

Notice of Meeting and Agenda Greener Renfrewshire Thematic Board

Date	Time	Venue
Monday, 01 February 2016	10:00	CMR 1, Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM
Head of Corporate Governance

Membership

Councillors E Devine and Audrey Doig, O Reid, Lead Officer and Head of Public Protection, S MacDougall, Director of Community Resources; J Lynch, Head of Property, C Thorpe, Corporate Asset/Energy Manager, L Feely, Housing Investment Manager and S McMillan, Policy & Regeneration Manager (all Renfrewshire Council); I Cunningham, Engage Renfrewshire; A Fraser, FLAIR Representative; J Wilby, Forum for Empowering Communities; Ross Nimmo, Glasgow Airport; G Tarvit, Keep Scotland Beautiful; J Downie, Police Scotland; J Still, Renfrewshire Community Health Partnership; P Nelis, Scottish Fire and Rescue Service; M MacLaren, Scottish Water; K Boag, SEPA; J Binning, Strathclyde Partnership for Transport; C Roxburgh, West of Scotland University; and C Devine, Zero Waste Scotland.

Chair

Councillor E Devine.

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.

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

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

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

Items of business

During consideration of the following items of business, the meeting will be open to the press and public.

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.

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| 1 | Minute of Previous Meeting
Minute of the Previous Meeting held on 9 November, 2015 | 5 - 8 |
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| 2 | Rolling Action Log
Report by Director of Finance & Resources, Renfrewshire Council. | 9 - 10 |
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| 3 | Spotlight on NHS
Presentation by J Keenan, NHS. | |

FOR DISCUSSION

- | | | |
|----------|---|----------------|
| 4 | Greener Renfrewshire Sub-Groups - Progress and Key Achievements and Challenges
Report by Head of Public Protection, Community Resources, Renfrewshire Council. | 11 - 42 |
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| 5 | Building Safer Greener Communities - Multi Agency Approach
Report by Head of Public Protection, Community Resources, Renfrewshire Council. | 43 - 48 |
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| 6 | Renfrewshire's Local Air Quality Management 2015 - Updating and Screening Assessment and Detailed Assessments for Johnstone, Renfrew and Montgomery Road, Paisley
Report by Head of Public Protection, Community Resources, Renfrewshire Council. | 49 - 58 |

7 SPOTLIGHT ON GREENER TRANSPORT

- (a) **Low Carbon & Electric Vehicles** **59 - 64**
Report by J Binning, Principal Policy Officer, SPT.

- (b) **Active Travel Plans Across Renfrewshire**
Presentation by M Higginbotham, Community Resources, Renfrewshire Council.

FOR NOTING

- 8 **Overview of Initiatives and Good Practice** **65 - 72**
Report by Director of Community Resources, Renfrewshire Council.

FOR APPROVAL

PRIVATE & CONFIDENTIAL

The following report is deemed Private & Confidential owing to the information contained within the application forms and Press and Public should be excluded.

- 9 **Stalled Spaces Scotland**



Minute of Meeting Greener Renfrewshire Thematic Board

Date	Time	Venue
Monday, 09 November 2015	10:00	CMR 1, Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

PRESENT

Councillors E Devine and Audrey Doig; O Reid, Lead Officer and Head of Public Protection; J Lynch, Head of Property; C Thorpe, Corporate Asset/Energy Manager, and S Marklow, Assistant Policy Manager (all Renfrewshire Council); I Cunningham, Engage Renfrewshire; A Fraser, FLAIR Representative; and J Wilby, Forum for Empowering Communities.

CHAIR

Councillor E Devine, Chair, presided.

IN ATTENDANCE

M Higginbotham, and C MacDonald (both Renfrewshire Council); and D Shannon, Forestry Commission Scotland.

APOLOGIES

S MacDougall and L Feely (both Renfrewshire Council); R Nimmo, Glasgow Airport; G Tarvit, Keep Scotland Beautiful; J Downie, Police Scotland; P Nelis, Scottish Fire and Rescue Service; J Binning, Strathclyde Partnership for Transport; J Still, Renfrewshire Community Health Partnership; C Roxburgh, West of Scotland University; and C Devine, Zero Waste Scotland.

DECLARATIONS OF INTEREST

There were no Declarations of Interest intimated.

1 MINUTE OF PREVIOUS MEETING

There was submitted the Minute of the meeting of the Greener Renfrewshire Thematic Board held on 31 August, 2015.

DECIDED: That the Minute be approved.

2 ROLLING ACTION LOG

The Rolling Action Log was submitted for approval.

DECIDED: That the Rolling Action Log be approved.

3 PROGRESS AGAINST TARGETS AND PROPOSED REVISIONS TO SINGLE OUTCOME AGREEMENT

A report was submitted by the Head of Public Protection relative to further proposed revisions to the Single Outcome Agreement which were detailed within the report.

Discussion took place on the impact measure "% of the vehicle fleet which uses alternative fuels, such as electricity". The Board agreed that a report be submitted to the next meeting relative to the wider use of electric vehicles by SPT.

DECIDED:

(a) That the proposed changes to the Greener Renfrewshire element of the Single Outcome Agreement as detailed within the report be agreed;

(b) That the performance against impact measures highlighted within the report be noted;

(c) That the performance measures being used to support delivery of the headline indicators included in the Greener Renfrewshire element of the Single Outcome Agreement be agreed: and

(d) That it be agreed that a report be submitted to the next meeting of the Board relative to the wider use of alternative fueled vehicles by SPT.

4 CARBON MANAGEMENT PLAN

C Thorpe gave a presentation relative to an update on the Carbon Management Plan.

The presentation highlighted the drivers for the plan; outlined the aims, targets incentives, compliance and progress to date. Details of current projects and the benefits

of creating a fuel supply chain were outlined.

DECIDED: That the presentation be noted.

5 GREENER TRANSPORT SUB-GROUP UPDATE ON PROGRESS

A report was submitted by the Greener Transport Sub-Group relative to the progress made by the Sub-Group in achieving the high level priorities of the Board. The Minute of the meeting held on 22 September, 2015 was attached as an appendix.

DECIDED: That the report be noted.

6 SPOTLIGHT ON FORESTRY COMMISSION

A presentation was given by D Shannon relative to the work carried out by the Forestry Commission.

The presentation outlined the management structure of Forestry Commission Scotland and the area that it covered. The work being undertaken on the Forest Estate and the plans and strategies in place was highlighted.

DECIDED: That the presentation be noted.

7 VACANT AND DERELICT LAND DATABASE

S Marklow gave a presentation on the Vacant and Derelict Land database which was developed in order to establish a completed GIS layer to put on Local View which highlighted land identified for vacant, business and industrial use. Members were given a demonstration of the database and were advised that the database would be kept up-to-date with vacant land that could be identified for stalled spaces.

DECIDED: That Sharton be thanked for the hard work and creativity in producing the database and the contents of the presentation be noted.

8 OVERVIEW OF INITIATIVES AND GOOD PRACTICE EXAMPLES

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

DECIDED: That the report be noted.

9 STALLED SPACES SCOTLAND

A report was submitted by the Head of Public Protection updating members on the Stalled Spaces Scotland applications. The report advised that five applications for funding had been considered at the last Greener Renfrewshire Thematic Board meeting. Three of these applications had been approved and the Board, awarded £6,307 of funding:

- Reaching Older Adults in Renfrewshire (ROAR), West End Paisley: £2,400 awarded;
- Loud n Proud, Paisley: £2,007 awarded;
- West End Community Council, Paisley: £1,900 awarded

The application from I Am Me Scotland had been approved by the Greener Renfrewshire Thematic Board for £2,000 for a filming project on a derelict mill site in the Johnstone area however Architecture & Design Scotland had added a number of conditions to this application which were currently being addressed with the applicant prior to the release of the funds. A fifth application from West College Scotland was declined as it was felt that the project was not focused on a stalled space and more partnership working with the local community was required for it to be successful.

A further 3 applications were seeking funding totalling £7,136:-

- Renfrewshire Development Trust;
- Kilbarchan Community Council; and
- Environmental Training Trust.

After discussion, the Lead Officer asked that the stalled spaces applications be approved in principle with final details of level of award and content to be remitted to Lead Office and Convener. It was agreed that that details would be confirmed at next meeting together with information on further award applications received.

The report advised that representatives from Engage Renfrewshire and Renfrewshire Council were currently in the process of discussing applications from five community groups and would continue to work with them in the completion of their applications.

DECIDED:

(a) That the applications be approved in principle with final details of level of award and content to be remitted to Lead Office and Convener and the details to be submitted to the next meeting together with information on further award applications received;

(b) That the report be noted.

10 **DATE OF NEXT MEETING**




The Clerk advised that the next meeting of the Greener Renfrewshire Thematic Board would take place on Monday 1 February, 2015 at 10am.

DECIDED: That the information be noted.




RENFREWSHIRE COUNCIL

GREENER RENFREWSHIRE THEMATIC BOARD

ROLLING ACTION LOG

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

KEY

Action No.	Action	Action Owner	Status	Expected Date of Completion	Actual Date of Closure	Update & Comments
GR.17.12.14(2) – Stalled Spaces	(a) The Board to identify and support relevant community groups across Renfrewshire to come forward with suitable projects to receive funding; and (b) A report/presentation to be submitted to a future meeting.	Lead Officer		Future meeting		<u>GR.05.03.15</u> Report submitted and noted. <u>GR.31.08.15(7)</u> The applications were approved in principle with final details of level of award and content to be remitted to Lead Officer and Convener and the details to be submitted to the next meeting together with information on further award applications received. <u>GR.09.11.15(9)</u> The applications were approved in principle with final details of level of award and content to be remitted to Lead Officer and Convener and the details to be submitted to the next meeting together with information on further award applications received.
GR.17.12.14(6) – Building Greener/Safer Communities	(a) Relevant partners in the Community Safety Partnership to work up proposed options for submission to the National programme; and (b) Further reports on progress to be brought to subsequent meetings of the Board.			Future meeting		<u>GR.05.03.15(5)</u> Progress update noted.
GR.05.03.15(4) – Progress Against Targets	Further work with partners would be undertaken to refine the detail of the indicators and submitted to the next meeting of the Board.			05/03/15	Feb 2016	<u>GR.11.06.15(5)</u> The update was reported to the Community Planning Partnership Board at its meeting on 24 June 2015. <u>GR.09.11.15(3)</u> (a) Proposed changes to the Greener Renfrewshire element of the Single Outcome Agreement were agreed; (b) The performance measures being used to support delivery of the headline indicators included in the Greener Renfrewshire element of the Single Outcome Agreement were agreed; and (c) A report be submitted to the next meeting of the Board relative to the wider use of alternative fueled vehicles by SPT.



To: GREENER RENFREWSHIRE THEMATIC BOARD

On: 01 FEBRUARY 2016

Report by:

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

**GREENER RENFREWSHIRE SUB GROUPS
PROGRESS AND KEY ACHIEVEMENTS AND CHALLENGES**

1. Summary

- 1.1 The Greener Renfrewshire Thematic Board has responsibility for co-ordinating and driving multi-agency activity to ensure the achievement of the long term vision that: 'Renfrewshire will be a clean and attractive location, providing a healthy, inviting and pleasant environment in which to live, work and do business through the promotion of sustainable patterns of travel and development, the efficient management of energy and the treatment of waste as a valuable resource'
- 1.2 To ensure the main aims, objectives and priorities of the Greener Renfrewshire Thematic Board are achieved, it was agreed that sub groups be created to focus on the four workstreams of the Board: Greener Communities; Greener Transport; Greener Housing; and Carbon Management and Waste Reduction.
- 1.3 This report details the progress made by the four sub-groups in achieving the high level priorities of the Greener Renfrewshire Thematic Board, detailing key achievements and challenges, together with refreshed action plans and targets.

2. Recommendations

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board:
 - notes the strategic direction of each of the sub-groups as identified in the action plans contained within the appendices to this report.
 - agrees the priority actions for the next 2 years, identified for each of the sub-groups as detailed in section 5 of this report.

- notes that performance scorecards for each of the sub groups will be submitted to the next meeting of the board, with revised targets, where appropriate.
- notes the minutes of the December meetings of the Greener Communities and Greener Transport sub-groups within the appendices of this report.

3. Background

- 3.1 To ensure the main aims, objectives and priorities of the Greener Renfrewshire Thematic Board are achieved, it was agreed to create sub groups to focus on the four workstreams of the Board: Greener Communities; Greener Transport; Greener Housing; and Carbon Management and Waste Reduction.
- 3.2 Each of the sub groups has an action plan and a range of performance measures which ensure the priority outcomes of the Greener Renfrewshire Thematic Board are achieved.
- 3.3 Lead officers have been appointed to each of the sub groups:-
- Greener Communities sub-group is led by John Wilby of the Renfrewshire forum for Empowering Communities and Iain Cunningham of Engage Renfrewshire;
 - Greener Housing sub-group is led by Adele Fraser of Linstone Housing Association, assisted by Louise Feely of Renfrewshire Council;
 - Greener Transport sub-group is led by Ross Nimmo of Glasgow Airport, assisted by Mark Higginbotham of Renfrewshire Council; and
 - Carbon Management and Waste Reduction sub-group is led by Craig Thorpe and Karen Anderson, both of Renfrewshire Council.

4. Key Achievements

- 4.1 Success has been achieved in a number of key areas in respect of the priority outcomes of the Greener Renfrewshire Thematic Board including:
- The delivery of more than 60 projects across Renfrewshire to enhance Renfrewshire's Green Network;
 - Funding from the Stalled Spaces programme has been issued to 7 projects across Renfrewshire to help revitalise vacant and derelict spaces in, mainly, town centre locations;
 - Provision of energy advice to households across Renfrewshire, realising savings in fuel costs of around £90,000, helping to address the issue of fuel poverty;

- Achievement of SHQS standard in social housing across Renfrewshire;
- Achievement of the 10 year target for the number of electric vehicles in Renfrewshire Council's vehicle fleet;
- A cycling strategy covering Renfrewshire has been prepared and will be submitted to Board in March for approval;
- Renfrewshire Council achieved a reduction of 28% in Co2 emissions, against a target of 25% for its 2009-2014 Carbon Management Plan;
- Provision of food waste recycling has been rolled out to all urban properties in Renfrewshire.
- Significant progress in the Clyde Valley Waste Infrastructure Project. A preferred bidder has been chosen and the project team are moving to financial close.

5. Next Steps

- 5.1 The following actions have been identified as priorities, over the next 1-2 years, for the sub-groups, to ensure the key outcomes of the Greener Renfrewshire Thematic Board are achieved.
- 5.2 The priorities of the Greener Communities sub-group are:
- Ensuring community groups and third sector organisations are aware of the priority outcomes of the Greener Renfrewshire Thematic Board and creating a forum which ensures co-operative working.
 - Bringing vacant and derelict land sites across Renfrewshire into sustainable community use and supporting the development of place based environmental improvements in our communities in line with Building Safer Greener Communities and the Tackling Poverty Strategy.
- 5.3 The priorities of the Greener Housing sub-group are:
- Contributing to Renfrewshire's Tackling Poverty Strategy through measures developed to help reduce fuel poverty.
- 5.4 The priorities of the Greener Transport sub-group are:
- Focusing resources and providing better co-ordination of active travel initiatives (cycling, walking) that will optimise potential impacts and benefits to communities and workplaces across Renfrewshire, linking with key regeneration activities including Town Centre Regeneration, new developments at Bishopton, City Deal and the Airport Development Zone.
 - Delivering the provision of a community transport bus, serving the needs of community groups and employers where shift patterns restrict employee options to use public transport.

- 5.5 The priorities of the Carbon Management and Waste Reduction sub-group are:
- Reducing the tonnage of waste being disposed to landfill.
 - Increasing the % of household waste which is recycled.
 - Reducing the CO2 emissions from public space lighting through the delivery of street lighting improvements and the replacement of existing street lighting lanterns with LEDs.

6. Key Challenges

- 5.1 The sub-groups have identified a number of areas which have proved to be challenging. These include:
- The achievement of the Scottish Government's challenging recycling targets, prior to the Clyde Valley Residual Waste Project becoming operational in 2021.
 - Educating the public to engage in recycling activities and reducing contamination within recycling bins, without the introduction of enforcement activities.
 - Declining market conditions for recycle value which is having a significant impact on budgets.
 - Improving air quality across Renfrewshire. There is currently one Air Quality Management Area within Paisley town centre but more detailed assessment is ongoing and Renfrewshire's Air Quality Action Plan is currently being reviewed. As part of this process, the opportunity is being taken to look at alternative ways of measuring air quality performance in Renfrewshire.
 - Ensuring community groups, third sector organisations and the Community Planning Partners are able to work in a co-ordinated manner to achieve the key outcomes of the Greener Renfrewshire Thematic Board.

7. Community Involvement/Engagement

- 6.1 A wide range of community groups is represented across the membership of the sub groups of the Greener Renfrewshire Thematic Board, with invitations issued to other community representatives to attend sub-group meetings, when appropriate to the agenda.

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Greener Communities Sub Group Action Plan Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)		
Actions	Progress to date	Future steps
Encourage and support community (public, business, charities) involvement in developing and measuring activities that help to make Renfrewshire 'Greener'	<p>Town Centre Wednesday team in place</p> <p>Community Resources Rapid Response Team established</p> <p>Seedhill pilot completed and other target location being considered</p> <p>ETT have taken on 8 Town Centre locations including:</p> <ul style="list-style-type: none"> •Hamills walkway clean up and maintenance •Rail painting at Cart (Bridge St) •Clean up of St James Corner and maintenance •Clean up and maintenance of Alexander Wilson memorial Gardens •Clean Up of TA centre •Clean up of Sneddon Quay •Tidy up of Orchard st Carpark •Painting of Utility cabinets in Town Centre •Graffiti removal in town centre- Tag the Tag Initiative <p>Engage Renfrewshire have organised training courses, which will be delivered by Renfrewshire Environmental Trust, on growing various types of vegetables.</p> <p>Establish Links with Rural Watch to help highlight the issues relating to flytipping in rural locations</p> <p>Renfrewshire Growing Grounds Forum has supported community growing in Renfrewshire generating the creation of 64 new community growing plots, giving a 45% increase in growing opportunities.</p>	<p>Agree levels of support that community groups can offer council services regarding interventions required for 'eye sore 'areas' .</p> <p>Develop and communicate an information resource that details what activities are being undertaken by community groups within Renfrewshire and how to access these.</p> <p>Develop support and funding options to support community groups to tackle 'eye sore' locations.</p> <p>Relaunch of the Kick and Collect scheme. This is run by Streetstuff and helps young people, through community cleanups, establish the links between the crime/grime agenda.</p> <p>Development of a quarterly newsletter routinely populated by council services and partners which is to be distributed to those people/groups/organisations who sign up to the Greener Pledge.</p> <p>Ensure details of all community clean-ups are published online and on social media to help recruit volunteers and promote awareness across local communities.</p> <p>Engage with communities on four sites which have been identified for community growing in: Bridge of Weir, Erskine and Paisley West End. Assist the community groups with support in applying for grant funding along with identifying best practice in taking initiatives forward as well as helping to identify information, resources and communication channels.</p>

Greener Communities Sub Group Action Plan Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)		
Actions	Progress to date	Future steps
Identify key priorities for tackling littering, dog fouling trade waste and flytipping issues within Renfrewshire and how partners can help to address these.		Consider the possibility of refreshing the Local Biodiversity Action Plan.
		Support BID team in their application for Purple Flag status for Paisley Town Centre.
		Further develop links between council services and Friends of Groups to help support their greener initiatives in Renfrewshire Parks.
		Roll out of the Seedhill Communications Pilot to target areas. This initiative was designed to work with Housing Associations and other partners to distribute information to tenants regarding a range of services (including Greener) available both from council and partners.
		Further development of the Town Centre Wednesday team. This team of Trainees works with Council Resources to help carry out additional targeted clean up at key locations
		Further development of Community Resources Rapid Response Team. This team helps to tackle incidences of commercial and domestic flytipping and will liaise with business to help promote responsible disposal of waste generated.
		Develop role of new Town Centre Janitor. The janitor will be a principle point of contact for the public and business regarding any town centre cleaning or maintenance issues.
		Recruitment of 4 special wardens as part of the Poverty Commission Funding who will work alongside Community wardens to help tackle issues relating to

<p>Greener Communities Sub Group Action Plan</p> <p>Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)</p>		
Actions	Progress to date	Future steps
		<p>environmental issues.</p> <p>Establish a Business information pack for new and existing businesses to highlight their responsibilities in terms of waste management and how they could support council services in maintaining the amenity of their area.</p> <p>Establish Links with Rural Watch to help highlight the issues relating to flytipping in rural locations.</p> <p>Develop links with Registered Social Landlords to encourage the use and extension of Good Neighbour Agreements which highlight tenant's responsibility in helping to keep their community clean.</p> <p>Development of local partner campaigns which highlight specific environmental issues, e.g cigarette litter, chewing gum, litter from fast food outlets, school pupils littering, dog fouling, littering/ dog fouling in parks, cycle paths.</p> <p>Further develop links between education and other council services to highlight and tackle issues such as school littering.</p>
Promote awareness of Greener Initiatives amongst young people in Renfrewshire and encourage participation in local events	<p>LEAP delivered a range of formal and informal workshops and events within local primary schools in the surrounding villages in west rural Renfrewshire.</p> <p>LEAP launched the Yep! Programme, led by young people as a youth group and service. Over 47 workshops delivered through the YEP! Programme across three themes with an accumulative participation number of 382 which was made up of approximately 190 young people from across Renfrewshire and from different backgrounds.</p>	<p>Work with Keep Scotland Beautiful to promote the Young Reporters for the Environment programme.</p> <p>Encourage school across Renfrewshire to participate in the ECO Schools programme</p> <p>Encourage recycling initiatives in schools</p> <p>LEAP aim to continue the Yep! (Youth Engagement Programme) which can work formally and informally across Renfrewshire as well as in the rural villages. Community outreach is planned for the future to help reach young people who would benefit from additional support and group work.</p>

Greener Communities Sub Group Action Plan Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)		
Actions	Progress to date	Future steps
Provide support and promote awareness of local community and third sector initiatives around clothes and furniture recycling	<p>Project Oscar, Haven and RAMH have well established furniture recycling programmes in place. It is important that awareness of this work is raised across Renfrewshire and that linkages with other housing/homeless charities are established</p> <ul style="list-style-type: none"> Woodland PS in Linwood has established a school clothing recycling scheme Linwood Development Trust has established 'Kit and Caboodle' – a sports clothing recycling scheme Renfrewshire food banks have been established Greggs and Sainsburys donate excess food to community groups, on request. <p>LEAP ran upcycling events as part of the LEAP community outreach activities, while also having 'recycle or dye' which helped children and adults learn about using old materials, natural dyes and making new garments. Young people also sold their crafts at community events and stalls.</p>	LEAP aim to continue to grow its clothes and textiles recycling and upcycling activities and share skills with children, young people and adults.
Identify vacant and derelict land sites and community assets which can be developed to enhance local communities and work with community groups and community planning partners to deliver these projects	<p>A review was carried out to establish a list of current play areas and parks across Renfrewshire and to determine local interest in community ownership. This report was submitted to the Audit, Scrutiny and Petition Board presenting the audience and findings. 5 sites were identified: RAGG-Renfrew, Maxwellton Park, Ferguslie Park Gardens, Barshaw Park & Johnstone Community Sports Centre: Maxwellton Park: Redevelopment of a sensory garden into a community garden with an input from Royal Horticultural Society, Green Gym, Community Safety Offenders and volunteers. The project has been co-ordinated by John Wilby, Roisin Robertson, Mark Faichney, Andy Summers and Catherine</p>	<p>Progression to be made on the following 3 sites which were identified for community ownership, per the report which was submitted to the Audit, Scrutiny and Petitions Policy Board. RAGG-Renfrew, Ferguslie Park Gardens, Barshaw Park. Public consultations have been taking place.</p> <p>Establish links with Erskine Community Council with view to identifying overgrown/eye sore sites in Erskine that require attention. A site in Bargarran highlighted by community as overgrown and used as drinking den by youths. Community Service have undertaken to support clearing of site in Spring 2016</p> <p>Following consultation on the Draft Town Centre</p>

Greener Communities Sub Group Action Plan Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)		
Actions		Future steps
<p>Gillen. Issues relating to the security of the area and scale of work required to clear it. Several potential funding streams will be pursued including, subject to a minimum 5-year lease, the Big Lottery and Awards for All. The projects may also be eligible for Climate Challenge Fund and the Police Proceeds of Crime Funding. There are also potential mutual benefits from high profile business sponsorship. Staff from Gleniffer Braes Country Park did a site visit and identified area to be cleared and plants to remain and tools/equipment required. They noted that it would be helpful if volunteers helping out with the work had some plant knowledge</p> <p>Johnstone Community Sports Centre: JCSC are currently seeking funding avenues to develop their own community garden and growing space initiative. They hope to develop a vacant, disused and run down area next to their centre into a thriving environmental learning space. They are in discussion with another local Environmental group ETT to assist with the design, preparation and implementation of the space once they have secured funding. Renfrewshire Council are also lending their support to this initiative through the 'Your time to give' programme</p> <p>Draft Town Centre Strategies and Action Plans have been prepared, identifying opportunity development areas within Town Centres which are a mixture of vacant and derelict land sites, stalled sites and assets which could become community assets.</p> <p>The Renfrewshire Local Development Plan Action Programme identifies a number of vacant and derelict sites in Renfrewshire indicating that various innovative initiatives will be required to stimulate</p>		<p>Strategies and Action Plans, Renfrewshire Council aims to finalise these strategies by working with a range of stakeholders.</p> <p>In Erskine, a charrette is being held to identify land for development along with land for greening and growing. Developers, groups and people with an interest in Erskine will be brought together to see how vacant and derelict land can be reduced along with plans for how the Council and others can enhance Erskine Town Centre and the surrounding area.</p> <p>The Council will also work with the Community Councils and Development Trusts in both Renfrew and Linwood to set out the priorities for the next few years along with ideas of how to deliver and implement projects.</p> <p>The Council also intends to work with the Community Council and the Business Consortium of Johnstone as well as other stakeholders to help regenerate key areas which includes current vacant and derelict land in and around Johnstone Town Centre. We are also keen to try and set up a development trust to try and deliver community projects.</p> <p>After finalising the Town Centre Strategies, it is intended that Centre Strategies and Action Plans for small centres across Renfrewshire will be prepared.</p> <p>Renfrewshire Council will work with others to develop more Simplified Planning Zone where required.</p> <p>Carry out a stakeholder consultation regarding the</p>

Greener Communities Sub Group Action Plan Lead: John Wilby (Paisley West and Central Community Council) Iain Cunningham (Engage Renfrewshire)		
Actions	Progress to date	Future steps
	development on these sites. Two Simplified Planning Zones have been set up in Hillington and Renfrew Town Centre to stimulate development and deliver projects to enhance these areas.	future provision of parks and play areas across Renfrewshire

RENFREWSHIRE COMUNITY PLANNING PARTNERSHIP
MINUTE OF THE MEETING OF
GREENER RENFREWSHIRE THEMATIC BOARD
GREENER COMMUNITIES SUB-GROUP
HELD ON 17 DECEMBER 2015
ENGAGE RENFREWSHIRE,
10 FALCON CRESCENT, PAISLEY

IN ATTENDANCE

Iain Cunningham (Chair), Engage Renfrewshire; John Wilby, Lead Officer, Forum for Empowering Communities; Joe Waclawski, SUSTRANS; Scott Duncan, LEAP; Ian Williams, Environmental Training Team; Angela Smith, Royal Horticultural Society; Maria Corrigan, Kirsty Wright, Colin Grainger, Jean Brown, all Renfrewshire Council

APOLOGIES

Derek Shannon, Forestry Commission; Peter Livingstone, Eadha Enterprises; Sharon Marklow, Allison Scott, Renfrewshire Council

1.	MINUTES OF PREVIOUS MEETING There was submitted the Minute of the meeting of the Greener Communities sub-group held on 24 th September 2015. No issues	Agreed
2.	FEEDBACK FROM GREENER RENFREWSHIRE THEMATIC BOARD (09-11-15) A summary of the last Greener Renfrewshire Thematic Board meeting was submitted and noted.	
3.	MEMBER UPDATES LEAP SD advised that a video has been launched in conjunction with Energy Action Scotland called 'Make it Happen'. They are currently seeking funding to deliver across Renfrewshire. It was agreed that a link to this video is published on the Renfrewshire 2023 website. LEAP are currently delivering an energy switching service in partnership with Renfrewshire Council and other organisations. They have the resources to switch around 200/300 customers' per month with relatively low funding, helping to eradicate fuel poverty. Referrals come from different service e.g. women's aid. MC confirmed that she would ensure that the community Safety Officers would refer any cases that come to their attention during home visits. It was also noted that ROAR and Barnardos could be possible partners in this process.	MC

	<p>A pilot for the provision of an energy switching service for commercial properties, such as bowling clubs, has been carried out and it is hoped to roll this out further, with any profits invested in the reduction of fuel poverty and the organisation's social enterprise work.</p> <p>Further work being carried out by LEAP involves a project in conjunction with an after-school group in Linwood which has taken on a long term lease of the old janitor's house at East Fulton Primary School. LEAP are arranging for work to be carried out to ensure the property is as energy efficient as possible, keeping the running costs to a minimum.</p> <p>ROYAL HORTICULTURAL SOCIETY</p> <p>AS advised the group that the RHS carry out extensive work across Renfrewshire with schools, community groups and allotment societies. A community outreach team is in place which delivers training and has supported various local projects including:</p> <ul style="list-style-type: none"> • Linwood High School's 5* garden • Linwood in Bloom • A small area at the new Tesco in Linwood <p>In 2016, the RHS are looking to recruit volunteer gardeners to go into local schools to share their skills for school garden campaigns, which are delivered free to all schools.</p> <p>They are also planning to encourage planting schemes in areas in Renfrewshire which are prone to flooding.</p> <p>The RHS are keen to develop partnership working arrangements with Renfrewshire Council and other organisations.</p> <p>PAISLEY TOWN CENTRE INITIATIVES</p> <p>MC advised the group that an application is being submitted to achieve Purple Flag status for Paisley Town Centre. The application has various criteria including wellbeing, safety, cleanliness etc. MC will circulate this to the group for comment. Other work ongoing includes:</p> <ul style="list-style-type: none"> • The Rapid Response Team is place to deal with issues in town centres, primarily relating to commercial waste. • Every Wednesday, 9 trainees have been carrying out outstanding ground works as a result of the late growing season. - AS asked if the RHS could take any bedding plants which are being removed – MC to co-ordinate this. • Joint working with the Environmental Training Team continues in the clearance of unsightly areas across Renfrewshire. • Dog fouling remains an issue and it is hoped that the Scottish Government's plans to increase the level of the fixed penalty to £80 from 2016 may be a deterrent but campaigns to ensure it is deemed socially unacceptable are likely to deliver the best results. • A funding request has been submitted to Zero Waste Scotland to fund a litter campaign, linked to a national campaign, specifically aimed at littering in town centres, sports facilities and parks. 	<p>MC</p>
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	<p>SUSTRANS</p> <p>JW provided an update on the work of SUSTRANS – a non-profit organisation providing safe routes for walking and cycling. SUSTRANS are currently looking to recruit volunteers including:</p> <ul style="list-style-type: none"> • rangers – to carry out general maintenance and litter collecting work collecting • signing champions – ensuring signage is up to date • wildlife champions – carrying out surveys on ecology, biology, botany and the creation of wildflower meadows • I-bike volunteers – to encourage children to use the tracks <p>A feasibility study is being carried out on Routes 7 and 75 – users are being asked what their likes and dislikes are and what improvements and developments they would be keen to see. The results of this survey will be shared at the next meeting of the sub group.</p> <p>SUSTRANS are keen to develop partnership working arrangements with community groups across Renfrewshire.</p> <p>The issues of safety on cycle tracks were discussed and it is hoped that if more groups are encouraged to use the tracks, they will become busier and, inevitably safer.</p> <p>JB to check if SUSTRANS are represented on the Greener Renfrewshire Thematic Board.</p> <p>ENVIRONMENTAL TRAINING TEAM</p> <p>IW highlighted that the Environmental Training Team now had up to 135 individuals involved in clear up maintenance projects which were supporting the Street Scene service across various location in Renfrewshire. The Team are looking at rolling out an extensive programme of work over the next few weeks and months.</p>	JB
4.	<p>STALLED SPACES</p> <p>JW informed the group that there were two projects in the West End. The first project had started at Brown Street while the second project, at Underwood Road, was due to commence in the new year.</p> <p>KW provided an update for the group on the overall Stalled Spaces project. To date seven awards have been made which has accounted for three quarters of the overall available funding. There are two pending applications which are likely to cover the remaining available funding. It was felt that there was a good spread of projects across Renfrewshire although some group members considered that the level of 'red tape' had been a barrier for some community groups applying for funds. KW informed the group that she was in discussion with Architecture Design Scotland regarding the possibility of a further release of Stalled Spaces funding (<i>sounded as if there was an underspend nationally</i>).</p>	KW

5	<p>ACTION PLAN PROGRESS</p> <p>IC provided the group with background to the current action plan and stressed the urgent need, for members, to provide updates and comments on progress. He referred specifically to the need to update the status column in the action plan which was attached to the previously circulated 'Notice of Meeting and Agenda' paper. IC asked group members to consider the activities and projects they were currently working on and which they will be working on in the future. When providing updates members should consider the period from April - December 2015. He encouraged members to provide updates on actions even if their organisations weren't referred to in the action plan.</p> <p>SD suggested that for future updates it may be worth considering holding workshop sessions where the group could discuss progress together. It was proposed that this be carried out on a quarterly basis.</p> <p>IC asked members to provided responses to him by 11 January.</p>	ALL
6	<p>PERFORMANCE TARGETS</p> <p>IC provided the group with background to the latest scorecard and asked group members to note the latest update. JW reinforced the need to get more people signed up to the pledge. JW asked that the pledge template be recirculated. There was a proposal to introduce an electronic version of the pledge thereby allowing individuals to sign up online/electronically. Several members suggested that if the pledge was online then they would sign post the pledge via their own organisations website. It was suggested that Keep Scotland Beautiful be contacted to explore the possibility of a link to the Pledge being embedded on their website.</p>	JB JW/IC
7	<p>GREENER PLEDGE AND NEWSLETTER</p> <p>JB showed the group the draft Greener newsletter which is almost ready for publication. The content for the newsletter is extracted from the Greener Renfrewshire articles on the Renfrewshire 2023 website. All members required to submit articles to JB which they wish for publication on the Renfrewshire 2023 website.</p>	ALL
8.	<p>AOCB</p> <p>AS asked the group to pledge their support for the RHS' Greening Grey Britain campaign.</p>	
9.	<p>DATE OF NEXT MEETING</p> <p>The next meeting of the group will be on Thursday 11th February 2016 at 10am in the offices of Engage Renfrewshire</p>	JB

Greener Housing Strategy				
Lead: Adele Fraser (Linstone Housing Association)/Louise Feely (Renfrewshire Council)				
Proposed Actions	Lead organisation and group	Resource requirements	Milestones (year 1, year 3, year 10)	Progress to Date
Development of ECO projects including renewable energy in social housing. (incorporating Scottish Government funding for owners under the HEEPS:ABS programme where feasible)	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations - Linstone HA Williamsburgh HA Paisley South HA Ferguslie Park HA	2013/2014: Renfrewshire Council: ECO: £0.303M HEEPS:ABS: £0.776M Linstone HA: ECO: £4.035m HEEPS:ABS: £1.333M Paisley South HA ECO: £0.222M	2013/2014: Estimated lifetime CO2 Reduction: Renfrewshire Council: c14,200 tonnes Linstone HA: c10,000 tonnes Paisley South HA: 3.072 tonnes 2014/2015: Estimated lifetime CO2 Reduction: Renfrewshire Council: c5,000 tonnes + c20,000 tonnes at Calside biomass project Linstone HA: c27,500 tonnes Williamsburgh HA: tbc Bridgewater HA:tbc 2015/2016 onwards To be developed on release of HEEPS:ABS planning targets and confirmation of ECO availability.	2013/2014 Unit completions: Renfrewshire Council: 868 Linstone HA: 476 Paisley South HA: 109 2014/2015: Estimated unit completions: Renfrewshire Council: 84 Owners/47 tenants Linstone HA: 351 owners/518 tenants Williamsburgh HA:100 owners/300 tenants
		2014/2015: Renfrewshire Council: ECO: £6.8M HEEPS:ABS: £0.336M Linstone HA: ECO: £3M HEEPS:ABS: £1.064M Own Resources: £2.4M Williamsburgh HA: ECO: tbc HEEPS:ABS:£0.240M Own Resources: tbc Bridgewater HA: HEEPS:ABS: £0.163M (subsequently not taken up and reallocated elsewhere) 2015/2016: HEEPS:ABS allocation process will begin in December 2014	Available by September 2015. Initial distribution run: 2,000 copies + online access	Discussion continuing with University of West of Scotland based on revised project programme split over academic years 2014/2015 and 2015/2016.
Production of a Renfrewshire focused DVD providing information on help and support to address energy efficiency measures and target Fuel Poverty.	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations	Development and Production Budget estimated at £2,500 - £3,000 based on a 3 minute video produced by UWS students.		

GREENER HOUSING SUB GROUP
TO BE UPDATED FEBRUARY 2016

APPENDIX 2

Greener Housing Strategy				
Lead: Adele Fraser (Linstone Housing Association)/Louise Feely (Renfrewshire Council)				
Proposed Actions	Lead organisation and group	Resource requirements	Milestones (year 1, year 3, year 10)	Progress to Date
Maximise use of government initiatives like Green Deal	Renfrewshire Council - Development and Housing Services	Procurement input for selection of partner. Coordination of Green Deal programmes	Appointment of Green Deal partner	ITT previously drafted based on going to market in June 2014. On hold pending clarity on Green Deal provision
Develop a Renfrewshire one stop shop for energy advice	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations - Connect 4 Renfrewshire Project – FLAIR, RAMH, Credit Unions, Renfrewshire Council	Existing space available in one Home Exchange shop in Moss Street, Paisley. Staffing resource required from partners based initially on one day or two afternoons per week. Lottery funded to 2015 for FLAIR customers	Target for number enquiries managed per year to be determined. To be confirmed once scope of staffing resource finalised tbc	In principle agreement to utilise facility agreed by partners Project established and accepting referrals.

TO BE UPDATED FEBRUARY 2016

GREENER HOUSING SUB GROUP
TO BE UPDATED FEBRUARY 2016

APPENDIX 2

Greener Housing Strategy				
Lead: Adele Fraser (Linstone Housing Association)/Louise Feely (Renfrewshire Council)				
Proposed Actions	Lead organisation and group	Resource requirements	Milestones (year 1, year 3, year 10)	Progress to Date
All social housing to meet the Home Energy Efficiency Standard by 2020				
Development of strategies to deliver the Energy Efficiency Standard for Social Housing from April 2015 onwards	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations	ECO HEEPS:ABS HRA Capital (Council) Revenue Resources (Council and FLAIR)	EESH announced on 28 March 2014.No social rented property should be lower than a 'C' or 'D' energy efficiency rating First progress review in 2017 Initial EESH compliance targets set for 2020.	COSLA and SFHA have raised compliance issues if landlords are unable to secure funding to deliver cost of EESH over and above normal budget provisions. EESH exemption process agreed with Scottish Government and announced on 28 March 2014. Unable to set meaningful targets at present until assessment of funding requirements and sources fully established.
SHQS to be achieved by 31 March 2015	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations	ECO HEEPS:ABS HRA Capital (Council) HAG (FLAIR) Revenue Resources PSHG Private Finance	All social housing landlords live in homes which meet the SHQS. 100% compliance at 31 March 2015	Progress to 31 March 2014: Renfrewshire Council: 62.1% Linstone HA: 70.8% Williamsburgh HA: 100% Bridgewater HA: 95.4% Paisley South HA: 85.4% Ferguslie Park HA: 91.9%

TO BE UPDATED FEBRUARY 2016

GREENER HOUSING SUB GROUP
TO BE UPDATED FEBRUARY 2016

APPENDIX 2

Greener Housing Strategy				
Lead: Adele Fraser (Linstone Housing Association)/Louise Feely (Renfrewshire Council)				
Proposed Actions	Lead organisation and group	Resource requirements	Milestones (year 1, year 3, year 10)	Progress to Date
A 25% reduction in households experiencing fuel poverty				
Upgrade district heating with biomass boilers and new distribution	Renfrewshire Council - Development and Housing Services FLAIR	Caliside: ECO support of £6.8M from British Gas - 461 houses (Biomass heating and over cladding) Further developments under consideration at George Street, Paisley (300 houses) and Provost Close, Johnstone (56 Houses)	Operational by April 2015. Estimated lifetime CO2 Reduction: 20,000 tonnes Estimated reduction in Fuel Bills: 20% - 30%	On site Options under review link to Scottish Government support funding and Council input. Possible reversion to efficient individual systems reflecting challenges associated with existing tenure mix.
Renfrewshire Fuel Poverty Strategy	Renfrewshire Council	Linstone HA investigating biomass boilers for high rise in Linwood Variable – all partners	Operational by Summer 2016 based on a site start in Spring 2015. Estimated lifetime CO2 Reduction: 25,000 tonnes Estimated reduction in Fuel Bills: 50% tbc Strategy update approved by HACS Board on 13 May 2014	Development subject to availability of ECO and associated grant support.
Assist with the development of further 'growing grounds'	Renfrewshire Council - Development and Housing Services FLAIR Housing Associations	Surplus HRA/Hosing association land	Identify potential land transfers to developing partner by April 2015.	Assessment of available sites in progress to include potential Sutherland Street relocation.

TO BE UPDATED FEBRUARY 2016

Greener Transport Sub-group

Lead: Ross Nimmo (Glasgow Airport) and Mark Higginbotham (Renfrewshire Council)

Greener Active Transport

Actions	Progress to date	Future steps
Develop infrastructure in Renfrewshire to provide safe, off road cycling and walking routes across Renfrewshire, which support journeys to school, work, shops, services and leisure	<p>Renfrewshire Council has prepared a Cycling Strategy which will be submitted to Board in March for approval. A number of projects are being developed to enhance and create new cycle facilities throughout Renfrewshire, including:</p> <p>Awarded £10,000 Community Links Plus funding towards a feasibility study of a segregated cycle way running within the road-width corridor of the A8 Greenock Road from Bishopton to join routes around Airport Investment Area being promoted by City Deal.</p> <p>30 Renfrewshire Council drivers have now received cycle awareness training which was funded through the Scottish Government and delivered by Cycling Scotland. Marketing video for the training to be published on the Renfrewshire 2023 website.</p> <p>Cycling routes are being considered within the plans being addressed through the City Deal initiative</p>	<p>Draft Renfrewshire Access Strategy submitted to Board in January for approval of an 8 week consultation prior to the document being finalised</p> <p>Ensure successful active travel routes are identified, which can enhance the City of Culture Bid.</p>
Encourage school children to walk and cycle to school and reduce the number of car journeys to school	Bikeability cycle training scheme is in place with around 20 schools participating each year. It is hoped this scheme will encourage more children to cycle to school. The target is to ensure all 49 primary and 11 secondary schools across Renfrewshire participate in the scheme.	Set up a working group with officers from Education and Greener Transport sub group to help in the promotion of walking and cycling to school

Greener Transport Sub-group

Lead: Ross Nimmo (Glasgow Airport) and Mark Higginbotham (Renfrewshire Council)

Greener Public Transport		
Actions	Progress to date	Future steps
Improve the satisfaction ratings for public transport across Renfrewshire (SHS data)	<p>At the end of 2014/15 a total of 17 bus boarders were in place across Renfrewshire. Priority has been given to the major routes: Glasgow/Linwood and Glasgow/Renfrew. A further 4 bus boarders are planned for Erskine during 2015/16. These are funded through the SPT grant for public transport infrastructure.</p> <p>Further funding from SPT has enabled the delivery of improvements to Paisley Central Bus Hub including installation of bus boarders and replacements shelters, within Paisley town centre – this work is currently underway</p>	<p>Identify a method to measure bus usage across Renfrewshire to determine a benchmark and use this data to set appropriate targets to increase usage.</p>
Work with the bus industry and partnership organisations to promote cleaner, greener buses		<p>Set up a forum with organisations which have funding streams to promote greener public transport – such as:- Green Bus Fund; Bus Improvement Fund; Transport Scotland; SPT and promote with public transport providers across Renfrewshire</p>

Greener Transport Sub-group

Lead: Ross Nimmo (Glasgow Airport) and Mark Higginbotham (Renfrewshire Council)

Greener Workplace Transport

Actions	Progress to date	Future steps
<p>Increase the percentage of vehicles in the public fleet which use alternative fuels, such as electricity</p>	<p>The percentage of Renfrewshire Council's vehicle fleet which uses alternative fuels, such as electricity was below target over the first 2 years of the Community Plan. During 2014/15, a further 12 electric vehicles were purchased as part of the overall vehicle replacement programme, bringing the total number of electric vehicles to 15, exceeding the target of 2.25%. The purchase of further electric vehicles is planned throughout 2015/16 and this will result in electric vehicles making up more than 5% of the vehicle fleet, exceeding the 10 year target set. Due to this ongoing increase in the number electric vehicles in Renfrewshire Council's vehicle fleet, it has been agreed to change the 2023 target to 20%.</p>	<p>Identify funding opportunities to help promote the use of electric vehicles across Community Planning Partners.</p> <p>A new Transport Scotland electric vehicles initiative will continue during 2015/16. The project offers free, evidence based analysis of public sector fleets to identify new opportunities for the cost effective deployment of electric vehicles. We have approached Transport Scotland regarding the availability of any further funding streams for the purchase of further vehicles or installations of charging points and await their response.</p> <p>A decision on the number of electric vehicles to be purchased for Renfrewshire council vehicle fleet will be taken by the end of this financial year.</p>
<p>Install publicly accessible electric vehicle charging points</p>	<p>There are currently 18 electric vehicle charging points in place across Renfrewshire, which have been installed through the Community Planning Partnership. A further 8 charging points are planned during 2015/16, bringing the total to 26. A consultation which has been held with local business and employers has revealed that there are 57 privately installed electric vehicle charging points for use by employees and visitors with 15 of these available for public use.</p> <p>The group has also reviewed online resources for electric car drivers to ensure that information about all facilities in Renfrewshire is up to date.</p>	<p>Transport Scotland have approved funding for 2 more charging outlets – one in Underwood Road which will provide 8 electric vehicle charging points (EVCPs) and another at Bridgewater Shopping Centre in Erskine which will provide 1 charging point. An information sheet on how to obtain funding for EVCPs to be published on Renfrewshire 2023.</p>

Greener Transport Sub-group

Lead: Ross Nimmo (Glasgow Airport) and Mark Higginbotham (Renfrewshire Council)

Greener Workplace Transport

Actions	Progress to date	Future steps
Further develop community transport in Renfrewshire to provide alternative travel options and compliment "MyBus".	<p>Linked to the WORKBUS initiative. A number of meetings and a workshop have taken place, the latest of which considered feedback from a number of surveys of community groups and workplaces that have been undertaken to ascertain the relative appetite for this type of service and how it might be organised/delivered.</p> <p>Successful meetings have taken place with SPT and Community Transport Glasgow regarding a Community Bus Scheme. SPT have offered two 16 seater buses for use in the local area. Talks have been held with a local 3rd sector organisation which has agreed to take on the project and is currently undergoing Section 19 authorisation prior to a formal launch. A feasibility study on funding is still to be put in place and will run separately from the initial launch of the project.</p>	<p>Roll out a pilot with Glasgow Airport staff, monitoring the number of users to ensure the success of the project</p> <p>Identify if Renfrewshire Council drivers have any capacity to drive the bus for community groups during 'down times'</p> <p>Opportunity to improve collaboration between Transport sub group, transport and planning depts., SPT and developers</p>
Work with local business and organisations to help deliver green travel plans		
Provide support to employers across Renfrewshire to develop green travel plans within their organisations	A brief has been prepared by SPT to undertake a Feasibility Study to assess the options for the development of Community Transport throughout Renfrewshire. This study would include identifying key journey generating employment sites.	
Promote the use of pool cars across the Community Planning Partnership	An electric pool car is being piloted within the environmental Strategy Team in Renfrewshire Council	
Promote the use of the Journeyshare/Liftshare scheme across Community Planning Partners	Glasgow Airport actively promotes the Liftshare scheme to its staff.	Renfrewshire Council to revisit and refresh its Journeyshare Scheme to encourage more staff to participate and reduce the number of car journeys to Renfrewshire House.

Greener Transport Sub-group

Lead: Ross Nimmo (Glasgow Airport) and Mark Higginbotham (Renfrewshire Council)

Air Quality Management

Actions	Progress to date	Future steps
<p>Improve Air Quality Across Renfrewshire</p>	<p>Renfrewshire Council has produced an Air Quality Action Plan, accepted by Scottish Government, to work towards improving air quality in the Paisley Town Centre Air Quality Management Area (AQMA). For example, one of the actions included in the plan is the Statutory Quality Bus Partnership led by Strathclyde Transport Partnership, set incremental targets for improving the bus fleet operating in Renfrewshire. The Plan will be reviewed periodically and can be adapted to include new measures as they emerge. Once a sustained period where Nitrogen Dioxide and PM10 levels can be shown to be below the limit values set by the Scottish Government, Renfrewshire Council will seek to revoke the Paisley Town Centre AQMA, in line with Scottish Government guidance.</p> <p>Work to identify hotspot areas and the largest contributors to pollutants within the AQMA is ongoing and due to be completed within the first quarter of 2016. This will assist with identifying new action plan measures which will deliver improvements to air quality in this area. The work also aims to estimate future dates when air quality limit values within the AQMA will be met.</p> <p>Renfrewshire Wardens carried out a 2 day vehicle emissions patrol in Paisley town centre in October in partnership with the Council's licensing section and Police Scotland. Tests were carried out on 273 vehicles, of which 7 failed and were issued with £60 fixed-penalty notices. A further 32 taxis and private-hire vehicles were inspected with 4 failing the emissions test resulting in an immediate suspension of their license.</p>	<p>Several measures within the action plan have been delivered, such as improvements to Central Road and the Statutory Quality Bus Partnership achieving its fleet improvement programme within target dates and other measures are ongoing.</p> <p>The existing action to have no air quality management areas in Renfrewshire is also a target within the Community Plan and the Service Improvement Plan for Community Resources. This action measure is no longer considered appropriate as a significant contributing factor to pollutant levels is the significant increase in the proportion of diesel vehicles in the general fleet. Diesel vehicles are incentivised by Government policy, for example through road tax pricing based on CO2 emissions, to contribute to Government climate change targets. However, they emit a higher proportion of nitrogen dioxide directly from the exhaust. In addition, European Union Euro Standards for vehicle emissions have not delivered the expected emissions reductions that were predicted. This is partly due to the fact that the technology used by vehicle manufacturers to abate particulate emissions has the side effect of increasing nitrogen dioxide emissions. Another cause is that the test cycle used to determine if a model meets the Euro standard does not replicate real-world urban driving conditions. We are currently considering alternative, more appropriate action measures. Additionally, the number of air quality management areas within Renfrewshire is likely to increase to support the work being undertaken.</p>

**RENFREWSHIRE COMMUNITY PLANNING PARTNERSHIP
MINUTE OF THE MEETING OF
GREENER RENFREWSHIRE THEMATIC BOARD
GREENER TRANSPORT SUB-GROUP
HELD ON 15th DECEMBER 2015
RENFREWSHIRE HOUSE, COTTON STREET, PAISLEY**

IN ATTENDANCE

David Burnie, Alastair Scott, Mark Higginbotham, Kate Cuthbert, Colin Hunter, Colin Grainger, Jean Brown, all Renfrewshire Council; Desmond Bradley, Scotrail; Lesley Ritchie, LEAP.

APOLOGIES

Ross Nimmo (Glasgow Airport); Shona Rawlings, Sustrans; Allan Dick, West College Scotland; John Binning, SPT; Claire Roxburgh, UWS; Gillian Brown (NHS); Elaine Lorimer, Renfrewshire Council

1	<p>MINUTES OF PREVIOUS MEETING</p> <p>There was submitted the minute of the meeting of the Greener Transport sub-group held on 22nd September 2015.</p> <p>The draft Cycling Strategy will now be submitted to Policy Board for approval in March 2016. AS to ensure a draft is sent to Des Bradley of Scotrail for comment.</p> <p>JB advised she had contacted the Planning section who confirmed that there is no policy in place to ensure that electric vehicle charging points are incorporated into plans for new developments and it does not look likely that this will happen. There is, however, no need to apply for planning permission for the installation of an EVCP as long as it is in an off-street car park and is not in a conservation area</p> <p>DECIDED: That the minute be approved.</p>	<p>AS</p> <p>Agreed</p>
2	<p>FEEDBACK FROM GREENER RENFREWSHIRE THEMATIC BOARD (9/11/15)</p> <p>A summary of the last Greener Renfrewshire Thematic Board meeting was submitted and noted.</p>	<p>Noted</p>

2.	<p>PARTNER UPDATES</p> <p>Scotrail Des Bradley confirmed that Abellio took over the Scotrail contract from April 2016. Abellio have a rich pedigree in transport integration and have plans to provide an additional 3,500 cycle parking spaces across the Scotrail network and are hoping to increase the percentage of journeys made to stations by bicycle.</p> <p>Bike & Go cycle hire schemes have been installed at a number of stations, some through match funding from Smarter Choices, Smarter Places.</p> <p>Gilmour Street and Johnstone stations are being considered for improvements to cycling facilities – the ownership of the land at County Square is one challenge to these plans.</p> <p>Des confirmed he would come along to the next meeting of the sub-group with more detailed information on the plans for Renfrewshire.</p> <p>Air Quality CH confirmed that an action plan has been devised to improve air quality within Renfrewshire. Input is required from community planning partners and other council areas to help achieve the target of no air quality management areas by 2023. There are, however, options to enlarge the current air quality management area in Paisley town centre to cover all town centres or to create several smaller AQMA – this is still to be agreed. A report detailing the ongoing work on air quality will be submitted to the February Greener Renfrewshire Thematic Board.</p> <p>Renfrewshire Outdoor Access Strategy KC advised that the Renfrewshire Outdoor Access Strategy, which covers all modes of non-motorised transport, is due to be submitted to Board in January for approval of the final consultation stage with final submission for approval scheduled in March. The strategy is emphasising and targeting better walking facilities across Renfrewshire.</p> <p>Renfrewshire Cycling Strategy As confirmed that the Cycling Strategy is due to be submitted to Policy Board in March 2016 for final approval. Des Bradley has asked to see the draft, for comment.</p>	<p>JB</p> <p>AS</p>
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	<p>SUSTRANS MH confirmed that work has been ongoing with SUSTRANS regarding funding for improvements to community cycle links, with £10,000 already approved for a feasibility study. The areas being considered are the new development at Bishopton as well as links at the airport/Inchinnan/new employment zones around the airport – in conjunction with the City Deal project. If this is approved, SUSTRANS will provide total funding for detailed design and 50% towards the costs.</p> <p>LEAP Car Club Lesley Ritchie from LEAP provided an overview of the success of the car club. She confirmed it is affiliated to the national scheme – Car Plus, which has 8,000 members across Scotland. It is estimated that nationally, Car Plus members have disposed of 840 privately owned vehicles with 2,200 car purchases avoided. LEAP have 4 cars in the scheme:- 2 based at Lochwinnoch (one being an electric vehicle), where a charging point has been installed; one at Kilbarchan; and one at Bridge of Weir. There are currently 52 members of the scheme – membership can be short term or long term, e.g. a visitor to the village can join on a short term basis for the duration of their visit. The majority of regular members are averaging one journey per week.</p>	
6.	<p>ACTION PLAN PROGRESS</p> <p>JB advised that all members of the sub-group should provide progress updates on the action plan by Friday 18th December. A report on the progress of the action plan is to be submitted to the Greener Renfrewshire Thematic Board on 1st February 2016. Actions, moving forward are to be strategic to enable the key priorities of the sub group, and its SOA/LOIP measures to be achieved. Any issues which should be raised with the Community Planning Partnership are to be highlighted, for inclusion in an update report on the Greener Renfrewshire Thematic Board, being submitted to the February CPP Board.</p>	All
7.	<p>PERFORMANCE TARGETS</p> <p>All members are to review the targets within the performance scorecard and advise JB of any proposed changes required.</p>	All

8.	GREENER NEWSLETTER JB demonstrated the sample Greener Renfrewshire Newsletter. All member of the group are to submit articles for publishing on the Renfrewshire 2023 website which then can be incorporated into the newsletter. It is anticipated that the initial newsletter will be published early in the New Year.	All
9.	AOCB None	
10.	DATE OF NEXT MEETING Tuesday 9 th February 2016	

Carbon Management and Waste Reduction Sub-group Lead: Craig Thorpe (Renfrewshire Council)		
A 42% REDUCTION IN CO2 PER CAPITA		
Actions	Progress to date	Future steps
Carry out a public buildings and social housing survey to allow identification of properties which can benefit most from installing renewable sources of energy and work with utilities to investigate new renewable technologies	Renfrewshire has installed a number of photovoltaic panels at a variety of property types. The last tranche of installs is now complete. The private sector, along with utility companies were asked to tender for the works. There was no response from the utility companies. However, SSE recently successfully tendered to undertake a number of installs at the new St James PS	This project has been completed with a total of 22 properties across the council's property asset being fitted with PV panels
Share data on carbon reduction activities with the public to inform of behavioural patterns	Renfrewshire Council's 2009-2014 Carbon Management Plan achieved the target of a 25% reduction in CO2 emissions. A refreshed plan covering the period from 2014-2020 was approved at Board in November 2014.	An annual update report on the progress of the Carbon Management Plan will be published on an annual basis, together with social media updates
Generate interest around renewable technologies especially through working with schools and higher education establishments	The winning contractor for the new installations of PV panels delivered a demonstration evening for pupils, staff and the community at a number of schools prior to the delivery of the project, which has now been completed.	Completed
Develop efficient vehicle scheduling and route planning processes	Waste services use "Routesmart" to plan and schedule refuse collection routes. This has been used since 2009.	Routing schedules continue to be addressed, linking with changes to waste and recycling collection policies

Carbon Management and Waste Reduction Sub-group
Lead: Craig Thorpe (Renfrewshire Council)

A 60% REDUCTION IN THE AMOUNT OF CO2 EMITTED FROM PUBLIC SPACE LIGHTING

Actions	Progress to date	Future steps
<p>Deliver a Renfrewshire Council Street Lighting Strategy</p>	<p>A report was approved by Council in June 2015 for Renfrewshire Council's street lighting improvement strategy for the replacement of existing street lanterns with LEDs to improve the quality of light and reduce energy and maintenance costs. This approved a capital investment programme, estimated at £11m to fund delivery of the strategy by the end of financial year 2016/17 and that the investment programme be delivered through the appropriate application of capital lifecycle maintenance resources available during the delivery programme period with the balance funded through self financed prudential borrowing arrangements.</p>	<p>There are four elements to the project:</p> <ul style="list-style-type: none"> • Installation - discussions are ongoing at present with regard to the appointment of an installation contractor • Design - In the region of 30,000 lanterns require to be designed for installation. At present we have designed circa 19,000 • Project Management - A project manager has been appointed to manage the installation phase. • Purchase of lanterns - The first two batches of lanterns have been purchased and will be delivered on a 'as required' basis.
<p>Develop a partnership procurement strategy of energy services</p>	<p>Discussions have taken place with Procurement to setup energy Framework for a variety of works such as LED lighting, pool covers etc</p>	

Carbon Management and Waste Reduction Sub-group
Lead: Craig Thorpe (Renfrewshire Council)

NO WASTE GENERATED WITHIN RENFREWSHIRE SENT DIRECTLY TO LANDFILL WITHOUT PRIOR TREATMENT

Actions	Progress to date	Future steps
Introduce Green Eco Flag Scheme to other than schools public buildings to encourage recycling	New recycling infrastructure has been introduced into all buildings. This removes the need for desk based bins and allows employees to recycle at central points	A review of the recycling achievements for the new infrastructure will be carried out prior to the introduction of Green Eco Flag Scheme.
Food waste recycling	<p>Kerbside food waste recycling has been introduced to the majority of households in Renfrewshire. All schools within Renfrewshire had access to food waste recycling by end of April 2014. Commercial premises producing over 50kg of food waste per week have access to the Council's food waste collection service. This is a statutory provision for waste producers from January 2014.</p> <p>Further households in the Erskine area have been issued with food waste collection, approx 2,400 additional properties.</p>	<p>A decision was taken at the Leadership Board in December 2015 to comingle food and garden waste during 2016/17. This will have a negative impact on carbon reduction. It will not be possible to carry out any measures relating to food waste once this has been implemented.</p>
Waste processing infrastructure that provides some degree of further recycling of waste and treats the waste through processing to release embedded energy is currently being procured jointly through the Clyde Valley Residual Waste Project	<p>The Clyde Valley Procurement exercise has commenced.</p> <p>Preferred bidder has been selected and project team is working towards financial close.</p> <p>Inter authority agreement for project currently being finalised.</p>	Project continuing and due to be fully operational by 2021

Carbon Management and Waste Reduction Sub-group
Lead: Craig Thorpe (Renfrewshire Council)

LESS THAN 5% OF WASTE COLLECTED TO LANDFILL

Actions	Progress to date	Future steps
<p>Ensure that all households and businesses maximise recycling by using the recycling infrastructure provided, through and education and awareness campaigns. The aim would be to increase participation in recycling services, reduce contamination levels in recycling bins and decrease levels of residual waste being sent to landfill.</p>	<p>Waste Services have an action plan which will be implemented, managed and monitored through Community Resources Programme Review Board. A number of interns have been employed within the service to gather baseline information of presentation levels and quality of recycling being achieved so that campaigns can be targeted at specific groups of householders. (I will attach a copy of this plan).</p> <p>All marketing material (service guides and bins stickers) is currently being updated to reflect what can and cannot go into all the bins and to remind householders of the services that are available to them.</p>	<p>Targeted marketing plan has been prepared. Resources have been quantified to carry out the project.</p>
<p>Increase the overall recycling rate to 50% by March 2014 and to 60% by 2020</p>	<p>A Household Waste Recycling rate for 2014 of 46.6% was achieved . During 2014, only 12.2% of household waste was sent directly to landfill without any prior treatment</p>	
<p>Achieve a food waste participation rate averaging 55% across the district within 12 months of the service introduction</p>	<p>Early indications would suggest that this participation rate is not being achieved, however this is in line with findings from other Local Authorities who have also introduced the service. In some areas, participation is greater than 55%, however in others it is much less. This issue is being discussed regularly with Zero Waste Scotland.</p>	<p>A decision was taken at the Leadership Board in December 2015 to comingle food and garden waste during 2016/17. This will have a negative impact on carbon reduction. It will not be possible to carry out any measures relating to food waste once this has been implemented..</p>
<p>Capture an average of 1 kg food waste/household/week within 6 months of service introduction</p>	<p>Barriers to engagement identified and marketing strategy compiled.</p>	
<p>Achieve and maintain a contamination rate (of food waste collection service) of <5% within 6 months of service introduction</p>	<p>There were no reported contamination issues with Renfrewshire's Food Waste</p>	



To: GREENER RENFREWSHIRE THEMATIC BOARD

On: 01 FEBRUARY 2016

Report by:

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

BUILDING SAFER GREENER COMMUNITIES – MULTI AGENCY APPROACH

1. Summary

- 1.1 Following discussions with Police Scotland and at the Community Safety and Public Protection Steering Group, the monthly tasking process is being developed into a Renfrewshire Multi-Agency Tasking Group. This will develop the principles set out in the Building Safer Communities National Strategy of reducing victims of crime and reducing victims of unintentional harm to carry out structured multi agency interventions in key communities to help them build capacity to resolve issues affecting the area in which they live.
- 1.2 Police Scotland have come forward to the Community Safety and Public Protection Steering Group suggesting the adoption of a multi agency tasking approach that they have successfully implemented in a number of communities with positive results. All other partners have agreed to support Police Scotland in this approach and have agreed to participate, allocate and focus resources as required.
- 1.3 The group will identify geographical areas with vulnerabilities and problems that could be addressed by a multi-agency approach – including high numbers of victims of crime and victims of unintentional harm. Over a six week period the group, made up of relevant Community Planning Partners, will work together to make improvements in the local community with a view to building long term community capacity.
- 1.4 The proposed model will support a number of key priorities currently being taken forward by Community Planning Partners, including:

- **Protecting the Public** - Renfrewshire to be a safe place for its residents and businesses and be a place where the most vulnerable in our communities are protected and have strong advocates to support them. This will be achieved by continuing to take a strong lead role on adult and child protection across Renfrewshire and working with our partners to ensure programmes such as this are addressing violence and criminal behaviour in our communities.
- **Reducing the level and impact of Poverty** – To enable those living in poverty in Renfrewshire to have the power to break out of poverty and access all the opportunities and options open to others. The diversionary activities deployed as part of this approach will ensure that access is available to all.
- **Supporting and Sustaining people into employment** - We have established successful approaches to attracting and developing employment opportunities and supporting local people to seek lasting and well paid employment within Renfrewshire.
- **Building Capacity in our Communities** – We want to work with partners and community groups to develop and manage sustainable and vibrant local communities, promoting a place based approach and support community groups to develop and undertake environmental improvement projects.

1.5 The new Multi-Agency Tasking Group in Renfrewshire will focus on addressing specific needs in communities including tackling:

- Domestic Violence;
- Antisocial Behaviour;
- Drug/Alcohol abuse;
- Youth Disorder;
- Vandalism;
- Litter/Dog Fouling;
- Violence;
- Licensing and Enforcement activities, and
- Environmental Improvements.

1.6 While the detail of the approach has still to be finalised, in broad terms, an evidence based action plan will be developed to tackle issues relating to each area where there is evidence of need using the EPIC approach of Enforcement, Prevention, Intelligence and Communication. This will be carried out in 4 phases:

Phase 1 - Weekend of Action,
Phase 2 - Community Engagement/Environmental Visual Audit and Enforcement,
Phase 3 - Diversionary Activities, and
Phase 4 - Lifetime Management

- 1.7 The Group will access and coordinate the relevant partner resources required to tackle the issues identified in each area. The group will be established during January 2016 and will operate throughout the 2016 – 17 financial year using the additional capacity delivered by the Tackling Poverty Special Wardens and Special Constables programme to focus on key tackling poverty communities and town centres. The intention is to engage with between 6 and 8 communities during 2016/17, starting in March 2016 when the Special Wardens and Special Constables will be in place during the 2016/17 financial year.

2. Recommendations

- 2.1 It is recommended that the Greener Renfrewshire Thematic Board;
- Notes the contents of the report and notes that this report is also being presented to the Safer and Stronger Renfrewshire Thematic Board for noting.

3. Background

- 3.1 The proposed multi agency tasking group will be led by Police Scotland with the support of the Council and other key partners. The group will co-ordinate interventions in targeted communities in a phased approach during a 6 week period.

Phase 1 - Weekend of Action

- 3.2 A high-visibility, high-impact multi-agency enforcement operation takes place in advance of implementation of the approach. Phase 1 will involve all relevant partners including Renfrewshire Community Safety Partnership, Registered Social Landlords, Trading Standards, Scottish Environmental Protection Agency (SEPA), Driver & Vehicle Standards Agency (DVSA), Benefits Investigation and Taxi Licensing.
- 3.3 It is anticipated that local media will deliver a number of features highlighting the positive work and outcomes of the campaign with the high profile launch helping to galvanize the local community and demonstrate that all agencies and partners are committed to improving the area.

Phase 2 - Community Engagement/ Enforcement

- 3.4 Representatives from partner agencies and the local community will work together to identify areas of a particular locality which are in need of improvement. A variety of methods of communication will be utilised, including leaflet drops, websites and social media.
- 3.5 Phase 2 is key to the success of the campaign and will be supported through the introduction of an Environmental Visual Audit (EVA). Elected Members, Community residents and partner agencies will be invited to identify key environmental issues such as vandalism, fly tipping, dog fouling and poor lighting. An EVA Action Plan including photographs, issues, preventative suggestions and detailed actions will be collated and used to ensure effective follow up action is taken.
- 3.6 Elected members and other key community leaders and champions will be briefed about the initiatives taking place in their areas. They will act as an important conduit between the communities and partner agencies, ensuring that community concerns are fully articulated and providing reassurance that partnership action plans are followed through and long-term engagement is sustained.
- 3.7 The Renfrewshire Community Safety Partnership will carry out home visits to youths identified as being involved in antisocial behaviour and crime.

Phase 3 - Diversionary Activities

- 3.8 The deployment of diversionary activities such as StreetStuff and volunteering opportunities such as work with the Environmental Training Team will provide local people with opportunities to be involved in the development and improvements within their local community. Identified Environmental Improvements will be implemented in hotspot areas in an effort to make them less attractive for groups involved in antisocial behaviour.

Phase 4 - Lifetime Management

- 3.9 The long term management and sustainability of the interventions will be considered from the outset and will include working with key groups within the community to assist them in taking ownership of improvements that have been implemented.

3.10 Evaluation of similar projects delivered by Police Scotland in other areas has demonstrated a number of positive outcomes, including:

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

The multi agency approach will be embedded within the Renfrewshire Community Safety Partnership with the approach being evaluated within each local community to identify areas of success and where improvements can be made.

For more information about the report, please contact Oliver Reid, Head of Public Protection, Renfrewshire Council on 0141 618 7352, oliver.reid@renfrewshire.gcsx.gov.uk



To: GREENER RENFREWSHIRE THEMATIC BOARD

On: 01 FEBRUARY 2016

Report by:

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

**RENFREWSHIRE'S LOCAL AIR QUALITY MANAGEMENT -
2015 Updating and Screening Assessment and Detailed Assessments for
Johnstone, Renfrew and Montgomery Road, Paisley**

1. Summary

- 1.1 Air quality is taken seriously in the UK and, in particular, Scotland. In general terms across the UK, air quality is now good with significant improvements seen since the 1960s and in Renfrewshire air quality has similarly been improving. In the UK a main cause of air pollution is from road vehicles, which is also the case in Renfrewshire. However, it is clear that the measures that have been taken by Government and the controls placed on new vehicles through increasing EU standards have not yet had the impact in significantly reducing pollution.
- 1.2 Following the introduction of the Environment Act 1995, all local authorities have been required to undertake a regular review and assessment of air quality within their area and submit the findings to the Scottish Government. Councils are generally not in a position to change air quality within their area in the short term. Air quality is determined by a range of factors, including the prevailing weather and climate conditions, that are outwith Council control and can lead to significant variations in the levels of pollution being recorded from hour to hour, week to week and month to month. However, by improving our understanding and monitoring of where pollution is occurring at a very local level, there are some actions that can be taken to reduce the general likelihood and impact of pollution occurring - possibly through traffic controls or planning restrictions, with the ultimate aim of continuing to safeguard the health of the community.
- 1.3 The air quality objective for each pollutant at any given location is governed by EU Directives, which are transposed into Scottish Regulations in terms of annual, hourly or daily levels, depending on the pollutant. The monitored air pollutants

produced by road vehicles are NO₂ (nitrogen dioxide) and PM₁₀ (particulate matter less than 10 microns in diameter). The standard at which levels of particulate matter (PM₁₀) are measured in Scotland is among the most strict in the world with the levels for exceedences set at an annual average limit of 18ug/m³. Within the UK as a whole the limit is set in line with the limit for the rest of Europe at 40ug/m³. In Renfrewshire the highest levels of PM₁₀ that are being measured are 21ug/m³ which is well within wider UK and European limits. There is a background level of Nitrogen Dioxide which is broadly similar across the UK (other than in very rural areas) as this is particularly related to motor vehicles. Levels being recorded anywhere in Renfrewshire are significantly below the highest levels that are seen in the UK.

- 1.4 The Council has completed annual reviews and assessments of local air quality across Renfrewshire since 1998. This report provides the findings of the most recent 2015 Updating & Screening Assessment, which reviews 2014 air quality data, as well as the conclusions of a number of Detailed Assessments undertaken at Johnstone High St; Renfrew; and Montgomery Road, Paisley. These reports are referenced as background papers and can be made available on request.
- 1.5 Where a review of air quality indicates that there is a risk of a limit value or objective being exceeded, Local Authorities are required to follow a clear process:
 - First, undertake a Detailed Assessment to confirm if there is an exceedence in an area of relevant public exposure, including its magnitude and geographical extent.
 - If this confirms an exceedence exists, an Air Quality Management Area must be formally declared. Local authorities have flexibility to determine the precise form and extent of an Air Quality Management Area, as long as areas of concern are included.
 - An Air Quality Action Plan must then be produced to set out measures to bring air quality back into line with limit values.
- 1.6 The 2015 Updating & Screening Assessment has found that there is a risk that NO₂ levels are being breached at West Walkinshaw, Paisley and Inchinnan Road, Renfrew and that a detailed assessment will need to be carried out for NO₂ (nitrogen dioxide) in these locations.
- 1.7 The Detailed Assessment reports for Johnstone High Street, Renfrew and Montgomery Road, Paisley were undertaken because the annual mean NO₂ objective was exceeded at these locations, as identified within the 2014 Updating & Screening Assessment. The key conclusions of these reports are:

- There is a requirement to declare an Air Quality Management Area for both the NO₂ and PM₁₀ (particulate matter less than 10 microns in diameter) annual mean objectives at Johnstone High St.
- There is a requirement to declare an Air Quality Management Area in the Renfrew M8 area of Renfrew for the NO₂ annual mean objective and in the Renfrew Town Centre area for the NO₂ annual mean and one hour objectives.
- At Montgomery Road, Paisley, neither the NO₂ nor the PM₁₀ levels were being exceeded and there is therefore no further action that requires to be taken at present.

- 1.8 There are 14 other local authorities in Scotland who have declared a total of 43 air quality management areas. There are currently 693 air quality management areas declared across the UK. Currently there is one Air Quality Management Area within Renfrewshire, in Paisley Town Centre.

Consideration now has to be given to choosing whether to expand the current Air Quality Management Area in Renfrewshire to include the areas noted above or whether to create a number of additional smaller air quality management areas within Renfrewshire where air quality management action plans are required. There are benefits and disadvantages in both approaches and the intention is to carry out a detailed analysis of these and bring back a further report setting out options and recommendations to a future meeting of the Environment Policy Board.

- 1.9 The information presented above does not reflect a deterioration in air quality within Renfrewshire. It does reflect improvements in our ability to monitor and assess air quality and identify where issues arise. This will ultimately assist the Council to put in place measures that may have a quantifiable impact on improving air quality conditions in these areas.
- 1.10 Currently the performance information collected on this subject relates to maintaining or reducing the number of air quality management areas within Renfrewshire. This is no longer an effective measure of performance. Proposals for methods of monitoring and reviewing our performance on air quality that better reflect the impact that the Council can have on addressing this issue will also be brought back to a future meeting of the Environment Policy Board.

2. Recommendations

It is recommended that the Greener Renfrewshire Thematic Board:

- 2.1 notes the outcome of the 2015 Updating & Screening Assessment on air quality throughout the Council area and the requirement to proceed to two further Detailed

Assessments for the annual mean NO₂ objective at West Walkinshaw, Paisley and for the 1 hour NO₂ objective at Inchinnan Road, Renfrew;

- 2.2 notes the outcome of the Johnstone High St Detailed Assessment and the requirement to declare an Air Quality Management Area in the Johnstone High St area;
- 2.3 notes the outcome of the Renfrew Detailed Assessment and the requirement to declare an Air Quality Management Area at the M8 and Town Centre areas;
- 2.4 notes the outcome of the Montgomery Road, Paisley Detailed Assessment and that there is no current requirement for further action in this area;
- 2.5 notes that a further report will be brought back to a future meeting of the Board incorporating comments from the Environment Policy Board.

3. Background

- 3.1 In accordance with the Local Air Quality Management Regime introduced in the Environment Act 1995 all local authorities are required to undertake a three-yearly cycle of Review and Assessment of air quality within their area and submit their findings to the Scottish Government for approval. The first annual report is an Updating and Screening Assessment followed by a Progress Report in years 2 and 3. Progress Reports are not as in-depth as Updating & Screening Assessments but maintain continuity on the review and assessment process. In 2015, local authorities were required to produce an Updating & Screening Assessment.
- 3.2 Whilst air quality within Renfrewshire is generally good there are some areas where exceedences of objective levels are occurring. The air quality pollutants of concern within Renfrewshire are nitrogen dioxide (NO₂) and PM₁₀ (particulate matter less than 10 microns in diameter). A main source of these pollutants is emissions from road vehicles and the areas of exceedences within Renfrewshire are all located at busy roads or junctions. Both pollutants have associated air quality objectives levels set out in Scottish Regulations that should not be breached. NO₂ has annual and hourly objective levels and PM₁₀ has annual and daily objective levels. If at any stage of the review and assessment cycle it is identified that there is a risk of an air quality objective at a location with relevant public exposure being exceeded, then a Detailed Assessment must be undertaken. The purpose of the detailed assessment is to identify with reasonable certainty whether or not air quality objectives will be achieved and therefore whether an Air Quality Management Area requires to be declared.

- 3.3 The Local Air Quality Management Regime requires that local authorities follow a stepped process where there is a risk of an objective being exceeded for certain pollutants. Local Authorities must:
- Undertake a detailed assessment to confirm if there is an exceedence in an area of relevant public exposure, including the magnitude and geographical extent.
 - Where the detailed assessment confirms an exceedence exists, an Air Quality Management Area must be formally declared. Local authorities can determine the form and extent of the Air Quality Management Area, as long as the areas of concern are included.
 - Where an Air Quality Management Area has been declared, an Air Quality Action Plan must be produced setting out measures to work towards achieving the objective levels for the pollutant of concern.
- 3.4 In a national context Renfrewshire is not unique and currently 14 other Scottish local authorities have declared air quality management areas. There are currently 693 air quality management areas declared across the UK, 44 of which are in Scotland (including Renfrewshire Council's existing Paisley Town Centre Air Quality Management Area). A report based on air quality data for England and Wales in 2013 identified 194 local authority areas from a total of 375 that were in breach of the annual mean NO₂ objective. Pollutant levels of NO₂ in areas of Renfrewshire where exceedences have been detected are not dissimilar to elsewhere in Scotland and the UK as a whole. In respect of PM₁₀ levels, Scottish Regulations have set the annual average limit at 18ug/m³. However, limits for this pollutant in Europe (including the rest of the UK) have been set at 40ug/m³ and levels in Renfrewshire are well within the European and UK Limit values for this.
- 3.5 The majority of Air Quality Management Areas across the UK have been declared as a result of exceedences of NO₂. In line with most urban areas in the UK and Europe, reductions in the levels of NO₂, a traffic related pollutant, have tailed off in recent years in Renfrewshire. A significant contributing factor to this is the increased proportion of diesel vehicles in the general fleet. Diesel vehicles are incentivised by Government policy, for example through road tax pricing based on CO₂ emissions, to contribute to Government climate change targets. However, they emit a higher proportion of NO₂ directly from the exhaust. In addition, European Union Euro Standards for vehicle emissions have not delivered the expected emissions reductions that were predicted. This is partly due to the fact that the technology used by vehicle manufacturers to abate Particulate emissions has the side effect of increasing NO₂ emissions. Another cause is that the test cycle used to determine if a model meets the Euro standard does not replicate real-world urban driving conditions. Members of the Policy Board will be aware of recent reports in the media stating that some car manufacturers have even built in technology to certain models to defeat emission tests so that they appear to have

much lower emissions than is actually the case.

- 3.6 Notwithstanding this, local authorities are required to consider local actions aimed at reducing emissions. They are required to demonstrate that they are working towards the limit values set in statute for local air pollutants. The Local Air Quality Management regime sets out how they should approach this, including the need to consider air quality in taking planning and transport decisions.
- 3.7 Renfrewshire Council has a good track record on this and in recent years has had a progressive vehicle replacement programme working towards reducing emissions from its transport fleet. This includes the introduction of electric vehicles and a programme to develop the associated charging infrastructure which is also available for public use. Progress has meant that the 2023 target set in the Renfrewshire Community Plan for alternative fuel vehicles has already been met and a revised more stringent target is currently being developed.

4. 2015 Updating and Screening Assessment – Key Findings

- 4.1 The 2015 Updating & Screening Assessment provides a review and initial assessment of pollutant monitoring data and atmospheric emissions sources within the Council area during 2014.
- 4.2 Exceedences of the annual mean NO₂ objective were identified both within the existing Paisley Town Centre Air Quality Management Area and at a number of other locations. For the Paisley Town Centre Air Quality Management Area the areas identified had not changed – namely: Incle St; Causeyside St; Old Sneddon St and Smithhills St. For this area the Council is required to consider potential new measures for the Paisley Town Centre Air Quality Action Plan, approved by the Environment Board on 22 January 2014. This will be included in the report being brought back to a future meeting of the Board.
- 4.3 The other areas where exceedences were identified primarily fell within the study areas of the Johnstone and Renfrew Detailed Assessments. The exception to this was West Walkinshaw, Paisley and as a result a Detailed Assessment will be carried out for this area during 2016.
- 4.4 The review of 2014 monitoring data also identified a site at Inchinnan Rd, Renfrew with an annual mean concentration for NO₂ in excess of 60 µg.m⁻³. Above this level, there is a risk of the NO₂ 1-hour mean objective being exceeded and as a result, a Detailed Assessment is also required to be carried out in this area during 2016.

- 4.5 Annual mean PM₁₀ concentrations at all automatic monitoring sites were below the annual objective in 2014 except at Gordon Street, Paisley. Poor data capture for PM₁₀ at this site means that the result is not strictly comparable against the Scottish air quality objective levels and as the site is also located within the Paisley Town Centre Air Quality Management Area no further action is required. No exceedences of the PM₁₀ daily objective were recorded at any of the automatic site locations during 2014.

5. Johnstone High Street Detailed Assessment – Key Findings

- 5.1 The 2014 Progress Report identified the need to carry out a detailed assessment for Johnstone High Street. In this case a dispersion modelling study was carried out to consider the extent of exceedence. Source apportionment analysis of road traffic emissions was also undertaken to determine the contribution of different source types to local NO₂ and PM₁₀ levels.
- 5.2 The modelling study confirmed that both the annual mean objectives for NO₂ and PM₁₀ were exceeded at various locations along Johnstone High Street. An annual mean concentration close to 60 µg.m-3 was also modelled. For NO₂ the source apportionment study indicated that background concentrations account for a relatively small proportion of pollutant concentrations (up to 11%) and that the highest proportion is attributable to bus movements. For PM₁₀, background levels account for up to 67% of total PM₁₀ concentrations with buses and cars accounting for approximately 15% each of road PM₁₀ concentrations.
- 5.3 Action plan measures targeted at reducing emissions from buses should therefore help reduce NO₂ concentrations in this area. In addition the locations of highest pollutant concentrations are where traffic is known to be regularly slow moving and measures to improve traffic flow would also help to reduce emissions in these areas.
- 5.4 The Detailed Assessment demonstrates that the Council is required to declare an Air Quality Management Area in the Johnstone High St area for both the NO₂ and PM₁₀ annual mean objectives. Given the modelled annual mean concentration was close to 60 µg.m-3, consideration will also be given to including the 1 hr NO₂ objective level within the Air Quality Management Area declaration.

6. Renfrew Detailed Assessment – Key Findings

- 6.1 The 2014 Progress Report identified the need to carry out a Detailed Assessment for Renfrew in relation to NO₂. The detailed assessment was split into two separate modelling studies – the area of Renfrew close to the M8 motorway and the Town Centre. It consisted of a dispersion modelling study and source apportionment analysis of road traffic emissions.
- 6.2 The Renfrew M8 study focussed on the section of M8 motorway between Arkleston and Junction 26 where residential properties are sited close to the road. The modelling study confirmed that the NO₂ annual mean objective was predicted to be marginally exceeded at a number of residential properties. There were no predicted exceedences of the PM₁₀ annual mean objective. The source apportionment study indicated that the highest proportion of pollutants (up to 42%) was attributable to car movements within the study area.
- 6.3 The Renfrew Town Centre study area focused on road traffic emissions in the Town Centre (Inchinnan Road, Hairst Street, Glebe Street and Paisley Road) where residential properties, are located close to the road. The modelling study confirmed that whilst the NO₂ annual mean objective was exceeded at numerous residential properties within the Town Centre area, there were no exceedences of the annual mean PM₁₀ objective. Action plan measures targeted at reducing emissions from road traffic will help to reduce NO₂ and PM₁₀ concentrations. Locations of highest pollutant concentrations were where traffic is regularly slow moving. Measures to improve traffic flow would also help to reduce emissions in these areas.
- 6.4 The Detailed Assessment demonstrates that the Council is required to declare Air Quality Management Areas at both the Renfrew M8 area and in Renfrew Town Centre for the NO₂ annual mean objective. As detailed within the 2015 Updating & Screening Assessment, the Council also requires to undertake a Detailed Assessment for the 1 hour NO₂ objective at Inchinnan Road, Renfrew to determine whether the Air Quality Management Area declaration should include this objective. It is intended at this time however, to include the 1 hour NO₂ objective level within the AQMA declaration.

7. Montgomery Road, Paisley Detailed Assessment – Key Findings

- 7.1 The Montgomery Road, Paisley Detailed Assessment incorporates an area to the north of Paisley which is outwith the existing Paisley Town Centre Air Quality Management Area.

- 7.2 The Detailed Assessment was concerned with road traffic emissions from the road network surrounding Montgomery Road where residential properties are present. This included the M8 Junction 27 area including a section of the M8, slip roads, Renfrew Rd and Montgomery Road itself. The modelling study confirmed that there were no exceedences of the NO₂ and PM₁₀ annual mean objectives occurring at any locations of relevant exposure along Montgomery Road during 2014. The 2015 Updating & Screening Assessment also supports this conclusion.
- 7.3 The Detailed Assessment demonstrates that the Council is not required to declare an Air Quality Management Area in this area for either the NO₂ or PM₁₀ objectives.

8. Next Steps

- 8.1 Should the Policy Board approve the recommendations made in this report, consideration will be given to the best approach to including these areas in an Air Quality Management Area, as required by the Environment Act 1995. The main options to consider are either to extend the existing Paisley Town Centre Air Quality Management Area to cover the areas of concern, or to create a number of new more focussed Air Quality Management Areas around the areas identified in the detailed assessment reports and discussed above. Community Resources will lead work into considering the case for these options, including consulting with other service areas before bringing a further report to the Environment Policy Board.
- 8.2 Thereafter, whichever option is taken forward there will be a requirement to create a new Air Quality Action Plan to include these areas. Effective action planning requires input from a range of Council services and other stakeholders. Community Resources will lead on liaising with relevant partners to draw up, and then consult on, a future draft Air Quality Action Plan, before taking it to the Environment Policy Board for approval.

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To: **GREENER RENFREWSHIRE THEMATIC BOARD**

On: **1 February 2016**

Report by:
John Binning, SPT

LOW CARBON AND ELECTRIC VEHICLES

1 SUMMARY

- 1.1 This report provides details on the fuel types used by SPT's fleet of buses and cars/vans. The report also provides information alternative fuel vehicles in the wider bus network across the west of Scotland and provides some analysis of current experience of SPT and bus operators in emerging fuel technologies.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Greener Thematic Board notes this update.

3 THE BUS MARKET AND SPT

- 3.1 SPT is the Regional Transport Partnership for the west of Scotland, a partnership of twelve councils including Renfrewshire. SPT has responsibility for the planning and promotion of public transport and the wider transport network. SPT is committed to greening the public transport fleet and a key outcome of the Regional Transport Strategy is reduced emissions. More information on SPT is available at www.spt.co.uk.
- 3.2 Transport is the second biggest contributor to carbon dioxide emissions¹. And a significant contributor to air pollution². SPT supports the Scottish Government's vision that Scotland's towns, cities and communities will be free from the damaging effects of petrol and diesel vehicles by 2050 as set out in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles. SPT also supports Cleaner Air for Scotland The Road to a Healthier Future (CAFS), the Scottish Government's national framework setting out how the Scottish Government and its partner organisations propose to achieve further reductions in air pollution³

¹ In 2014, an estimated 36% of carbon dioxide emissions were from the energy supply sector, 28% from transport, 17% from business and 15% from the residential sector. 2014 UK Greenhouse Gas Emissions, Provisional Figures, Department of Energy & Climate Change

² Overall, transport contributes some 30% of total nitrogen oxide (NOx) emissions and 20% of total PM emissions, RAC Foundation

- 3.3 Bus is by far largest public transport mode and the importance of bus travel to the SPT area is underlined by the fact that one in every ten residents uses a bus as the main mode of travel, representing around half a million journeys a day. The majority of bus services are provided commercially by the 60 plus private bus operators across the west of Scotland.
- 3.4 SPT supports socially necessary bus services when private bus operators cannot provide, withdraw or change services, potentially leaving rural towns and villages without public transport. As a result 25 per cent of all network services are subsidised by SPT to some degree or another. More than 130 bus services were financially supported by SPT in 2014/15, carrying 5.6 million passengers and equating to a two per cent increase on 2013/14.
- 3.5 SPT works with member councils and bus operators to ensure successful management of the five statutory Quality Partnerships (sQP), including the Paisley sQP and newly formed sQPs in Inverclyde and covering Fastlink. Over the past year, the SPT service compliance team checked over 17,500 vehicles operating in sQP areas against agreed standards in Paisley, Glasgow and Ayr-Prestwick. Additionally, the service compliance team worked to reduce instances of illegal parking by bus operators, engine idling and other issues such as services not operating to the registered timetable. In total, 335 issues were identified across our partner councils in 2014/15.
- 3.6 Substantial investment in bus infrastructure continued in 2014/15. This included investment in Fastlink bus rapid transit; £7 million investment to develop the Subway/Bus interchange at Govan; and £5 million in capital funding for new bus shelters, high access kerbs, real time passenger information, bus priority measures and other improvements. Additionally, SPT continues to maintain over 12,300 bus stops, 3,500 bus shelters and more than 14,300 bus information cases across the region. SPT owns and manage four strategic bus stations, delivers on street bus shelters and stops and helps to plan the bus network. SPT is also a co-funder of the Paisley Bus Improvements project which is delivering a revamped bus hub in Paisley town centre.
- 3.7 SPT plans routes, schedules pick-ups, tenders and manages 1300 school bus contracts, covering 38,000 pupils, for 11 Councils, all aimed at driving the best value. SPT service compliance officers also carried out 1536 on-site inspections at schools and SPT vehicle examiners made 2758 vehicle inspections.
- 3.8 SPT continues to support and co-ordinate the development of Community Transport throughout Strathclyde as the need for these flexible, accessible and affordable services grows against the backdrop of an ageing population and resources becoming tighter. The work of the West of Scotland Community Transport Network, which is a partnership between SPT, the Community Transport Sector, volunteers and the health sector, continues to make excellent progress with 16 member organisations. The Network aims to bring co-ordination, enhanced quality and better use of resources within the Community Transport sector.
- 3.9 SPT is a partner in the Greener Renfrewshire Transport Sub Group and participated in the Scottish Government's National Low Emission Framework (NLEF) - Next STEPS Framework Working Group Promoting Green Transport.

³ Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)

4 GREENING THE BUS FLEET IN THE WEST OF SCOTLAND

- 4.1 SPT is working to reduce the impact of transport on the environment. A key indicator for this outcome is the share of all journeys that are made by different modes of transport. This measure is affected by many issues which reach across all aspects of the transport network and travel behaviour. Over the past decade car use has plateaued although there is some evidence that is once again on the increase. There has been little change in main mode of travel over the past decade and much work remains for SPT and all partners to increase use of more sustainable modes of transport.
- 4.2 SPT's direct role in improving this measure reaches across all areas of our work, but those most focused on this outcome include supporting more journeys to be made by walking and cycling; supporting more sustainable travel behaviour; encouraging car users to reduce the length of their car journeys through park and ride; and investing in cleaner technologies, fuels and vehicles. SPT has also installed electric charging points at Buchanan Bus Station and, in partnership with Glasgow City Council, at Shields Road Subway park and ride for private cars.
- 4.3 SPT is not a bus operator but it does have a fleet of 135 buses for use on supported bus services, MyBus (SPT's demand responsive bus service which provides door to door services for people who find mainstream transport challenging) and Community Transport. SPT's fleet comprises adaptable vehicles, enabling use for conventional bus services, the school run, Community transport and to provide MyBus services. SPT also continues to invest in its bus fleet to ensure vehicles are of the highest standard. These vital local bus services keep communities connected and many of these services also provide access to hospitals. SPT's fleet is comprises modern, low-floor buses to make it easier for passengers to use them.
- 4.4 SPT, with funding provided by and on behalf of Glasgow City Council, has delivered the first fully electric bus service in the west of Scotland, the service 100 from Glasgow City Centre to the Riverside Museum. These are the only fully electric buses in the west of Scotland (See Table 1 below for a profile of vehicle types). Outwith SPT's area, a similar vehicle operates a shuttle between Stranraer & Cairnryan ferry port, and two operate local services in Inverness.
- 4.5 SPT compiles bus fleet details for each level of vehicle emission standards and for number of vehicles complying with the Equality Act 2010 and subsequent Public Service Vehicle Accessibility Regulations, based on information returned to us by 47 operators. Operators who have not responded have been re-contacted with a further request for the information to be provided. These statistics are provided twice yearly.
- 4.6 The total number of vehicles for the 47 operators who responded is 3,442. It is estimated that those operators who did not respond account for approximately 207 vehicles and these have been included in the percentage calculation. The current fleet profile of those operators who responded to date is shown in tables 7A and 7B.
- 4.7 A more extensive analysis of the fleet registration details accessible via the VOSA website suggest that the number of undeclared vehicles is far higher than previously thought from registered services. As a consequence the overall number of reported vehicles has increased dramatically. The survey will be re-issued to endeavour to capture more details than has previously been shown. This has become more of an

imperative due to the forthcoming introduction of SQP's and the linkage to lower emission vehicles and air quality.

- 4.8 SPT's investment in vehicles over the last 18 months has contributed to a 9.9% decrease in the oldest vehicle categories (pre Euro, Euro 1 and Euro 2). In addition, SPT's policy of procuring only vehicles which comply with the UK Equality Act 2010, including a number of hybrid vehicles, has contributed to a 10% increase in vehicles with engine emission standards of Euro 3 or better and Equality Act compliant categories.

Table 1 Total number of Euro 6, hybrid or fully electric vehicles operating in the SPT area

Category	October 2015		April 2015		October 2014		April 2014	
	No. of vehicles	% of total	No. of vehicles	% of total	No. of vehicles	% of total	No. of vehicles	% of total
Pre Euro (pre 1993)	125	3.4%	157	4.3%	170	4.6%	167	4.4%
Euro 1 (1993 - 1995)	80	2.2%	63	1.7%	79	2.1%	93	2.5%
Euro 2 (1996-1999)	340	9.3%	427	11.6%	502	13.5%	676	17.9%
Euro 3 (2000 - 2004)	1140	31.2%	1128	30.7%	1103	29.7%	1116	29.6%
Euro 4 (2005 - 2007)	549	15.0%	565	15.4%	584	15.7%	556	14.7%
Euro 5 (2008 - 2013)	1063	29.1%	1064	29.0%	1018	27.4%	910	24.1%
Euro 6 (2014 - to date)	90	2.5%	38	1.0%	25	0.7%	7	0.2%
Hybrid	53	1.5%	27	0.7%	29	0.8%	29	0.8%
Fully electric	2	0.1%	2	0.1%	2	0.1%	n/a	n/a
No response	207	5.7%	198	5.4%	202	5.4%	216	5.7%
Total number of vehicles	3649	100.0%	3669	100.0%	3714	100.0%	3770	100.0%

- 4.9 While the initial cost of purchasing electric vehicles is considerably greater than for conventional diesel or hybrid vehicles they are obviously significantly cheaper to charge than the cost of conventional fuels. For example, on average it would cost circa £80 – 90 to fill a tank of diesel for a bus per day as opposed to the cost of charging an electric vehicle overnight which would be only around 10p per hour.
- 4.10 However, there are issues in terms of the range available for electric vehicles in general and also the ability of electric buses to cope with the often demanding terrain of the west of Scotland, particularly in remote rural areas. Compared to a diesel bus, an electric bus costs about twice as much to buy or lease, but has lower running and maintenance costs. However if the battery does not provide sufficient range and more vehicles are needed, then capital costs rise making electric buses very expensive⁴. To achieve efficient operation and justify investment, bus operators require vehicles to be capable of operating for up to 18 hours per day in some cases, and with a range of several hundred miles. With current technology, electric vehicles cannot replicate this, and are best suited to routes operating low mileages and short operating hours per day.
- 4.11 Bus operators are bound by European Emission Standards. Independent vehicle emission testing shows very good NOx emissions performance of Euro VI buses which while not fully electric nevertheless combine the benefits of acceptable cost for operators while limiting carbon emissions and air pollutants. The latest range of heavy-duty vehicles (trucks and buses) are already showing the drastic emission reductions Euro-6 can offer, with this standard in place for all vehicles since the end of 2013. Real world tests conducted by Transport for London on the cross-city London 159 Bus Route show a 95% reduction in emissions of NOx over older technology vehicles⁵.

⁴ Open Research Online, The Open University's repository of research publications: Developing a viable electric bus service: the Milton Keynes demonstration project, Miles, John and Potter, Stephen (2014)

⁵ <http://www.smmmt.co.uk/industry-topics/air-quality/euro-6-mean>

- 4.12 In terms of electric vans and cars, SPT's piloted use of electric vehicles but our experience of their performance was disappointing compared to that claimed by the manufacturer. SPT leased a number of converted electric vehicles but these did not provide the kind of range required for SPT's purposes e.g. to transport survey staff and deliver travel information across the west of Scotland. The range averaged around 60 miles maximum in summer and only 40 miles in winter which did not meet operational requirements.
- 4.13 SPT participated in the EU ZeEUS programme aimed at encouraging take up of electric buses but factors such as risk, operational feasibility and the attractiveness of other technologies viz conventional or hybrid vehicles, made it extremely challenging to gather industry support for a commercial commitment to be secured.
- 4.14 First Glasgow, a partner in the project, estimated projected running time via emission-free electric power was only 15% compared with an initial aspiration of 80%. With no clear benefit to passengers, First did not consider the investment to be viable at this stage. First consider there is more positive environmental benefit where funding is spread over more services on low-carbon vehicles, such as its 'Wright Streetlite' buses, several of which have been placed into service in recent years. Other manufacturers such as Alexander Dennis can also supply such low-carbon vehicles, and indeed some are in use in Renfrewshire with McGills.
- 4.15 SPT continues to seek opportunities to explore further funding opportunities through European, UK and Scottish Government funding, including the Scottish Government's Green Bus Fund. First have also recently placed into service 24 new Alexander Dennis double-deckers with 'stop-start' technology which are classified as low-carbon vehicles, as are a similar quantity of Alexander Dennis single-deckers received simultaneously.
- 4.16 The Scottish Green Bus Fund operates as a Challenge Fund with a fixed budget of around £3 million in the financial year 2015-2016. Grants are offered to successful bidders for up to 80% of the price differential between a LCV and its diesel equivalent. SPT's purchase of electric vehicles in Glasgow was part funded through this fund (see para 4.4 above).
- 4.17 So significant challenges remain for the promotion of electric and other low carbon vehicles such as electric/natural gas/biomethane dual fuel and hydrogen.
- Limited capital funding to meet the significantly higher cost of electric buses;
 - Uncertainty over whole life costs versus conventional buses;
 - Doubts over the durability of battery life / replacement cost;
 - The payload penalty for vans and lack of availability of low emission vans with higher payloads;
 - Range limitation;
 - Lower and uncertain resale value;
 - Lack of information about financial benefits and suitability of different technologies;
 - Lack of public refuelling;
 - Long recharge times;
 - Questions over performance and reliability; and
 - Cost of infrastructure for small operators / Councils

- 4.18 For these reasons it will be essential that the Scottish Government provides substantial investment in taking forward new technologies. While the Green Bus Fund is a welcome source of funding, the sums available are modest and do not cover the full capital costs of new vehicles. It is likely that hybrid buses and low-carbon diesel-powered buses will continue to be the focus of investment by bus operators for several years.

5 **NEXT STEPS**

- 5.1 The focus of current future investment will be in sourcing the lowest carbon, lowest polluting buses in line with EU requirements. As EU requirements continue to become more stringent, older higher mission and polluting vehicles will be replaced and there has been significant movement towards lower carbon vehicles over recent years.
- 5.2 SPT continues to evaluate the performance and costs associated with electric vehicles both in terms of potential investment in its own fleet and the wider bus network. SPT will continue to work with our partner councils, the bus industry, Transport Scotland and the Scottish Government to pursue opportunities to further green the transport fleet in the west of Scotland consistent with maintaining effective bus services within available resources. In particular, SPT will work within the framework of Switched On Scotland and CAFS to promote greener technologies.

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To: GREENER RENFREWSHIRE THEMATIC BOARD

On: 01 FEBRUARY 2016

Report by:

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

OVERVIEW OF INITIATIVES AND GOOD PRACTICE EXAMPLES

1. Summary

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

2. Recommendations

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

3. Background

- 3.1 In order to provide the Board members with support, policy advice and consistency of approach, this report explores communication received from the Scottish Government and other statutory bodies, good practice examples from other local authorities as well as national and local initiatives and projects. Where available, a local view has also been provided on the topic.

4. Resources

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

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Good Practice Examples

City of Edinburgh Council

FOR INFORMATION ONLY

The City of Edinburgh Council has now progressed its energy retrofit programme to the next key stage. Following the signing up to the London RE:FIT scheme, the Council has run a mini competition to appoint a preferred bidder to develop Investment Grade Proposals (IGPs) on nine of the largest Council buildings. This crucial stage will begin the development of detailed business cases for each building detailing the energy efficiency and retrofit options for each property including the carbon savings and the financial benefits. Benchmarking has already been done on the properties. Once the IGP stage has been completed, the aim will be to implement measures and deliver savings through an Energy Performance Contracting framework. The Council has been liaising with the Scottish Government and Scottish Futures Trust on the development of a national non domestic energy efficiency framework for energy retrofit of public sector buildings. For more information please contact Janice Pauwels, Janice.pauwels@edinburgh.gov.uk

Orkney Islands Council

FOR INFORMATION ONLY

Orkney Islands Council are consulting on a draft hydrogen strategy, it was announced on 4 December. The strategy highlights the benefits offered by hydrogen production and looks at a range of challenges that hydrogen production could help address. A key challenge is to find ways to unblock restrictions currently placed on renewable energy generation in Orkney by inadequate grid connections to mainland Scotland. The European Marine Energy Centre (EMEC) in Orkney has already invested in an electrolyser that will use power from tidal turbines operating off Eday to produce hydrogen. A range of partners have also developed the 'Surf 'n' Turf' initiative, which will see electricity from Eday's community wind turbine used to produce hydrogen using EMEC's electrolyser. The hydrogen will be transported to Kirkwall, where a fuel cell installed on the pier will convert the hydrogen back into electricity for use as auxiliary power for ferries when tied up overnight. Access the [draft hydrogen strategy](#) via Orkney Island Council's website.



Sustainable Scotland Network

FOR INFORMATION ONLY

The Carnegie UK Trust has recently published three case studies, describing the experiences of community groups across Scotland piloting the new Place Standard tool. The tool is designed to support communities and the public and private sectors to work together to deliver high quality, sustainable places.

The new [‘Place Standard’ tool](#) has been designed in partnership with the Scottish Government, Architecture + Design Scotland and NHS Health Scotland to support the delivery of high quality public places, which can help to reduce health inequalities.

The Place Standard tool can help you to achieve a number of aims. Communities can use the tool to assess what works about their place and where it needs to improve. This may be part of a wider discussion about the regeneration of an area, or it might be to inform a new place or development which is planned nearby. Local authorities and Community Planning Partnerships can use the tool to help plan their activities and prioritise appropriate action. The development sector can use the tool to establish to the needs of communities and create good places where people want to live.

Scottish Environment Protection Agency (SEPA)

FOR INFORMATION ONLY

Report-a-Flood is a new tool introduced by SEPA which enables members of the public to share information on current flooding issues, to help reduce the disruption flooding can have on people’s lives and make communities more resilient. The public can report incidents of flooding, whether from sea, rivers or in towns using the tool and SEPA will publish these reports online to increase awareness of local flood impacts and help keep communities moving.

To access this tool please see the following website:

<http://www.floodlinescotland.org.uk/report-a-flood>



Keep Scotland Beautiful

FOR INFORMATION ONLY

Environmental charity, Keep Scotland Beautiful, is calling for groups from Renfrewshire to register to take part in either *Beautiful Scotland* or *It's Your Neighbourhood* - as it celebrates 50 years of community growing.

Local volunteers and entire communities are being urged to come together to clean up and 'green up' the areas in which they live, work and play - and be recognised for their tireless efforts in improving their own villages, towns and cities.

Beautiful Scotland and *It's Your Neighbourhood* are managed by Keep Scotland Beautiful and linked to the Royal Horticultural Society (RHS) Britain in Bloom campaign. The campaigns have, for many years, supported and celebrated the achievements of communities throughout Scotland in their continuous work to improve local environmental quality, and *Beautiful Scotland* is celebrating 50 years of success in 2016.

The campaigns focus on year round horticultural and gardening achievements, environmental responsibility and community participation, with recognition being given for exemplar work in areas such as tourism, biodiversity and sustainability.

Sustainable Scotland Network (SSN)

FOR INFORMATION ONLY

Adaptation Scotland has launched a new online resource that allows users to visually explore what a 'climate ready' Scotland looks like. The website is intended to be used by individuals and groups in the public sector, businesses, schools and community groups.

The Climate Ready Places website takes six 'typical' Scottish places - Uplands, Lowlands, Coast, Infrastructure, Suburbs and City. In each of these areas, the website identifies:

- The key climate change impacts and risks identified for Scotland; and
 - The adaptation measures that could contribute to a climate ready (adapting) place.
- The website is designed to be seen as a collection of ideas, rather than a prescriptive adaptation plan, that gets people thinking about Scotland becoming climate ready. The website can be used to:



- Introduce adaptation to a broad audience – providing visual representation of climate impacts and a shared vision of ‘climate ready places’
- Engage with specific audiences (e.g. planners or communities) to identify what they could contribute to achieving a ‘climate ready place’

The website can be used by anyone with an interest in exploring adaptation ideas, from planning professionals to school children, community groups to corporate business.

For more information please see:

<http://www.adaptationscotland.org.uk/5/222/0/Climate-Ready-Places.aspx>

Tesco Local Community Grants

FOR INFORMATION ONLY

Tesco-Groundwork community grant scheme awards six grants per year across England, Wales and Scotland, supporting around 2,500 projects each year.

The scheme will fund capital projects that provide community benefit and there is no charge to access. The grants programme is open to organisations such as: voluntary/community organisations, registered charities, health bodies, Parish/Town councils, social enterprises, Community Interest Companies, schools, hospices, community councils, local authorities and housing organisations. Other not-for-profit organisations might also be eligible.

The programme helps people carry out thousands of projects each year which: tackle climate change; help people out of fuel poverty; bring out the best in young people by helping them to improve their local area; building stronger communities by improving green space; and helping people back into work by creating green jobs

Note – Funding Round 2 closing date is April/May 2016

For more information see:

<http://www.groundwork.org.uk/Sites/tescocommunityscheme/Pages/large-grants-tes>



FOR INFORMATION ONLY

Scottish Natural Heritage has been approved to lead the Green Infrastructure Strategic Intervention, forming part of the 2014 – 2020 European Regional Development Fund (ERDF) programme. Through this funding they aim to improve Scotland's urban environment, increasing and enhancing green space in our towns and cities, especially close to areas of deprivation. This will be delivered through a small number of high impact improvements to the quantity, quality and accessibility of green space and other green infrastructure in urban Scotland, targeted at our most deprived communities.

Detailed guidance has been produced to assist in completing the application form. The Application Handbook is available on a dedicated website (<https://www.greeninfrastructurescotland.org.uk>), while the application forms are available by request only. The closing date for applications for this round is **1 April 2016**. We appreciate that this timescale is extremely tight and we will be happy to help to ensure you have the information required to complete and submit your application. We anticipate that there will be future application rounds, but this will depend on the quality and value of applications received in the first funding round.



Research and Consultations

Committee on Climate Change (CCC)

FOR INFORMATION ONLY

On 26 November, the Committee on Climate Change (CCC) published its advice to the UK Government on setting the fifth carbon budget, covering the period 2028-2032. The Committee recommends that the government should commit to an emissions reduction of 57% by 2028-2032, based on 1990 levels.

The UK Climate Change Act of 2008 established a target for the UK to reduce its emissions by at least 80% from 1990 levels by 2050. A system of five-yearly carbon budgets was also established to ensure regular progress was being made. The first four carbon budgets, leading to 2027, have already been set in law, and the Government must legislate the level of the fifth carbon budget by June 2016.

The Committee recommends that the fifth carbon budget is set at 1,765 MtCO₂e, including emissions from international shipping, over the period 2028-2032.

While the CCC notes that the UK is on track to outperform the first two carbon budgets, it makes clear that, to meet future budgets, emissions reductions will have to speed up, and “a number of new policies and clear long-term signals to investors are urgently required”.

By 2030, the Committee’s scenarios to meet the fifth carbon budget involve:

- Around 1 in 7 UK homes are heated using low-carbon sources of energy
- The majority of new cars and vans bought in the UK are fully or partially electric
- The UK is largely powered by low-carbon sources of electricity
- Insulation is installed in nearly all UK homes where it is cost-effective, reducing the cost of energy to households.

The 2009 Climate Change (Scotland) Act has set an interim 42% reduction target for 2020, and an 80% reduction target for 2050, based on 1990 levels. Scottish Government has additionally set annual targets to monitor and assess progress. The Annual Target Report for 2013 was published on 27 October 2015. CCC advises Scottish Ministers. The CCC is also due to give advice to Scottish Ministers on the next set of greenhouse gas emission annual targets for Scotland for 2028-2032 under the Climate Change (Scotland) Act 2009. This advice is expected to be published in March 2016.