

Notice of Meeting and Agenda Environment Policy Board

Date	Time	Venue
Wednesday, 11 November 2015	13:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

KENNETH GRAHAM
Head of Corporate Governance

Membership

Councillor Derek Bibby: Councillor John Caldwell: Councillor Margaret Devine: Councillor Audrey Doig: Councillor Eddie Grady: Provost Anne Hall: Councillor James MacLaren: Councillor Kenny MacLaren: Councillor Marie McGurk: Councillor Iain McMillan: Councillor Will Mylet: Councillor Iain Nicolson:

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

Members of the Press and Public

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

Further Information

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

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

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

Items of business

Apologies

Apologies from members.

Declarations of Interest

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

- | | | |
|----------|---|----------------|
| 1 | Revenue Budget Monitoring Report | 5 - 10 |
| | Joint report by the Director of Finance & Resources and the Director of Community Resources. | |
| 2 | Capital Budget Monitoring Report | 11 - 16 |
| | Report by the Director of Finance & Resources. | |
| 3 | Operational Performance Report | 17 - 30 |
| | Report by the Director of Community Resources. | |
| 4 | Disposal of Scotts Road Depot, Paisley | 31 - 34 |
| | Report by the Director of Community Resources. | |
| 5 | Footway Parking and Double Parking (Scotland) Bill - Call for Written Evidence | 35 - 40 |
| | Report by the Director of Community Resources. | |
| 6 | Development of the Term Management and Maintenance Contracts for the Scottish Trunk Road Network : Consultation Response | 41 - 64 |
| | Report by the Director of Community Resources. | |
| 7 | Service Improvement Plan - Community Resources: Monitoring Report | |
| | Report by the Director of Community Resources. (Not available - Copy to Follow) | |

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.

- 8(a) Trading Organisation: Roads - Trading and Budget Monitoring Statement**

- 8(b) Trading Organisation: Catering - Trading and Budget Monitoring Statement**

- 8(c) Trading Organisation: Vehicle Maintenance - Trading and Budget Monitoring Statement**



To: Environment Policy Board

On: 11 November 2015

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

Heading: Revenue Budget Monitoring to 18 September 2015

1. Summary

- 1.1 Gross expenditure is £11,000 (0.1%) higher than budget and income is £11,000 (0.5%) more than anticipated which results in a net breakeven position for those services reporting to this Policy Board. This is summarised over the relevant services in the table below:

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

2. Recommendations

- 2.1 Members are requested to note the budget position
- 2.2 Members are requested to note there have been net budget realignments of (£86,782) processed since the last report related to the reallocation of previously agreed savings.
-

3. **Community Resources**

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

3.1 **Refuse Collection**

Current Position:	Net overspend of £15,000
<i>Previously Reported:</i>	<i>Net overspend of £6,000</i>

The overspend is mainly due to lower income from trade waste and special uplifts, and a small overspend on employee costs, which is partly offset by an underspend on supplies and services and transport costs.

3.2 **School Crossing Patrol**

Current Position:	Net underspend of £12,000
<i>Previously Reported:</i>	<i>N/A</i>

The underspend is due to lower than budgeted employee costs.

3.3 **Land Services**

Current Position:	Net overspend of £14,000
<i>Previously Reported:</i>	<i>Net overspend of £6,000</i>

The overspend is due to lower recreational and cemetery income.

3.4 **Renfrewshire Wardens**

Current Position:	Net underspend of £16,000
<i>Previously Reported:</i>	<i>Net underspend of £8,000</i>

The underspend is due to underspend on employee costs and administration costs.

3.5 **Projected Year End Position**

It is currently forecast that Community Resources will break even at year end. This forecast position will be reviewed on an ongoing basis during the financial year, particularly with regard to recycling performance and the level of tonnages received for recycling or disposal, and the costs of roads maintenance throughout the winter maintenance period from October 2015 to March 2016.

Implications of the Report

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

List of Background Papers

None

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David Forbes, Finance Manager, Ext.6424

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2015/2016
1st April 2015 to 18 September 2015

POLICY BOARD : ENVIRONMENT

Description (1)	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance (7)	
	£000's	£000's	£000's	£000's	£000's	£000's	%
Employee Costs	24,412	10,819	11,197	(147)	11,050	(231)	-2.1%
Property Costs	1,524	839	950	(96)	854	(15)	-1.8%
Supplies & Services	4,442	1,367	1,595	(264)	1,331	36	2.6%
Contractors and Others	18,991	6,688	6,244	325	6,569	119	1.8%
Transport & Plant Costs	5,018	2,242	2,228	(59)	2,169	73	3.3%
Administration Costs	11,101	339	237	107	344	(5)	-1.5%
Payments to Other Bodies	3,426	1,704	1,686	6	1,692	12	0.7%
CFCR	0	0	0	0	0	0	0.0%
Capital Charges	7,125	0	0	0	0	0	0.0%
GROSS EXPENDITURE	76,039	23,998	24,137	(128)	24,009	(11)	0.0%
Income	(19,161)	(4,053)	(3,540)	(524)	(4,064)	11	0.3%
NET EXPENDITURE	56,878	19,945	20,597	(652)	19,945	0	0.0%

£000's

0.0%
0.0%

Bottom Line Position to 18 September 2015 is breakeven of
Anticipated Year End Budget Position is breakeven of

0
(0)

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2015/2016
1st April 2015 to 18 September 2015

POLICY BOARD : ENVIRONMENT

Description (1)	£000's	Revised Annual Budget (2)	Revised Period Budget (3)	Actual (4)	Adjustments (5)	Revised Actual (6) = (4 + 5)	Budget Variance (7)		
		£000's	£000's	£000's	£000's	£000's	£000's	%	
MSS		295	1,499	1,451	48	1,499	0	0.0%	breakeven
Refuse Collection		4,543	1,637	1,973	(321)	1,652	(15)	-0.9%	overspend
School Crossing Patrol		655	255	243	0	243	12	4.7%	underspend
Regulatory Services		2,272	531	511	20	531	0	0.0%	breakeven
Refuse Disposal		8,038	3,455	3,336	119	3,455	0	0.0%	breakeven
Steetscene		6,696	2,642	2,669	(28)	2,641	1	0.0%	underspend
Cleaning & Janitorial		7,667	3,138	3,321	(183)	3,138	0	0.0%	breakeven
Catering Client		4,758	1,395	1,421	(26)	1,395	0	0.0%	breakeven
Parks & Cemeteries		806	(150)	(145)	9	(136)	(14)	-9.3%	under-recovery
Transport		1,562	560	602	(42)	560	0	0.0%	breakeven
Renfrewshire Wardens		2,686	1,062	921	125	1,046	16	1.5%	underspend
Maintenance		8,927	1,277	1,483	(206)	1,277	0	0.0%	breakeven
Flooding		373	82	50	32	82	0	0.0%	breakeven
Structures		307	62	59	3	62	0	0.0%	breakeven
Street Lighting		3,031	746	779	(33)	746	0	0.0%	breakeven
Traffic Management		1,645	404	416	(12)	404	0	0.0%	breakeven
Traffic & Transport Studies		0	0	75	(75)	0	0	0.0%	breakeven
Parking of Vehicles		(738)	(323)	(271)	(52)	(323)	0	0.0%	breakeven
Trunk Road		0	0	30	(30)	0	0	0.0%	breakeven
SPTA		3,355	1,673	1,673	0	1,673	0	0.0%	breakeven
NET EXPENDITURE		56,878	19,945	20,597	(652)	19,945	0	0.0%	breakeven

£000's

0
(0)

Bottom Line Position to 18 September 2015 is breakeven of
Anticipated Year End Budget Position is breakeven of

0.0%
0.0%



To: ENVIRONMENT POLICY BOARD

On: 11 NOVEMBER 2015

Report by: Director of Finance and Resources

Heading: Capital Budget Monitoring Report

1. Summary

1.1 Capital expenditure to 18th September totals £4.490m compared to anticipated expenditure of £5.020m for this time of year. This results in an under-spend position of £0.530m for those services reporting to this board, and is summarised in the table below:

Division	Current Reported Position	% Variance	Previously Reported Position	% Variance
Community Resources	£0.530m u/spend	11% u/spend	£0.002m o/spend	0% o/spend
Total	£0.530m u/spend	11% u/spend	£0.002m o/spend	0% o/spend

1.2 The 11% under-spend in Community Resources relates to timing issues across a number of rolling programmes, however the programmes are still expected to complete as planned.

1.3 The expenditure total of £4.490m represents 30% 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.

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 18th September 2015, and is based on the Capital Investment Programme which was approved by members on 12th February 2015, adjusted for movements since its approval.

4. **Budget Changes**

- 4.1 Since the capital budget was approved budget changes totalling £1.755m have arisen which reflects grant funding anticipated to be received in 2015/16 for the Strathclyde Partnership for Transport programme.

Implications of the Report

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

List of Background Papers

- (a). Capital Investment Programme 2015/16 & 2016/17 – Council, 12th February 2015.

The contact officers within the service are:

- Debbie Farrell (Financial & Resource Services Manager, Community Resources)

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Appendix 1

CAPITAL PROGRAMME 2015/16 - BUDGET MONITORING REPORT TO 18 SEPTEMBER 2015 (£000s)

POLICY BOARD	Department	Council Approved Programme	Current Programme	Share of Available Resources	Year to Date Budget to 18-Sep-15	Spent to 18-Sep-15	Variance to 18-Sep-15	% variance	Unspent Cash Flow For Year	% Cash Spent
<i>Environment</i>	Community Resources	10,142	15,013	15,013	5,020	4,490	530	11%	10,523	30%
	TOTAL	10,142	15,013	15,013	5,020	4,490	530	11%	10,523	30%



To: ENVIRONMENT POLICY BOARD

On: 11 NOVEMBER 2015

Report by: DIRECTOR OF COMMUNITY RESOURCES

Heading: OPERATIONAL PERFORMANCE REPORT

1. Summary

- 1.1 Community Resources brings together a range of Council services and activities, with both strategic and operational responsibilities. This report provides an operational performance update on the services and key projects delivered by Community Resources during the period 1 April 2015 to 18 September 2015.
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2. Recommendations

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

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

4. Operational Updates

4.1 Renfrewshire Community Safety Partnership

4.1.1 Street Stuff

In August 2015, the annual international match between Street Stuff and Football Beyond Borders London was held at St Mirren Park. The London team comprised of young people experiencing difficulties in school. The match was organised by the Scottish Football Partnership and Football Beyond Borders (an international organisation that uses the sport to engage with young people). The Street Stuff team are scheduled to play a return match in London next year at the Football Beyond Borders tournament.

Dance Sessions Extended Renfrewshire wide

The University of the West of Scotland's 2014 evaluation report of Street Stuff identified that girls wanted more choice in the activities available from the programme. In response, Street Stuff piloted a new dance class in January 2015. In September, Street Stuff rolled out the dance format to other LAC areas due to its popularity.

Girls Development Programme

Street Stuff with 'St Mirren in the Community' started a new football initiative in September 2015, the Girls Development Programme. This initiative creates more choice for girls and gives them an opportunity to enhance and develop their footballing skills. The classes are every Wednesday for girls in the age groups of 8-10 and 11-14.

4.1.2 Integrated Control Room & CCTV System

The construction of the new Community Safety Hub & Integrated Control Room at Mill Street, Paisley was completed in September 2015. A programme has been developed for the moves of employee groups that will be based in the new facility, from Clark Street and Renfrewshire House, with the moves planned in 3 phases between late September and December 2015. Trade Union and employee briefing sessions have been arranged in advance of the moves to provide employees with all required information before moving to their new location. Multi-agency daily tasking meetings are now held there, with the hub staff, CCTV operators and Police Scotland operatives being located within the facility. The building will contribute to the developing of the town centre festive safety and events programmes with launch events, marketing and publicity being carried out over a six month period providing examples of the partnership services and functions it delivers.

4.1.3 **Stalled Spaces**

Stalled Spaces Scotland is an initiative managed by Architecture & Design Scotland (A&DS) on behalf of the Scottish Government to tackle vacant and derelict land sites. Following the submission of an application to A&DS, Renfrewshire Council was awarded £10,000. This award was matched via funding available from the Council's 2015/16 Local Green Network budget.

Community groups within Renfrewshire have been invited to apply for funding to tackle vacant and derelict land sites within their local communities.

Applications are open for grants of between £250 and £5,000, although it is anticipated that the majority of awards will be for approximately £2,000.

A&DS stipulate that 75% of funding must be within town centre locations, and emphasise that projects must be of a temporary nature. Examples of projects include growing grounds, art displays or theatre performances.

Almost half of the Stalled Spaces funding has already been allocated to four community groups:

- (i) Reaching Older Adults in Renfrewshire (ROAR): £2,400 sought for a vacant plot beside the West End Community Centre. The vacant site has been subject to fire raising and antisocial behaviour. ROAR is looking to restore the site to enable use by the local community.
- (ii) I Am Me Scotland: £2,000 sought for a filming project on a derelict mill site in the Johnstone area which has been subject to fire raising and youth disorder.
- (iii) Loud n Proud, Paisley: £2,007 sought for a series of pop up interactive music events in un-used space in the centre of Paisley.
- (iv) West End Community Council, Paisley: £1,900 for the clearance and improvement of two derelict sites.

Renfrewshire Council and Engage Renfrewshire are currently working with a number of other organisations on their applications.

4.1.4 **Litter and Antisocial Behaviour Initiative, Renfrew**

Renfrew Community Council previously raised issue of litter and antisocial behaviour generated by the pupils from local high schools at lunchtimes and after school in 2014. A variety of shops in the Town Centre offer hot foods which pupils use regularly. Confrontations with pupils and the local community happen on occasion. Many of the pupils were under 16 and therefore could not be subject to a Litter Fixed Penalty Notice. The Community Safety Partnership together with local schools put an action plan

in place:

- Renfrew High School designed correspondence through the schools Eco group which is pupil led.
- The Community Safety Youth Team addressed school assemblies regarding pupils' behaviour outside school grounds.
- Two Wardens patrolled the local area on planned weeks of action.
- These Wardens challenged unacceptable behaviours they observed involving pupils and captured the interaction using body worn video. Footage was forwarded to the schools for follow up action.

4.1.5 **Seedhill Educational Awareness Initiative**

Through analysis of complaints received by Community Safety from both residents and elected members it became apparent that the Seedhill area was identified as a hotspot area for antisocial behaviour and environmental issues. In September, the Community Safety Partnership introduced a multi agency Educational Initiative in the area. The initiative was designed to deliver information around reporting of antisocial behaviour / environmental issues and giving general advice on home safety prevention, health and wellbeing. The initiative was run on the 9-11 and 14-16 September 2015 from noon to 4pm:

- The Safe Bus was located at a different street in the Seedhill area everyday of the initiative. NHS Health and Improvement practitioners and the wardens were available at the bus to give advice. The NHS distributed leaflets covering a range of health topic and gave advice to the local residents on cancer, falls and prevention and nutrition. NHS children service practitioners promoted the current "active children eating smart" (ACES) and advised of the importance of healthy eating and the benefits of physical activities (age group 5 – 15 year olds). The Wardens Service promoted community safety and offered local residence assistance on antisocial behaviour, environmental issues, parking and estate management issues.
- The Seedhill area has a mixed tenure, which is predominantly owned by Williamsburgh Housing Association. All tenements were visited by officers. A perspex information holder was erected to the front & back close doors at McKerrell Street and Seedhill Road as a trial and will hopefully be rolled out to the rest of the area. This allowed residents easy access to all relevant information within their building.
- Housing Officers carried out door to door visits to speak directly with tenants to identify hotspot areas including dog fouling. These visits

focused on furnishing residents with information on services available to them to address these issues.

- Scottish Fire & Rescue Service Officers carried out fire home safety checks to the identified vulnerable adults from the Housing providers and offered fire prevention advice.
- Community Services promoted advice and literature to local residents about the restorative justice service.
- Waste Advisers provided information on segregation of waste to prevent contamination of domestic and recycle wheelie bins providing food bags where required and offering assistance to residence around bin sharing services.

Following on from the initiative, a satisfaction survey was carried out to determine its the impact. Early feedback shows that the initiative was a successful. For example, the Safe Bus was well attended by residents seeking advice on all 6 days of the initiative.

4.2 Regulatory Services

4.2.1 Business Regulation

Officers from the Business Regulation Team attended and assisted in hosting the Gas Safety Week event at Braehead Shopping Centre in September. 300 catering businesses from across Renfrewshire were invited to the event hosted by INTU Braehead in association with Business Regulation Team and partners from; Scottish Fire and Rescue Service; Scottish Gas Networks; and Gas Safe.

Food Standards Scotland (FSS) carried out a three day audit of Renfrewshire council's food enforcement service in September. FSS are responsible for overseeing local authority food law enforcement activities to ensure appropriate local services are in place. The auditors' final report is yet to be published; however, indications are that they were satisfied with the level of competence and knowledge of officers involved and the arrangements in place for delivering food controls in Renfrewshire.

4.2.2 Trading Standards

The Trading Standards and Licensing Team recently launched the 2015-16 Best Bar None Awards and applications have been received from licensed premises across Renfrewshire. Best Bar None is an accreditation scheme which aims to raise safety standards and recognise best practice in the licensed trade. Venues will be visited and assessed against national

standards relating to the licensing objectives. Scores will be allocated and a panel of judges will award premises who meet the standard - either a Gold, Silver or Bronze Award. Overall winners will be selected from each category and may go on to represent Renfrewshire at the national Best Bar None Awards in March 2016.

Officers in the Trading Standards team have attended training in relation to the consumer legislation which came into force on 1 October 2015. The Consumer Rights Act 2015 has changed consumer rights to redress, as well as some changes to the powers which Trading Standards Officers have at their disposal to carry out their enforcement functions. Citizens Advice Scotland are the lead agency for providing information to consumers on their new rights and the Chartered Trading Standards Institute are the lead agency for providing information to businesses.

4.2.3 Environmental Improvements

Work continues to support the remediation of the former Royal Ordnance Factory at Bishopton, with many of the final verification reports for sites in phase 2 of the development currently being submitted to the specialist contaminated land officers for assessment.

4.3 Amenity Services Waste

4.3.1 Improved Management of Waste in Erskine

The next phase of the waste and recycling containerisation has been delivered with some households moving on to an individual wheeled bin service for residual waste and comingled recycle. The waste and recycling service in a number of flatted properties has also improved through the introduction of new shared wheeled bins. The new collections commenced in the week beginning 28 September.

4.4 Amenity Services, StreetScene & Land Services

4.4.1 StreetScene

Employability Initiative

Community Resources have been working in partnership with Development and Housing Services to support the council's Youth Employability Scheme. In April 2014, as a result of this partnership approach, a project was initiated to offer a comprehensive work experience and training programme to the unemployed within Renfrewshire. This project offered opportunities within environmental improvement initiatives in the Howwood Road area of Johnstone and in Paisley town centre.

Opportunities have since been created for individuals aged between 16 and 25 to gain life skills, training and work experience to allow them to enter the job market, whilst delivering environmental improvements in Paisley town centre and neighbourhoods in Johnstone and Renfrew

The success of these projects has led to a new initiative which is aimed at offering opportunities to the long term unemployed, and particularly younger people, to provide experience, and skills and knowledge to enable them to gain longer term employment. Some of these young people are now on a programme offering a preliminary 6 week training period through the Employability Fund followed by 26 weeks of paid work experience on a council traineeship.

Paisley Town Centre Deep Clean

A planned operational “deep clean” of Paisley town centre was carried out in September with activities including:

- street washing;
- chewing gum removal;
- painting of utility boxes;
- cleaning up of orphan sites and car parks;
- cleaning of shop fronts;
- enhanced mechanical sweeping;
- washing of street furniture; and
- clearance of fly tipping, particularly trade waste.

Social media is being used to publicise the good work being undertaken, including schedules of work and its contribution to the council’s wider objectives

An implementation team has been established which will monitor progress and address any issues arising

4.4.2 Barshaw and Robertson Parks

Projects aimed at developing two of the Council’s main parks, namely Barshaw and Robertson Parks have recently commenced. An appraisal of redevelopment opportunities is being undertaken which will contribute to the council’s strategic objectives, namely:-

- the economic regeneration of Paisley;
- the cultural economy and links with the City of Culture bid;
- health and wellbeing; and
- community engagement.

These options will be developed in partnership with local communities, and will be designed to appeal to as wide a range of funders as possible. Focus will be on the principal attractions in each park, with a view to resolving long term asset condition, improving amenity for local residents and increasing visitor attraction potential including:

- play facilities;
- walled garden in Barshaw Park;
- ponds;
- nature corners;
- BMX Track in Barshaw Park; and
- skatepark in Robertson Park.

Master plans will be developed and agreed through partnerships including:-

- The Friends of Barshaw Park Group
- Renfrew Development Trust and Community Council
- Renfrewshire Effort to Empower Minorities
- Sport Scotland
- Creative Scotland
- Other external funders

These master plans will be a component of the overall development strategy for the principal parks in Renfrewshire.

4.5 Amenity Services, Roads & Transportation (Fleet and Infrastructure)

4.5.1 Roads Capital Programme, 2015

The Capital Resurfacing programme, to upgrade and improve the road network throughout Renfrewshire, is ongoing with a number of road resurfacing projects completed. This investment continues to support the Council's aim of improving local roads and supporting economic development by ensuring that Renfrewshire maintains a strong transport network.

4.5.2 Roads & Transportation, Infrastructure and Development

Preliminary work has been completed for the Smarter Choices, Smarter Places funded Wayfinder project to encourage better use of the National Cycle Network and the Paisley South Cycle Link. The next phase of the project is underway including erection of signage and the preparation of a marketing scheme for launch in spring 2016.

4.5.3 Street Lighting

The design contract for the replacement of all Renfrewshire's street lighting with LED has been awarded and the installation contract is due to be approved by Board in November 2015. The works are scheduled to commence in January 2016, for completion in March 2017, a public communications strategy for the project is currently being developed.

4.5.4 Paisley, Improvements to Bus Facilities

Works are progressing on the improvement of bus facilities around Paisley Town Centre with new shelters being installed in October and November.

4.5.5 North Renfrew Flood Prevention Scheme

The scheme is still on target to be fully operational in December 2015. Initial staff training and familiarisation has taken place and work is ongoing with Scottish Power to connect electricity to the site.

5. Performance Update – Indicators and Targets

- 5.1 The table below summarises target and actual performance for key performance indicators and benchmarking targets under each of the key change themes for 2015/16.

Performance Indicators and Benchmarking Targets	Target for 2015/16	Target to Period 6	Actual to Period 6
A Better Future			
(Traffic and Transportation) Traffic light failure - % of traffic light repairs completed within 48 hours	95%	95%	91.8%
(Lighting) Street Lighting Indicators - % repaired within 7 days: combined faults	95%	95%	99.6%
Percentage of household waste which is recycled	52%	52%	43.6%**
% of all waste collected which is landfilled	36%	36%	27%**
Domestic Noise Complaints – Part V – the average time (hours) between time of complaint and attendance on site	1	1	0.6
Street Cleanliness Score - % of areas assessed as clean	90%	90%	Annual Indicator
Food Safety - % of broadly compliant food premises based on food business risk assessment scores	86%	86%	85.5%

Performance Indicators and Benchmarking Targets	Target for 2015/16	Target to Period 6	Actual to Period 6
Food Safety - % of premises which currently achieve a Pass rating	97%	97%	97.8%
Trading Standards – Business Advice Requests completed within 14 days	100%	100%	100%
Trading Standards – Consumer Complaints completed within 14 days	82%	82%	87%
A Better Council			
Community Resources – Overtime as a % of total employee costs	8%	8%	7.5%
Community Resources – Sickness Absence	4%	4%	4.7%
Grounds Maintenance - Sickness Absence	4%	4%	2.3%
Street Cleansing - Sickness Absence	4%	4%	2.4%
Refuse Collection - Sickness Absence	4%	4%	7.0%
Building Cleaning and Janitorial - Sickness Absence	4%	4%	6.5%
Renfrewshire Community Safety Partnership - Sickness Absence	4%	4%	7.9%
Roads and Transportation – Sickness Absence %	4%	4%	1.7%
Developing our workforce – number of SVQ qualifications achieved by our frontline workforce	50	n/a	19
A High Performing Council			
Land Audit Management System - % of areas assessed as acceptable	90%	90%	92.3%
Percentage of front line resolutions dealt with within timescale by Community Resources	100%	100%	96%
Percentage of complaint investigations dealt with within timescale by Community Resources	100%	100%	100%
% of Freedom of Information requests completed within timescale by Community Resources	100%	100%	100%
% of Community Resources employees having completed IDPs (from MDP/MTIPD)	100%	100%	84%

*** Waste data is now published by SEPA on a calendar year basis – this is the data for the first six months of 2015 calendar year and has not yet been verified by SEPA.*

Supporting Information

- **Street Lighting repairs** – there has been a significant improvement in our Contractor's performance in relation to street lighting repairs resulting in an improvement from an average of 62.4% in 2014/15 to 99.6% in quarter 2 of 2015/16.
- **Absence** – sickness absence at the end of Period 6, across Community Resources, was 4.7%. This is above the target set of 4.0% and shows no change since performance was previously reported to board at the end of Period 3. Absence continues to be addressed through the Council's supporting attendance procedures and the utilisation of the services of occupational health.
- **Trading Standards business advice** – all requests for business advice have been completed within the 14 day target.
- **Land Audit Management System** - % of areas assessed as acceptable – during the first half of 2015/16, 92.3% of all grounds maintenance areas inspected were assessed to be of acceptable standard.

6. Quality, Training and Development

- 6.1 Training and development of our workforce is a key priority within Community Resources. It ensures that our workforce is equipped with the appropriate skills and gains the experience necessary to deliver services safely, efficiently and effectively. 18 Community Resources' employees have achieved an SVQ since April 2015.

Implications of the Report

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

3. **Community Planning**

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

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

Empowering our Communities – Community Resources is actively promoting the “Do your bit” strategy with the local community to encourage participation.

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

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

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

4. **Legal** – None.

5. **Property/Assets** – None.

6. **Information Technology** – None.

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

8. **Health & Safety** – None.

9. **Procurement** – None.

10. **Risk** – None.

11. **Privacy Impact** – None.

List of Background Papers: None

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To: Environment Policy Board

On: 11th November 2015

Report by: Director of Community Resources

Heading: Disposal of Scott's Road Depot, Paisley

1. Summary

- 1.1 The purpose of this report is to seek authority to declare the depot at Scott's Road, Paisley surplus to requirements and to approval disposal of the site.
 - 1.2 Through the Better Council Change Programme Report of October 2014 approval was given by Council to integrate the depots at Scott's Road and Clark Street into Underwood Road.
 - 1.3 The transfer of roads operations from Scott's Road to Underwood Road has been successfully completed. No further use has been identified for the former Scott's Road depot and consequently it is proposed to place this property on the market.
 - 1.4 The area utilised by the depot a Scott's Road is highlighted in appendix 1.
-

2. Recommendations

- 2.1 It is recommended that the Environment Policy Board declares the depot at Scott's Road, Paisley surplus to operational requirements and to approve disposal of the site.
-

3. Background

- 3.1 The depot at Scott's Road has been solely used as an operational roads depot for many years. Due to changes in the size and function of the roads operation, the depot size is far in excess of what is required. Consequently, the depot at Scott's Road is not an efficient use of buildings and space.
- 3.2 As part of the Better Council Change Programme as approved by Council in October 2014 a rationalisation from three depots to a single depot at Underwood Road was approved. The relocation of roads operations at Scott's Road was a first phase of this project and has been delivered.

In consequence the Scott's Road depot which consists of:

- a large warehouse and storage area
- an office accommodation block
- a salt storage facility for winter gritting activities

is now vacant and surplus to operational requirements.

- 3.3 Approval is sought therefore for the Scott's Road depot to be declared surplus to requirements and placed on the market.

Implications of the Report

1. **Financial** – Savings delivered in line with the report to Council in October 2014 titled "Better Council Change Programme – Progress Report".

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

3. **Community Planning**

Safer and Stronger – the removal of these buildings will contribute to the aims that

- Renfrewshire is known as a place where people feel safe and secure, and
- our communities will live their lives safe from anti social behaviour

4. **Legal** – There are no restrictions on the Council in terms of demolishing these properties.

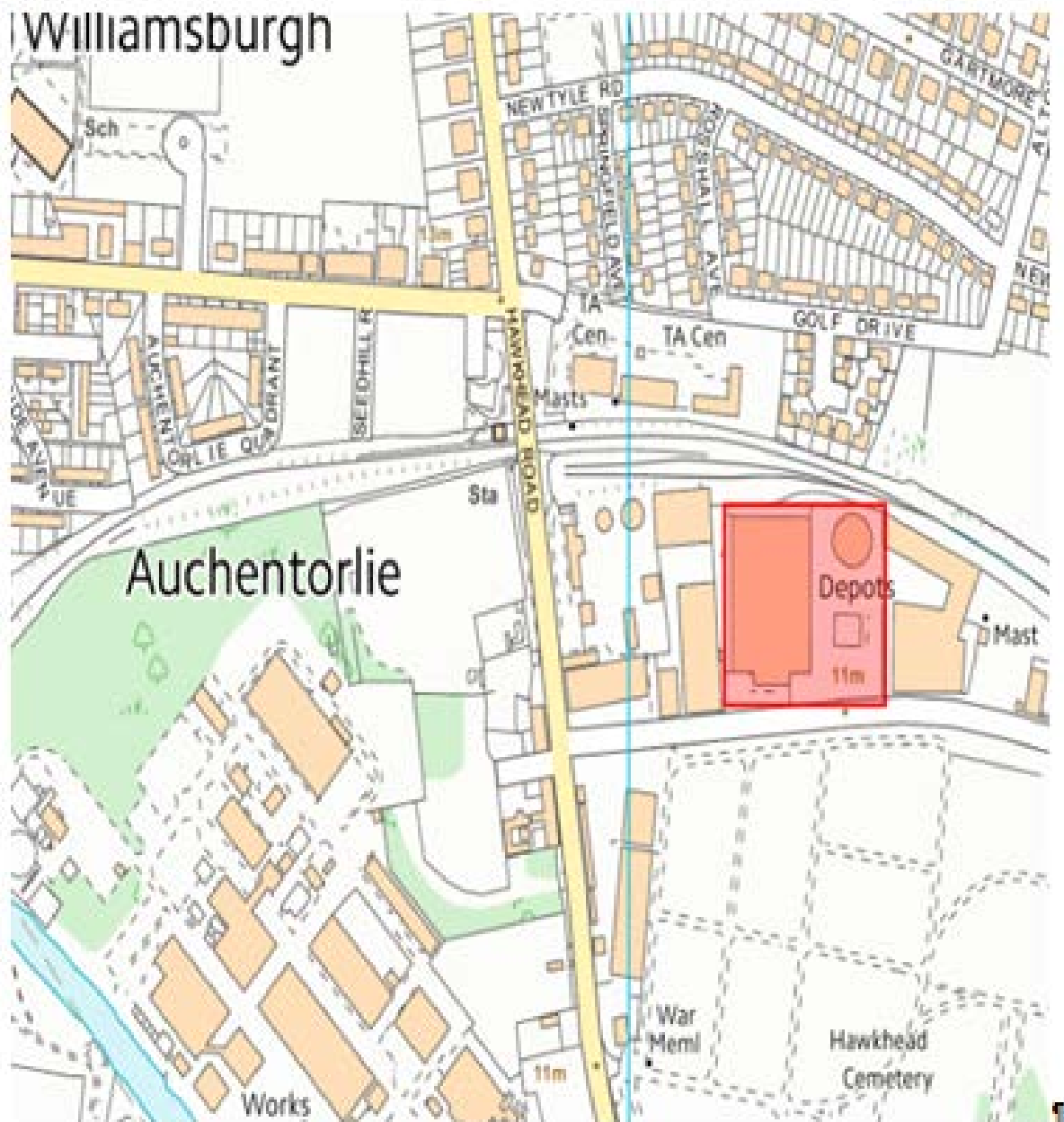
5. **Property/Assets** – Existing assets at the Underwood Road depot will be more efficiently utilised.
6. **Information Technology** – none
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. 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** – N/A

List of Background Papers - none

Author: Scott Allan, Head of Amenity Services

e-mail address scott.allan@renfrewshire.gcsx.gov.uk

Appendix 1: Scotts Road Depot Plot





To: Environment Policy Board

On: 11th November 2015

Report by: Director of Community Resources

Heading: Footway Parking and Double Parking (Scotland) Bill – Call for Written Evidence

1. Summary

- 1.1 The Scottish Parliament's Local Government and Regeneration Committee has launched a call for written evidence on its Stage 1 consideration of the Footway Parking and Double Parking (Scotland) Bill which was introduced by Sandra White MSP on 20 May 2015. This Bill is primarily associated with making all parking on footways an offence.
- 1.2 The Bill is intended to enable freedom of movement for all pedestrians protecting their rights and safety, and also cutting down on damage to footways, reducing the blockage of passage of emergency vehicles and providing clarity for road users, the police and parking attendants.
- 1.3 The Roads (Scotland) Act 1984 states that it is illegal to drive on the footway but the position is less clear with regard to parking. The police have powers under the Highways Act 1986, which makes it an offence to obstruct the free passage of the highway, but the police often find it difficult to take specific enforcement action on cars parked on footways. This lack of clarity in relation to parking on the footway is perceived as unhelpful to pedestrians, drivers the police and parking attendants.

- 1.4 The Bill applies to all Scottish public roads in built up areas. It seeks to prohibit parking or waiting on any footpath, on a road adjacent to a dropped footpath/kerb. It's provisions are to be enforceable "as if imposed" by a traffic regulation order (TRO), in Renfrewshire's case, by parking attendants.
- 1.5 There are several exceptions to these prohibitions such as where a vehicle is being used by an emergency service, for road works or for deliveries. Exempt Areas can be set up by local authorities at their discretion, via the TRO process, to allow parking on the footway. Typically this would be in residential areas where roads are narrow, there is little opportunity for off-road parking and car ownership would be severely constrained if flexibility was not applied to footway parking.
- 1.6 If the Bill is progressed there will be a cost to Councils who will be required to investigate streets suitable for exemption and promote TROs as appropriate. Promotion of TROs to facilitate footway parking is likely to be contentious and consequently may invoke lengthy statutory processes without a guaranteed outcome. Councils will have ongoing maintenance costs for the renewal of signs and lines in Exempt Areas and potentially an increased workload for parking attendants.
- 1.7 In terms of a response from Renfrewshire it is proposed that the specific comments in the 'Background' section of this report below be approved as the Council's formal response. In summary, this Council supports the principal of the Bill but would seek Scottish Government to make specific financial provision to local authorities to implement the Bill should it progress through Scottish Parliament.
- 1.8 It should be noted that the Presiding Officer has issued a statement on 20 May 2015 that in her view, the Footway Parking and Double Parking (Scotland) Bill would not be within the legislative competence of the Scottish Parliament. In view of this, it is uncertain whether or not this Bill will progress to further stages in Parliament.

2. Recommendations

It is recommended that the Environment Policy Board:

- 2.1 supports the principal of the Footway Parking and Double Parking (Scotland) Bill; and

- 2.2 approves the comments in Section 3 (Background) be returned to the Scottish Parliament's Local Government and Regeneration Committee as Renfrewshire's formal response.
-

3. Background

- 3.1 The Scottish Parliament's Local Government and Regeneration Committee has launched a call for written evidence on its Stage 1 consideration of the Footway Parking and Double Parking (Scotland) Bill which was introduced by Sandra White MSP on 20 May 2015. This Bill is primarily associated with making all parking on footways an offence. The paragraphs below represent Renfrewshire's formal response to the consultation.
- 3.2 Renfrewshire Council is generally supportive of the Footway Parking and Double Parking (Scotland) Bill. We recognise that some specific issues of drafting and exceptions within the Bill remain to be addressed and we anticipate that this will take place as the Bill progress.
- 3.3 The Council is concerned that if the Bill progresses to become legislation, Scottish Government will need to make specific financial provision to allow implementation of the measures, following an assessment of potential costs on a Council by Council basis.
- 3.4 The Bill bases prohibitions of parking at dropped footways and double parking, on the Traffic Management Act 2004, which is not enacted in Scotland. This may cause misunderstanding, for example 'Parking' is not a recognised term in relation to the Road Traffic Regulation Act 1984. Some redrafting may assist with clarity.
- 3.5 Streets covered by the terms of the Bill may already have waiting and loading restrictions applied to them. The Bill needs to be explicit with regard to which legislation would pertain in conflicts of this sort.
-

Implications of the Report

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

Children and Young People – The Bill is intended to enable freedom of movement for all pedestrians protecting their rights and safety.

Community Care, Health & Well-being - The Bill is intended to enable freedom of movement for all pedestrians protecting their rights and safety.

Safer and Stronger - The Bill is intended to enable freedom of movement for all pedestrians protecting their rights and safety.

4. **Legal** - Legal advice has been sought from the Council's Legal & Democratic Services
5. **Property/Assets** - None.
6. **Information Technology** – It is likely that a list of excepted streets will need to be added to the parking attendants' hand-held computers.
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** - The Bill is intended to enable freedom of movement for all pedestrians protecting their rights and safety
9. **Procurement** – None
10. **Risk** – *None*
11. **Privacy Impact** – None

List of Background Papers

- (a) Footway Parking and Double Parking (Scotland) Bill (as Introduced)

The foregoing background paper will be retained within Community Resources for inspection by the public for the prescribed period of four years

from the date of the meeting. The contact officer within the service is Scott Allan, Head Amenity Services.

Author: Scott Allan, Head of Amenity Services
e-mail scott.allan@renfrewshire.gcsx.gov.uk



To: Environment Policy Board

On: 11th November 2015

Report by: Director of Community Resources

Heading: Consultation Response - Development of the Term Management & Maintenance Contracts for the Scottish Trunk Road Network

1. Summary

- 1.1 This report describes the Consultation recently published by Transport Scotland into the procurement of what is described as the 5th generation of trunk road management and maintenance contracts. Transport Scotland proposes to commence procurement towards the end of this year with a view to having new contractual arrangements commencing 2019.
 - 1.2 Renfrewshire Council has submitted a draft response to meet the timescales for consultation and advised that it is subject to approval from this Board.
 - 1.3 In answering the specific questions set out in the consultation our response highlights that there is a wider agenda which should be considered. In particular, City Deal and the collaboration opportunities which exist across the member Councils provide a unique opportunity to take a fresh look at the management and maintenance of trunk roads. We consider that there are potential efficiencies and operational advantages to taking a more radical approach than implied by the set consultation questions.
-

2. Recommendations

- 2.1 It is recommended that the Environment Board approves the draft Consultation response attached as an Appendix to this report as Renfrewshire Council's response to the "Scottish Government Consultation on Development

3. Background

- 3.1 Transport Scotland issued a consultation in July of this year concerning the manner in which Trunk Road Management and Maintenance Contracts would be progressed post 2019. At present, Scotland is divided into 4 operational areas with regard to Trunk Road Management and Maintenance and each area is discretely contracted out to a private sector provider. In view of procurement timescales, Transport Scotland have advised that the next generation of Trunk Road Management and Maintenance contracts will require to be progressed by the end of this calendar year.
- 3.2 At commencement of the consultation, Transport Scotland invited comments from professional bodies and Local Government Partnerships. They did not initially send invitations directly to Local Authorities and consequently there was a delay in Councils receiving notification of the consultation.
- 3.3 The Consultation document is in the form of an information overview concerning the Scottish trunk roads, how they are managed and the level of funding. In brief, there are approximately 3,350km of trunk road across Scotland forming a strategic road network which comprises motorways, dual carriageways, single carriageways and indeed single track road linking all parts of Scotland.
- 3.4 Management and maintenance of the trunk road network is through four operational areas effectively forming four quadrants of Scotland and not aligning in any way with existing Local Authority or strategic transport bodies' boundaries.
- 3.5 The annual budget attached to these contracts is of the order of £140m per annum. This excludes trunk roads which have been constructed under design/build/operate contractual arrangements and significant trunk road improvement projects.
- 3.6 Trunk roads form approximately 6% of the total public road system by length. They carry, however, an estimated 37% of total traffic. The highest traffic volumes are focused on the busy stretches of motorway across the central belt.

- 3.7 In seeking views on the most appropriate way to move forward with Trunk Road Management and maintenance, Transport Scotland seek opinions on the geographical areas covered by future contracts and the scope of services which should be included. The consultation asks specific questions in this respect and the questions and our proposed answers are included in an appendix to this report.
- 3.8 A significant issue which can be related to the consultation on trunk roads is the formal collaboration which exists between the eight Authorities involved in City Deal. Most of the City Deal projects which support regional economic regeneration are transport orientated. It is significant therefore that local authority driven capital investment will significantly improve connectivity across the Glasgow Conurbation and beyond.
- 3.9 The Glasgow Conurbation is also unusual in that the Trunk Road Network in parallel with fulfilling the role of a strategic road system is also an integral part of the local road system catering for short distance traffic movements and interconnectivity throughout the metropolitan area. This is quite unlike most other locations in Scotland where the strategic road system bypasses urban areas.
- 3.10 Discussions have been taking place amongst the City Deal partner Councils on potential collaboration opportunities with regard to roads and transportation. These discussions are at an early stage and it was anticipated that reports would be brought forward later this year following the development of tangible proposals. In light of the consultation from Transport Scotland however, it was deemed prudent that the Chair of the Officers Group write to Transport Scotland on behalf of partners, proposing that the current consultation be deferred. This is because collaboration opportunities may emerge as Councils develop options with the City Deal agenda.
- 3.11 It is our understanding that there is scope to extend the existing trunk road contracts by one to two years and that this could create a window for meaningful discussions between City Deal partner Councils and Transport Scotland in the development of options for the management of trunk roads within the City Deal area. Glasgow City Council has written to Transport Scotland with their proposal on behalf of City Deal partner Councils. We have not to date received a response from Transport Scotland with regard to this suggestion. The formal consultation does not provide scope to make this point within the set questions but it is proposed that Renfrewshire reiterate the potential benefits of engaging with City Deal partners in the development of options prior to progressing to the fifth generation of trunk road contracts.
-

Implications of the Report

1. **Financial** - *none*
2. **HR & Organisational Development** –*none*
3. **Community Planning** – Efficient delivery of trunk road management and maintenance will contribute significantly to economic activity through the provision of high quality, well maintained transport links with consistent journey times.
4. **Legal** – *none*
5. **Property/Assets** - *none*
6. **Information Technology** - *none*
7. **Equality & Human Rights** - *The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.*
8. **Health & Safety** – - *none*
9. **Procurement** –*none*
10. **Risk** – *none*
11. **Privacy Impact** – *none*

List of Background Papers – none

Author: Scott Allan, Head of Amenity Services
Email: Scott.Allan@renfrewshire.gcsx.gov.uk

Annex A

Questionnaire

There is an opportunity to consider whether the geographical areas and/or the scope of services within future contracts should be changed to provide both a more efficient delivery model for the TMM of the trunk road network, and one that is also attractive to potential service providers. Your views are sought on the following questions around the current and future TMM contracts.

Geographical boundaries

The current TMM contracts have seen the Scottish trunk road network continue to be separated into four geographical units plus the recent addition of the Forth Bridges unit. (see Figure 1 on page 5)

Extent of Units and Scope of Services – Local Authority Consultation

Question 1

Do you consider the current arrangement of four geographical area units plus the Forth Bridges unit to be the most appropriate or are there any changes you would propose that would better meet the principal objectives? (e.g. a change to the number of Units and / or to the extent of the Units, grouping of roads by category, routes or destinations). Please also explain the reasons for your view.

Response

It is the view of Renfrewshire Council that the current arrangements of four geographic units do not work as they straddle political and geographic boundaries and are not based around any logic which a member of the communities they serve would understand.

City regions are recognised as major drivers of economic growth and prosperity. Transportation issues are not bound by individual local authority areas or road types and have a strong link with wider planning, health, economic and social inclusion issues.

This Council considers the scope of the current consultation which is constrained to the nature of 5G contracts is too narrow. There is the opportunity to undertake a fundamental review of both local authority and trunk road management and maintenance with a view to creating further economic growth and driving efficiencies.

Extent of Units and Scope of Services – Local Authority Consultation

Question 2

Do you consider there to be other changes which could be made to the composition of units which would be advantageous in meeting the principal objectives. For example forming units based on route categories (e.g. motorway, dual or A class), destination (e.g. cities, ports, industry), route characteristics (e.g. topography, geometry), entire routes being the responsibility of a single contractor (e.g. no split in responsibility of A9, A82 or M8). If you believe there are changes that could be beneficial please provide detail and an explanation within your response.

Response

Renfrewshire and partner organisations have recently entered into the City Deal project which will promote and support economic growth across the City Deal partnership area. The area encompassed by City Deal is unusual because the trunk road network is an embedded and integral component of the road network within the conurbation. Additionally, Renfrewshire Council is working with other local authorities, as part of the Clyde Valley Roads Alliance, to promote collaborative working across roads activities. This is unlike other locations across Scotland where for the most part, trunk roads serve as bypasses to urban areas. We consider therefore that there is significant value in considering an integrated approach to trunk and local road development in a City Deal context.

As there has not been a major review of the trunk road network since 1998, it would now be an appropriate time, in a climate of reducing budgets and a shrinking resource pool to undertake a review of Scotland's road network. The review should adopt an asset management approach to maintenance and management of the network as a whole and address the current inequality in the funding system, whereby minor trunk roads receive more funding than major city streets.

Extent of Units and Scope of Services – Local Authority Consultation

Existing Scope of Services

The existing scope of services delivered by the OC's can be viewed within the contract documentation which can be found at the following link:

<http://www.transportscotland.gov.uk/road/maintenance/operating-companies>

The OC's currently deliver a complete management and maintenance service. The service consists of "Core Operations" and "Ordered Operations". Core Operations are paid via fixed monthly sums and include activities such as cyclic /routine maintenance, winter treatment, incident response (valued at <£10,000), emergency defect repairs (valued at <£10,000), inventory management, smaller scheme design (valued <£50,000), programming and scheme supervision. In addition to Core Operations the OC undertake Ordered Operations which are re-measurable via an agreed Schedule of Rates established at the tender stage. Ordered Operations cover larger design (valued at >£50,000) and the delivery of any structural maintenance, renewal or improvement work. Ordered Operations valued individually up to £350,000 are typically delivered by the OC using the agreed Schedule of Rates established at tender stage. Schemes valued >£350,000 (Works Contracts) are typically designed by the OC, who acts as Engineer with a third party subsequently delivering the work.

Extent of Units and Scope of Services – Local Authority Consultation

Question 3

Should the principles of the contractual arrangements for delivering Core Operations be retained? (e.g. payment of monthly sums to cover well understood cyclic and routine activities) Please also explain the reasons for your view.

Response

Renfrewshire Council's view is that lump sum arrangements whereby the contractor is required to price for the element of risk in undertaking unspecified volumes of work in conditions over which he has no control, e.g. the weather, does lead to potential inefficiency.

Alternative forms of contract which share or limit the risk should be considered.

Extent of Units and Scope of Services – Local Authority Consultation

Question 4

Should the contracts retain the requirement for the delivery of Ordered Operations? (e.g. the OC is required to deliver schemes valued <£350,000 based on the tendered Schedule of Rates.) If so, what threshold would be seen as appropriate and why? (e.g. is the £350,000 threshold too high or too low?) Please also explain the reasons for your view.

Response

Renfrewshire Council considers that the threshold Should be set at a level that balances the resource requirement in tendering for works against the risk of not obtaining value for money through the tendering process.

Robust market testing should be undertaken to benchmark the rates submitted in addition to robust contract monitoring arrangements also being in place.

Extent of Units and Scope of Services – Local Authority Consultation

Potential Changes to Scope of Services

Recent developments in network maintenance and management arrangements outwith Scotland have resulted in the introduction of significant changes to the scope of road maintenance term contracts. These changes include substantial alterations to the scope of services being delivered by the relevant service providers and the number of contractual relationships with the client (e.g. within Scotland such changes could see the TMM contracts broken down into smaller contracts to collectively cover the scope of services required).

Extent of Units and Scope of Services – Local Authority Consultation

Question 5

Should the scope of services currently provided by the OC's be retained or should a review be undertaken into splitting into different contracts for different elements, in order to provide a better service or value for money? (e.g. for areas of work such as bridge maintenance, lighting, landscaping etc.) Please also explain the reasons for your view. If your answer is in favour of splitting into different contracts for different elements, please also consider within your answer any implications for the geographical areas of such contracts.

Response

As previously stated Renfrewshire Council considers the scope of the current consultation is too narrow.

In common with other members of the Clyde Valley Roads Alliance, this Council considers that there would be significant benefit if the procurement process for the 5G contracts could be postponed through extension of the current contracts. This would provide an opportunity to explore options for local and trunk road management which would potentially deliver positive outcomes for both the Scottish economy and road network condition.

Extent of Units and Scope of Services – Local Authority Consultation

Question 6

Do you consider there would be advantages or disadvantages in any or all of the following activities being removed from the scope of the TMM contracts?

- asset management (inspection programme, condition rating, inventory management)
- scheme prioritisation / programming
- design
- delivery of ordered operations
- delivery of core operations

If you do foresee advantages or disadvantages in any or all of the above or other activities being removed from the scope of the TMM contracts, please include examples and / or an explanation within your response.

Response

Renfrewshire Council's view is that only a comprehensive review of all Roads Authorities activities, as previously mentioned, could comprehensively answer this question as only then would the potential opportunities and issues of various models be determined.

From the list, we would comment that scheme prioritisation and selection should not be a function of the contractor. This activity should remain the function of an intelligent client to avoid the perception of programmes being driven by financial motives.

Extent of Units and Scope of Services – Local Authority Consultation

Question 7

Are there any potential innovations or efficiencies based on industry best practice or otherwise that you suggest be considered as part of the scope of services for the future TMM contracts? If you believe there are potential innovations or efficiencies, please include examples and / or an explanation within your response.

Response

Scottish local authorities have played a leading role in the development of asset management principles and practices, leading to consistent practices across the entire local road network.

It is Renfrewshire Council's view that a consistent approach based on asset management best practice should be taken across an integrated local and trunk road network to ensure equitable funding of all roads and a consistent service standard for all road users.

Extent of Units and Scope of Services – Local Authority Consultation

Collaboration

Scottish Ministers and the Convention of Scottish Local Authorities (CoSLA) are committed to the principle of collaboration and shared services including exploring possibilities for sharing road maintenance services, both across local authorities and between local authorities and Transport Scotland.

Extent of Units and Scope of Services – Local Authority Consultation

Question 8

Do you foresee advantages or disadvantages in provision being made in future TMM contracts for local road authorities being a joint Client with the ability to purchase services through the contract? If you foresee any advantages or disadvantages, please include an explanation within your response.

Response

Renfrewshire Council does not consider that the ability to utilise a trunk road contract will offer any advantages to local authorities. Issues such as funding gaps, duplication of effort and skills shortages will not be addressed.

Rather than being led by existing practices for trunk road management, there is now an opportunity to undertake a wider review of the entire road network which would potentially deliver positive outcomes for both the Scottish economy and road network condition.

Extent of Units and Scope of Services – Local Authority Consultation

Question 9

Are there any other forms of network maintenance collaboration that you feel would be more appropriate than that suggested in Question 8? If there are, please provide details.

Response

Renfrewshire Council considers that for the reasons previously mentioned, a holistic review of Roads Services within Scotland is required.

The aim of the review should be to develop a model which would ensure equity of Roads Service delivery across Scotland. This model could address the issues of increasing usage, budget pressures and a technical skills shortage on what is Scotland's largest publicly held asset.

Extent of Units and Scope of Services – Local Authority Consultation

Question 10

Do you consider the existing liaison arrangements between the OC's and other service providers (e.g. local roads authorities and DBFO concessionaires) for co-ordination of service delivery to be working well or are they in need of improvement? Please include reasons within your response.

Response

Renfrewshire Council considers that the current arrangements do not work as there are very few opportunities for consultation and collaboration between local and national roads authorities and the communities they serve.

Scotland needs a locally accountable Roads Service model which draws on the best practice which exists, maximises efficiencies and protects this valuable asset into the future.

Extent of Units and Scope of Services – Local Authority Consultation

Annex B

Name of Organisation

Renfrewshire Council

Postal Address

Community Resources

Renfrewshire House

Cotton Street

Paisley

PA1 1BR

Forename

Scott

Surname

Allan

Permissions

We are content for our response, organisation name and address to be made available for discussion externally.

☒ Yes

☐ No

We are content for our response to be discussed externally but wish our organisation name and address to remain anonymous.

☐ Yes

☒ No

Extent of Units and Scope of Services – Local Authority Consultation

Extent of Units and Scope of Services – Local Authority Consultation

Annex C

List of Consultees

Convention of Scottish Local Authorities (COSLA)
 Highlands and Islands Transport Partnership (HITRANS)
 North-East of Scotland Transport Partnership (NESTRANS)
 Office of the Scottish Roadworks Commissioner (OSRWC)
 Shetland Transport Partnership (ZETTRANS)
 Society of Local Authority Chief Executives (SOLACE)
 Scottish Local Government Partnership (SLGP)
 Society of Chief Officers of Transportation in Scotland (SCOTS)
 South-East of Scotland Transport Partnership (SESTRAN)
 South-West of Scotland Transport Partnership (SWESTRANS)
 Strathclyde Partnership for Transport (SPT)
 Tayside and Central Scotland Transport Partnership (TACTRAN)

Local Authorities via SOLACE/SCOTS/COSLA:

Aberdeen City	Highland
Aberdeenshire	Inverclyde
Angus	Midlothian
Argyll & Bute	Moray
Comhairle nan Eilean Siar	North Ayrshire
Clackmannanshire	North Lanarkshire
Dumfries and Galloway	Orkney
Dundee	Perth & Kinross
East Ayrshire	Renfrewshire
East Dunbartonshire	Scottish Borders
Edinburgh	Shetland Islands
East Lothian	South Ayrshire
East Renfrewshire	South Lanarkshire
Falkirk	Stirling
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