

Notice of Meeting and Agenda

Infrastructure, Land and Environment Policy Board

Date	Time	Venue
Wednesday, 24 January 2018	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM
Head of Corporate Governance

Membership

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

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

Members Briefing

Elected members are invited to attend the briefing on Renfrewshire's Street Lighting INVESTMENT Strategy Progress Update and Post Implementation Audit. to be held in the Council Chamber on Wednesday 24 January, 2018 at 12.30pm

Further Information

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

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

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

Members of the Press and Public

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

Items of business

Apologies

Apologies from members.

Declarations of Interest

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

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|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 1 | Revenue Budget Monitoring Report

Joint report by Director of Finance & Resources and Director of Environment & Communities. | 5 - 10 |
| 2 | Capital Budget Monitoring Report

Report by Director of Finance & Resources. | 11 - 16 |
| 3 | Operational Performance Report

Report by Director of Environment & Communities. | 17 - 28 |
| 4 | The Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017

Report by Director of Environment & Communities. | 29 - 32 |
| 5 | Weed Control Strategy - Renfrewshire

Report by Director of Environment & Communities. | 33 - 40 |
| 6 | Street Lighting Improvement Strategy - Completion Report

Report by Director of Environment & Communities. | 41 - 48 |
| 7 | The Glasgow Bin Lorry Crash - Update Report on Progress with Action Plan following Recommendations of the Fatal Accident Inquiry

Joint report by Director of Environment & Communities and Director of Finance & Resources. | 49 - 56 |
| 8 | Renfrewshire's Air Quality Action Plan

Report by Director of Environment & Communities. | 57 - 64 |
| 9 | Renfrewshire Council Carbon Management Plan 2014/15 - 2019/20: Update 2016/17

Report by Director of Development & Housing Services. | 65 - 70 |

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| 10 | Renfrewshire Council ECO-flex Statement of Intent | 71 - 86 |
| | Report by Director of Development & Housing Services. | |
| 11 | Renfrewshire Council response to the Scottish Government's Fuel Poverty Strategy Consultation | 87 - 108 |
| | Report by Director of Development & Housing Services. | |
| 12 | The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018 | 109 - 122 |
| | Joint report by Director of Development & Housing Services and Director of Finance & Resources. | |
| | EXCLUSION OF PRESS AND PUBLIC | |
| | The Board may by resolution exclude the press and public from the meeting during consideration of the following items of business as it is likely, in view of the nature of the business to be transacted, that if members of the press and public are present, there could be disclosure to them of exempt information as defined in paragraphs 8 and 9 of Part I of Schedule 7A of the Local Government (Scotland) Act, 1973. | |
| 13 | Roads Trading Budget Monitoring Report | |
| 14 | Vehicle Maintenance Trading Budget Monitoring Report | |



To: Infrastructure, Land and Environment Policy Board

On: 16 January 2018

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

Heading: Revenue Budget Monitoring to 10 November 2017

1. Summary

Gross expenditure is £99,000 (0.4%) less than budget and income is £99,000 (2.5%) less than anticipated, which results in a break even position for those services reporting to this Policy Board.

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

Division / Department	Current Reported Position	% variance	Previously Reported Position	% variance
Environment & Communities	Break even	0.0%	Break even	0.0%

2. Recommendations

2.1 Members are requested to note the budget position

3. Environment & Communities

Current Position:	Break Even
<i>Previously Reported:</i>	<i>Break Even</i>

3.1 Refuse Collection

Current Position:	Net overspend £98,000
<i>Previously Reported:</i>	<i>Net overspend £79,000</i>

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

3.2 Regulatory Services

Current Position:	Net underspend £15,000
<i>Previously Reported:</i>	<i>n/a</i>

The underspend is mainly due to underspends on Employee costs and an over recovery of income

3.3 Roads Maintenance

Current Position:	Net underspend £83,000
<i>Previously Reported:</i>	<i>Net underspend £79,000</i>

The underspend is mainly due to an underspend on payments to contractor, and an over recovery of income.

4. Projected Year End Position

It is currently forecast that Environment & Communities services reporting to this policy board will break even at year end. This forecast position is based on assumptions around the costs of disposal of both residual and recyclate waste, and the levels of tonnages received for recycling or disposal, and this will be regularly reviewed during the financial year.

It is also based on assumptions around the costs of service delivery, including roads maintenance throughout the autumn/winter period from October 2017 to March 2018, and this will be reviewed later in the financial year.

Implications of the Report

1. **Financial** – Net revenue expenditure will be contained within available resources.
 2. **HR & Organisational Development** – none
 3. **Community Planning**

Jobs and the Economy – the service supports the improvement of infrastructure to encourage inward investment. The service actively participates in Invest in Renfrewshire initiatives.

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

None

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RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2017/18
1st April 2017 to 10th November 2017

POLICY BOARD : INFRASTRUCTURE, LAND & ENVIRONMENT

Description (1)	Revised Annual Budget (2) £000's	Revised Period Budget (3) £000's	Actual (4) £000's	Adjustments (5) £000's	Revised Actual (6) = (4 + 5) £000's	Budget Variance (7) £000's %
Employee Costs	14,720	8,918	9,170	81	9,251	(333) -3.7% overspend
Property Costs	844	487	558	(80)	478	9 1.8% underspend
Supplies & Services	1,990	991	1,130	(132)	998	(7) -0.7% overspend
Contractors and Others	13,712	7,559	7,442	(58)	7,384	175 2.3% underspend
Transport & Plant Costs	4,744	2,891	2,681	153	2,834	57 2.0% underspend
Administration Costs	9,054	192	206	(3)	203	(11) -5.7% overspend
Payments to Other Bodies	3,978	2,473	2,485	(23)	2,462	11 0.4% underspend
CFCR	0	0	0	0	0	0 0.0% breakeven
Capital Charges	6,746	0	0	0	0	0 0.0% breakeven
GROSS EXPENDITURE	55,787	23,512	23,672	(62)	23,610	(99) -0.4% overspend
Income	(15,190)	(3,916)	(4,010)	(5)	(4,015)	99 2.5% over-recovery
NET EXPENDITURE	40,597	19,595	19,662	(67)	19,595	0 0.0% breakeven

Bottom Line Position to 10 November 2017 is an underspend of **£000's 0 0.0%**

Anticipated Year End Budget Position is breakeven of **£000's (0) 0.0%**

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2017/18
1st April 2017 to 10th November 2017

POLICY BOARD : INFRASTRUCTURE, LAND & ENVIRONMENT

Description (1)	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance (7)
	£000's	£000's	£000's	£000's	£000's	%
MSS	549	1,711	1,951	(238)	1,713	(2) -0.1%
Refuse Collection	4,736	2,347	2,680	(235)	2,445	(98) -4.2%
Refuse Disposal	8,083	5,545	5,511	35	5,546	(1) 0.0%
Steetscene	6,401	3,177	3,175	1	3,176	1 0.0%
Land Services	746	(150)	(383)	232	(151)	1 0.7%
Transport	1,696	818	628	190	818	0 0.0%
Roads Maintenance	10,585	2,101	1,919	99	2,018	83 4.0%
Regulatory Services	2,175	779	739	25	764	15 1.9%
Flooding	369	110	121	(11)	110	0 0.0%
Structures	305	186	186	0	186	0 0.0%
Street Lighting	860	317	335	(19)	316	1 0.3%
Traffic Management	1,516	651	681	(30)	651	0 0.0%
Traffic & Transport Studies	0	1	0	1	1	0 0.0%
Parking of Vehicles	(711)	(454)	(368)	(86)	(454)	0 0.0%
Roads grant Funded Projects	0	0	31	(31)	0	0 0.0%
SPTA	3,288	2,456	2,456	0	2,456	0 0.0%
NET EXPENDITURE	40,597	19,595	19,662	(67)	19,595	0 0.0%

Bottom Line Position to 10 November 2017 is an underspend of £000's 0
Anticipated Year End Budget Position is breakeven of 0.0%



To: INFRASTRUCTURE, LAND & ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: Director of Finance and Resources

Heading: Capital Budget Monitoring Report

1. Summary

- 1.1 Capital expenditure to 10th November 2017 totals £8.705m compared to anticipated expenditure of £8.618m for this time of year. This results in an over-spend position of £0.087m for those services reporting to this board, and is summarised in the table below:

Division	Current Reported Position	% Variance	Previously Reported Position	% Variance
Environment & Communities	£0.087m o/spend	1% o/spend	£0.011m u/spend	0% u/spend
Total	£0.087m o/spend	1% o/spend	£0.011m u/spend	0% u/spend

- 1.2 The expenditure total of £8.705m represents 40% of the resources available to fund the projects being reported to this board. Appendix 1 provides further information on the budget monitoring position of the projects within the remit of this board.
- 1.3 A large number of projects are scheduled to take place or be completed in the latter half of the financial year, including the Roads and Footways upgrade programme, LED Street Lighting Strategy, the Parks Improvement Programme, and the purchase of vehicles from the Vehicle Replacement programme.

2. **Recommendations**

- 2.1 It is recommended that Members note this report.

3. **Background**

- 3.1 This report has been prepared by the Director of Finance and Resources in conjunction with the Chief Executive and the Director of Community Resources.
- 3.2 This capital budget monitoring report details the performance of the Capital Programme to 10th November 2017, and is based on the Capital Investment Programme which was approved by members on 23rd February 2017, adjusted for movements since its approval.

4. **Budget Changes**

- 4.1 Since the last report there have been no budget changes.

Implications of the Report

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

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

List of Background Papers

- (a). Capital Investment Programme 2017/18 & 2018/19 – Council, 23rd February 2017.

The contact officers within the service are:

- Debbie Farrell, Extension 7536
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Infrastructure, Land & Environment - Appendix 1

RENFREW/SHIRE COUNCIL

CAPITAL INVESTMENT STRATEGY - NON-HOUSING SERVICES

BUDGET MONITORING REPORT

BOARD: INFRASTRUCTURE, LAND & ENVIRONMENT

Project Title	Approved Programme @23/02/17	Current Programme MR 8	Year To Date Budget to 10-Nov-17	Cash Spent to 10-Nov-17	Variance to 10-Nov-17	% Variance	Cash to be Spent by 31-Mar-18	% Cash Spent
ENVIRONMENT & COMMUNITIES								
Programme Funded By Specific Consent	239	239	10	7	3	30%	232	3%
Vehicle Replacement Programme	1,500	1,544	400	408	-8	-2%	1,136	26%
Bridge Assessment/Strengthening	500	436	180	187	-7	-4%	249	43%
Roads/Footways Upgrade Programme	3,000	6,460	3,295	3,283	12	0%	3,177	51%
Lighting Columns Replacement	250	197	0	0	0	0%	197	0%
Traffic Management	0	1	0	0	0	0%	1	0%
Paisley Town Centre Signage	0	31	31	49	-18	-58%	-18	158%
Waste Transfer Station Upgrade	400	400	0	0	0	0%	400	0%
Parks Improvement Programme	1,250	1,984	1,270	1,279	-9	-1%	705	64%
LED Street Lighting Strategy	3,003	4,747	1,060	1,053	7	1%	3,694	22%
Community Halls & Facilities Improvement Programme	2,000	2,924	1,400	1,470	-70	-5%	1,454	50%
Depots Improvements	2,243	2,243	830	833	-3	0%	1,410	37%
Improving Community Safety (CCTV)	0	8	0	0	0	0%	8	0%
North Renfrew Flood Prevention Scheme	0	3	2	2	0	0%	1	67%
Strathclyde Partnership Transport	0	675	140	134	6	4%	541	20%
TOTAL INFRASTRUCTURE, LAND & ENVIRONMENT BOARD	14,385	21,892	8,618	8,705	-87	-1%	13,187	40%



To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: OPERATIONAL PERFORMANCE REPORT

1. Summary

- 1.1 This report provides an overview of key service activities over the first 8 periods of 2017/2018, namely 1 April 2017 to 10 November 2017. This report provides an operational performance update on the services and key projects delivered during this period.
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2. Recommendations

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board approves the operational performance update detailed within this report.
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3. Background

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

Operational Updates

4. Amenity Services

Land Services – Parks Regeneration

- 4.1 Phase 1 of the investment works at Robertson and Barshaw Parks have largely been complete. The phase 1 investment has focused on improvements to path and road infrastructure within the parks, and the installation of new additional play park equipment. The last aspects of the phase 1 works were completed in December with the installation of wheelchairs swings within Robertson and Barshaw Parks, and resurfacing of additional sections of the path infrastructure in Robertson Park.
- 4.2 As part of the Council's investment of £2.25 million in parks regeneration, £250,000 was allocated to 5 neighbourhood parks and attention has turned to these parks with development of plans to support improvements in the infrastructure and equipment.

StreetScene & Roads Operations

- 4.3 StreetScene supported the extremely successful SPREE programme during October. Support was also provided to the Halloween and Fireworks Festivals, all the Christmas Light 'Switch Ons', throughout Renfrewshire, and the Paisley First Winterfest event. Preparation of the areas prior to events and post event clean ups ensured communities were clean for residents, businesses and visitors to enjoy.

Christmas Lighting 'Switch- On' Events

- 4.4 The service supports all the Christmas light 'switch on' events across Renfrewshire. The first major 'switch-on' event in Paisley was on the 18th of November 2017 and was followed by events in Renfrew and Johnstone. 11 surrounding towns and villages also celebrated festive light 'switch-on' events prior to 9th of December 2017. In total over 422 individual lighting features were installed with more than a mile of electrical supply cable being used in Abbey Gardens alone.

Roads Capital Programme, 2017/18

- 4.5 The roads capital investment programme for 2017/18 was approved by Council in February 2017 to deliver a capital investment of £6.7m in Renfrewshire's roads, pavements, and paths. The programme consists of 85 roads and 47 pavements on strategic routes as well as providing improvement on a significant number of rural and residential areas.
- 4.6 The delivery of the investment programme is progressing well with over 80% roads and pavements now completed with the remaining road and pavement improvements planned for delivery before the end of the financial year. Improvements and repairs are now noticeable on a number of main routes, residential streets and pavements and this will continue throughout the remainder of the financial year 2017/18.

Waste Services

Special Uplifts – Online Booking

- 4.7 The Customer Access project aims to improve customer contact with the Council by providing new online processes for customers to make service requests. This service will be implemented early in 2018.
- 4.8 Under the Customer Access project a new online service for Special Uplifts is being developed through the Council's customer portal – MyAccount. The service will allow customers to book a special uplift online, receive online notifications when the uplift has been completed and allow for further feedback if required.

Rationalisation of Additional Bin Arrangements

- 4.9 Renfrewshire residents typically received the following bin infrastructure (residual bin (grey); recycling (blue; food & garden (brown)) free of charge. Some householders request additional grey and blue bins and a charge is currently applied. As part of the rationalisation of the Council's waste arrangements, a rationalisation of charges will also be applied for additional bins, for all three waste streams.

Street Lighting

- 4.10 A report on Renfrewshire's Street Lighting Improvement Strategy is detailed later in the Policy Board agenda.

Underwood Road Refurbishment

- 4.11 The refurbishment of the Depot at Underwood Road is progressing well with the works scheduled for completion by end of February 2018. The work to complete the vehicle maintenance workshop, MOT station and the new employee welfare unit is complete. The next phase of work will focus on the construction of the salt store and the refurbishment of the former StreetScene facility which will accommodate Building Services upon completion of the works.

Transportation Updates

Real Time Passenger Information (RTPI)

- 4.12 Real time passenger information displays to inform passengers of imminent bus service arrivals are planned for installation in early 2018. The real time information will start on Gauze Street and will also be installed on Glasgow Road in the spring time. McGills buses have the technology on their buses to communicate with the RTPI screens to facilitate effective bus travel.

Fleet Services

- 4.13 Environment & Communities is already progressing a number of operational service changes within and across the Council's fleet. Some additional service efficiencies and improvements are being progressed in respect of the following areas, including;
- Improved management of the use and retention of externally hired vehicles, reducing the number and length of time vehicles are hired for at any time.

- Better utilisation of Council owned vehicles, reducing downtime, and reducing the overall size of the Council fleet.
- Reduction, through enhanced training of operatives, in the level of operational damage.

5. Environment and Place, Team Up to Clean Up Operational Activity

5.1 Increased gully servicing is now in place with over 45% of all gully pot/drains having been inspected and cleaned from late September through to mid-January 2017.

5.2 Increased street sweeping programmes are embedded across Renfrewshire communities with all accessible roads being mechanically swept every 8 weeks and the sweepers are currently completing their 2nd cycle to all locations.

5.3 Details of additional resources being deployed as Community Litter Pickers and the gully and mechanical road sweeping cycle across communities is available on the Team Up to Clean Up page of the Council website and has been well received by those accessing this information (<http://www.renfrewshire.gov.uk/teamuptocleanup>).

Community Engagement

5.4 The Team Up to Clean Up campaign continues to gain momentum and engagement with communities and schools has been encouraging. Two secondary schools are now equipped with their own litterpickers and pupils regularly clear around their schools. Equipment such as litterpickers, bag hoops, a wheelbarrow and rakes have been gifted to 3 community groups, snow shovels (to clear leaves) and some Team Up to Clean Up branded bibs were supplied to 2 others.

5.5 The webpage is now live offering branded downloadable materials for groups and community clean up packs, posters and leaflets. Community groups can opt to publish their contact details on the page, enabling those who would like to attend events, or arrange their own, to receive support and more information.

5.6 Since the launch, twenty one community clean up's have been promoted through this online resource. Recently a Team Up to Clean Up Facebook page has been launched and passed to community groups to establish interest. Joining the Facebook page will facilitate discussion between groups and hopefully encourage a joined up events and activities approach within, and across communities.

5.7 The Council now has a growing contact list and engagement with communities is developing well. Community Clean Up's will continue to be at the heart of the Team Up to Clean Up campaign.

Dog Fouling

5.8 The Renfrewshire Responsible Dog Ownership Strategy, a key priority in the Team Up to Clean Up Campaign, has been rebranded with the current focus on dog fouling. An enforcement and educational approach is being targeted in key areas identified through data analysis and evidence of need.

- 5.9 “The Responsible Dog Owners Pledge” has been launched online and includes that signatories agree, amongst other exemplary behaviours, to pick up fouling after their dog. Work is being undertaken to promote the approach to dog walking groups and boarding establishments.
- 5.10 Branded posters and mobile banners will be strategically located in targeted areas initially around the west end of Paisley and Renfrew to raise awareness of the campaign, and these messages will be reinforced using education and targeted enforcement. Data analysis is currently being undertaken to identify further hotspots for similar targeted activity.

6. Regulatory Services

Medical Weighing

- 6.1 Further visits have now been made to the Royal Alexandra Hospital to check equipment used for medical weighing. Patients are often given treatment or medication based on their body mass, and as such it is crucial that equipment is both accurate, and regularly serviced. A total of 41 scales have been checked so far, in high risk areas. Only one minor issue with a weighing machine has been uncovered to date. This scale was immediately replaced. 67 scales are still to be checked, and these will be completed in early 2018.

Best Bar None Renfrewshire

- 6.2 Best Bar None is an accreditation scheme which rewards high standards and good practice in the licensed trade sector. The Scottish Business Resilience Centre (SBRC), who run the Best Bar None scheme in Scotland, are providing the administration and assessment for the Renfrewshire scheme this year. The Scottish Business Resilience Centre advise that of the 9 applications for the scheme this year, 7 have proceeded to the assessment stage. Judging of these 7 venues took place in late November 2017. Outstanding local venues, chosen by the judges will go forward to the National Awards in March 2018.

Scotland Excel Framework

- 6.3 Food supply contracts to the local government sector in Scotland are centrally controlled by Scotland Excel, who are the centre for procurement expertise for local authorities and other national bodies such as NHS Scotland.
- 6.4 Renfrewshire council Business Regulation Team have the unique responsibility; as the servicing authority for Scotland Excel, to:
- provide food law and quality assurance advice
 - review contract specifications and
 - carry out supplier audits.
- 6.5 Currently, the team are carrying out audits for the supply of milk. This has involved officers travelling to processing facilities throughout Scotland and producing written reports on findings.

- 6.6 The audits also provide a development and training opportunity for officers who benefit from auditing larger processing facilities and more unfamiliar manufacturing sites.

Better Regulation – Rationalisation within Trade Waste and Pest Control

- 6.7 To support enforcement officers in ensuring that commercial / trade waste is not being disposed of through Household Waste Recycling Centres (HWRCs), a free permit / booking scheme is being established. This will be free of charge and will allow householders to use vans and / or trailers to dispose of their household waste. It is anticipated that the new permit / booking system will be in place by 1st April 2018.

7. Performance Update – Indicators and Targets

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

Target for 2017/18	Target to Period 8	Actual to Period 8	Comments
<i>Creating a sustainable Renfrewshire for all to enjoy</i>			
1. Food Hygiene Information Scheme - % of premises which currently achieve a Pass rating			
97%	97%	98%%	<p>Of the 1,284 premises in Renfrewshire food hygiene scheme, 1,258 achieved a 'Pass' rating. This reflects a very high level performance where 98% of food premises inspections meet or exceed compliance at the point of inspection.</p> <p>This reflects a very high level of performance where food premises meet or exceed compliance standards at any given inspection. All premises are required to make the improvements necessary to achieve the Pass rating in order to continue trading.</p>

2. Trading Standards – Consumer Complaints completed within 14 days			
82%	82%	92%	This performance was above the period 8 target of 92%. At the end of period 8, the service dealt with 392 consumer complaints, 359 of which were completed within the 14-day timescale.
3. % of household waste which is recycled (** Waste data is now published by SEPA on a calendar year basis – this is the data for the calendar year and has still to be verified by SEPA.)			
55%	55%	48.6%	This is the data for the third quarter of 2017 calendar year and is an estimate which has not yet been verified by SEPA. The recycling rate was estimated to be 48.6%. Waste performance data is measured on a calendar year basis.
Creating a sustainable Renfrewshire for all to enjoy			
4. Land Audit Management System - % of areas assessed as acceptable			
90%	90%	98%	Performance in the first 8 periods of 2017/18 exceeded the target of 90%.
Working together to improve outcomes			
5. % of front line resolutions dealt with within timescale			
i) Environment & Communities			
100%	100%	83%	Environment & Communities has received 3,493 front line resolutions in the first 8 periods of 2017/18, of which 2,900 (83%) were responded to within timescale.
ii) Amenity Services			
100%	100%	83%	Over the same period Amenity Services received 3,315 front line resolutions of which 2,748 (83%) were responded to within timescale.
iii) Regulatory Services			
100%	100%	85%	Regulatory Services received 13 front line resolutions in the first 8 periods of 2017/18 and 11 were responded to within timescale.
6. % of complaint investigations dealt with within timescale			
i) Environment & Communities			
100%	100%	92%	Environment & Communities has dealt with 24 complaint investigations in the first 8 periods of 2017/18, 22 (92%) of which were dealt with within the agreed timescale.

ii) Amenity Services			
100%	100%	100%	Amenity Services has dealt with 15 complaint investigations; all (100%) were dealt with within the agreed timescale.
iii) Regulatory Services			
100%	100%	100%	There were 4 complaint investigations for Regulatory Services in the first 8 periods of 2017/18 and these were dealt with within the agreed timescale.
7. % of Freedom of Information requests completed within timescale			
Environment & Communities			
100%	100%	100%	All FOIs were responded to on time, achieving the annual target. 289 FOI requests were received, 228 of which were departmental specific and the other 61 were cross-departmental.
8. (Traffic and Transportation) Traffic light failure - % of traffic light repairs completed within 48 hours			
95%	95%	86%	At the end of Period 8, 86% of traffic repairs were completed with 48 hours. This is an increase from 80% at the end of period 6. Performance has not achieved target due to the requirement for civils works as a result of road traffic accidents. These are more time consuming than reactive repairs. (TBC)
9. Overtime as a % of total employee costs			
i) Environment & Communities			
6%	6%	6.9%	The level of overtime across the whole of Environment & Communities , for the first 8 periods of 2017/18, was slightly above target. This was due to additional overtime for events cover, elections cover, and overtime required for vacancy and absence cover.
ii) Amenity Services			
6%	6%	5.1%	In this period the level of overtime in Amenity Services was within target.

iii) Regulatory Services			
6%	6%	0.8%	In the same period the level of overtime in Regulatory Services was within target.
10. Sickness Absence Figures:			
i) Environment & Communities			
4%	4%	6.7%	<p>The absence level for Environment & Communities at the end of period 8 was 6.7% compared to the target of 4%.</p> <p>The absence level of 6.7% is due to a number of long term absences, with the overall absence rate consisting of:-</p> <ul style="list-style-type: none"> - 75.7% long-term absences - 24.3% short-term absences. <p>Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of occupational health services.</p>
ii) Grounds Maintenance			
4%	4%	2.6%	<p>Absence level for grounds maintenance employees was 2.6% at the end of period 8 and was within target.</p> <p>Overall absence rate is made up of:-</p> <ul style="list-style-type: none"> - 49.3% long-term absences - 50.7% short-term absences. <p>Absence is within target.</p>
iv) Street Cleansing			
4%	4%	2.4%	<p>Absence levels for street cleansing employees was 2.4% end of period 8.</p> <p>The absence level of consisted of:-</p> <ul style="list-style-type: none"> - 52.4% long-term absences - 47.6% short-term absences. <p>Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of occupational health services.</p>

v) Refuse Collection			
4%	4%	7.7%	<p>Absence levels for refuse collection employees was 7.7% at the end of period 8.</p> <p>This consisted of:-</p> <ul style="list-style-type: none"> - 55.3% long term absence - 44.7% short term absences. <p>Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of occupational health services.</p>
vi) Roads & Transportation			
4%	4%	2.3%	<p>Absence levels for Roads & Transportation employees was 2.3% at the end of period 8.</p> <p>Overall absence is made up of:-</p> <ul style="list-style-type: none"> - 63.6% long-term absence - 36.4% short-term absence. <p>Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of occupational health services.</p>
vii) Regulatory Services			
4%	4%	1.8%	<p>Absence levels for Regulatory Services employees was 1.8% at the end of period 8.</p> <p>This consisted of:-</p> <ul style="list-style-type: none"> - 78.5% long-term absence - 21.5% short-term absence. <p>Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of occupational health services.</p>
11. % of pothole repairs completed within timescales			
66%	75%	69%	<p>In the first 8 periods of 2017/18, 69% of pothole repairs were completed within the agreed timescales. This was an increase from 66% at the end of period 6.</p>

Implications of the Report

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

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

Our Renfrewshire is thriving / Building strong, safe and resilient communities - by working with the local community and through enforcement activities, to improve the appearance of local areas and to help reduce anti-social behaviour.

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

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

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

List of Background Papers: None

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To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: THE WATER INTENDED FOR HUMAN CONSUMPTION (PRIVATE SUPPLIES) (SCOTLAND) REGULATIONS 2017

1. Summary

- 1.1 The Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017 came into force on 27 October 2017 and have replaced the previous regulations with regard to large private water supplies or those serving property where a commercial or public activity takes place. This report outlines the current work ongoing to address the implications of the new regulations, recognising this being the first appropriate board date to provide an update.
 - 1.2 Guidance supporting the regulations has extended the definition of a commercial property and this now includes bed and breakfasts, privately rented property, holiday let accommodation, church or village halls and dairy farms.
 - 1.3 Environment & Communities is currently undertaking an exercise to identify any properties which will now fall within the remit of the regulations under the new definition and it is expected that the current number of four supplies covered by the regulations will increase significantly once this exercise is completed.
-

2. Recommendations

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

- 2.1 Notes the introduction of the Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017 and the extension to the definition of a commercial property within the guidance supporting these regulations.

- 2.2 Notes the ongoing exercise to determine the number of private water supplies covered by the revised regulations within Renfrewshire.
 - 2.3 Requests that a further report on the full implications of the new regulations in Renfrewshire is brought to a future meeting of the Board.
-

3. Background

- 3.1 All private water supplies were previously regulated through the Private Water Supplies (Scotland) Regulations 2006. Amendments introduced by the EU Drinking Water Directive 2015/1787 meant that these regulations were no longer compliant with EU regulations and the Scottish Government have therefore introduced the Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017 to update the regulatory framework within Scotland.
- 3.2 Private water supplies have been known to cause illness when contaminated by bacterial and chemical agents. Private water supply regulations are implemented as a means to protect public health where members of the public may use a private water supply as a source of drinking water.
- 3.3 The new Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017 apply only to what is termed as “larger supplies”, meaning those supplies which provide greater than 10m³ of water a day; supplies that are used by more than 50 people or supplies to premises used for a commercial or public activity.
- 3.4 Currently, within Renfrewshire, there are four private water supplies that are regulated under the Private Water Supplies (Scotland) Regulations 2006. However, with new Scottish Government guidance to accompany the regulations extending the definition of a commercial activity to include bed and breakfast property, private rented property, holiday let accommodation, church or village halls and dairy farms, these numbers are expected to significantly increase. This will have implications for supplies previously not covered by the regulations and also for Environment & Communities in terms of resources required to undertake the additional work.
- 3.5 Environment & Communities is currently undertaking an exercise to identify any premises within Renfrewshire which should now be brought into regulation under the new legislation. This includes identifying any property which may have a commercial use or where it is a privately rented property.
- 3.6 The regulations require that relevant private supplies are registered with the local authority, are subject to at least one annual water sampling check and have a risk assessment covering all aspects of the supply from its source to the point of compliance, normally the drinking water tap within any premises. The regulations also set out water quality parameters that require to be met, monitoring requirements and risk assessment obligations for local authorities, collation and reporting of information and offences for failing to comply with enforcement notices.

- 3.7 The regulations allow for the recovery of reasonably incurred expenses by local authorities when undertaking sampling, analysis, risk assessments and enforcement activity in relation to private water supplies. It is intended that all costs incurred by Environment & Communities in discharging the functions of the regulations will be recovered from the owner of the private water supply.
- 3.8 The Private Water Supplies (Scotland) Regulations 2006 will currently remain in effect to regulate water quality for small private water supplies serving only private dwellings where there is no commercial or public activity taking place. It is however, the Scottish Government's intention to eventually replace these regulations as well and this will form the basis of a future consultation exercise undertaken by the Scottish Government.

Implications of the Report

1. **Financial** – Minimal impact as any reasonable costs incurred from the regulation of private water supplies are recoverable from the owners of the supply.
2. **HR & Organisational Development** – None
3. **Community Planning** –

Our Renfrewshire is well – Effective regulation of private water supplies brought into the remit of the legislation will ensure that the health of residents and visitors to establishments using a private supply for drinking water is not compromised.
4. **Legal** - None
5. **Property/Assets** - None
6. **Information Technology** - None
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website
8. **Health & Safety** – None
9. **Procurement** – None
10. **Risk** – None

11. **Privacy Impact** – None

12. **CoSLA Policy Position** – Not applicable

List of Background Papers

- (a) Background Paper 1 – The Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017

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

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To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: WEED CONTROL STRATEGY - RENFREWSHIRE

1. Summary

- 1.1 At its meeting on 22 June 2016 the Council discussed a Motion on the use of Glyphosate. At this time Council agreed that an investigation be carried out into the effectiveness and cost effectiveness of alternative weed control strategies and that this should include identifying a pilot of at least 2 alternatives weed control strategies.
 - 1.2 This report sets out the results of the pilot exercise and the review undertaken; and provides an update on the decision of the European Commission who licence the use of herbicides within the European Union, to grant a licence for the use of Glyphosate as a weed control herbicide for a period of 5 years commencing on the 16th December 2017.
 - 1.3 Two alternative weed control strategies were piloted, the first being an alternative herbicide treatment and the second being the mechanical removal of weeds. In addition, research was undertaken into the use and effectiveness of controlling weeds with flame and emerging high pressure steam technology.
 - 1.4 Following evaluation of the two alternative weed control pilots and research into other and emerging weed control methods it was found that Glyphosate remained the most effective and cost-effective method to control weeds, successfully treating all weeds at a significantly lower cost than the alternatives tested.
-

2. Recommendations

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

- 2.1 Notes the outcome from the trials of alternative herbicide control strategies and the effectiveness and cost effectiveness of these trials compared to the use of Glyphosate.
 - 2.2 Notes the decision by the European Commission to renew the approval of glyphosate as a weed control herbicide for a period of 5 years commencing on the 16th of December 2017.
 - 2.3 Agrees to the continued use of glyphosate weed control herbicide as the Council's main herbicidal treatment, being the most effective and cost-effective herbicide currently available on the market for amenity use, and that the Council will adhere to any further guidance issued by the European Union, or UK or Scottish bodies such as Department for Environment, Food & Rural Affairs and Food Standards Scotland.
 - 2.4 Notes that alternatives to the use of Glyphosate weed control methods will continue to be monitored and trialled to assess the effectiveness and cost effectiveness of such strategies.
-

3. Background

- 3.1 Glyphosate is the active ingredient in the world's most commonly used herbicide to control weeds. It is used by the majority of Council's in the UK, including Renfrewshire, to control weeds on hard landscaped features such as roads, pavements and foot paths. Glyphosate works by absorption through plant leaves and being transferred to the plant's roots. It is therefore effective at killing the weed and preventing its regrowth and is effective against both annual and perennial weeds, including Japanese Knotweed over a planned and prolonged period of time.
- 3.2 Glyphosate absorbs strongly to soil particles and soil microbes readily degrade glyphosate. As a result glyphosate is generally immobile in soil and does not migrate through soil to ground water or run off in surface water to water courses. Glyphosate is considered low in toxicity to flora and fauna.
- 3.3 Glyphosate is applied selectively throughout Renfrewshire by using pressurised spraying equipment and in accordance with all manufacturers recommended controls. Areas of treatment typically receive between 2 and 3 applications of glyphosate during the growing season each year.
- 3.4 Glyphosate is licensed for use in both horticultural and food growth industries. Council services in Renfrewshire use the product only for horticultural purposes. There is no identified risk in the use of Glyphosate, to either Council employees or

members of the public, when used as directed by the manufacturers. Renfrewshire Council does not use any herbicides for agricultural food production purposes.

- 3.5 Glyphosate based products are the only herbicide treatment currently used by the Council to control weeds. The Council spends around £10,000 per annum on glyphosate based herbicides to control weed growth.

4. Pilot of Alternative Weed Control Methods

4.1 Pilot 1 – Alternative Herbicide treatment - Finale 150

- 4.1.1 The Council engaged with suppliers and benchmarked within the public sector to identify alternative herbicides that worked in a similar manner to glyphosate and were effective in treating both annual and perennial plants. The majority of the herbicide treatment carried out by the Council is in amenity areas and any treatment is required to be able to control both annual and perennial weeds.
- 4.1.2 The research undertaken demonstrated that the number of herbicides that work in a similar manner to glyphosate by absorption into the root and that are effective in tackling both annual and perennial weeds is limited.
- 4.1.3 Finale 150 was identified as a herbicide that provided an alternative. It works effectively against annual weeds but has limited effectiveness against perennial weeds.
- 4.1.4 Finale 150 works on contact with the leaves and is predominately used for turf species and annual weeds.
- 4.1.5 During the 2017 growing season, a glyphosate herbicide was trialled alongside Finale 150. The test areas selected included both hard and soft landscaping on grass verges to give a range of typical scenarios and conditions where weeds are encountered and treated.
- 4.1.6 The results of the pilot showed that in both the hard and soft landscaped scenarios both herbicides were effective against annual weed growth and surface leaf growth of perennial weeds. However, perennial weeds treated with Finale 150 showed excessive regrowth after only a few weeks compared to the glyphosate treated perennial weeds which did not regrow in the same period.
- 4.1.7 On the basis of this pilot glyphosate based herbicides were found to be the most effective at controlling perennial weed growth.
- 4.1.8 If Finale 150 were to be used, it would require around 5 applications per year compared to 2 - 3 for glyphosate to maintain areas to the same standard as they are currently. This would significantly increase the labour and equipment costs for increased treatments.

- 4.1.9 Other information considered in relation to the use of this alternative herbicide is that Finale 150 does have a residual effect in the soil and can migrate through ground water and affect water courses. In addition, Finale 150 herbicide costs around 6-7 times more than glyphosate, which would increase the annual costs of herbicides from £10,000 per annum to around £100,000 per annum at current costs, in addition to the additional costs of carrying out increased treatments.

4.2 Pilot 2 – Mechanical Treatment Methods

- 4.2.1 The second pilot sought to trial a non-herbicide weed control method. Mechanical treatment methods were used to control weeds in both soft and hard landscaped areas through strimming or cutting with grass cutting machinery.
- 4.2.2 The results of this pilot showed that whilst the surface of the weeds would be removed the root would typically remain and regrow. In particular, following this pilot significant weed encroachment into the hard-landscaped areas of both annual and perennial weeds was observed. Weed encroachment was especially prevalent where hard and soft landscaped areas met at paths or grass edges and where there was minor damage such as the wearing tar layer being cracked or crazed.
- 4.2.3 It was concluded that this alternative weed control strategy alone would not be effective at controlling weed growth but that it does have a role to play alongside a herbicide in controlling weed growth.

5. Other Weed Control Strategies Investigated

5.1 High pressure Steam

- 5.1.1 New and emerging technologies using high pressure steam were also investigated and considered. Steam applications break down the plant cellular structure of the weed / unwanted plant growth resulting in the death of most annual weeds and some perennial weeds.
- 5.1.2 The steam application is a slow process, up to 10 times slower than a traditional herbicide application and it is not suitable for all situations that the Council are required to treat. The application of hot steam can also result in an increased risk to the general public during application.
- 5.1.3 Steam is currently only particularly suited for narrow, linear weed control. High pressure steam can also damage surrounding wearing surfaces of hard standing areas and the safety surfacing of play areas.
- 5.1.4 It was concluded that there may be a role for high pressure steam in the management of hard landscaped areas, but it would not work effectively in soft landscaped areas, against certain landscapes and would not be effective or cost effective as the sole method of weed control. It could however form part of a wider strategy to control weed growth, particularly as technology develops.

5.2 Flame

- 5.2.1 The use of flame was also considered for weed control. This works in a similar way to steam where the plant cellular structure is burnt off. This is effective against most annual weeds but perennial weeds tend to regrow after a short space of time. The use of flame is a slow process and utilises propane gas.
- 5.2.2 There is a potential risk to the public by using an open flame in public areas. There are also situations where flame is clearly not suitable as it can damage surrounding wearing surfaces of hard standing areas and the safety surfacing of play areas.
- 5.2.3 It was concluded that the use of flame as a weed control method is similar to high pressure steam in that it could have a role to play in weed control of certain hard landscaped areas, but would not be effective on soft landscaped areas or as the sole method of weed control and would be most effective supporting the use of herbicide to control weed growth.

5.3 Manual weed control

- 5.3.1 Weeds can be removed by manual tools or hand methods. This can be effective for some annual weeds but is generally not suitable for perennial weeds and is very labour intensive. Manual removal can also remove pointing from slabs, cause damage to tarmac and can increase the spread of annual weed seeds. The Council undertakes manual weed control as one strand of its weed control strategy, applying this method around high amenity areas such as plant beds and where a build up of detritus and vegetation has occurred.
- 5.3.2 It was concluded, and has been demonstrated over a number of years, that manual weed control has a role as part of wider weed control strategy but could not be used effectively or affordably as the sole method of weed control.

6. Glyphosate Research

- 6.1 There are a range of views on the status of glyphosate with regard to the potential risks it poses to humans. In March 2015 the World Health Organisation's (WHO) International Agency for Research on Cancer (IARC) classified glyphosate as probably carcinogenic to humans. It also stated that there was "limited evidence" that glyphosate was carcinogenic in humans for non-Hodgkin's lymphoma.
- 6.2 To provide some context to this classification by the (IARC) glyphosate was considered as presenting a similar level of risk as indoor emissions from burning wood and high temperature frying, and the consumption of red meat, to provide some examples.
- 6.3 On 15 March 2017, the Risk Assessment Committee (RAC) of the European Chemicals Agency concluded by consensus that:

- There is no evidence to link glyphosate to cancer in humans, based on the available information
 - Glyphosate should not be classified as a substance that causes genetic damage or disrupts reproduction.
- 6.4 The same conclusion to the Risk Assessment Committee above was also reached by the following organisations:
- European Food Safety Authority (EFSA), supported by experts from 27 EU Member State competent authorities
 - National authorities outside the EU (e.g. Canada, Japan, Australia, New Zealand)
 - Joint Food and Agriculture Organisation of the United Nations – World Health Organisation Meeting on Pesticide Residues
- 6.5 The International Agency for Research on Cancer remains, therefore, the only agency expressing a potential concern regarding a link to cancer in humans.

7. Glyphosate Licence for Use

- 7.1 When the motion on glyphosate was discussed by Council on the 22nd June 2016 the European Commission licence for Glyphosate was due to expire on 1 July 2016. On 1st July 2016 the European Commission then adopted an extension of the approval of glyphosate for a limited period to allow the European Chemicals Agency to conduct its assessment of the potential carcinogenicity of glyphosate. This extension was limited to 6 months after the receipt of the European Chemicals Agency's opinion or 31 December 2017 at the latest.
- 7.2 The European Chemicals Agency sent its opinion to the European Commission on 15 June 2017 as set out above in paragraph 7.1.
- 7.3 On 27 November 2017 the European Commission renewed the approval of glyphosate for a period of 5 years from the 16th December 2017. The approval allows the continued use of glyphosate within the horticultural industry.

8. Summary

- 8.1 Glyphosate has had its licence renewed by the European Commission for use as a weed control herbicide for the next 5 years. Further research has been undertaken on the potential risk of glyphosate with the majority of published views stating there is no evidence to link glyphosate to cancer in humans.
- 8.2 The alternative trials undertaken by the Council demonstrate that glyphosate remains then most effective and cost-effective herbicide available to control weeds posing the least risk to soil, ground water and water courses. There are number of other weed control methods that by themselves would not eliminate the use of a herbicide weed control treatment, but are and can be used in conjunction with herbicides to control weed growth.

Implications of the Report

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

Our Renfrewshire is safe – Renfrewshire’s weed control strategy consists of herbicide, mechanical and manual interventions to control weed growth. Herbicide applications are applied in accordance with European Commission licencing and manufacturers guidelines.

4. **Legal** – none
5. **Property/Assets** – none
6. **Information Technology** – none
7. **Equality & Human Rights** – none
8. **Health & Safety** - the Council will adhere to any further guidance issued by the European Union, or UK or Scottish bodies such as Department for Environment, Food & Rural Affairs and Food Standards Scotland.
9. **Procurement** – none
10. **Risk** -
11. **Privacy Impact** – none
12. **CoSLA Policy Position** – none

List of Background Papers

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To: INFRASTRUCTURE LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: STREET LIGHTING IMPROVEMENT STRATEGY – COMPLETION REPORT

1. Summary

- 1.1 This report provides an overview of the Council's Street Lighting Investment Strategy to convert all of Renfrewshire's street lighting from sodium lanterns to LED lanterns.
- 1.2 Council in June 2015 approved an £11 million capital investment to support delivery of the Street Lighting Investment Strategy. The Strategy identified 30,756 of Renfrewshire's street lights for conversion to LED Lanterns, with up to 1,356 column replacements. An initial pilot programme of LED replacement accounted for 2,143 of the 30,756, resulting in the programme replacement of 28,613 LED lanterns.
- 1.3 Renfrewshire's Street Lighting Investment Strategy has been substantially completed, with 96% of Renfrewshire's 30,756 street lights converted to LED Lanterns and 83% of the planned 1,356 column replacements as of mid-December 2017, increasing to 97% in February 2018. A further 2% will be converted as part of a specialist programme during 2018.
- 1.4 The street lighting investment strategy is on course to deliver the estimated gross revenue savings of £1.391m and the agreed net revenue saving of £750,000 per annum through reduced energy and carbon consumption and reduced maintenance costs.
- 1.5 An independent night time audit of every Renfrewshire street with LED lanterns installed has been undertaken and lights levels found greatly exceed the lighting levels set out in British Standards BS5489 and BSEN13201 for street lights, with the average minimum LUX levels being 2.88 LUX, more than the 0.8 LUX set out in British Standards and average minimum sodium lux level of 1.1 LUX.

- 1.6 97% of street lights measured during the audit were identified as being installed as per the design specification and emitting high quality light levels, in exceedance of minimum standards, with the 3% requiring remedial actions undertaken for completion during spring 2018.
- 1.7 Renfrewshire has lead the way on street lighting improvements across Scottish authorities and removed the risk of being unable to source traditional sodium light components when they cease manufacture during 2017 as part of the European Union Energy Saving Directive and offset a projected increased electricity costs over the next 10 years.

2. Recommendation

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

- 2.1 Notes the progress and planned completion timescales for the Renfrewshire Street Lighting Improvement Strategy as approved by Council in June 2015, replacing existing street lanterns with LEDs to improve the quality of lights and reducing energy, carbon and maintenance requirements.
- 2.2 Notes the results of the independent night time audit, where light levels in street lights where LED Lanterns have been installed, are in exceedance of the minimum British Standards, as set out in the design specification.

3. Background

- 3.1 As set out in previous reports on street lighting to the Environment Policy Board and Council in March 2014 and June 2015 respectively, Renfrewshire Council currently owns some 30,756 street lights.
- 3.2 The key drivers and benefits for conversion of Renfrewshire's street lights to LED lanterns are:
- To achieve a reduction in electricity costs for street lighting. Electricity costs from street lights in 2016 was approximately £1.6 million
 - To reduce the Council's overall carbon consumption (62%) and associated carbon reduction commitment of which the street lighting costs were approximately £126,000 per annum.
 - To reduce ongoing maintenance costs, as LED lanterns have an estimated lifespan of approximately 20 years, as opposed to 3-5 years for a sodium lantern.
 - To remove the risk of being unable to light streets as a result of the European Union Energy Saving Directive, this will cease the manufacture of sodium light components in 2017 and cease the production of lamps in 2020.

- Improve the quality of lighting, direction and colour rendition through the white light rather than orange sodium light that back-spills above and around the lit area.
- 3.3 Street lighting is a benefit to the local community, contributes to night time road safety, has a prevention/reduction role in terms of street crime and helps to promote economic development by supporting a 24 hour economy. Street Lighting is provided in accordance with the requirements of the Roads (Scotland) Act 1984 and via guidance provided by relevant British Standards.
- 3.4 The business case investigated options for a large scale lantern replacement programme, concluding the preferred option to replace the lanterns in all street lights, along with limited column renewal, across Renfrewshire at a capital investment cost estimated at approximately £11m. In June 2015 the Council approved £11 million of capital investment to support delivery of the Street Lighting Improvement Strategy.
- 3.5 The delivery of this project through the replacement of the 30,756 street lights is a gross recurring revenue saving estimated at £1.391m per annum. It was agreed the revenue savings generated from the programme are used to support self-financing prudential borrowing to augment the Council's normal capital lifecycle funding identified to support ongoing renewal in the street lighting stock. The net recurring revenue saving after addressing the ongoing annual revenue cost arising from the prudential borrowing is approximately £750k. It is also recognised that moving forward the delivery of the programme will also support future cost avoidance in the context of an expected increase in energy costs over the medium to longer term.

Design and Installation

- 3.6 The detailed design process commenced in June 2015. Every street was specifically designed, based on column location and road geometry. This produced a detailed design framework which was then independently verified by a professional lighting design engineer and where necessary modifications made.
- 3.7 Installation involved the physical replacement of sodium lanterns with LED lanterns and commenced in April / May 2016. The installation was undertaken in 3 phases, namely phase 1 Paisley, phase 2, Johnstone & South Renfrewshire and phase 3 Renfrew and Renfrewshire North.
- 3.8 In August 2017 the contractor delivering phases 2 & 3 of the contract, unfortunately, went into administration. This delayed the programme's completion by around 8 weeks, whilst a replacement contractor was procured, approved and mobilised to complete the remaining lantern conversions of phases 2 & 3.

Street Lighting Investment Strategy – Implementation Progress Update

- 3.9 The strategy is substantially completed with 96% of Renfrewshire's 30,756 street lights converted to LED lanterns as of mid-December 2017, with a further 1% of lights being converted in February 2018. A further 2% will be converted as part of a specialist programme during 2018, increasing the total to 99%.

- 3.10 Of the 1,356 anticipated column replacements, 1,120 columns have already been replaced. This included a mixture of steel and concrete columns. There are around 220 concrete columns still to be replaced. These are columns situated in difficult locations or on land not in Council control and will be replaced throughout 2018. In addition to the planned column replacement through the investment strategy, around 60 columns have been damaged through road traffic accidents and these will be replaced and repaired through an operational programme over the coming months.
- 3.11 2% of streetlights are attached to walls of houses or buildings or are concrete columns and shall be converted to LED during the remainder of 2018.
- 3.12 The LED lanterns are now demonstrating delivery of the drivers and benefits set out in the original business plan through:
- Reduced street light energy and carbon consumption by 64% In relation to carbon consumption, this being in excess of the 62% in the original business plan, with a reduction from 7,854 tonnes per annum to 2,827 tonnes per annum
 - Reduction in the overall Council carbon consumption by 8% and carbon reduction commitment costs by 13%
 - Reduced street lighting maintenance costs
 - Delivery of the estimated gross revenue savings of £1.391m and the agreed net revenue saving of £750,000 per annum.
- 3.13 Across Scotland around 35% of Scotland street lights have been converted to LED lanterns. Renfrewshire has one of the highest percentage of LED street lighting of authorities across Scotland.

Post Implementation Audits

- 3.14 There have been two different monitoring and review processes to support the implementation. The first of these was an independent check of the work carried out by the contractors to ensure work is of the quality and the correct specification. The second was a night time audit. An independent Street Lighting Auditor undertook a night time audit of every street and lamp in Renfrewshire that has had an LED lantern installed. Every street was audited to assess and measure the light level emitted on the street at ground level. Light meter readings were taken at various locations, including directly beneath columns and at midpoints between columns and any areas which appeared dark to the eye.
- 3.15 The audit results have shown the average minimum lighting levels from an LED lantern in residential streets is 2.88 Lux, well in excess of the British standard of 0.8 Lux, showing an overall improvement in the quality of street lighting on Renfrewshire's roads.
- 3.16 97% of street lights converted to LED lanterns were identified during the audit as being installed as per the design specification and emitting high quality lighting levels.

- 3.17 For the 3% identified for improvement to the lighting level, 3 main reasons for remedial action were identified as
- tree vegetation
 - dark lamps
 - design modifications
- 3.18 The remedial actions to address areas highlighted through the audit have been commenced and will continue through spring 2018, and will again be independently verified to show correction of the audit findings.

Enquiries & Complaints, LED Installation Programme

- 3.19 The level of complaints in relation to LEDs continues to remain low in comparison to the number of street lights within Renfrewshire.
- 3.20 Calls by the public to the Council's customer service centre for all dark lamps, which includes LEDs which are not lit or considered not bright enough, are as follows:

Direct to Customer Service Centre

Financial Years	Number of Dark Lamps Reported	% of total number of lights	Average Faults per month	% of total number of lights
April 2017 to Dec 2017	1011	3.29%	101	0.33%
2016 - 2017	3908	12.71%	326	1.06%
2015 - 2016	5504	17.90%	459	1.49%

- 3.21 In relation to complaints & enquiries from the public direct to the department, these again remain low and are as follows:

Financial Yea	Number	Average per Month
2017 to date	141	16
2016-17	350	29

- 3.22 This pattern is also reflected in relation to elected members' enquiries & complaints, and is detailed below for all street lighting:

Financial Yea	Number	Average per Month
2017 to date	250	25
2016-17	369	31

Repairs and Maintenance – Streetlighting

- 3.23 The Council's street lighting maintenance and repair service was brought in-house in February 2016, as a result of contractual dispute and a significant decline in the performance of repairs. Facilities Management now undertake repairs and maintenance of the existing street lighting network within Renfrewshire. There are 48 locations which currently require cabling works. Of these, 9 locations require Scottish Power works to be undertaken, 7 locations await materials and 32 locations require a procured contract to be undertaken. Cabling faults account for 0.15% of the Council's street lighting stock.
- 3.24 Since February 2016 there has been significant improvement in performance in responding to dark lamps and undertaking repairs.
- 3.25 The percentage of reported street lighting faults which were attended within the 7-day timescale are:

March 2016	<63%
June 2017	93%
August 2017	99%
December 2017	99%

Implications of the Report

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

Creating a sustainable Renfrewshire for all to enjoy - Reducing carbon consumption, through the implementation of LED streetlights.
4. **Legal** - None
5. **Property/Assets** - None.
6. **Information Technology** – None.
7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

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

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To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: JOINT REPORT BY DIRECTOR OF ENVIRONMENT & COMMUNITIES AND
DIRECTOR OF FINANCE & RESOURCES

Heading: THE GLASGOW BIN LORRY CRASH – UPDATE REPORT ON PROGRESS
WITH ACTION PLAN FOLLOWING RECOMMENDATIONS OF THE FATAL
ACCIDENT INQUIRY

1 Summary

- 1.1 The purpose of this report is to update the Infrastructure, Land and Environment Policy Board on the progress of the action plan approved by the Leadership Board in March 2016 to address the recommendations made by the Sheriff, following on from the release of the determination of the Fatal Accident Inquiry (FAI) into the death of six people who died on 22 December 2014 when a bin lorry mounted a pavement in Glasgow City Centre. The vehicle collided with a number of pedestrians after the driver suffered an episode of neuro cardiogenic syncope (fainting), causing him to temporarily lose consciousness with the result that he was unable to control the movement and direction of the vehicle.
- 1.2 A report relative to the potential implications for the Council in carrying out certain functions as a local authority, following the release of the determination of the fatal accident inquiry, was approved by the Leadership Board on 17 February 2016. The Leadership Board noted that the report advised that a short term multi-disciplinary task team had been set up to consider the findings of the inquiry and develop an action plan which will address the recommendations made by the Sheriff in so far as it relates to our function as a Local Authority. At that meeting it had been agreed that a further report be submitted to the next Leadership Board, detailing the Council's referenced action plan, including any financial implications known at that stage.

- 1.3 As agreed, a further report was submitted to the Leadership Board on 29 March 2016 jointly by the Directors of Community Resources and Finance & Resources. The report detailed progress with the action plan and the specific areas where actions had been undertaken and concluded as a priority, other actions which were underway and further actions being considered by the Council which were not specifically noted in the Sheriff's determination. The progress of the action plan and the measures which were immediately put in place concerning driver recruitment were noted and it was also noted that the task team would continue to progress the implementation of the FAI findings and would actively research and develop areas that were continuing to evolve, in particular vehicle specification and advancing safety features.
- 1.4 In his FAI report, the Sheriff concluded that the most effective measure to prevent such an occurrence would be to seek to avoid drivers becoming incapacitated at the wheel. As such, the task team's key focus has been on this aspect of the inquiry.
- 1.5 Investigations by the task group confirmed that the Council's recruitment process was already robust in a number of areas which are relevant to the Sheriff's recommendations. Immediate action was taken in respect of requiring medical confirmation of fitness to drive from medical practitioners as part of recruitment where driving is a requirement of the job. All existing drivers of large goods vehicles (LGV) and public service vehicles (PSV) have undergone an interview with the Council's occupational health provider to confirm fitness to drive. A letter was also sent to each of the employees' general practitioner seeking confirmation that the employee has no underlying health condition that would affect their ability to drive.
- 1.6 Analysis of the findings of the medical referrals for LGV and PSV drivers has highlighted that the only medical issues that arose were a small number of employees who were referred for further tests was in relation to eyesight conditions. Following this process an eyesight examination shall be added to the medical requirements for LGV and PSV drivers. Where any LGV or PSV driver is identified as having a health condition which cannot be resolved they shall be redeployed into another post.
- 1.7 Significant progress has been made in implementing the action plan approved by the Leadership Board in March 2016 with all actions either completed or progressing through a programme of delivery.

2 Recommendations

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

- 2.1 Notes the progress of the action plan approved by the Leadership Board on March 2016 to address the recommendations made by the Sheriff in the determination of the fatal accident enquiry into the Glasgow bin lorry crash.

- 2.2 Notes the inclusion of a further medical check for all PCV or LGV drivers in the form of a 2 yearly eyesight examination based on the findings of the medical referrals held to date.
- 2.3 Notes that the task team will continue to monitor and to progress the implementation of the findings and will actively research and develop areas that are continuing to evolve, including vehicle specification and advancing safety features.
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3 Background

- 3.1 A determination was released on 7 December 2015 by Sheriff John Beckett QC, following a Fatal Accident Inquiry held at Glasgow into the death of six people who died on 22 December 2014 when a bin lorry mounted a pavement in Glasgow City Centre. The vehicle collided with a number of pedestrians after the driver suffered an episode of neuro cardiogenic syncope (fainting), causing him to temporarily lose consciousness with the result that he was unable to control the movement and direction of the vehicle.
- 3.2 Sheriff Beckett found that there were reasonable precautions which could have been taken whereby the accident might have been avoided. His determination is critical of the driver Harry Clarke, stating that the crash might have been avoided had he not lied about his medical history. In his report, he concluded that the most effective measure to prevent such an occurrence would be to seek to avoid drivers becoming incapacitated at the wheel. It should also be noted that responsibility in relation to this specific issue lies with drivers themselves and Driver and Vehicle Licensing Agency (DVLA).
- 3.3 He indicated eight reasonable precautions which could have prevented the crash which all related to Mr Clarke's health and in particular to a previous loss of consciousness in April 2010 and Mr Clarke's subsequent failure to disclose true and accurate information about his medical history in later health questionnaires and assessments.
- 3.4 Sheriff Beckett made a total of 19 recommendations in his determination which, if followed, may reduce the chance of a recurrence of such an accident. The recommendations covered possible legislative changes, disclosure of medical information, the DVLA, Glasgow City Council and other local authorities in general. In his conclusions the Sheriff intimated that it may well be that the single most useful outcome of this inquiry would be to raise awareness of the dangers involved in driving if subject to a medical condition which could cause the driver to lose control of a vehicle.

4 Progress of Action Plan Relating to the Findings of the FAI.

- 4.1 The action plan covers the following key areas for consideration:-
- Human resources
 - Vehicle specification
 - Operations

- Procurement

4.2 Significant progress has been made in implementing the action plan approved by the Leadership Board in March 2016 with all actions either completed or progressing through a programme of delivery.

4.3 Progress has been made in the specific areas noted below:-

- The Council has accelerated the vehicle replacement programme for refuse collection vehicles. This will ensure that a higher proportion of refuse collection vehicles are replaced with Advanced Emergency Braking System (AEBS) and lane departure detection technology. There are 23 LGV refuse collection vehicles on the Council's fleet. 6 vehicles are now fitted with the enhanced safety measures with a further 6 being replaced in April 2018. This leaves 11 vehicles which are due to be replaced over the coming financial years.
- Enhanced medical checks have progressed to ensure that existing drivers remain fit to drive and have no underlying medical conditions that could affect their capability to drive. Following this enhanced medical check process, a further medical check for all PCV and LGV drivers in the form of a 2 yearly eyesight examination has been introduced.
- Completion of training and awareness sessions for all waste employees into the outcomes of the FAI.
- Discussions are ongoing with vehicle manufacturers and the Freight Transport Association to seek updates on the progress of technological advances raised by the enquiry for inclusion in future vehicle purchases.

4.4 Further actions being considered by the Council which are not specifically noted in the determinations is as follows:

- Review Fleet and Driver Risk Policy with a view to making the document a corporate policy document including issue of driver handbook which is cascaded to all occupational drivers and management to reduce corporate risk of this activity. The Policy is currently being reviewed and finalised.
- Council contracts and framework agreements for temporary and agency staff is revised to ensure that any drivers recruited comply with the same due diligence as the Council's employees.

4.5 In his FAI report the Sheriff concluded that the most effective measure to prevent such an occurrence would be to seek to avoid drivers becoming incapacitated at the wheel. As such, the task team's key focus to date has been in relation to this aspect of the inquiry. The following actions have been undertaken to date:-

4.6 Human Resources

Recommendation	Action
<p>Medical information should be supplied to any doctor advising an organisation as to that driver's fitness following a medical incident whilst driving and the doctor should insist on having it prior to advising that organisation.</p>	<p>This has formally been incorporated into the arrangements with the Council's current Occupational Health provider.</p> <p>Update- action completed</p>
<p>No employment of a driver should commence before references have been received.</p>	<p>This process was already included in the Council's recruitment procedure.</p> <p>Update- action completed</p>
<p>The Council should carry out a review of its employment processes with a view to improved checks on medical and sickness absence information provided by applicants.</p>	<p>Recruitment procedure has been amended to ensure that new employees have medical confirmation from their own GP about fitness to drive. The pre-employment questionnaire for drivers has been amended by adding two additional questions specifically about fitness to drive. The pre-employment check is now job specific in the case of drivers.</p> <p>Update- action completed</p>
<p>Councils as operators of large vehicles should put in place systems to ensure that drivers are fit to drive on appointment and that they remain so for the duration of their employment. Annual medicals should be considered.</p>	<p>An initial face to face medical will be carried out with all existing PSV and LGV drivers by the Council's occupational health provider, supplemented by a medical questionnaire which will be sent to the employees GP. This exercise commenced at the end of March 2016. Thereafter employees will be given an annual medical to ensure that they remain fit during employment. As part of this medical the employee is reminded of their obligation to report any existing or subsequent medical conditions which could affect their ability to drive.</p> <p>Update- action completed. Enhanced medical examinations have been undertaken for all PSV and LGV drivers. A 2 yearly eyesight examination has also been added to the medical checks that will be undertaken as part of the rolling and embedded medical check process.</p>

4.7 Vehicle Specification

Recommendation	Action
<p>Local Authorities which collect refuse should seek to have advanced emergency breaking systems (AEBS) fitted to those vehicles wherever it is reasonably practical to do so.</p> <p>During the FAI the Department of Transport offered the view that “Due to the complexity of these systems they are not suitable for retrofitting to vehicles and are only installed at the time of manufacture.”</p>	<p>All new refuse collection vehicles will have AEBS and lane departure systems specified as vehicles are replaced.</p> <p>This will also apply to all other heavy vehicles purchased by the Council. From November 2015 new vehicles will have this fitted as standard.</p> <p>Investigation was undertaken to determine if current technology is advanced enough to warrant and accelerated vehicle replacement programme.</p> <p>Update- Progress ongoing The vehicle replacement programme has been accelerated to ensure a higher proportion of refuse collection vehicles have AEBS and lane departure technology installed. There are 23 LGV refuse collection vehicles on the Council’s fleet. 6 vehicles are now fitted with the enhanced safety measures with a further 6 being replaced in April 2018. This leaves 11 vehicles which are due to be replaced over the coming financial years.</p>
<p>Councils should explore the possibility of retrofitting large goods vehicles collecting refuse with AEBS.</p>	<p>It is not possible to retrofit the part of the current vehicle fleet with AEBS as they are Euro 5 specification. New vehicles are Euro 6 specification.</p> <p>Update- action completed</p>

4.8 Operations

Recommendation	Action
<p>Basic training should be provided to operatives to familiarise them with steering and breaking systems.</p>	<p>Awareness raising sessions will be carried out with all waste employees, followed by tool box talks on ensuring employees are familiar with steering and braking systems in vehicles.</p> <p>Update- action completed Awareness raising sessions have been completed for all waste employees.</p> <p>Following further discussions with health and safety, other Local Authorities, vehicle manufacturers and industry bodies it is being intimated that a familiarisation course on steering and braking for those employees who are crew members is not considered appropriate due to further potential risks that could be introduced during an incident.</p>

<p>The Council shall seek to identify routes between refuse collection points which minimise the number of people who would be at risk should control be lost of a vehicle. The presence of exceptional numbers of pedestrians should be considered in route risk assessments.</p>	<p>There are existing measures in place to ensure that refuse collection routes avoid pedestrian and congestion risks of particular premises such as schools during peak times. Refuse collection vehicles do not service Town Centres during events. The Council is seeking to introduce refuse collection time windows to Paisley Town Centre. A consultation has been prepared for local businesses in relation to proposed times for waste presentation.</p> <p>Update- action completed Dynamic risk assessments are in place for all drivers. There are currently restrictions in place within Paisley Town Centre to limit the times of vehicle access to the pedestrianised areas.</p>
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Implications of the Report

1. **Financial** – Additional revenue costs will be incurred from fees and charges which will arise in relation to recruitment, HR and enhanced medical examination process. The financial costs to the Council of the initial annual medicals including letters from GP's have been in the region of £15,000. Costs have been applied to the service areas where the drivers are employed. The financial implications of accelerating the refuse vehicle replacement have been taken into account through the vehicle replacement programme.
2. **HR & Organisational Development** – recruitment processes have been amended.
3. **Community Planning**

Our Renfrewshire is safe – Implementation of the key actions will help to mitigate the risk of such an event taking place in Renfrewshire.
4. **Legal** – note that future legislative changes may result, following the recommendations of the Fatal Accident Inquiry.
5. **Property/Assets** – none.
6. **Information Technology** – All new refuse collection vehicles will have AEBS and lane departure systems specified as vehicles are replaced.

7. **Equality & Human Rights** – in the development of the action plan the task group will consider current health & safety processes and requirements (public, employee and vehicle related) in relation to the recommendations arising from the Fatal Accident Inquiry.
 8. **Health & Safety** – This report supports and demonstrates the council's commitment to ensuring effective health and safety management.
 9. **Procurement** – Where appropriate, vehicle specifications have been amended in relation to the recommendations arising from the Fatal Accident Inquiry.
 10. **Risk** – The task group have considered risks and any potential additions to the Council's Risk Management Plan.
 11. **Privacy Impact** – none.
 12. **CoSLA Policy Position** – None
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Authors Shona MacDougall, Director of Environment & Communities
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To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 24 JANUARY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: RENFREWSHIRE'S AIR QUALITY ACTION PLAN

1. Summary

- 1.1 Following the introduction of the Environment Act 1995, all local authorities have been required to undertake a regular review and assessment of air quality within their area and submit the findings to the Scottish Government. The Act and associated regulations specify objectives for air quality pollutants which must not be exceeded. Where exceedances are identified, local authorities must declare the area an Air Quality Management Area and thereafter prepare an Air Quality Action Plan containing action measures aimed at improving air quality within the Air Quality Management Area.
- 1.2 There are currently three Air Quality Management Areas within Renfrewshire: the Paisley Town Centre Air Quality Management Area declared in August 2009; and the Johnstone High Street and Renfrew Town Centre Air Quality Management Areas declared in August 2016. The pollutants of concern within each of the areas in Renfrewshire are nitrogen dioxide (NO₂) and particulate matter smaller than 10 microns in diameter (PM₁₀). This is consistent with the position in many town centres across the UK.
- 1.3 Following the declaration of the Johnstone and Renfrew Town Centre Air Quality Management Areas the Council is required to prepare a draft Air Quality Action Plan for these areas and to enter into a statutory consultation process prior to finalising the Air Quality Action Plan. The declaration of the above Air Quality Management Areas was agreed at the previous Environment Policy Board on 24 August 2016.

- 1.4 An Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area was published in 2014 however the majority of measures contained within this are now complete or are ongoing measures. A new draft Renfrewshire Air Quality Action Plan has therefore been developed incorporating all three Air Quality Management Areas superseding and expanding the 2014 Paisley Town Centre Air Quality Action Plan.
 - 1.5 Renfrewshire's Air Quality Annual Progress Report was presented to the Infrastructure, Land and Environment Policy Board on 30 August 2017 and it was noted in the recommendations that the draft Air Quality Action Plan was being developed and that it would be brought back to a future Policy Board for consideration and approval.
 - 1.6 Development of the draft Renfrewshire Air Quality Action Plan has been led by Public Protection within Environment & Communities and has involved internal steering group meetings with contributions from several Council Services including Environment & Communities (Environmental Improvements, Roads and Transport), Development & Housing Services (Development Management, City Deal and Policy & Regeneration) and Finance and Resources (Energy Management). A range of measures have been identified and included within the draft Renfrewshire Air Quality Action Plan aimed at improving air quality within Renfrewshire.
 - 1.7 The Renfrewshire Air Quality Action Plan will be considered a draft document until a statutory consultation exercise has been undertaken in accordance with the Environment Act 1995. It is an extensive technical report that follows statutory guidance in relation to its content and is over 150 pages in length. It is available as a background paper to this report and copies can be made available to Board Members in advance of the Board if required. The key content, priorities and actions contained within the document are summarised in Section 4 of this report.
 - 1.8 Following this Board meeting, the draft Renfrewshire Air Quality Action Plan will be submitted to the Scottish Government and a number of statutory consultees including SEPA, neighbouring Local Authorities, other public bodies as considered appropriate, and bodies representing local business interests for their consideration and comments. The draft Renfrewshire Air Quality Action Plan will then be reviewed to take account of the comments received before being made available for wider consultation with local businesses, community groups and the general public. A report on the final Renfrewshire Air Quality Action Plan will be brought back to a future meeting of the Infrastructure, Land and Environment Policy Board meeting for approval, prior to being published later in 2018.
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2. Recommendations

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

- 2.1 Notes the Draft Renfrewshire Air Quality Action Plan,

- 2.2 Approves Environment & Communities following the statutory process and consulting on the Draft Renfrewshire Air Quality Action Plan with both statutory consultees and wider stakeholders, including members of the public,
 - 2.3 Requests that a further report be brought back to a future meeting of the Infrastructure, Land and Environment Policy Board on completion of the consultation exercise seeking final approval of the Renfrewshire Air Quality Action Plan.
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3. Background

- 3.1 Air Quality is directly related to a number of key Scottish Government National Outcomes and policy priorities, notably those focussed on the environment, sustainable places, environmental impact and healthier lives.
- 3.2 In accordance with the Local Air Quality Management statutory process introduced by the Environment Act 1995, all local authorities are required to undertake a regular review and assessment of air quality within their area and submit their findings to the Scottish Government for approval. The Act and associated regulations specify statutory air quality objective levels for local air quality pollutants which must not be exceeded. Where exceedances are identified, the relevant local authority must declare an Air Quality Management Area and thereafter produce an Air Quality Action Plan which sets out measures aimed at improving air quality.
- 3.3 Environment & Communities has been reviewing air quality in Renfrewshire since 1998 and currently monitors NO₂ concentrations using passive diffusion tubes located throughout Renfrewshire and at three automatic monitors located within Paisley and Renfrew. Two of the automatic monitors also measure PM₁₀ concentrations.
- 3.4 Previous monitoring identified exceedances of these pollutants in various locations across Renfrewshire. As a result there are currently three Air Quality Management Areas within Renfrewshire: the Paisley Town Centre Air Quality Management Area declared August 2009 and the Johnstone High Street and Renfrew Town Centre Air Quality Management Areas declared in August 2016.
- 3.5 The declaration of the Johnstone High Street and Renfrew Town Centre Air Quality Management Areas was approved by the previous Environment Policy Board on 24 August 2016. The report detailed the boundary options for these Air Quality Management Areas with the Board approving the recommendation that two new, discrete Air Quality Management Areas be declared. This option enables a more focused and detailed consideration of the particular issues in each area, compared to a general council wide Air Quality Management Area. Where air quality improvements are achieved this would also allow revocation of each individual area as necessary. The report also acknowledged the requirement to prepare and publish an Air Quality Action Plan for these areas.

- 3.6 The previous Air Quality Action Plan for the Paisley Town Centre Air Quality Management Area was published in 2014. The most significant measures delivered through this plan included improvements to Central Road, Paisley and implementation of a Statutory Quality Bus Partnership Scheme across Paisley town centre. The majority of measures contained within the Paisley Town Centre Air Quality Action Plan are either now complete or are ongoing measures. A new Renfrewshire wide Air Quality Action Plan has therefore been developed incorporating all three Air Quality Management Areas and replacing the 2014 Paisley Town Centre Air Quality Action Plan.

4. Summary of Key Content, Priorities and Actions in the Draft Renfrewshire Air Quality Action Plan

- 4.1 Development of the new Air Quality Action Plan has been led by Environment & Communities, Environmental Improvements section, involving internal steering group meetings with input from several Council Services including Environment & Communities (Environmental Improvements, Roads and Transport), Development & Housing Services (Development Management, City Deals and Policy & Regeneration) and Finance and Resources (Energy Management). Potential action measures have been assessed in terms of their feasibility, cost, air quality benefits and other socio-environmental impacts. A range of measures have been identified which, when the plan is approved following a statutory consultation process, the Council will take forward to secure improvements in air quality within Renfrewshire. Measures include a number that are specific to each Air Quality Management Area, as well as some generic measures which will offer Council wide air quality improvements. The proposed action measures cover various broad topic areas including:

- freight and delivery management
- policy guidance and development control
- promoting low emission transport and travel alternatives
- provision of public information
- transport planning and infrastructure
- traffic management
- vehicle fleet efficiency

- 4.2 Recommended priorities within the draft Renfrewshire Air Quality Action Plan include: tackling emissions from congestion; infrastructure improvements; promoting low emission transport and encouraging active travel alternatives. Some of the more significant measures included within the draft Renfrewshire Air Quality Action Plan to address these priorities are detailed below:

Tackling Emissions from Congestion

- Improvements to the Council's Urban Traffic Control (UTC) system SCOOT which has been installed at numerous traffic signal locations throughout Renfrewshire, including locations within Paisley and Johnstone. The system is designed to automatically minimise traffic queues but has not been subject to

revalidation with current traffic data since its installation in 2008 and is unlikely to be operating at its optimal performance. A review of SCOOT has been identified as an action measure to help improve localised congestion issues within Paisley town centre and Johnstone High Street.

- The development of Town Centre transport strategies including the 'Paisley Transport Strategy' Feasibility Study and the Johnstone Town Centre Transportation Plan. The Paisley Study details potential transport interventions for Paisley to improve connectivity, linkages and accessibility issues in the town centre and deliver environmental and air quality benefits. The Johnstone Town Centre Strategy identifies better traffic management to improve traffic flow along the High Street as a priority. Congestion as a result of traffic signal operations and illegal parking is identified as a significant issue within the Johnstone High St area and therefore a review of yellow line restrictions and traffic signals in this area is also proposed.

Infrastructure Improvements

- The Renfrewshire City Deal projects, specifically the Clyde Waterfront & Renfrew Riverside Project will see the construction of a new bridge across the River Clyde and the Renfrew North Development Road. This new road will provide an alternative route for through traffic to avoid Renfrew Town Centre which will optimise the operation of the local road network, resulting in a reduction in congestion and improved journey time reliability. A cycleway will also be provided on both sides of the Renfrew North Development Road.

Promoting Low Emission Transport

- Continuing improvements to the Council's vehicle fleet efficiency via various means including the vehicle replacement programme and the introduction of electric and alternative fuel vehicles into the Council fleet.
- Further development of the ECO Stars (Efficient and Cleaner Operations) Fleet Recognition Scheme within Renfrewshire. The scheme is a fuel management and operational efficiency support programme aimed at operators of: goods vehicles; vans; buses; taxis and coaches. The scheme's core objective is to encourage commercial fleet operators based (or with significant operations) within Renfrewshire to adopt operational and environmental best practice. Within the three Air Quality Management Areas both Heavy Goods Vehicles (HGV's) & congestion contribute to pollutant levels to varying degrees dependant on location. HGVs, despite being in lower numbers compared to Light Goods Vehicles, make a significantly higher contribution to pollutant levels due to the higher levels of emissions produced by these vehicles. Action plan measures targeted at HGVs and buses across all three Air Quality Management Areas are therefore considered beneficial and ECO Stars has a key role to play.

Encouraging active travel alternatives

- Publication of the Renfrewshire Cycling Strategy 2016 – 2025 provides an up to date framework reflecting the increased focus on cycling across Scotland along with aiming to achieve the National targets that have been set for cycling. The strategy contains a Cycling Action Plan which sets out a programme of activities and network interventions for the coming ten years including upgrades and expansion of cycle networks, upgrading the Council's facilities for cyclists and updating the Council's Travel Plan.

- 4.3 The draft Renfrewshire Air Quality Action Plan also considers the Scottish Government's Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) strategy (which was the subject of a report to the Environment Policy Board on 9 November 2016). Cleaner Air For Scotland is a national cross-government strategy which sets out how the Government and its partner organisations e.g. Transport Scotland and the Scottish Environment Protection Agency (SEPA) propose to achieve reductions in air pollution by outlining a series of action measures to be implemented. Whilst the majority of actions will be implemented by the Scottish Government and its partner organisations there are some actions that local authorities are expected to deliver and these include production of corporate travel plans and the encouragement of Freight Quality Partnerships. Where relevant these actions have been included within the draft Renfrewshire Air Quality Action Plan.
- 4.4 The Renfrewshire Air Quality Action Plan will be considered a draft document until statutory consultations have been undertaken in accordance with the Environment Act 1995. The draft Renfrewshire Air Quality Action Plan will be submitted to the Scottish Government and other statutory consultees for consideration following approval by this Policy Board. The draft Renfrewshire Air Quality Action Plan will then be reviewed to take account of comments received from the Board and statutory consultees before being made available for wider consultation with local businesses including local transport companies, community groups, members of the public etc. A final Renfrewshire Air Quality Action Plan will then be brought back to a future meeting of the Infrastructure, Land and Environment Policy Board for approval, prior to being published in 2018.
- 4.5 Once approved, the Renfrewshire Air Quality Action Plan will be a live document which will be updated with amendments and additions in response to future work, including any feasibility studies and further modelling work that is undertaken for some of the action measures. The Renfrewshire Air Quality Action Plan will therefore be subject to an annual review and progress on action measures will be detailed within the statutory Annual Progress Reports submitted to the Scottish Government at the end of June each year. These Annual Progress Reports are also submitted annually for approval, to meetings of this Board.
- 4.6 It is worth noting that whilst three Air Quality Management Areas have been declared in Renfrewshire, the Council's most recent 2017 Annual Progress Report identified no exceedances of air quality objective levels anywhere throughout Renfrewshire based on 2016 data. Within the Paisley Town Centre Air Quality Management Area,

there are now two years of monitoring data with no exceedances recorded. However, whilst there has been a gradual improvement in air quality across Renfrewshire since 2015, there remain some monitoring sites where levels are close to the statutory objectives and monitoring will continue as part of the Council's commitment to continually improving the quality of the air within Renfrewshire.

- 4.7 By developing and implementing the Renfrewshire Air Quality Action Plan, not only is the Council striving to meet statutory air quality objectives but also it is working to secure the improvement of air quality within Renfrewshire as a whole, which is integral to the Council's strategic, Council and Community plans, aiming to create a sustainable Renfrewshire for all to enjoy.

5. Next Steps

- 5.1 Submission of the draft Renfrewshire Air Quality Action Plan to the Scottish Government and other statutory consultees for comment and approval.
- 5.2 Wider consultation with local businesses including local transport companies, community groups, members of the public etc.
- 5.3 Finalisation of the Renfrewshire Air Quality Action Plan with a report being brought back to a future Infrastructure, Land and Environment Policy Board meeting for approval, prior to publication of the Renfrewshire Air Quality Action Plan later in 2018.
- 5.4 Ongoing monitoring and review of the Renfrewshire Air Quality Action Plan on an annual basis.

Implications of the Report

1. **Financial** - there may be cost involved in implementing action measures however the Council can apply for funding from the Scottish Government in relation to any measures incorporated within an Air Quality Action Plan. Some of the measures are also funded via other Council budgets/funding sources.
2. **HR & Organisational Development** – None
3. **Community / Council Planning**
- Creating a sustainable Renfrewshire for all to enjoy** – improving air quality will have a beneficial impact on Renfrewshire's natural environment.
4. **Legal** - None
5. **Property/Assets** - None

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

List of Background Papers

- a) Renfrewshire's Local Air Quality Management (Declaration of Air Quality Management Areas & Review of Performance Indicator for Reporting on Air Quality) & Establishment of Environmental Quality Management Areas presented to the Environment Policy Board on 24 August 2016.
- b) Renfrewshire Council Draft Air Quality Action Plan, January 2018.

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

Author: Oliver Reid, Head of Public Protection
E-mail: oliver.reid@renfrewshire.gov.uk



**Renfrewshire
Council**

To: Infrastructure, Land & Environment Policy Board

On: 24th January 2018

Report by: Director of Finance & Resources

**Heading: Renfrewshire Council Carbon Management Plan 2014/15 –
2019/20, Update 2016/17**

1. Summary

- 1.1. Reducing Carbon Emissions is one of the principle measures to address climate change and is a key priority for all Local Authorities.
- 1.2. The Carbon Management Plan was approved by the Planning & Property Policy Board on 11th November 2014. The Plan sets a target reduction of 36% carbon emissions from the 2012/13 baseline by March 2020. This covers a number of sectors across the Council.
- 1.3. This Report provides an update on the achievements of the Carbon Management Plan.

2. Recommendations

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board note the Report.
-

3. Background

- 3.1 Renfrewshire Council recognises that climate change will have far reaching effects on Renfrewshire's economy, its people and its environment and is determined to lead by example in tackling the causes of climate change.
- 3.2 The Carbon Management Plan (CMP), quantifies the Councils CO₂ emissions from an established baseline for the financial year 2012/13. In the baseline year 2012/13 the Council generated carbon emissions of 53,515 tonnes of CO₂ from buildings, fleet, waste, street lighting and staff travel.
- 3.3 The Council identified a target to reduce these carbon emissions by 36% by March 2020, which equates to 19,397 tonnes of CO₂ over the same period. All services contribute to the achievement of the carbon reduction targets.
- 3.4 The programme of carbon reduction activities contained within the Plan not only deliver carbon reductions in line with the Climate Change Declaration and deliver significant cost savings for the authority, but also positions the council well for the Carbon Reduction Commitment (CRC) – Energy Efficiency Scheme. The CRC Energy Efficiency Scheme is a mandatory UK scheme aimed at improving energy efficiency and cutting carbon dioxide emissions in large public and private sector organisations.
-

4. Update

- 4.1 As detailed in the CMP, Renfrewshire Councils 2019/20 target equated to a reduction of 36% from the baseline position. Current progress after 2016/17 shows a reduction of 34.7%, considerably more than anticipated.
- 4.2 A full breakdown of the target is provided below:

	2012-13 Baseline	2016-17 Actual	2016-17 Actual
	CO2 Emissions (tonnes)	CO2 Emissions (tonnes)	% Reduction
Electricity (buildings)	12,505	9,280	25.8%
Gas (buildings)	14,479	8,123	43.9%
Oil (buildings)	1,735	432	75.1%
Water (buildings)	395	354	10.4%
Transport (Council Fleet)	3,521	3,730	-5.9%
Street Lighting	7,016	5,191	26.0%
Waste	13,348	7,289	45.4%
Staff Mileage	516	527	-2.1%
Total CO2	53,515	34,926	34.7%

- 4.3 This target has been achieved through a variety of measures, including:

1. Building Management Systems and plant room controls have been installed to provide a greater control over the operation of our heating systems within public buildings and provides remote access to the majority of our larger consuming properties.
2. Photovoltaic Panels have been installed on the roofs of a number of buildings with further installations due in 2017/18. Installations have been undertaken to date at the following buildings:

Castlehead HS,	Gryffe HS,
Johnstone HS,	Trinity HS,
Renfrew HS,	Parkmains HS,
Montrose Care Home,	Renfrew Care Home,
Weaver Linn Respite,	Hunterhill Care Home,
St James PS,	Johnstone Town Hall,
Houston PS,	St Peters PS,
Williamsburgh PS,	St Charles PS,
Ralston PS,	St Marys PS,
West PS,	Heriot PS

3. Boiler upgrades have been installed at St Catherine's PS, St Fillans PS. and Wallace PS. During the 2017/18 summer holidays, boilers have been replaced at Houston PS, Our Lady of Peace PS, the Anchor Centre and Auchenlodment PS with future years benefiting from the savings.
4. Oil to Gas Boiler Conversion in Brediland PS. Work is currently underway to replace the oil boilers at Underwood Rd with highly efficient gas boilers.
5. Biomass Boiler complete at Rivebrae School and Mossvale/St James PS.
6. Carbon emissions from the councils transport fleet increased due to an increased number of vehicles being purchased. However, the council has achieved its target to provide 5% of its fleet from electric vehicles.
7. The diversion of waste from landfill has greatly reduced the tonnage of carbon from waste and is presently exceeding target by creating energy from waste through combustion.
8. The council have invested on the replacement of our street lighting with energy efficient LED's. This has resulted in significant reductions in electricity consumption and carbon emissions. It should be noted that the savings for 2016/17 are part year savings as the installation programme

was ongoing throughout the year. As such, full year savings for 2017/18 will see a greater reduction in electricity/CO2.

9. Water consumption has reduced through the installation of automatic meters that highlight increased consumption and possible bursts alerts to help minimise water wastage.
-

Implications of the Report

1. **Financial** – The Energy Investment Fund is used to implement initiatives within our public buildings. Reducing our energy consumption will result in lower fuel costs (although, this is dependent on the utility tariffs agreed through the Scottish Procurement Contract).
 2. **HR & Organisational Development** – *none*
 3. **Community Planning** - *the Carbon Management Plan will reduce carbon emissions.*
 4. **Legal** - *none*
 5. **Property/Assets** - Projects were identified and implemented throughout our public buildings portfolio.
 6. **Information Technology** - *none*
 7. **Equality & Human Rights** - *none*
 8. **Health & Safety** - *none*
 9. **Procurement** - *none*
 10. **Risk** - *none*
 11. **Privacy Impact** - *none*
-

List of Background Papers

- (a) Background Paper 1 – Carbon Management Plan 2014/15 – 2019/20

The foregoing background papers will be retained within Development & Housing Services for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is Craig Doogan, Energy Manager, Tel. 0141-618 6198, e-mail address: craig.doogan@renfrewshire.gov.uk.

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Renfrewshire Council

To: Infrastructure, Land & Environment Policy Board

On: 24th January 2018

Report by: Director of Finance & Resources

Heading: Renfrewshire Council ECO-flex Statement of Intent

1. Summary

- 1.1. The UK Government has introduced a new funding stream to the Energy Company Obligation called ECO-flex.
- 1.2. The qualifying criteria for ECO-Flex is defined by local authorities in a document called a Statement of Intent. ECO-flex will apply to owner occupier and private rented accommodation.
- 1.3. Homes that meet the criteria described in the Statement of Intent will be issued a Declaration which will enable them to access enhanced funding levels from the ECO providers for insulation and energy efficiency improvements in their homes.

2. Recommendations

- 2.1 That the Statement of Intent be approved for submission to OFGEM.
-

3. Background

- 3.1 The Energy Company Obligation (ECO) is a levy which all electricity and gas suppliers with over 250,000 customers add to fuel bills. The money collected is used by those companies to meet carbon reduction targets set by OFGEM. These targets are achieved through funding towards domestic energy efficiency projects. In addition to the carbon targets the companies are also set social targets to ensure that low income households are targeted. Due to the carbon and social targets ECO is split into multiple streams with specific targets set for each.
- 3.2 ECO-Flex is a new funding stream. This is a new approach, placing the onus on local authorities to set the criteria which they believe is appropriate for their locality.
- 3.3 Currently only two Scottish local authorities have submitted Statements of Intent for approval from OFGEM. This fund is therefore currently undersubscribed and the funders are more likely to offer more generous funding levels.
- 3.4 A declaration of compliance with a local Statement of Intent criteria enables private householders to access these higher funding levels for specified improvements.
- 3.5 As such, the local authority acts as an enabler for private householders to access ECO-Flex. The Council does not appoint an ECO-Flex provider with the exception of mixed tenure projects managed by Development and Housing Services.
- 3.6 The attached document is a draft Statement of Intent for approval. In the document we set out eleven qualifying criteria. We have endeavoured to use criteria which will not require excessive administrative support.
- 3.7 The criteria we have chosen, in summary and further described in the attached paper, are consistent with the other Local Authorities who have approved Statement of Intents and the OFGEM guidance.
 1. an income of £22,000 or less AND less than £28,000 in savings of any kind
 2. A member of that household with;
 - a. a limiting long term or terminal illness –
 - b. a mental illness –
 - c. a disability –
 - d. are 60 years or over –
 - e. are dependent children of 16 years or younger
 3. A client of RAMH
 4. A client of Families First core team
 5. A client of Renfrewshire Council's advocacy service
 6. Households are in the same street of HEEPS:ABS programmes.

7. Homes are of the same build type as the Council housing stock targeted by the HEEPS:ABS
8. They do not qualify for or would receive a lesser value of funding under existing passport benefit limited schemes.
9. they have one or more of the qualifying criteria in 1 and 2 above.
10. Properties which have an EPC rating of E or lower.
11. Exceptional cases not meeting the above criteria will be considered by the Energy Officers in the Energy Management Team of the Council on a case by case basis.

3.8 The Statement of Intent is attached for approval by Board.

Implications of the Report

1. **Financial – *none***
 2. **HR & Organisational Development - *none***
 3. **Community Planning
Greener - *none***
 4. **Legal - *none***
 5. **Property/Assets - *none***
 6. **Information Technology - *none***
 7. **Equality & Human Rights - *none***
 8. **Health & Safety - *none***
 9. **Procurement - *none***
 10. **Risk - *none***
 11. **Privacy Impact - *none***
-

List of Background Papers

- (a) Background Paper 1 – Department of Business, Energy and Industrial Strategy. Energy Company Obligation - Flexibility. Local Government Guidance.
- (b) Renfrewshire Council Statement of Intent for ECO-Flex.

The foregoing background papers will be retained within Finance and Resources for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is Craig Doogan, Energy Manager, Tel. 0141-618 6198, e-mail address: craig.doogan@renfrewshire.gov.uk.

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Statement of Intent (ECO Flex criteria)



Prepared by Ron Mould
Date: January 2018
Version number: 0-3



Consultees.

The following is a list of those organisations and individuals with whom the Council consulted in drafting this document.

Organisation
Renfrewshire Council: Development & Housing Services
Local Energy Action Partnership (LEAP)
Connect for Renfrewshire (C4R)
Recovery Across Mental Health (RAMH)
Scottish National Health Service (SNHS)
Renfrewshire Council: Children's Services
Home Energy Scotland (HES)
Citizens Advice Bureau (CAB)

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Executive summary

This is Renfrewshire Council's Statement of Intent (SoI) for Energy Company Obligation – Flex (ECO-Flex). This SoI is a requirement of legislation which determines whether households qualify for enhanced funding support for energy efficiency improvements to their homes. ECO-Flex is aimed at supporting households in fuel poverty and vulnerable to fuel poverty. This document complies with the legislative requirement (ECO2 amendment order 2017) to issue a SoI that defines the qualifying criteria for ECO-Flex in the Renfrewshire area.

Renfrewshire Council is committed to mitigating fuel poverty as far as is practicable and has worked with partners to deliver on this ambition. Our commitments are described in our Fuel Poverty Strategy. Based on the most current data available, levels of fuel poverty in Renfrewshire is at 28% while the Scottish Average is 34%. Renfrewshire, however, has one of the lowest levels of fuel poverty in Scotland and is also home to some of the poorest data zones for the Scottish Indices of Multiple Deprivation (SIMD). The Council believes that these figures hint at the complexity of fuel poverty and the nature of vulnerability to fuel poverty. Our SoI aims to extend support to the vulnerable households that may not otherwise qualify for funding for domestic energy improvements.

The Council has developed this SoI through consulting with internal and external partners to ensure that what we describe in this document meets the expectations and strategic commitments of the Council.

This is a publically available document which will be available from the Council's web pages.

1 Introduction

Under the ECO scheme, energy suppliers will be able to achieve up to 10% of their Affordable Warmth 3 obligation for the extension period (estimated to have a value of nearly £70m over the 18 months of the scheme) by installing energy saving measures in households declared eligible by Local Authorities (LAs). This new mechanism, also known as “flexible eligibility”, allows LAs to make declarations determining that certain households meet the eligibility criteria for a measure under the Affordable Warmth element of ECO.

ECO-Flex applies to owner occupiers and private rented properties; it does not apply to Council or Housing Association properties. The UK Government through the Department of Business, Energy and Industrial Strategy (BEIS) and OFGEM have directed LAs to consider two main categories of private tenure household for eligibility for ECO-Flex:

- (i) Fuel poor households, especially those that are not in receipt of ECO eligible benefits, and the estimated 20% of fuel poor households that are not in receipt of any benefits;
- and
- (ii) Low income households that are vulnerable to the effects of living in a cold home

LAs participating in flexible eligibility have to publish a Statement of Intent (Sol) in which they set out the criteria they intend to use to identify households meeting the eligibility criteria for flexible eligibility. This is a mandatory requirement.

This Sol ensures that Renfrewshire Council has met the requirements of the legislation (ECO2 amendment order 2017) and thereby to maximise the opportunities for enhanced funding for our vulnerable and fuel poor households. This statement is not a guarantee that households will access ECO-Flex since this decision rests with the ECO providers. In addition to the discretion of the ECO providers all installations will be subject to appropriate surveys by the ECO providers or their agents to confirm that:

- properties are suitable for specified measures
- installation costs are within the ECO providers’ criteria
- ECO providers have funding available

The level of funding made available by the ECO providers varies and there is no guaranteed minimum funding level. Ultimately Renfrewshire Council may only facilitate and support householders. The final agreement and contract is between the house owner and the ECO provider or their agents.

2 Renfrewshire Council Area

Renfrewshire Council was created in 1996 following the break-up of Strathclyde Regional Council. Renfrewshire is the ninth largest Council area in Scotland and is home to a population of 170,000 people, which is 3% of the total Scottish Population. Renfrewshire Council has a variety of Public Buildings, which number in excess of 260 and include education establishments, libraries, offices, recreational buildings etc. There are almost 84,000 homes in Renfrewshire area of which about 12,000 are in council ownership.

The main areas of population are shown in the map in **Figure 1**.

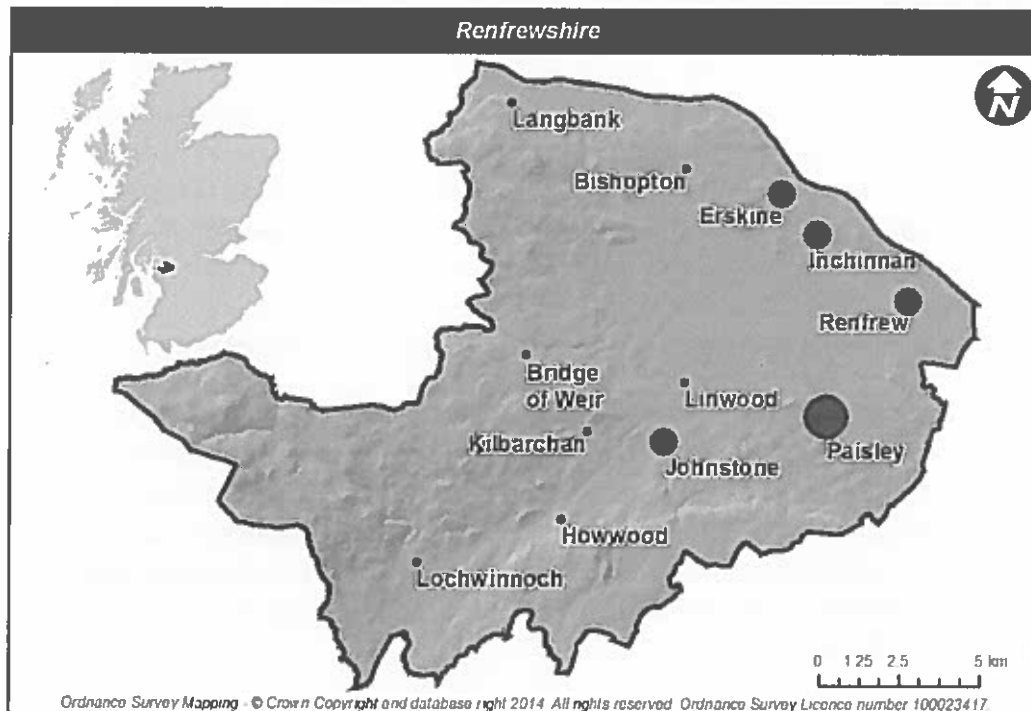


Figure 1 – Main areas of population in Renfrewshire

The council area is characterised as urbanised in its eastern, northern and southern boundaries while its western boundary contains peri-urban, rural and remote rural areas.

3 Renfrewshire Council Statement of Intent, ECO-Flex2017

This following section describes how the Council defines the qualifying households for ECO-Flex.

This is not a guarantee of funding being available.

3.1 How the LA intends to identify eligible households

The Council is investigating new ways to interrogate available data to enable us to identify households that may benefit from support. Renfrewshire Council has secured a grant to investigate this from the Scottish Energy Efficiency Programme (SEEP). This investigation has only started, with a provisional finishing date of September 30th 2019. At the end of that project we will have evaluated the abilities of this software and the veracity of the data available and make informed decisions. Until then, we are faced with the challenge of identifying such households.

Renfrewshire Council works with many partners offering support to vulnerable and almost coping households. Two of these are of particular interest in relation to fuel poverty, that is RAMH the local mental health support agency and Families First that works with families with young children. We acknowledge that poor mental health may be a result of and result in fuel poverty¹. We therefore propose that clients supported by RAMH or Families First core team will qualify for consideration for ECO Flex.

A further aspect of our criteria will be those private householders (those who live in private rented and owner occupied properties) whose properties are within areas where Development and Housing Services are investing in solid wall insulation. These investment areas will be supported by Housing Energy Efficiency Programme Scotland: Area Based Scheme (HEEPS:ABS) funding from the Scottish Government.

¹ Liddell, C. and Morris, C., 2010. *Fuel poverty and human health: A review of recent evidence*. Energy Policy 38 (6) 2987-2997

3.2 Criteria for identifying households in fuel poverty

The median income in Scotland is £24,400 (before housing costs). In common with other Local Authorities we are, therefore setting our income criteria as the median less 10%.

As defined by ECO Flex, householders should have one or more of the following criteria:

1. An income of less than £21,960 AND less than £28,000 in savings of any kind.
2. A member of that household with:
 - a. a limiting long term or terminal illness
 - b. a mental illness
 - c. a disability
 - d. are 60 years or over
 - e. are dependent children of 16 years or younger

Vulnerability is a complex interaction of multiple characteristics of a household that can change rapidly. Households that do not qualify for any other funding sources which require receipt of benefits as qualifying criteria, or where the available funding sources are less than an ECO Flex offer, will be able to receive a Declaration if they are:

3. A client of RAMH
4. A client of Families First core team
5. A client of Renfrewshire Council's advocacy service
6. A client of LEAP (Local Energy Advice Partnership)

3.3 Any details of scheme requirements for "in-fill" projects

We also recognise the benefits of integrating ECO-Flex into planned Housing improvement programmes. Therefore we will also include the following criteria as a qualifier for ECO-Flex;

7. Households are in the same street of HEEPS:ABS programmes.
8. Homes are of the same build type as the Council housing stock targeted by the Home Energy Efficiency Programme : Area Based Scheme (HEEPS:ABS).
9. They do not qualify for or would receive a lesser value of funding under existing passport benefit limited schemes.
10. They have one or more of the qualifying criteria in 1 and 2 above.
11. Properties which have an EPC rating of E, F or G.

We appreciate that the above criteria may not cover all cases where ECO-Flex could support a household. Therefore our final qualifying criteria is:

12. Exceptional cases not meeting the above criteria will be considered by a Renfrewshire Council Energy Officer.

We note that the above criteria does not guarantee funding being available.

In order to access ECO-Flex funding Renfrewshire Council is required to submit a Declaration to the ECO suppliers. The Declaration is not a guarantee of funding as this is ultimately a decision made by the ECO suppliers and will be subject to:

- A survey
- Confirmation of energy savings achievable
- Consent to offer funding from the ECO provider

Renfrewshire Council cannot guarantee or demand any level of funding offered by the ECO providers. The amount of funding offered by the ECO suppliers will be an offer made to the householders by the ECO provider.

3.4 Governance

Responsibility for Fuel Poverty and all housing, excluding the Council's own stock rests with the Finance and Resources, Energy Management Unit (EMU). Only declarations issued by an appointed Energy Officer in the EMU will qualify for ECO-Flex within Renfrewshire Council area.

EMU will collate referrals from partner organisations. Housing will inform EMU of all HEEPS:ABS and provide a list of private sector housing in that area that meets the criteria above. EMU shall issue a Declaration subject to the information provided by Development & Housing Services.

All households considered for ECO-Flex will be logged on a spreadsheet and held by EMU.

Guidance from the Department of Business, Energy & Industrial Strategy (BEIS) requires signatory authorisation from a designated Officer of the Council such as

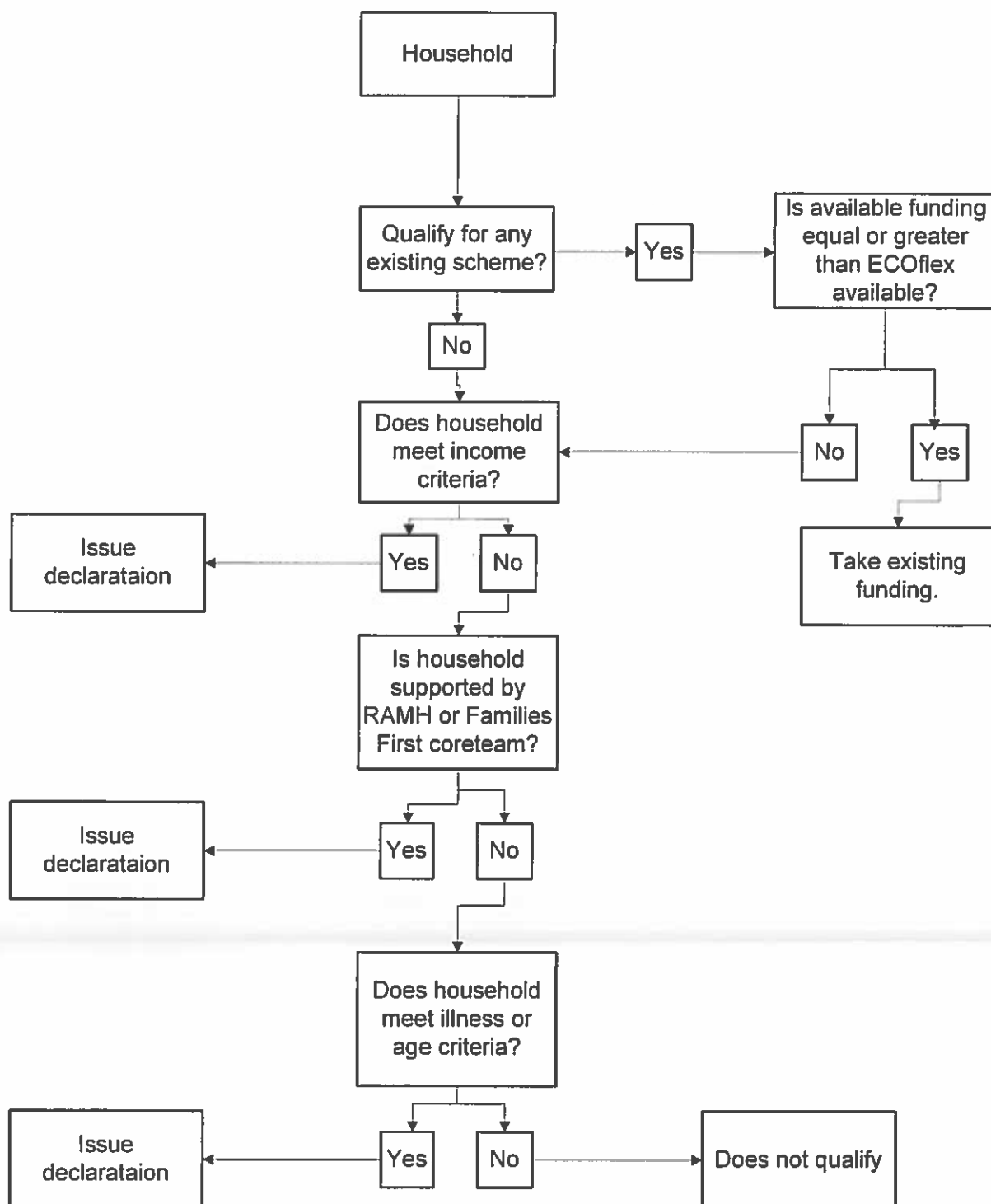
Head of Property Services

Corporate Asset and Energy Manager, Energy Management Unit

Energy Team Leader, Energy Management Unit

Energy Officer, Energy Management Unit.

Decision path for Renfrewshire ECO-Flex Declarations.



3.5 Referrals

Renfrewshire Council will accept referrals for ECO-Flex Declarations from:

- RAMH
- Children's Services, core team
- Renfrewshire Council Development & Housing Services

Each of the Referral partners will be asked to provide supporting evidence to confirm eligibility.

3.6 Evidence, monitoring and reporting

Renfrewshire Council is currently exploring the quantity and quality of data available to identify possible households that would benefit from ECO-Flex. In the meantime we have outlined above referral paths through trusted partners who specifically engage with vulnerable households. We believe these are robust gatekeepers who will ensure that Declarations will only be issued to qualifying households.



**Renfrewshire
Council**

To: Infrastructure, Land & Environment Policy Board

On: 24th January 2018

Report by: Director of Finance & Resources

**Heading: Renfrewshire Council response to the Scottish Government's Fuel
Poverty Strategy Consultation**

1. Summary

- 1.1. The Scottish Government has invited responses to their proposed Fuel Poverty Strategy which is available at <https://consult.gov.scot/better-homes-division/fuel-poverty/>
- 1.2. This response from Renfrewshire Council is submitted with this paper for approval by the Board.

2. Recommendations

- 2.1 That the response be approved for submission.

3. Background

- 3.1 The Scottish Government have launched a consultation on their Fuel Poverty Strategy. Responses are asked to be submitted before 1st of February 2018.
- 3.2 The key elements in this consultation are described in this paper.

- 3.3 **Legislation.** The consultation includes a proposed revision of the fuel poverty definition. This will change the existing 10% of income on fuel to 10% of income after housing costs are subtracted. In addition, a reference to vulnerabilities is included in the new definition. A new Warm Homes Bill is proposed that will set interim targets in reducing fuel poverty.
- 3.4 **Policy.** The Scottish Government proposes that their primary action to support programmes to eliminate fuel poverty will be through the Scottish Energy Efficiency Programme (SEEP).
- 3.5 **Communities and partnership working.** The Scottish Government recognises the value of engaging with communities and working with them to deliver solutions that fit them best.
- 3.6 **Targets.** Proposed targets are forwarded for consultation. These are:
- Fuel poverty to be less than 20% by 2030
 - All homes to reach a minimum performance rating by 2040 with interim targets.
- 3.7 **Monitoring.** The change in the fuel poverty definition will require a change in the data collected, monitored and reported. Options are forwarded in the consultation.
- 3.8 **Outcomes and principles.** The Scottish Government is clear that the proposed strategy will be based on the principles of social justice and equality. The consultation recognises that the needs of individuals and families should be at the heart of the service design and delivery.
- 3.9 A draft from Renfrewshire Council is attached for consideration and approval by the board.
-

Implications of the Report

1. **Financial – *none***
 2. **HR & Organisational Development - *none***
 3. **Community Planning
Greener - *none***
 4. **Legal - *none***
 5. **Property/Assets - *none***
 6. **Information Technology - *none***
 7. **Equality & Human Rights - *none***
 8. **Health & Safety - *none***
 9. **Procurement - *none***
 10. **Risk - *none***
 11. **Privacy Impact - *none***
-

List of Background Papers

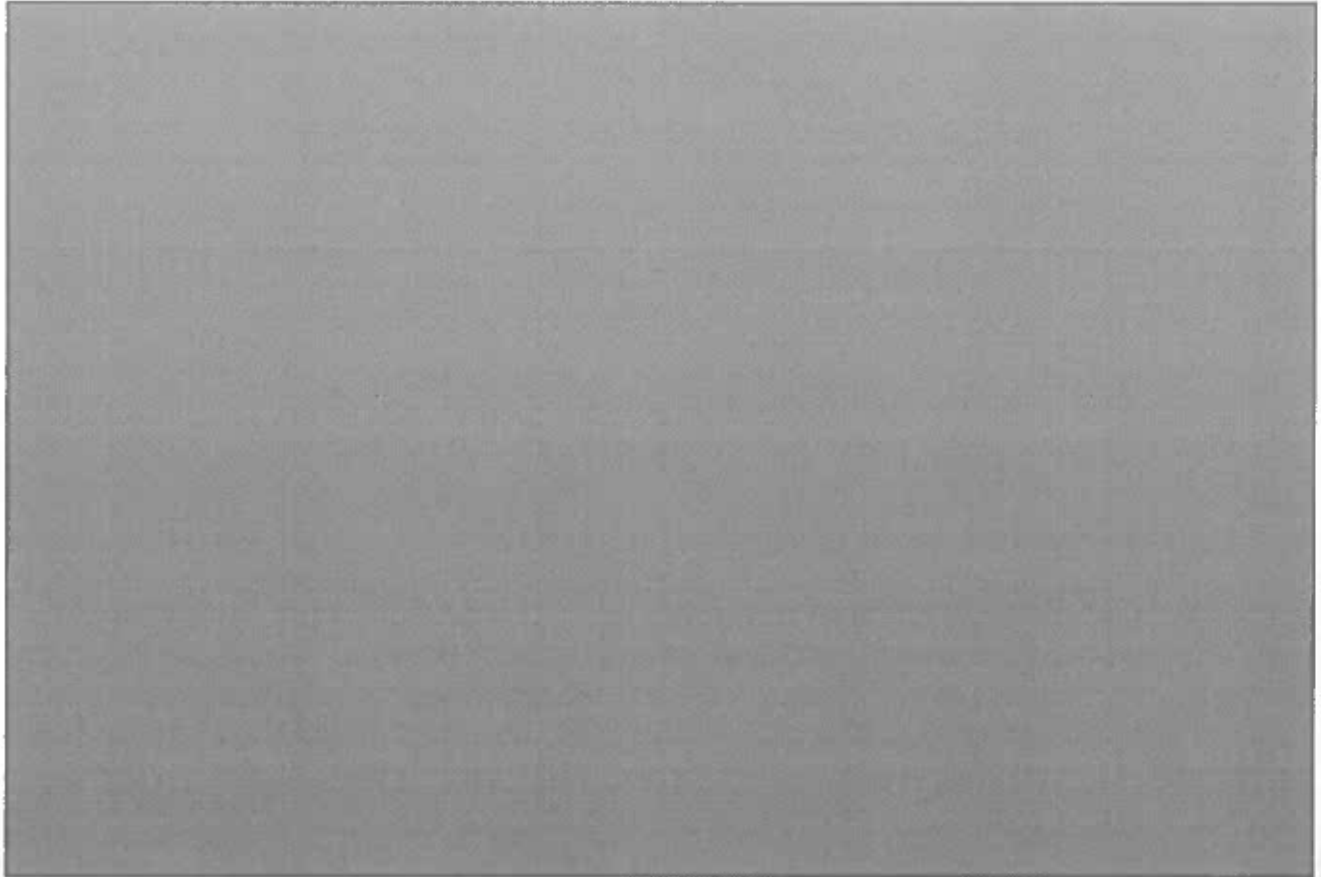
- (a) Background Paper 1 – Scottish Government Fuel Poverty Strategy Consultation.
- (b) Renfrewshire Council response to the Scottish Government's fuel poverty strategy consultation.

The foregoing background papers will be retained within Finance and Resources for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is Craig Doogan, Energy Manager, Tel. 0141-618 6198, e-mail address: craig.doogan@renfrewshire.gov.uk.

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Renfrewshire Council response to;

**Consultation on a Fuel Poverty Strategy for
Scotland**



**Prepared by Ron Mould
Date: November 2017
Version number: 0-1**



Consultees.

The following is a list of those organisations and individuals with whom the Council consulted in drafting this document.

Organisation
Renfrewshire Council: Development & Housing Services
Local Energy Action Partnership (LEAP)
Connect for Renfrewshire (C4R)
Recovery Across Mental Health (RAMH)
Scottish National Health Service (SNHS)
Renfrewshire Council: Children's Services
Home Energy Scotland (HES)
Citizens Advice Bureau (CAB)

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Executive summary

This is Renfrewshire Council's response to the Scottish Government's consultation on a Fuel Poverty Strategy for Scotland, January 2018. Renfrewshire Council is supportive of all efforts to mitigate fuel poverty. We are encouraged by the serious consideration that the Scottish Government has given the issue of Fuel Poverty.

We recognise the considerable sums that the Scottish Government has invested in improving the housing stock. It is unquestionable that this investment has improved the energy efficiency of the stock and had an impact on fuel poverty levels.

We welcome the Scottish Government's considerations of the definition of fuel poverty and proposed revisions. We note the inclusion of vulnerability as an enhancement of the definition. Though the Scottish Government is showing the leadership to meaningfully revise the definition of fuel poverty we are minded that programmes and actions could be further developed. We would suggest that a fabric only approach will not deliver significant reductions in fuel poverty, nor will a fabric first with existing advice services. We would respectfully request that provision of advice and support services be included in the strategy to maximise impact.

1 Renfrewshire Council Area

Renfrewshire Council was created in 1996 following the break-up of Strathclyde Regional Council. Renfrewshire is the ninth largest Council area in Scotland and is home to a population of 170,000 people, which is 3% of the total Scottish Population. Renfrewshire Council has a variety of Public Buildings, which number in excess of 260 and include education establishments, libraries, offices, recreational buildings etc. There are almost 84,000 homes in Renfrewshire area of which about 12,000 are in council ownership.

The main areas of population are shown in the map in **Figure 1**.

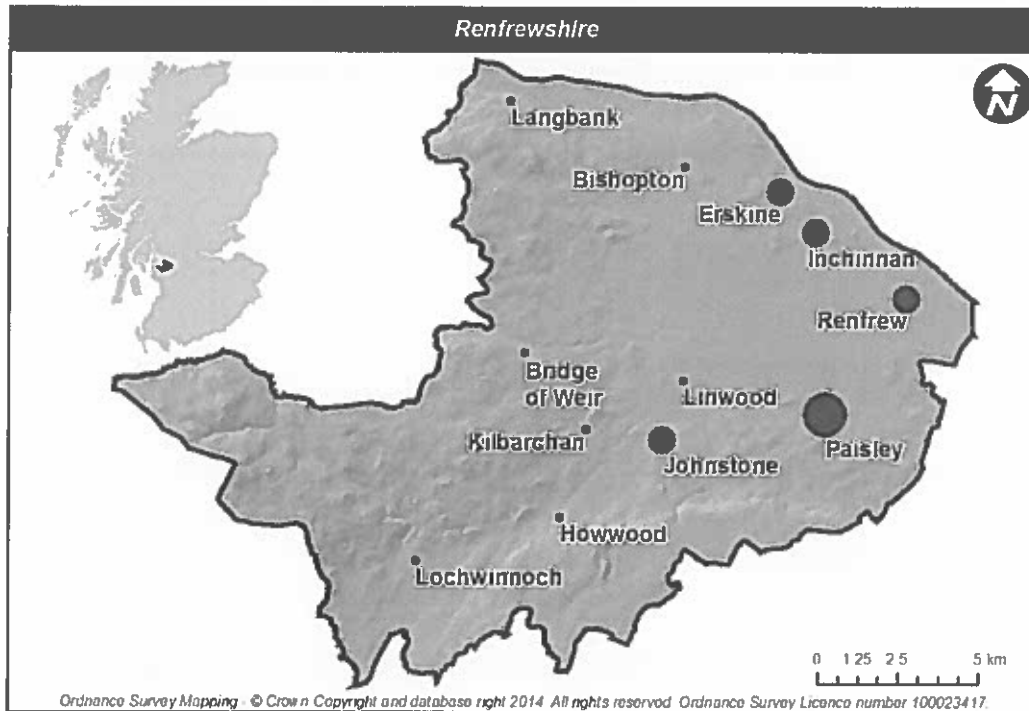


Figure 1 – Main areas of population in Renfrewshire

The council area is characterised as urbanised in its eastern, northern and southern boundaries while its western boundary contains peri-urban, rural and remote rural areas.

2 Responses to question

Renfrewshire Council supports the Scottish Government in their revisions of the definition and careful consideration of our existing definition of Fuel Poverty.

Though we are supportive, we raise a number of concerns in our reply which we believe should be addressed. We note that Scotland has made considerable progress in improving the energy efficiency of the housing stock and this has mitigated the levels of fuel poverty. However, this has not eliminated fuel poverty. We therefore encourage the Scottish Government to realise that fuel poverty mitigation requires building fabric and direct engagement with householders, preferably through face-to-face advocacy. We therefore consider the Scottish Governments further commitments to eliminate Fuel Poverty, though commendable could be further enhanced.

2.1 Comments on the new definition of fuel poverty

Do you have any comments on this new definition of fuel poverty, in particular, what do you think about the proposal to use After Housing Costs (AHC) and Minimum Income Standard (MIS) as means to measure fuel poverty in Scotland?

- a) What, if any, challenges do you think this approach could present in enabling targeting of resources to those most vulnerable to fuel poverty;

and

- b) If this definition is to be used, how would you propose these challenges are overcome?

Renfrewshire Council commend the Scottish Government in its selection of members of the expert review panel and in tasking them to review the current definition. Renfrewshire Council would also note the thoroughness of the panel's work and welcomes their recommendations.

In respect to the specific issues raised above in this question:

- a). In order to report on progress towards targets set for the revised definition additional data must be collected. Data collection is a challenge and has to be reliable, it must be collected at a reasonable sample size in a small enough timescale.

- b). Data collection can only be addressed through investing in appropriately trained staff, that are effectively resourced. We would suggest that the impartiality of that data is

important and therefore it should be collected or verified through appropriate audits independently from those reporting organisations.

2.2 Comments on 75 years as a threshold

Do you have any views on the proposal of using 75 years of age as a threshold for identifying those who are likely to be vulnerable to the adverse health outcomes of fuel poverty?

Setting an age of 75 is a crude means of defining vulnerability. A minimum age of 75 is based on an assumption of people aging well, that is that people maintain a reasonable health after retirement. This is far from true. The average age at death in Renfrewshire is 76.3¹ while it is 77.1 in Scotland. Na h-Eileanan Siar average age at death is reported as 76.7. Fuel poverty in Renfrewshire is one of the lowest rates while it is one of the highest in Na h-Eileanan Siar. Therefore with a cursory glance at the available statistics we do not believe that there is as strong a correlation with age and vulnerability to fuel poverty as there is age + low income and fuel poverty. Further research into the detailed aspects of vulnerability might be appropriate.

Since we consider that fuel poverty and poor ageing is associated with low incomes we would suggest that it would be more appropriate to consider setting receipt of a state pension as only income, (not pension credit), as qualifying criteria. In doing so, the criteria is no longer wholly based on age but on a combination of age and low income.

We would also note that vulnerability to fuel poverty might be better framed in terms of an individual or household's capabilities for dealing with and resolving the challenges they face in respect to domestic energy use^{2,3}.

We believe that the Scottish Government concurs with current research⁴ that further work is required to better understand the term 'vulnerable to the adverse health and wellbeing impacts of living in fuel poverty'. We would look to support the Scottish Government in any way reasonably possible to improve our understanding of this.

¹ National Records of Scotland: Life expectancy for administrative areas within Scotland 2013-2015
<https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/life-expectancy/life-expectancy-in-scottish-areas/2013-2015/list-of-tables>

² Middlemiss, L. and Gillard, R., 2015. *Fuel poverty from the bottom-up: Characterising household energy vulnerability through the lived experience of the fuel poor: Energy Research and Social Science*, 6, 146-154
<http://www.sciencedirect.com/science/article/pii/S2214629615000213>

³ Mould, R. & Baker, KJ., 2017, 'Documenting fuel poverty from the householders' perspective' *Energy Research & Social Science.*, [10.1016/j.erss.2017.06.004](https://doi.org/10.1016/j.erss.2017.06.004)

⁴ Ibid.

2.3 Comments on island communities

In relation to island communities, are there any additional

- a) Challenges; and/or
- b) Opportunities

That we need to consider in developing our strategy?

There are no island communities within the Renfrewshire area and therefore this is not a challenge that we face and are familiar with. We would therefore defer to the island councils to comment appropriately on this.

2.4 Comments on rural communities

In relation to rural and remote communities, are there any additional

- a) Challenges; and/or
- b) Opportunities

That we need to consider in developing our strategy?

Renfrewshire Council has a mix of urban and rural communities. We recognise that the solutions for urban areas are not necessarily those for rural areas. We would note that there are many isolated communities in the Highlands but these also exist on the peripheries of the Central Belt and across the South of Scotland.

a). The diversity of the housing stock in rural areas makes upscaling of projects difficult. The lower density of housing is also a challenge as this involves longer distances and times travelling for contractors.

b). We believe that the greatest opportunities arise in rural areas arise through community based groups working in partnership with contractors to facilitate access and engagement.

2.5 Comments on identifying the fuel poor

Please give us your views on how national partners and local delivery organisations can work better together to identify and support those at risk of, or experiencing fuel poverty? What would best support, or enable such partnerships?

The Scottish Government has suggested that we need to do more to mitigate fuel poverty and that building fabric improvements alone may not be enough. Behaviour has been identified as being strongly influential in domestic energy use⁵. Additionally, behaviour change through engagement with householders has been recognised as having the potential to deliver energy savings in excess of those arising from fabric improvements alone⁶. There is also an increasing amount of evidence that illustrates the value that locally based face to face advocacy services can deliver⁷⁸⁹¹⁰. Many fuel poor are socially isolated through choice or circumstance. Telephone, leaflets and web based advice may not reach these householders. In order to engage with the socially excluded it is necessary to have face to face services available. The nature and structure of any such service should be tailored to meet the local needs and therefore we would advocate that these are organised at local authority level. We would urge the Scottish Government to consider ring fenced funding for each local authority to provide Advocacy services integrated with existing Home Energy Scotland (HES) services.

2.6 Comments on partnership working to meet aims

What can local partners do to contribute to meeting national aims of effectively and sustainably tackling fuel poverty? This might include sharing best practice or developing strategic approaches.

Local groups can act as enablers, facilitators and trusted intermediaries. They act as a 'kent face' who can, through trust with the client, support them through projects to improve their living conditions. Many vulnerable households find government schemes intimidating and struggle with forms. Having a local advocate can support the clients through a process they could otherwise fall out of, can ensure that paperwork is completed timeously and that the client is kept fully informed.

Local partners also offer a means to engage with and contact householder's that would not engage with national schemes. They can therefore work with national delivery partners to increase uptake rates.

⁵ Haldi, F. and Robinson, D., 2011. *The impact of occupants' behaviour on building energy demand*. Journal of Building Performance, 4 (4) 323-338. Available from <http://dx.doi.org/10.1080/19401493.2011.558213>

⁶ Hui, B. and Steemers, K., 2014. *Energy retrofit and occupant behaviour in protected housing: A case study of the Brunswick Centre in London*. Energy and Buildings, 80, 120-130. Available from: <http://dx.doi.org/10.1016/j.enbuild.2014.05.019>

⁸ University of Sussex, Energy cafes can play a key role in targeting fuel poverty. <http://www.sussex.ac.uk/broadcast/read/42435>

⁹ Baker, K.J., & Stewart, F., 2017. *"Warm, friendly, reliable, and do what they say they do": An Evaluation of South Seeds' Energy Advocacy Services*. Glasgow Caledonian University & Dr Fraser Stewart, November 2017.

¹⁰ Reeves, A., 2016. *Exploring local and Community capacity to reduce fuel poverty: The case of Home Energy advice visits in the UK*. Energies, 9, 276-293

2.7 Comments on support from the SG to partners to report

How can SG support local delivery partners (eg third sector organisations and social enterprises) to measure their success?

Third party organisations are important partners but the onus should not be placed on them to undertake resource dense monitoring and reporting. For the sake of consistency, monitoring and reporting should rest with the local authorities. This approach has been undertaken previously in Scotland through the Home Energy Conservation Act (HECA) reporting.

We note that there is a balance between measurement and the necessary resources to deliver this. If the Scottish Government wishes detailed monitoring then it must fully account for these requirements in any funding awards. That is the funding for monitoring should be made in addition to any award.

We believe that if the Scottish Government wishes to see a consistent service of reliable quality with robust monitoring delivered to our citizens it should seek to work primarily with local authorities. This is not to diminish the importance of partners.

2.8 Comments on support from the SG to community groups for reporting

How can the Scottish Government best support local or community level organisations to accurately

- a) Measure
- b) Report on; and
- c) Ensure quality of

provision of advice and support services and their outcomes?

The Scottish Government could fund advocacy services.

The Scottish Government could support community based reporting by allocating ring fenced funding for each authority to the HES, to maintain an advocacy service with clear targets and actions.

This money would only be drawn down by the Local Authorities establishing an advocacy service in their area. The HES would provide staff to be seconded to the LA. The LA would be obligated to provide office space for the advocates, provide them with access to their IT, collect and report on their outputs. The LA would be tasked with moulding the service to

meet their local needs through engaging with appropriate community partners, Scottish National Health Service (SNHS), social work and other community facing services. This is essentially the service delivery model used in Renfrewshire, Inverclyde and Clackmannanshire.

From our evidence, this advocacy service delivers a community benefit of £7 for every £1 invested when accounting only for the financial gains to the clients. Additional benefits accrue from joint working, improved health and well being outputs.

This will ensure a level of consistency in the nature of services available throughout Scotland. Despite the Scottish Government being informed contrary to this, we believe that there is at best an inadequate provision of face to face advocacy service funded directly by the Scottish Government. In many cases face to face advocacy is offered by third party, volunteers and community groups who struggle to secure funding, maintain consistency and quality.

2.9 Comments on the HES one-stop-shop

How can the one-stop-shop approach be enhanced for the benefit of the HES clients; and in particular,

Are there any improvements that you think can be made to the HES service to further enable it to best reach the most vulnerable to fuel poverty client groups?

Renfrewshire Council recognises the important role and invaluable service offered by the HES and the one-stop –shop approach. However, we recognise that though this service meets the needs of a large element of our communities it does not necessarily meet the needs of our vulnerable householders. We believe that the HES should focus on the provision of its current services and how they might improve their delivery.

There is an undeniable need for face-to-face advice services since they engage with householders in their own homes, or places where they are most comfortable and least threatened. Despite reports from HES that such services are offered by them; we are concerned these are limited to a few members of staff and are inadequate to meet the needs and the demands of our most vulnerable.

We strongly believe that effective, proactive face-to-face services require local ownership and therefore local authorities must play an active role in their delivery. Local authorities must also take responsibility for the service offered in their area.

2.10 Comments on statutory target

What are your views on our proposal to set a new statutory target to eradicate fuel poverty in the Warm Homes Bill?

We have concerns about this.

The previous target to eliminate fuel poverty has proven to be unachievable. If the Scottish Government continues to focus on similar programmes as previously (primarily building fabric improvements) it has to be realistic and accept that any future targets to eliminate fuel poverty may be unlikely to be achieved. We are therefore concerned that another unachievable target may be set to eliminate fuel poverty and advise against it.

2.11 Comments on proposed sub-targets

What are your views on the proposed sub-targets?

- a) What are your views on the proposed levels?
- b) What are your views on the proposed timeframe?

We are concerned about these.

For the reasons stated in our response to the previous question we consider the overall target of eliminating fuel poverty may not be achievable with current responsibilities. Therefore we believe that the interim targets are potentially over ambitious and will only lead to a pointless criticism of the Scottish Government's failures.

Without a systematic evaluation of the impacts of policy tools currently available it is difficult to arrive at a recommendation for interim targets.

2.12 Comments on proposed interim milestones

What are your views on the proposed interim milestones?

- a) What are your views on the proposed levels
- b) What are your views on the proposed timeframe?

We are opposed to these.

For the reasons stated in our response to the previous questions.

2.13 Comments on Fuel Poverty Advisory Panel (FPAP) and Fuel Poverty Partnership Forum (FPPF) monitor progress

How should the new Fuel Poverty Advisory Panel and Fuel Poverty Partnership Forum monitor progress towards meeting the proposed sub-targets and interim milestones?

We welcome these proposals.

We recognise the important work undertaken by the Scottish Fuel Poverty Forum (the Forum), Scottish Fuel Poverty Strategic Working Group (SWG) and the Scottish Rural Fuel Poverty Task Force (RFPTF).

2.14 Comments on FPAP and FPPF initial priorities

What do you think the Advisory Panel's priorities should be in the first year?

We support the Scottish Government in these proposals.

2.15 Comments on proxies

What examples do you have of using proxies to identify fuel or households?

- a) Which proxies did you use?
- b) Based on your experience, how well did these proxies work in accurately identifying fuel poor households?

We concur with the Scottish Government that current proxies are inadequate.

- a). Evidence indicates that there is very little, if any correlation, between the most common proxy of SIMD Income Domain distribution pattern with that of fuel poverty¹¹. This lack of

¹¹ Mould, R. and Baker, K., 2017. *Uncovering hidden geographies and socio-economic influences on fuel poverty using household fuel spend data: a meso-scale study in Scotland*. Indoor and Built Environment, [10.1177/1420326X17707326](https://doi.org/10.1177/1420326X17707326)

correlation results in higher funding levels being targeted at areas of lower fuel poverty and those of higher fuel poverty being disadvantaged in accessing funding.

In relation to the specific issues raised Renfrewshire Council has recently drafted its Statement of Intent (Sol) for ECO-Flex. In this document we have trusted partners empowered to make presentations of householders for ECO-Flex declarations. Our partners are;

- RAMH, the local mental health support organisation,
- Families First core team, a organisation that works with just coping and at risk families with children of primary school age.
- SNHS.

We believe that the clients of these organisations are vulnerable to, or at risk of becoming vulnerable to fuel poverty.

b). We have only drafted our EcoFlex Statement of Intent (Sol) and not put it in place to evaluate its effectiveness.

2.16 Comments on lessons from existing door to door projects

What are the key lessons to be learnt from any existing approaches that apply proxies in door-to-door, on the ground assessments in this context?

We are encouraged that the Scottish Government recognises the need to do things differently. This should in no way diminish the value of building fabric improvement programmes. If we are to do things differently or additionally then we need to carefully consider our options.

We note that three of the outcomes from the Scottish Government from the 2012 evidence review require engagement with and support offered to vulnerable households. That is;

- There is an increased understanding by households of how to use energy
- Increased long term income for fuel poor households
- All households are able to enjoy adequate thermal comfort.

Also there is a fourth outcome which is arguably dependent on tailored advice being delivered to households. That is;

- Energy bills represent less hardship to lower income households

If these outcomes are firmly embedded in new and existing programmes we would expect this to be evident from support to local advocacy services aimed at engaging with households and addressing the above mentioned outcomes. Such services may enhance delivery of projects and are not separate from on-going area based projects. It is undeniable that HEEPS:ABS, SEEP and other area based schemes may have an important role in mitigating fuel poverty however they and programmes of this type have been the keystone

of achievements to date. It is evident they are not enough on their own and therefore at this juncture we look for new directions and investments in our communities to deliver their aspirations.

2.17 Comments on challenges on delivering door to door projects

Do you have any concerns about the use of doorstep tool, in particular the challenges around delivery of area based schemes?

We have concerns.

Our concerns are based on the apparent emphasis of door to door projects to the exclusion of other and additional approaches. We believe that there are two flaws in this approach;

- firstly that this is a fabric only approach
- secondly that this approach has been the mainstay of existing projects which have failed to eliminate fuel poverty to date and therefore we question its capacity to do so in the future.

We would also note that door to door approaches can be resource dense, requiring large numbers of individuals on the ground initially to establish contact with householders. The resource density is greatly increased by the most recent requirements from the Scottish Government for monitoring and reporting. The costs of monitoring in keeping with the Scottish Government's requirements are costly and we believe will act as a deterrent for LA making funding applications.

2.18 Comments on SG working with Community Planning Partnerships (CPP) to report on FP levels

How can the Scottish Government most effectively work with Community Planning Partnerships in a collaborative manner to report on a overall fuel poverty as part of the SHCS?

Please refer to 2.15

2.19 Comments on outcomes focused approaches

What are your views on, or experience on how an outcomes-focused approach would work in practice?

Would it encourage national and local policy and delivery partners to work together effectively, and if not, what alternative approach(es) do you propose could be used instead?

We believe there are flaws in the proposed Scottish Government's approach.

We recognise that an outcome focused approach can be an effective means of delivering aims. However, we note that to be wholly effective this should be a holistic approach that not only focuses on the outcomes but also the actions, processes and resources required to deliver these. We would support the Scottish Government in adopting such a holistic approach.

We have concerns that the capacity and abilities of the vulnerable may not be fully realised within projects to their potential disadvantage. We believe that more thought should be given to the nature of vulnerabilities and the capacities of the vulnerable to respond.

We believe that an outcomes focused approach could ultimately encourage national and local policy delivery partners to work together. We would suggest that the Scottish Government should consider more carefully the capacities of our most vulnerable, define their needs to mitigate their situations and design projects based on these findings. This approach differs from a building fabric first approach.

2.20 Comments on bullet points for the outcomes framework

Do you think the principles detailed in the 3 bullet points above are adequately reflected in the outcomes framework?

We agree with the proposed principles.

We would look to the Scottish Government to show more evidence to support its commitment that the 'needs of individuals and families will be at the heart of service design'. As previously stated we have only seen evidence to support a fabric first approach and fabric focus to the detriment to alternative approaches.

2.21 Comments on outcomes framework strengthening partnerships

In your opinion, would the proposed framework help to strengthen partnerships on the-the-ground?

a) If so, how?

b) If not, why?

If the aim is to put the needs of individuals and families at the heart of the service why is the Scottish Government focusing on partnerships?

2.22 Comments on equalities impacts

Do you think any of the proposals set out in this consultation will have an impact, positive or negative, on equalities as set out above? If so, what impact do you think that will be and, if negative, how do you think these could be mitigated?

It would be hoped that any policy implemented to mitigate fuel poverty would have a positive effect on equalities through the reduction of inequalities.

2.23 Comments on impacts for business and delivery organisations

What implications (including potential costs) will there be for business and public sector delivery organisations from these proposals?

2.24 Comments on impacts on children

Do you think any of these proposals will have an impact, positive or negative, on children's' rights? If so, what impact do you think that will be and, if negative, how do you think these could be mitigated?

Children may be disproportionately impacted upon through growing up in fuel poor households¹². The children may suffer long term poor health and diminished academic outcomes¹³. In Renfrewshire we have recognised the potential impacts on children and developed a multi-faceted client facing services that engages with just coping and vulnerable households. Through supporting the households we support the children indirectly.

¹² Pedro Guertler and Sarah Royston, *Fact-File: Families and Fuel Poverty*, Association for the Conservation of Energy <http://www.ukace.org/wp-content/uploads/2013/02/ACE-and-EBR-fact-file-2012-02-Families-and-fuel-poverty.pdf>

¹³ Walker, G. and Day, R., 2012. *Fuel poverty as injustice: Integrating distribution, recognition and procedure in the struggle for affordable warmth*. Energy Policy 49 69-75
<http://www.sciencedirect.com/science/article/pii/S0301421512000705?via%3Dihub>



To: Infrastructure, Land and Environment Policy Board

On: 24 January 2018

Report by: Director of Development and Housing Services and Director of Finance and Resources

Heading: The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018

1. Summary

- 1.1 To provide an update on progress and developments since the approval by this Board on 30 August 2017 to acquire land by compulsory purchase to implement the proposed City Deal infrastructure development including confirmation of the powers to be used and to update the details for land.
-

2. Recommendations

- 2.1 The Board is asked to approve the updated details for land as shown on the Location Plan, Map 1, Map 2, Map 3, Map 4 and the updated list of owners and interests included in the GAIA CPO Land Schedule required to implement the Glasgow Airport Investment Area Project. These details will be included in The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018.
- 2.2 The Board is asked to note:
- that voluntary acquisition discussions are continuing and will continue with all affected parties concurrently with the publication of the Compulsory Purchase Order and voluntary acquisition will be progressed wherever practicable; and

- the announcement by the First Minister on 11 December 2017 that the Netherton Farm site, now in Council ownership has been chosen as the location for the new Manufacturing Institute for Scotland (NMIS).

3. Background

- 3.1 Approval to acquire the title and interests required to implement the main Glasgow Airport Investment Area (GAIA) City Deal Project was given by the Infrastructure, Land and Environment Policy Board on 30 August 2017. Since then the Project has developed in a number of areas.
- 3.2 The planning application to which this CPO relates “Glasgow Airport Investment Area, Abbotsinch Road, Paisley (reference 17/0485/PP)” was submitted to Renfrewshire Council on 05 July 2017 and planning consent for all the elements of the project relating to this CPO was granted on 7 November 2017.
- 3.3 Following the board approval on 30 August, the major land interest for the GAIA development (Netherton Farm) has been acquired on a voluntary basis and does not now require to be included in the CPO. Section 4.4 of the report to Board on 30 August advised that the particular powers to be used for the CPO would be finalised when the outcome of this specific voluntary acquisition was completed. The acquisition of this land now means that the most appropriate powers to be used for the CPO will be those under the Roads (Scotland) Act 1984. This act allows for temporary and permanent servitudes to be acquired, where appropriate, rather than full ownership, which is generally more beneficial to owners.
- 3.4 The specimen design for the Project has also been subject to further refinement and the land plans and schedule of interests have been updated to reflect this refinement. Some of the land requirements are for servitudes in respect of this drainage and other areas are temporary servitudes required during construction only and ownership of these areas will not transfer to the Council through the CPO process under the Roads (Scotland) Act.
- 3.5 The First Minister announced on 11 December 2017 that the Netherton Farm site, now in Council ownership through voluntary acquisition utilising City Deal funding, has been chosen as the location for the new National Manufacturing Institute for Scotland (NMIS) (see link <http://www.bbc.co.uk/news/uk-scotland-scotland-business-42310321>). In addition to other attributes in Renfrewshire, the selection of the site as the home of NMIS has been predicated to a considerable extent on the site ownership and enabling infrastructure being brought forward through this City deal GAIA project. The delivery of NMIS, and the wider vision for an advanced manufacturing innovation district centred around it, has the potential to bring up to 10,000 new jobs to the area. Officers are now working closely with

Scottish Government and other partners to take forward the delivery of NMIS with the intention of commencing construction of NMIS in 2018.

- 3.6 To meet the programme for NMIS, there is a need for the Council to commence construction of the GAIA City Deal infrastructure in 2018. Although voluntary acquisition discussions will continue, it is now necessary that the CPO process is advertised and commenced as soon as possible to meet those timescales. In view of this, it is appropriate to bring an update report to the Board to reflect the use of Roads (Scotland) Act powers and to authorise the amendments to the land plans and Schedule for the CPO to reflect the voluntary acquisition of the key site and the other refinements referred to above.

Implications of the Report

1. **Financial** - Project budget of £39.1m for Glasgow Airport Investment Area funded through City Deal. Cabinet authorisation of £6.64m includes for land acquisition for this project.
2. **HR & Organisational Development** - N/A
3. **Community/Council Planning** –
 - *Our Renfrewshire is thriving* – The GAIA development will facilitate new development opportunities and business growth with both projects improving educational and health opportunities for people within the local communities as well as aiding employees to access these major existing and new employment centres.
 - *Reshaping our place, our economy and our future* - The completed infrastructure will provide connectivity and access to new and existing jobs for people in our communities. During the project construction period 365 new jobs will be created and as a result of new business creation it is estimated that up to 10,600 additional new permanent jobs will be created.
 - *Creating a sustainable Renfrewshire for all to enjoy* - The completed infrastructure will include segregated provision for walking and cycling. It will also enable improved public transport links. The cycle ways will link west between the Projects
 - *Working together to improve outcomes* - Officers are now working closely with Scottish Government and other partners to take forward the delivery of NMIS with the intention of commencing construction of NMIS in 2018
4. **Legal** - Acquisition of the affected land as outlined in the body of the report.
5. **Property/Assets** - As per this report.
6. **Information Technology** - none

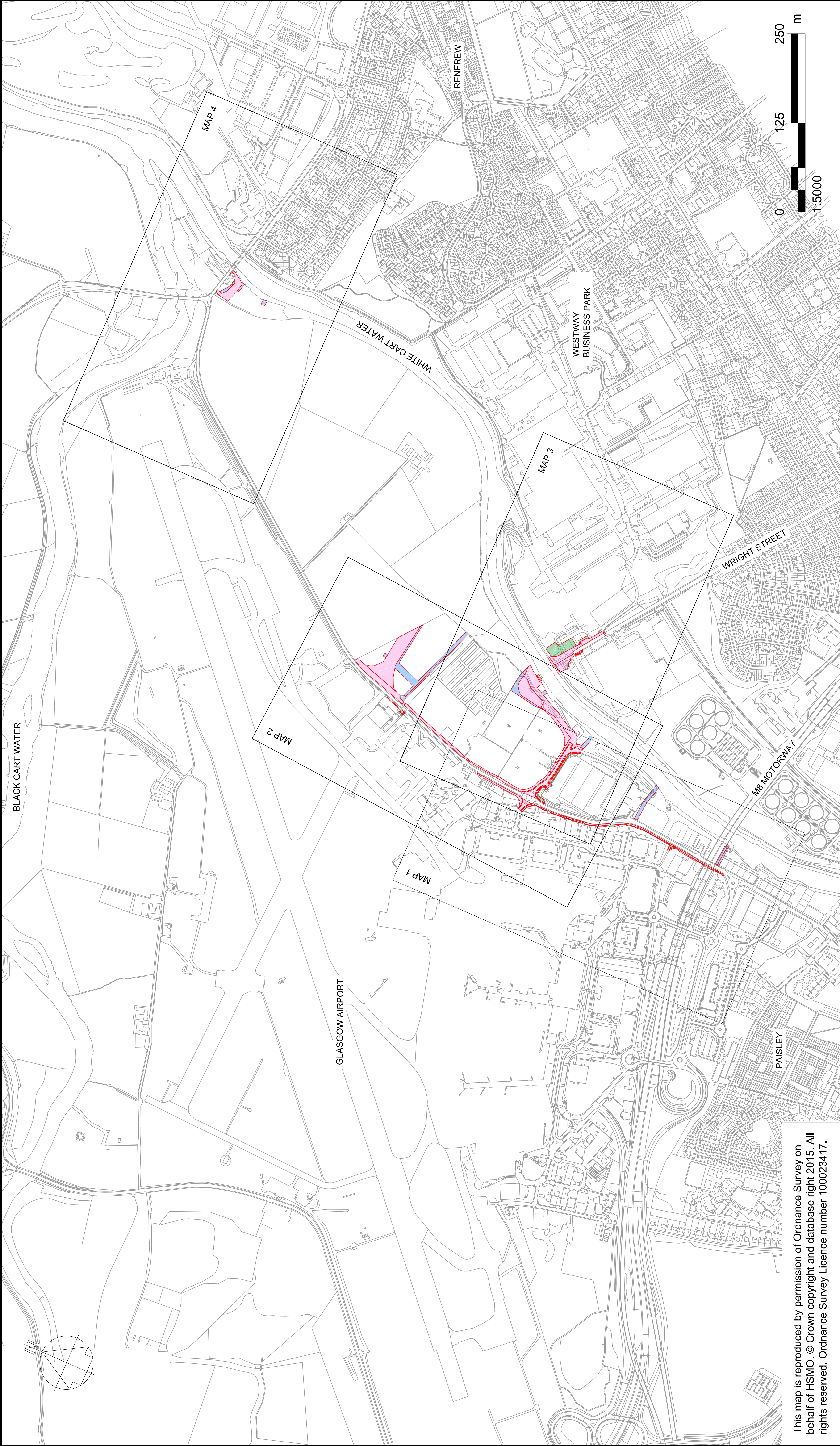
7. **Equality & Human Rights** - The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
 8. **Health & Safety** - None
 9. **Procurement** – None
 10. **Risk** - Should land assembly and other statutory consents not be granted timeously then this would delay Project delivery and realisation of Project benefits.
 11. **Privacy Impact** - None
 12. **COSLA Policy Position** – N/A.
-

List of Background Papers

Schedule of interests attached

Plans attached

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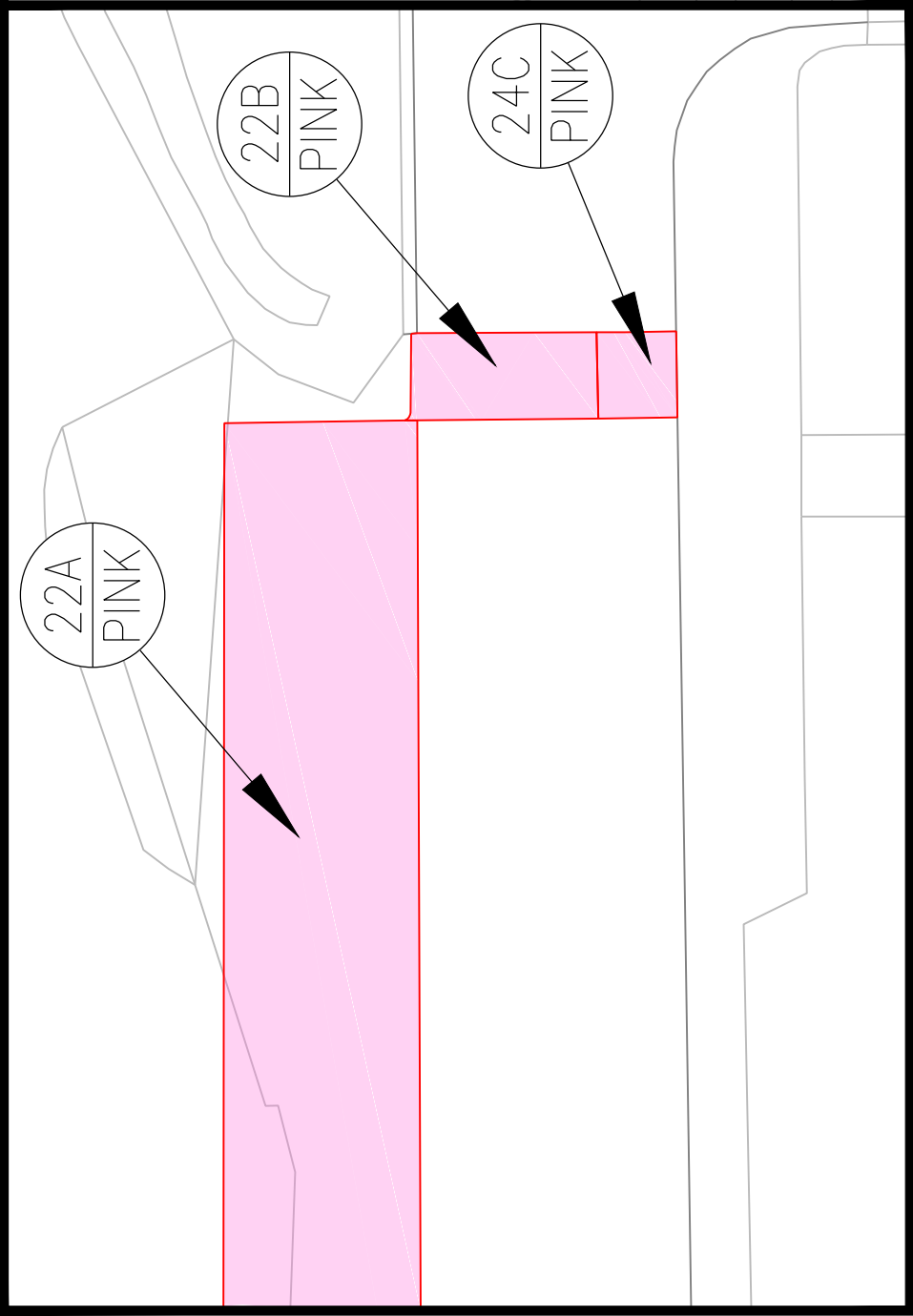
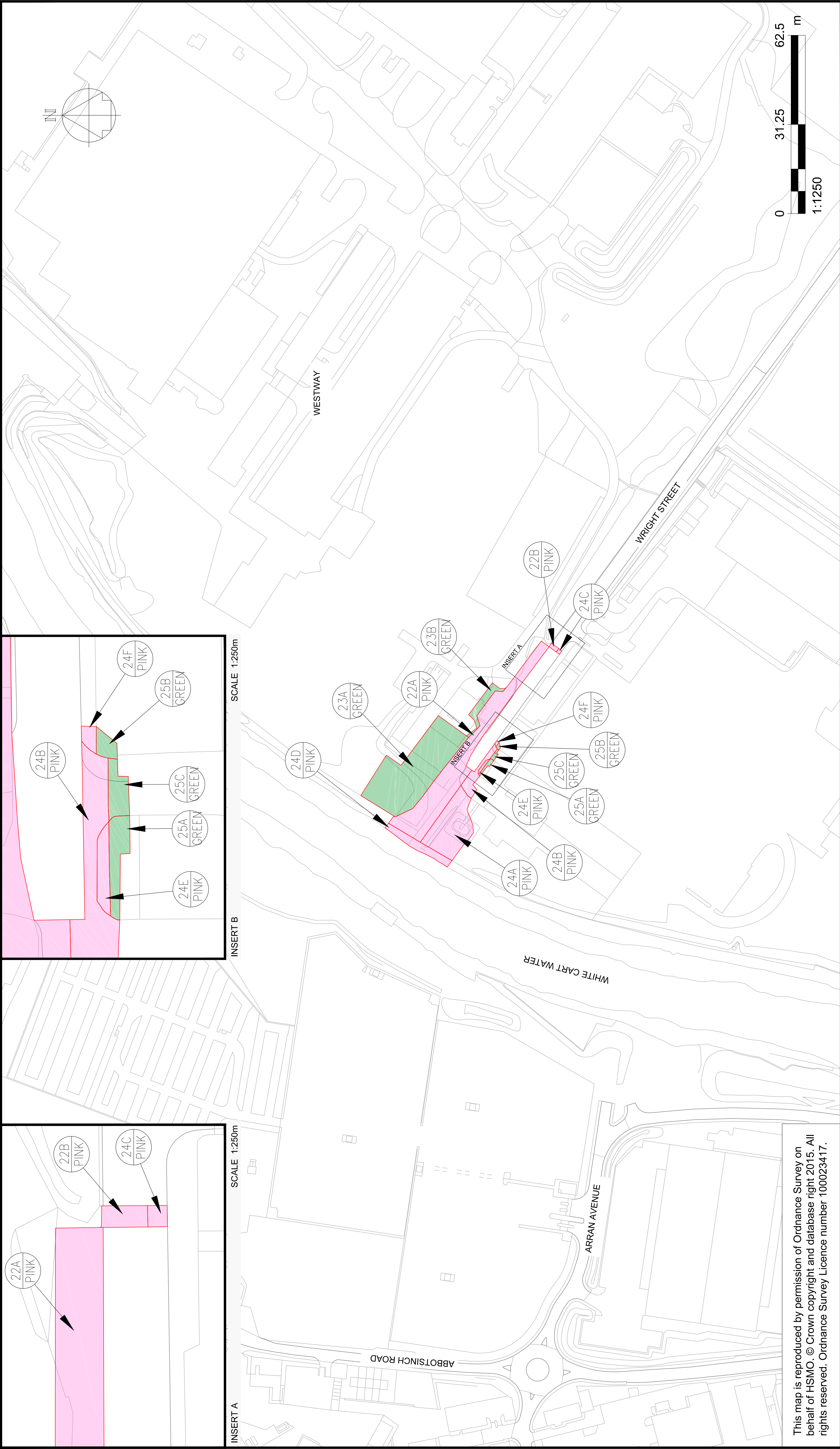
RENFREWSHIRE COUNCIL



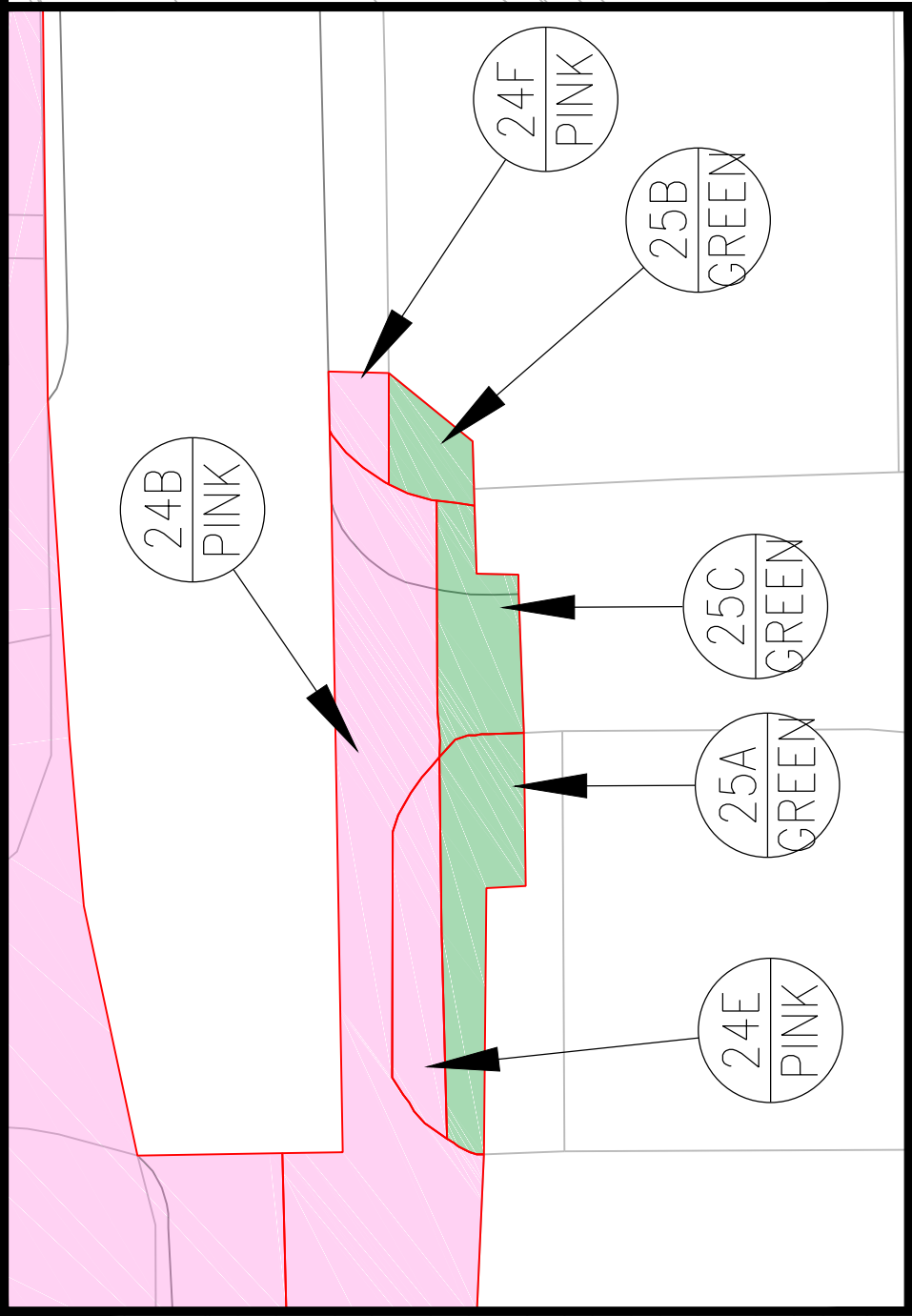
- KEY:
- PINK** LAND TO BE ACQUIRED
 - BLUE** SERVITUDE RIGHT TO BE ACQUIRED
 - GREEN** TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

THIS IS THE LOCATION PLAN REFERRED TO IN
THE RENFREWSHIRE COUNCIL (GLASGOW
AIRPORT INVESTMENT AREA, CITY DEAL)
(NUMBER ONE)
COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY



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SCALE 1:250m



INSERT B
SCALE 1:250m

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RENFREWSHIRE COUNCIL

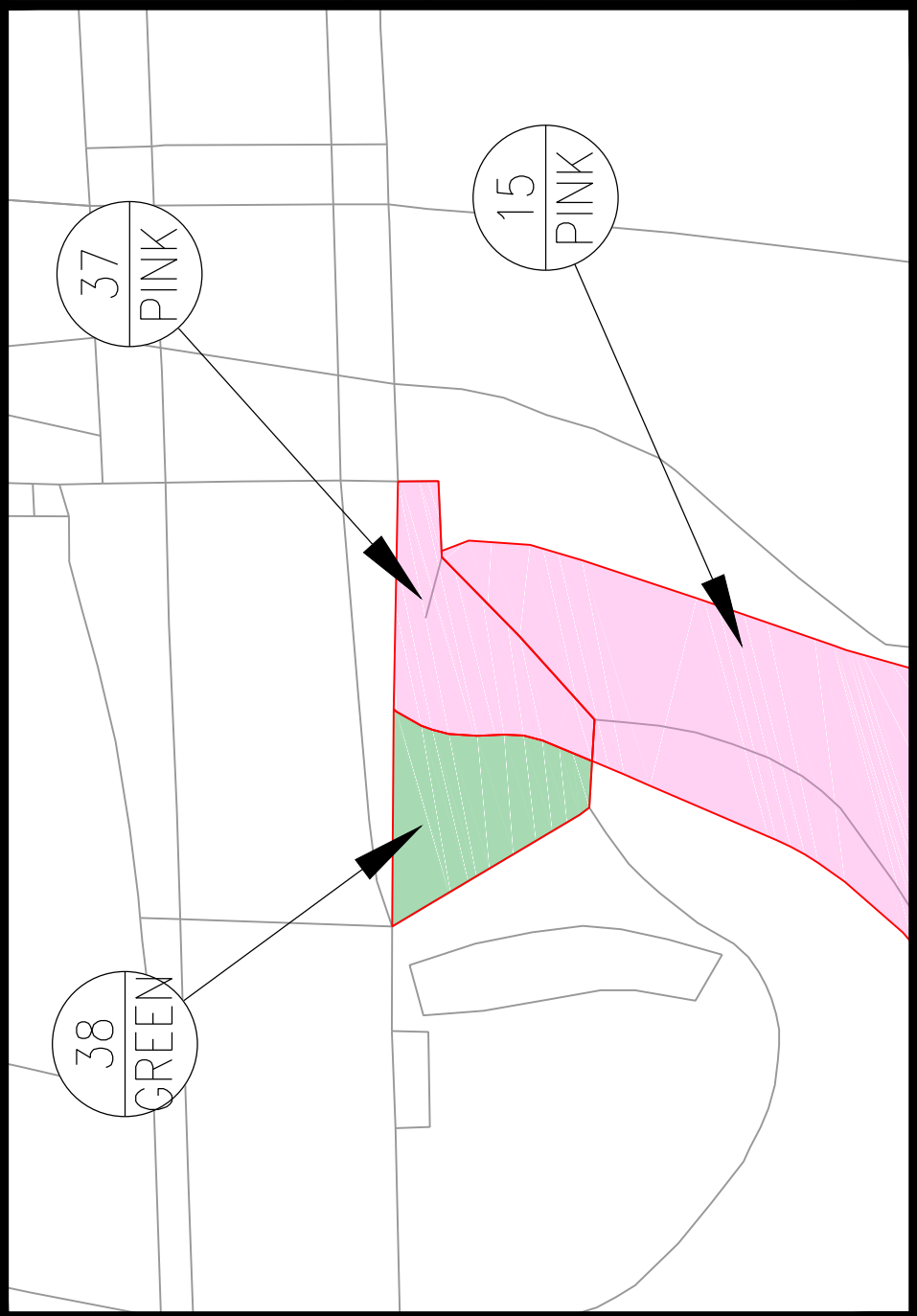
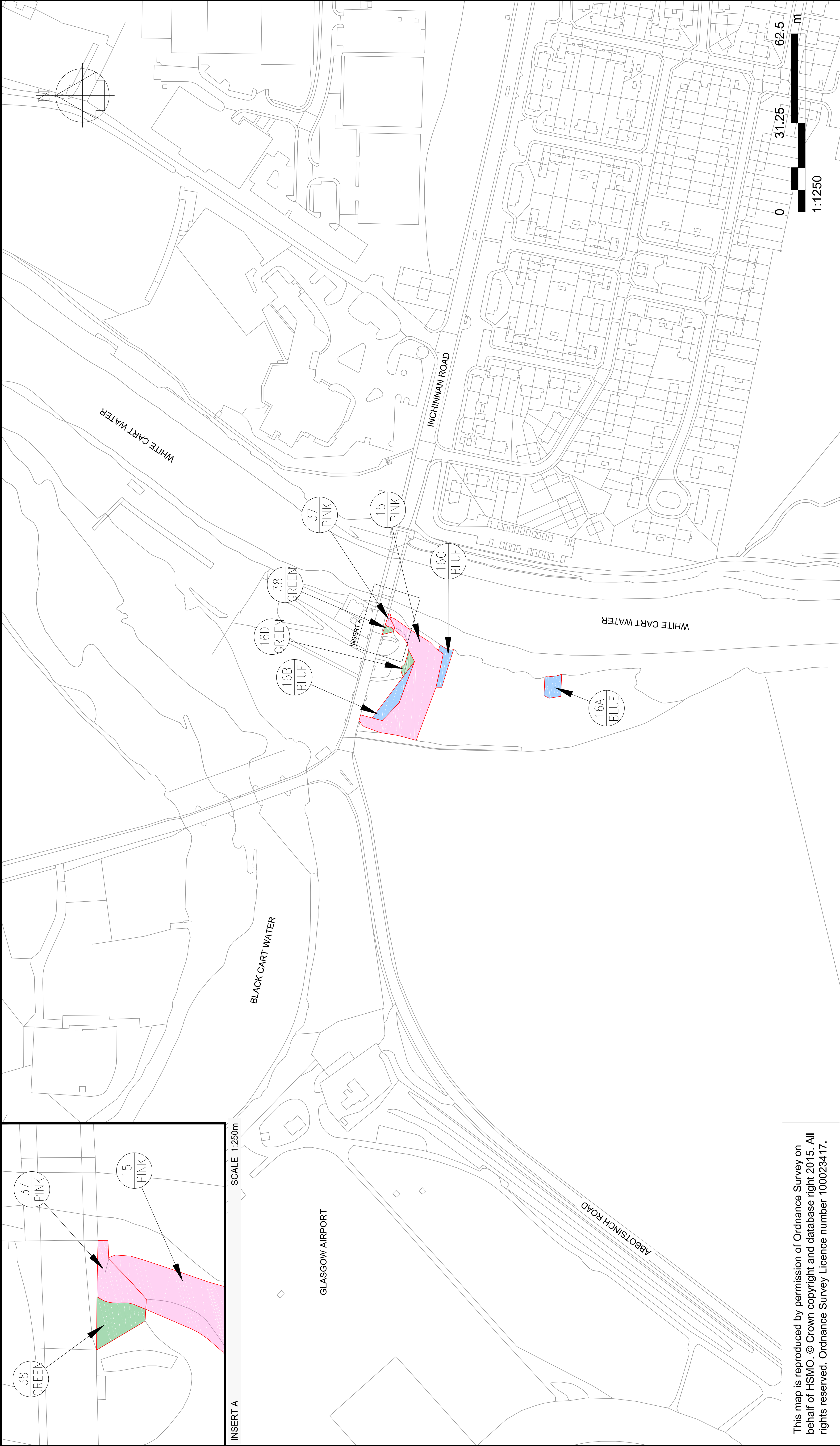


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GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

THIS IS MAP 3 REFERRED TO IN THE
RENFREWSHIRE COUNCIL (GLASGOW
AIRPORT INVESTMENT AREA, CITY DEAL)
(NUMBER ONE)
COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY

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SCALE 1:250m

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RENFREWSHIRE COUNCIL



KEY:
PINK LAND TO BE ACQUIRED
BLUE SERVITUDE RIGHT TO BE ACQUIRED
GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

THIS IS MAP 4 REFERRED TO IN THE
RENFREWSHIRE COUNCIL (GLASGOW
AIRPORT INVESTMENT AREA, CITY DEAL)
(NUMBER ONE)
COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY

Owners or Reputed Owners	Lessees or Reputed Lessees or Occupiers (Other than tenants for a Month or Period Less than a Month)
<p>AGS Airports Limited 1 Park Row Leeds LS1 5AB</p> <p>Registered Number 09201991</p> <p>Glasgow Airport Limited Glasgow Airport St Andrew's Drive Paisley PA3 2SW</p> <p>Registered Number SC096624</p>	<p>Owner</p> <p>Gleniffer Thistle FC Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY</p> <p>President: Billy Hassan [address] Vice-President: Tony O'Hare [address] Secretary: Billy Hassan [address] Treasurer: George Edgar [address]</p> <p>National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA</p> <p>Area Estates Limited Ground Floor 30 City Road London EC1Y 2AB</p> <p>'@SIPP Pension Trustees Limited 6th Floor Mercantile Building 53 Bothwell Street Glasgow G2 6TS</p> <p>Bayside Investment Co Limited 198 Lower Addiscombe Road Croydon Surrey CR0 7AB</p> <p>Whitbread plc (Premier Inn) Whitbread Court Houghton Hall Business Park Porz Avenue Dunstable Bedfordshire LU5 5EX</p> <p>Gama Aviation PLC Business Aviation Centre Farnborough Airport Farnborough Hampshire GU14 6XA</p>

	<p>ScotSTAR Scottish Ambulance Service Gyle Square 1 South Gyle Crescent Edinburgh EH12 9EB</p> <p>Glasgow Airport Aviation Enthusiasts Club 140 Abbotsinch Road Paisley PA3 2RY Secretary Stewart Davidson</p> <p>BBA Aviation PLC 105 Wigmore Street London W1U 1QY</p> <p>P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL</p> <p>Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH</p> <p>Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN</p> <p>Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ</p> <p>The Avec Corporation Limited 85 Church Road Hove</p>
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	<p>East Sussex BN3 2BB</p> <p>Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX</p> <p>Airport Industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH</p> <p>LHR Airports Limited The Compass centre Nelson Road Hounslow Middlesex TW6 2GW</p> <p>World Duty Free Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW For WDF Group Cargo Service Yard Building 84 Campsie Drive Paisley</p> <p>Gate Gourmet London Limited Heathrow West Building 1071 Southampton Road Heathrow Airport Hounslow Middlesex TG6 3AQ</p> <p>Stream Marine Training Limited Abercorn House 79 Renfrew road Paisley PA3 4DA</p>
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W B Westway LP in administration c/o David Chubb PricewaterhouseCoopers LLP 7 More London Riverside London SE1 2RT	Owner
ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Vacant
AP30 Limited International House Castle Hill Victoria Road Douglas Isle of Man IM2 4RB	Vacant
Scottish Ministers St Andrew's House Regent road Edinburgh EH1 3DG	AMEC (FCG) Limited No2 Booths Park Chelmsford Road Knutsford Cheshire WA16 8QZ Area Estates Limited Ground Floor 30 City Road London EC1Y 2AB '@SIPP Pension Trustees Limited 6 th Floor Mercantile Building 53 Bothwell Street Glasgow G2 6TS
Inchinnan Cruising Club Inchinnan Road Bridge Isle Renfrew PA4 9EE Commodore: Cameron Johnstone [address] Vice-Commodore: Denize Hunter [address] Hon Secretary: Tom Elder [address] Treasurer: Alan Mills [address]	Owner

Trustees of Blythswood Estates 160 West George Street Glasgow G2 2HQ	Inchinnan Cruising Club Inchinnan Road Bridge Isle Renfrew PA4 9EE Commodore: Cameron Johnstone [address] Vice-Commodore: Denize Hunter [address] Hon Secretary: Tom Elder [address] Treasurer: Alan Mills [address]
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