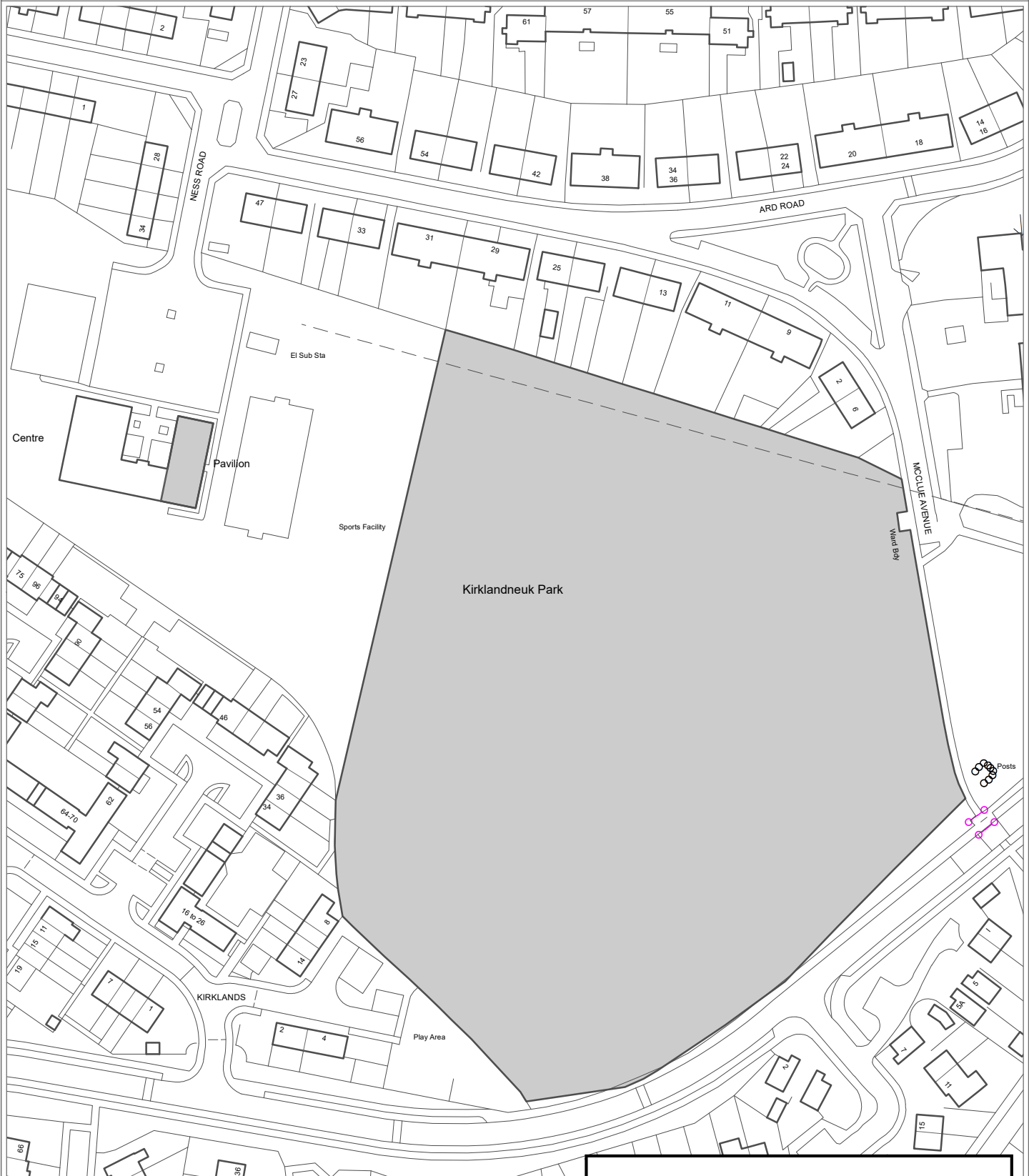
Report Plan Ref. E2867



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User: howardhaughj2

Date: 26/02/2019



Notes:

Legend

 Area to be transferred extends to 2.62 hectares or thereby

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To: Infrastructure, Land & Environment Policy Board

On: 20 March 2019

Report by: Director of Finance & Resources

Heading: 36 Glenburn Road, Paisley

1. **Summary**

- 1.1 This report advises the Board on the provisional terms and conditions agreed for a new lease of the property at 36 Glenburn Road, Paisley.

2. **Recommendations**

It is recommended that the Board:-

- 2.1 Grant authority to the Head of Property and the Head of Corporate Governance to conclude a new lease of the shop property at 36 Glenburn Road, Paisley on the basis of the main terms and conditions contained in this report.
-

3. **Background**

- 3.1 Mrs Karina Tung has leased the shop property at 36 Glenburn Road, Paisley on the basis of a month to month lease since August 2016. The property trades as a Chinese Takeaway, at an annual rental of £7,000, which is considered to be the full rental value. Mrs Tung has invested a significant sum of money in the property and would therefore prefer to have more security of tenure, rather than the short term tenancy in place.
- 3.2 Discussions have taken place with Mrs Tung, and the following main terms and conditions of lease have been provisionally agreed;

4. **Proposed terms and conditions of lease;**

- 4.1.1 The existing lease shall be renounced at a mutually agreed date to correspond with the date of entry in the new lease.
- 4.1.2 The lease shall be for a period of 10 years, and shall be on the basis of the Council's standard Full Repairing and Insuring style of lease.
- 4.1.3 The initial annual rent shall be £7,000, and shall be reviewed every 5 years.
- 4.1.4 The premises shall continue to be used as a Chinese takeaway.
- 4.1.5 The tenant shall be responsible for meeting the Council's reasonable legal and professional expenses incurred in concluding the new lease.
- 4.1.6 Any other reasonable terms and conditions considered necessary to protect the Council's interest.

Implications of the Report

- 1. **Financial** – Annual rent of £7,000 to be received.
- 2. **HR & Organisational Development** – None.
- 3. **Community Planning**
Our Renfrewshire is thriving – New lease will provide tenant with more security.
- 4. **Legal** – New lease of property required.
- 5. **Property/Assets** – As per this report.
- 6. **Information Technology** – None.
- 7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published

on the Council's website.

8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

List of Background Papers

- (a) Background Paper 1 – None.

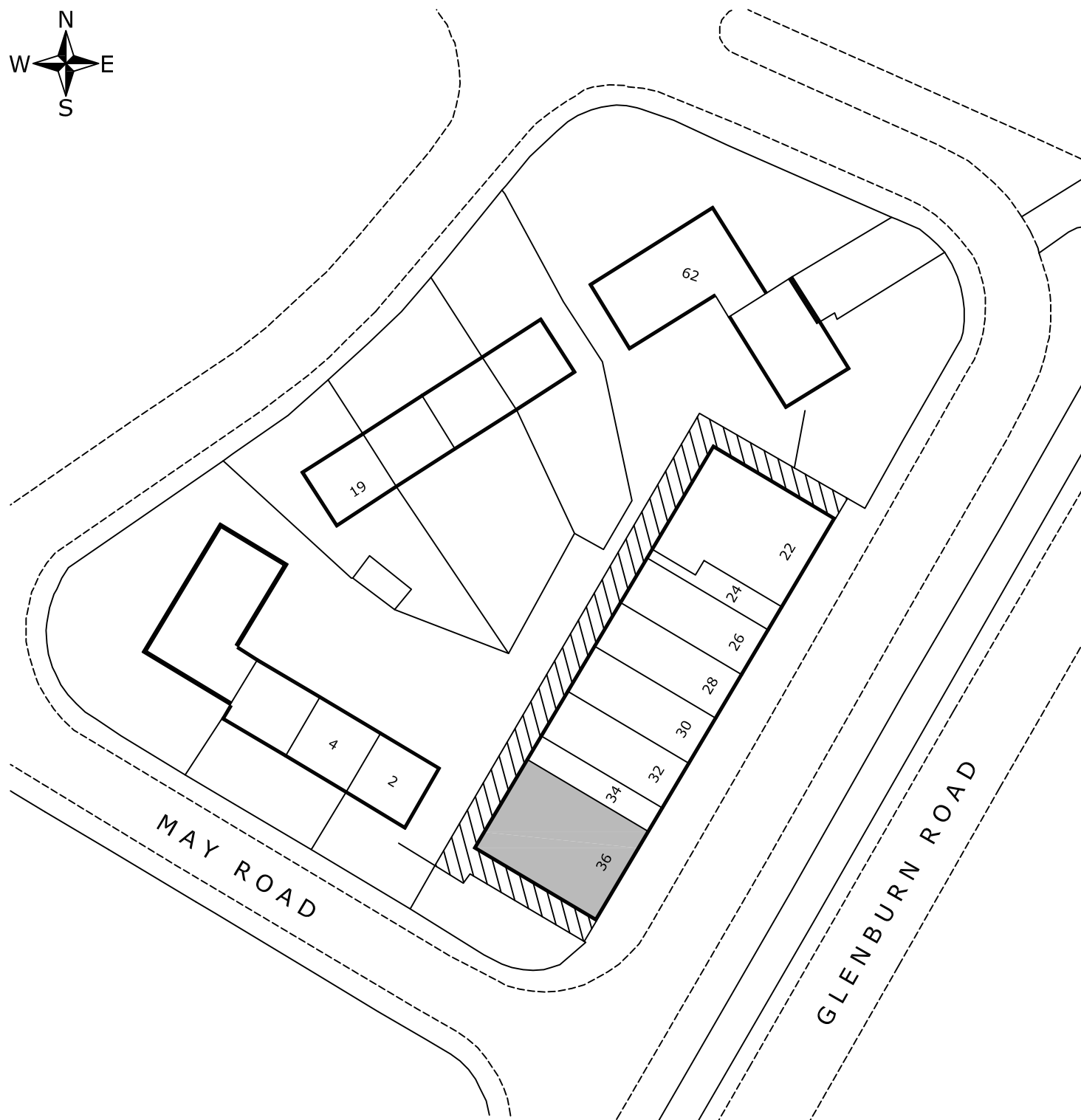
Author: Andrew Smith – 0141 618 6180. andrew.smith@renfrewshire.gov.uk

FINANCE & RESOURCES ASSET & ESTATES SECTION





Renfrewshire
Council

TITLE	SHOP LEASE PLAN 36 GLENBURN ROAD, PAISLEY PA2 8JG	DRAWING No.	E2401	SCALE	1:500
		DRAWN BY	JW	DATE	FEB 2019



LEGEND

-  SHOP AREA TO BE LEASED
-  1/6 SHARE BETWEEN
Nos. 22, 26, 28, 30, 32 & 36