

Notice of Meeting and Agenda Infrastructure, Land and Environment Policy Board

Date	Time	Venue
Wednesday, 08 November 2023	10:00	Council Chambers (Renfrewshire), Council Headquarters, Renfrewshire House, Cotton Street, Paisley, PA1 1AN

MARK CONAGHAN
Head of Corporate Governance

Membership

Councillor Michelle Campbell (Convener): Councillor Stephen Burns (Depute Convener):

Councillor Jennifer Adam: Councillor Jacqueline Cameron: Councillor Carolann Davidson:
Councillor Audrey Doig: Councillor Chris Gilmour: Councillor John Gray: Councillor James
MacLaren: Councillor Janis McDonald: Councillor Iain McMillan: Councillor John McNaughtan:
Councillor Will Mylet: Councillor Iain Nicolson: Councillor Ben Smith:

Hybrid Meeting

Please note that this meeting is scheduled to be held in the Council Chambers. However, it is a hybrid meeting and arrangements have been made for members to join the meeting remotely should they wish.

Webcasting of Meeting

This meeting will be filmed for live or subsequent broadcast via the Council's internet site – at the start of the meeting the Convener will confirm if all or part of the meeting is being filmed. To find the webcast please navigate to

<https://renfrewshire.public-i.tv/core/portal/home>

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

For further information, please email democratic-services@renfrewshire.gov.uk

Items of business

Apologies

Apologies from members.

Declarations of Interest and Transparency Statements

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

- | | | |
|----------|--|----------------|
| 1 | Community Asset Transfer Sub-committee | 5 - 8 |
| | Minute of the meeting of the Community Asset Transfer Sub-committee held on 30 August 2023. | |
| 2 | Revenue and Capital Budget Monitoring as at 15 September 2023 | 9 - 17 |
| | Joint report by the Directors of Finance & Resources and Environment, Housing & Infrastructure. | |
| 3 | Service Update Report | 18 - 26 |
| | Report by Director of Environment, Housing & Infrastructure. | |
| 4 | Environment, Housing and Infrastructure - Service Improvement Plan 2023/26 Mid-Year Monitoring Report | 27 - 64 |
| | Report by the Director of Environment, Housing and Infrastructure. | |
| 5 | Renfrewshire Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Consolidation) Order 202*. (Ref TRO 1000), Sustained Objections | 65 - 68 |
| | Report by the Director of Environment, Housing & Infrastructure. | |
| 6 | Renfrewshire's Car Parking Strategy 2023 - 2028 | 69 - 85 |
| | Report by the Director of Environment, Housing and Infrastructure. | |
| 7 | The Carrick Centre, Main Street, Houston | 86 - 88 |
| | Report by the Chief Executive. | |
| 8 | Robertson Centre, 16 Glasgow Road, Paisley | 89 - 92 |
| | Report by the Chief Executive. | |

9 Renunciation and New Lease at Erskine Community

93 - 97

Sports Centre

Report by the Chief Executive.

Minute of Meeting Community Asset Transfer Sub-committee

Date	Time	Venue
Wednesday, 30 August 2023	13:00	Microsoft Teams Meeting,

Present: Councillor Michelle Campbell, Councillor James MacLaren, Councillor Iain McMillan, Councillor John McNaughtan

Chair

Councillor Campbell, Convener, presided.

In Attendance

A Morrison, Head of Economy & Development Services, S Inrig, Programme Manager – Community Asset Transfer & Regeneration and E Shearer, Regeneration & Place Manager (all Chief Executive's Service); and N Young, Assistant Managing Solicitor (Litigation & Advice), J McLean, J Skinner, D Pole and L Sandell, all End User Technicians, E Gray, Senior Committee Services Officer and D Cunningham, Committee & Licensing Services Officer (all Finance & Resources).

Webcasting of Meeting

Prior to the commencement of the meeting the Convener intimated that this meeting of the Sub-committee would be filmed for live or subsequent broadcast via the Council's internet site.

Apology

Councillor Iain Nicolson.

Declarations of Interest and Transparency Statements

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

1 **Community Asset Transfer Request – Linwood War Memorial Vacant Site bordered by Old Candren Road-A761-Bridge Street, Linwood**

There was submitted a report by the Chief Executive relative to a Community Asset Transfer request submitted in respect of the transfer of the vacant site bordered by Old Candren Road-A761-Bridge Street, Linwood PA3 3AP to Linwood War Memorial Association under Part 5 of the Community Empowerment (Scotland) Act 2015. The application was set out in full as an appendix to the report.

The report provided an overview to Community Asset Transfer (CAT) legislation, the site, the applicant and the Council's process for determining applications.

The CAT request was validated on 24 July 2023 and sought lease of the site for a minimum period of 99 years. The purpose of the application was to allow for a war memorial in remembrance of those from Linwood who gave their lives in conflict to be erected on the site. The group had offered to pay £1 per annum. Details on the expected community benefits and sustainability plan were provided in the report.

Following submission of the application, interested parties were entitled to provide written representations. One formal representation was received which was in support of the application from the Secretary of Linwood Community Council.

The application was initially considered by the Council's CAT Officer Panel on 22 August 2023 where it was agreed to recommend that this Sub-committee approve the request subject to the conditions set out in section 7.1 of the report.

Councillor Campbell moved that:

(a) That the transfer of the vacant site bordered by Old Candren Road-A761-Bridge Street, Linwood PA3 3AP to Linwood War Memorial Association for the discounted rent of £1 per annum subject to the conditions set out in section 7.1 of the report be agreed; and

(b) That the Head of Economy & Development and the Head of Corporate Governance be authorised to conclude the lease at the rate above, and on such terms as required to protect the Council's interest.

This was agreed unanimously.

DECIDED:

(a) That the transfer of the vacant site bordered by Old Candren Road-A761-Bridge Street, Linwood PA3 3AP to Linwood War Memorial Association for the discounted rent of £1 per annum subject to the conditions set out in section 7.1 of the report be agreed; and

(b) That the Head of Economy & Development and the Head of Corporate Governance be authorised to conclude the lease at the rate above, and on such terms as required to protect the Council's interest.

2 **Community Asset Transfer Request – Linwood Community Garden, Brediland Road, Linwood**

There was submitted a report by the Chief Executive relative to a Community Asset Transfer request submitted in respect of the transfer of the existing Linwood Community Garden, Brediland Road, Linwood PA3 3RB to Linwood Community Gardens Ltd under Part 5 of the Community Empowerment (Scotland) Act 2015. The application was set out in full as an appendix to the report.

The report provided an overview to Community Asset Transfer (CAT) legislation, the site, the applicant and the Council's process for determining applications.

The CAT request was validated on 24 July 2023 and sought to transfer ownership of the site. The purpose of the application was to allow the site to be restored to its previous condition with access made available to the wider community with a view to encouraging local food growing and therapeutic gardening. The group had offered to purchase the site for £1. Details on the expected community benefits were provided in the report.

The report intimated that the site sat within a parcel of land which had been leased to OneRen for the Linwood Community Sports Centre. The site was fenced and operated as a community garden from 1996 until it was abandoned in 2012. It had since become overgrown and unused.

Following submission of the application, interested parties were entitled to provide written representations. One formal representation was received which was in support of the application from the Secretary of Linwood Community Council.

The application was initially considered by the Council's CAT Officer Panel on 22 August 2023 where it was agreed to recommend that this Sub-committee approve the request subject to the conditions set out in section 7.1 of the report.

The Assistant Managing Solicitor (Litigation & Advice), recommended that 'not to be unduly withheld' be removed from the second proposed condition, which would then read: 'Approval to sell the land subject to agreement of the One Ren Board to renunciate the lease'.

Councillor Campbell moved that:

(a) That the transfer of Linwood Community Garden, Brediland Road, Linwood PA3 3RB to Linwood Community Gardens Ltd. for the discounted purchase price of £1 subject to the following conditions be approved: (i) Detailed rights and responsibilities in relation to access to the site and associated share of maintenance costs as appropriate; and (ii) Approval to sell the land subject to agreement of the OneRen Board to renunciate the lease;

(b) That the renunciation of the existing lease from OneRen be approved; and

(c) That the Head of Economy & Development and the Head of Corporate Governance be authorised to conclude the sale at the above purchase price, and on such terms as required to protect the Council's interest.

This was agreed unanimously.

DECIDED:

(a) That the transfer of Linwood Community Garden, Brediland Road, Linwood PA3 3RB to Linwood Community Gardens Ltd. for the discounted purchase price of £1 subject to the following conditions be approved: (i) Detailed rights and responsibilities in relation to access to the site and associated share of maintenance costs as appropriate; and (ii) Approval to sell the land subject to agreement of the OneRen Board to renunciate the lease;

(b) That the renunciation of the existing lease from OneRen be approved; and

(c) That the Head of Economy & Development and the Head of Corporate Governance be authorised to conclude the sale at the above purchase price, and on such terms as required to protect the Council's interest.

DRAFT



To: Infrastructure, Land and Environment Policy Board
On: 8 November 2023

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

Heading: Revenue and Capital Budget Monitoring as at 15 September 2023

1. Summary of Financial Position

- 1.1. The projected Revenue outturn as at 31 March 2024 for Infrastructure, Land and Environment is an overspend position of £2.770m (8.6%) against the revised budget for the year.
- 1.2. The projected Capital outturn as at 31 March 2024 for Infrastructure, Land and Environment is a break-even position.
- 1.3. This is summarised over the relevant services in the table below and further analysis is provided in the attached appendices.

Table 1: Revenue				
Division	Revised Annual Budget	Total Projected Outturn	Budget Variance (Adv)/Fav	Budget Variance
	£000	£000	£000	%
Environment and Infrastructure	32,290	35,060	(2,770)	(8.6%)

Table 2: Capital				
Division	Revised Annual Budget	Total Projected Outturn	Budget Variance (Adv)/Fav	Budget Variance
	£000	£000	£000	%
Environment and Infrastructure	18,180	18,180	0	0%

2. Recommendations

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

- 2.1 Note the projected Revenue outturn position as detailed in Table 1 above;
 - 2.2 Note the projected Capital outturn position as detailed in Table 2 above; and
 - 2.3 Note the Revenue and Capital budget adjustments detailed in sections 4 and 6.
-

3 Revenue

- 3.1 The Revenue Budget Monitoring report at Appendix 1 identifies a projected annual overspend of £2.770m (8.6% of total budget) for Infrastructure, Land and Environment. Narrative is provided in the Appendices below to provide context and explanation to the budget position for service areas.
- 3.2 The projected costs for this financial year are based on the financial information available at the time of writing this report, and future projections and outturns may vary depending on the operational and current market conditions.
- 3.3 The forecast financial overview for the Council being reported to Finance, Resources and Customer Services Board incorporates the overspend position reflected in this report.
- 3.4 The main reasons for the projected outturn position are indicated below, with the tables showing both the subjective analysis (what the budget is spent on) and the objective analysis (which division is spending the budget). The main drivers are the loss of parking income, as has been the case since the beginning of the pandemic, refuse collection costs that are largely driven by inflationary pressures, absence cover as a result of annual leave and sick leave, and the impact of other inflationary pressures across the services such as the Clyde Valley Waste contract.

4 Revenue Budget Adjustments

- 4.1 Since the last report there have been net budget adjustments of £841k reflecting the delivery of agreed savings, and the transfer of funding in relation to contract inflation pressures and proactive tree management works.

5 Capital

- 5.1 The Capital Investment Programme 2023/24 to 2027/28 was approved by the Council on 2 March 2023. The approved spend for 2023/24 at that time was £16.676m.
- 5.2 The Capital Monitoring report at Appendix 2 indicates adjustments in the approved capital programme of £1.504m as explained in 6.1.
- 5.3 The projected outturn at 31 March 2024 is to break-even.

5.4 Further detail, including reasons for significant variances, can be found at Appendix 2.

6 Capital Budget Adjustments

6.1 Since the last report, budget adjustments of £1.504m have arisen, which reflect the following changes:

- Net budget reprofiled to 2023/24 of £1.504m to reflect updated cash flows for the following projects;
 - Vehicle Replacement Programme - (£0.203m)
 - Paisley to Renfrew Active Travel Route - £0.500m
 - Hawkhead Estate to Seedhill Road (Linside) Active Travel Link - £0.200m
 - North Renfrewshire Active Travel Inchinnan Drive to Glasgow Airport - £0.540m
 - Parks - Multi Use Games Area- £0.100m
 - Road Safety - £0.257m
 - Direct Resource Grant (Feasibility) - £0.030m
 - Electric Vehicle Infrastructure Fund - £0.080m

Implications of this report

1. **Financial** – The projected outturn position for the Infrastructure, Land and Environment Revenue budget is an overspend of £2.770m.

The projected outturn position for the Infrastructure, Land and Environment Capital budget is a break-even position.

2. **HR and Organisational Development**

None directly arising from this report.

3. **Community/Council Planning**

None directly arising from this report.

4. **Legal**

None directly arising from this report.

5. **Property/Assets**

Capital projects result in lifecycle improvements and replacements to Roads & footways network and vehicles.

6. **Information Technology**

None directly arising from this report.

- 7. Equality and Human Rights**
None directly arising from this report.
- 8. Health and Safety**
None directly arising from this report.
- 9. Procurement**
None directly arising from this report.
- 10. Risk**
The potential risk that the Council will overspend its approved budgets for the year will be managed at a Council-wide level by the Chief Executive and Directors.
- 11. Privacy Impact**
None directly arising from this report.
- 12. Cosla Policy Position**
N/a.
- 13. Climate Risk**
None directly arising from this report.

List of Background Papers

Revenue Budget and Council 2023/24. Council, 2 March 2023

Non Housing Capital Investment Programme, Prudential Framework and Treasury Management Strategy, and Capital Strategy 2023/24 – 2027/28. Council, 2 March 2023.

Authors: Alastair MacArthur, Director of Finance & Resources and Gordon McNeil, Director of Environment, Housing & Infrastructure

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2023/24
1 April 2023 to 15 September 2023

POLICY BOARD : INFRASTRUCTURE, LAND AND ENVIRONMENT

Objective Summary	Annual Budget at Period 3	Budget Adjustments	Revised Annual Budget at Period 6	Projected Outturn	Budget Variance (Adverse) or Favourable		Previous Projected Outturn Variance	Movement
	£000	£000	£000	£000	£000	%		£000
Directorate and Service Co-ordination	1,271	95	1,366	1,254	112	8.2%	170	(58)
Refuse Collection	4,766	44	4,810	5,657	(847)	(17.6%)	(1,045)	198
Household Waste Recycling Centres	936	0	936	1,027	(91)	(9.7%)	(83)	(8)
Refuse Disposal	7,046	281	7,327	7,470	(143)	(2.0%)	(74)	(69)
Streetscene	6,815	400	7,215	7,326	(111)	(1.5%)	(322)	211
Sustainability and Place	443	(11)	432	506	(74)	(17.1%)	(22)	(52)
Fleet Services	(84)	7	(77)	236	(313)	(406.5%)	(96)	(217)
Social Transport	1,597	(1)	1,596	1,555	41	2.6%	32	9
Roads Operations	3,065	0	3,065	3,039	26	0.8%	46	(20)
Infrastructure and Assets	1,844	(110)	1,734	1,980	(246)	(14.2%)	(32)	(214)
Transportation & Development	1,050	(13)	1,037	1,113	(76)	(7.3%)	0	(76)
Parking of Vehicles	(1,181)	0	(1,181)	(273)	(908)	(76.9%)	(922)	14
Street Lighting Maintenance Work	382	0	382	522	(140)	(36.6%)	(140)	0
Energy Management Unit	261	149	410	410	0	0.0%	0	0
Strathclyde Partnership for Transport Requisition	3,238	0	3,238	3,238	0	0.0%	0	0
NET EXPENDITURE	31,449	841	32,290	35,060	(2,770)	(8.6%)	(2,488)	(283)

Objective Heading	Key Reasons for Projected Variance
Waste Services	<p>This reflects the financial position for Refuse Collection, Refuse Disposal and Household Waste Recycling Centres. As reported previously, the overspend in the main, relates to increased costs relating to bins, caddies and bin liner supplies. Both Streetscene and Waste Services are experiencing high levels of overtime that is likely to continue throughout this financial year. This is in large part due to additional annual leave days agreed as part of the pay award, additional public holidays and 2024 being a leap year, totalling six extra days costs. In addition, the LGV driver training referred to in the previous Operational Performance Report from August will result in another 4 days to be covered for drivers. In addition, there has been a reduction in demand for special uplifts. In relation to the movement in Refuse Disposal, there are increased inflationary costs linked to the Clyde Valley Waste contract. In addition and in relation to other recyclable waste, the recyclates market is highly volatile and as a result this will be closely monitored through the remainder of the year.</p>
Streetscene	<p>The current projected overspend within Streetscene largely relates to additional tree management and associated health and safety issues, such as tree inspections and tree health monitoring, including Ash Dieback and Larch infection activities. It should be noted that the level of work with regards to the tree management activities being undertaken has increased significantly and this has been reflected into the revised outturn position. There is also a cost pressure in relation the memorial safety team which will be addressed through the use of ringfenced reserves in advance of a recurring budget being baselined in future years. Consistent with other areas within the service, the projected outturn is showing inflationary pressures in other supplies and services. The Operational Management team continue to closely scrutinise costs.</p>
Fleet Services	<p>The current projected overspend within Fleet Services, in the main reflects the impact inflationary impact on contractor, material and tyre costs.</p>
Infrastructure and Assets	<p>As previously reported, the current projected overspend is as a result of reduced construction consent income, offset by a projected over recovery in sales, fees and charges. Due to the income generated in sales, fees and charges being of a reactive nature, this is an area that is difficult to predict, however this position will be closely monitored for the remainder of the financial year with the finance</p>

Objective Heading	Key Reasons for Projected Variance
Parking of Vehicles	Off-street parking charges have been reintroduced for a significant period of time, however on and off street parking income and fine recovery remain significantly lower than pre-pandemic levels and this is expected to continue for the rest of the financial year. In 2022/23 an under recovery of £1m was incurred, with a similar amount being forecast for 2023/24. The position will be closely monitored throughout the year, with an expected drawdown from ringfenced reserves being actioned at the end of the financial year to cover the shortfall that will result during 2023/24.
Street Lighting Maintenance Work	An overspend is projected for this service, which is predominantly on the repairs and maintenance of lighting columns, due to the increased cost of materials. This will be closely monitored throughout the remainder of the financial year with mitigating actions by management where required.

RENFREWSHIRE COUNCIL
REVENUE BUDGET MONITORING STATEMENT 2023/24
1 April 2023 to 15 September 2023

POLICY BOARD : INFRASTRUCTURE, LAND AND ENVIRONMENT

Subjective Summary	Annual Budget at Period 3	Budget Adjustments	Revised Annual Budget at Period 6	Projected Outturn	Budget Variance (Adverse) or Favourable		Previous Projected Outturn Variance	Movement
	£000	£000	£000	£000	£000	%	£000	£000
Employees	23,450	294	23,744	24,894	(1,150)	(4.8%)	(565)	(587)
Premises Related	1,226	0	1,226	1,353	(127)	(10.4%)	(101)	(26)
Transport Related	6,000	(2)	5,998	6,397	(399)	(6.7%)	(230)	(169)
Supplies and Services	12,215	920	13,137	14,231	(1,094)	(8.3%)	(1,133)	39
Third Party Payments	3,271	0	3,271	3,259	12	0.4%	12	0
Transfer Payments	112	2	114	153	(39)	(34.2%)	(40)	1
Support Services	34	1	35	46	(11)	(31.4%)	(12)	1
Depreciation and Impairment Losses	0	0	0	0	0	0.0%	0	0
GROSS EXPENDITURE	46,308	1,215	47,525	50,333	(2,808)	(5.9%)	(2,069)	(741)
Income	(14,859)	(376)	(15,235)	(15,273)	38	0.2%	(419)	457
NET EXPENDITURE	31,449	839	32,290	35,060	(2,770)	(8.6%)	(2,488)	(283)

RENFREWSHIRE COUNCIL
CAPITAL INVESTMENT STRATEGY - NON-HOUSING SERVICES
1st April to 15th September 2023
POLICY BOARD: INFRASTRUCTURE, LAND & ENVIRONMENT

Project Title	Current Year 2023-24						Full Programme - All years					
	Prior Years Expenditure to 31/03/2023	Budget at P3 2023-24	Budget Adjustments 0	Revised Budget 2023-24	Projected Outturn 2023-24	Budget Variance (Adverse) or		Total Approved Budget to 31-Mar-27	Projected Outturn to 31-Mar-27	Budget Variance (Adverse) or		
	£000	£000	£000	£000	£000			£000	£000			
ENVIRONMENT & INFRASTRUCTURE												
Cycling, Walking & Safer Routes	0	1,149	0	1,149	1,149	0	0%	786	786	0	0%	
Roads/Footways Upgrade Programme	73,464	7,522	0	7,522	7,522	0	0%	81,785	81,785	0	0%	
Vehicle Replacement Programme	0	2,359	(203)	2,156	2,156	0	0%	2,359	2,359	0	0%	
Paisley to Renfrew Active Travel Route	0	0	500	500	500	0	0%	500	500	0	0%	
Hawkhead Estate to Seedhill Road(Linside) Active Travel	0	0	200	200	200	0	0%	200	200	0	0%	
North Renfrewshire Active Travel Inchinnan Drive to Glasgow	0	0	540	540	540	0	0%	540	540	0	0%	
Bridge Assessment/Strengthening	0	547	0	547	547	0	0%	547	547	0	0%	
Lighting Columns Replacement	0	1,065	0	1,065	1,065	0	0%	1,065	1,065	0	0%	
Traffic Management	0	361	0	361	361	0	0%	361	361	0	0%	
Core pathways & cycle network	85	115	0	115	115	0	0%	200	200	0	0%	
Parks Improvement Programme	1,139	65	0	65	65	0	0%	1,204	1,204	0	0%	
Improvements to Outdoor Access and Play Area Program	1,553	321	0	321	321	0	0%	1,873	1,873	0	0%	
Multi Purpose Bins	60	20	0	20	20	0	0%	80	80	0	0%	
Public Litter Bin Replacement Programme	0	90	0	90	90	0	0%	90	90	0	0%	
Improvements to Cemetery Estate	1,238	303	0	303	303	0	0%	1,541	1,541	0	0%	
Renewal of Play Parks	158	657	0	657	657	0	0%	1,694	1,694	0	0%	
Parks - Multi Use Games Area	0	0	100	100	100	0	0%	100	100	0	0%	
Nature Restoration Fund	191	617	0	617	617	0	0%	541	541	0	0%	
Road Safety	0	0	257	257	257	0	0%	257	257	0	0%	
Direct Resource Grant (Feasibility)	0	0	30	30	30	0	0%	30	30	0	0%	
EV Infrastructure Fund	0	0	80	80	80	0	0%	80	80	0	0%	
Strathclyde Partnership Transport	0	1,485	0	1,485	1,485	0	0%	1,485	1,485	0	0%	
TOTAL INFRASTRUCTURE, LAND & ENVIRONMENT BOARD	77,888	16,676	1,504	18,180	18,180	0	0%	97,318	97,318	0	0%	

*Rolling programmes have a prior year year expenditure of £0 as the expenditure is not directly linked from one year to the next as a singular project.



To: Infrastructure, Land and Environment Policy Board

On: 8 November 2023

Report by: Director of Environment, Housing & Infrastructure

Heading: Service Update Report

1. Summary

- 1.1 This report provides an overview of key service activities since the last Policy Board report on 30 August 2023 and an update on the services and key projects delivered during this period.
-

2. Recommendations

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

- 2.1 Approves the Service Updates detailed within this report.
-

3. Background

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

Updates for Infrastructure, Land and Environment Policy Board

4. Fleet, Roads and Transportation

4.1 Fleet Services

- 4.1.1 Fleet Services have provided roads winter gritting vehicles for the winter programme – winter operational driver training has been provided to the road’s drivers over two sessions. This also forms part of their driver CPC qualification.
- 4.1.2 Fleet Services (FS) are currently implementing the replacement tracker system procured from a new provider which will offer greater functionality as technology evolves to support service delivery. Working in conjunction with other Services, FS are taking the opportunity to cleanse the data going into the new system, this includes current vehicles, drivers, and users.

4.2 **Roads & Transportation**

4.2.1 **Roads Capital Investment Programme**

As of 1 October 2023, we have completed the resurfacing of 31 carriageways and 14 footways. The remaining 50 footways and 3 carriageways will be completed by the end of the financial year.

- 4.2.2 Within Infrastructure & Assets we have recently recruited two invest trainees, one as a trainee Inspector and the other as a trainee vegetation officer. Within Road Operations, two trainee roadworkers, a trainee clerical assistant and a trainee flooding officer are being recruited.

4.2.3 **#YouDecide**

There were 50 successful #YD projects. Most recently these include: a new pelican crossing at Magnus Rd, Houston, a dog exercise area in East End Park, Paisley, improvements to the playing surface at Howwood Park, new kickabout goals at Spateston Park being completed and works have started in Gleniffer Country Park to improve paths and signage.

4.2.4 **Street Lighting**

The streetlighting maintenance service has now moved over to the Roads Service. Work is underway to establish the current position in relation to the condition of the streetlighting network and identify areas where concerns have been raised about dark lamps.

The Council has procured consultancy support from Amey Consulting to assist the Council in reviewing current practices and identifying any opportunities for improvement.

The maintenance team and capital team will now work more closely together preparing capital investment schemes for delivery each year. A separate report will be brought back to a future Infrastructure, Land and Environment Policy Board with respect to the Council motion raised at the Council meeting of 28 September 2023.

4.3 **Active Travel & Infrastructure Improvement Update**

- 4.3.1 Beat the Street has been completed in Renfrew, Erskine, Bishopton, Inchinnan and Langbank after a 6-week programme from September to October 2023. The project aimed to increase people’s activity levels, improve health and promote behavioural change. The service worked in partnership with OneRen to promote the project in

schools and local communities. Beat the Street finished on 25 October. In total, there were 7,573 players who covered a total of 118,459 miles during the 6-week period. This included schools and community groups who benefitted from being encouraged to travel actively, therefore feel fitter and being rewarded through vouchers for local businesses.

- 4.3.2 The next phases of the Paisley to Renfrew active travel route including upgraded shared footways connecting Nethergreen Road to Kirklandneuk Primary School and Craigielea Road to Fulbar Avenue have been completed. The accessibility ramp connecting Wright Street Renfrew to the off-road section to Paisley has been started by Ambassador Homes as part of their development planning consent.
- 4.3.3 A public engagement on Bus Partnership funded interventions at the Mill Street/Glasgow Road junction and Gauze Street/Lawn Street junction is currently live. The consultation feedback will inform the final designs.
- 4.3.4 Pedestrian crossings on Magnus Road, Houston and Newshot Drive, Erskine have been installed. These crossings are part of Council You Decide and SPT funded programme to address concerns over crossing safety and speeding at locations around schools, nurseries and key junctions in towns and villages.
- 4.3.5 The contract for the refurbishments of three signalised junctions from “old” technology to more efficient LED systems has been awarded with installations at High Street/Collier Street Johnstone, High Street / Millburn Drive Renfrew and Gallowgreen / Douglas Street Paisley. This project is fully funded by SPT.
- 4.3.6 Construction of a replacement Plymuir Bridge in Gleniffer Braes Paisley started on 9th October 2023 for a period of around 10 weeks. This will bring the last council-owned bridge up to national requirement of being able to carry 40 tonnes, when built.
- 4.3.7 Renfrewshire Council have been successful in their application for an embedded Sustrans Senior Officer who will work over the next three years with our Active Travel team to improve links on the National Cycle Network in Renfrewshire.
- 4.3.8 Following the withdrawal of McGills Bus service 64 in Gallowhill Paisley, engagement between Renfrewshire Council and the bus operator noted that the road network was a factor in their decision to remove the service. A public consultation for a one-way system in the Gallowhill loop area is currently being undertaken during October and November. The results of the consultation and any subsequent requirements for a revised traffic regulation order will be reported to next ILE Policy Board.

5. Climate Change

5.1 Biodiversity

Biodiversity Areas in Renfrewshire

- 5.1.1 The Autumn cut-and-lift maintenance of the wildflower meadow habitat at the 17 delivered biodiversity areas is underway, with 2023's annual management complete at 11 sites. This will reduce soil nutrients and prepare for the perennial plants to flourish and flower next year.

5.1.2 Selection of the next 11 sites has been finalised with site-specific biodiversity enhancements prescribed, these will be established in autumn 2023 and spring 2024, this is dependent on weather conditions and seed availability.

Restoring Renfrewshire’s Rivers

5.1.3 The Council secured £350k through a competitive strand of the Nature Restoration Fund. This will assist with the delivery of a community-based survey, removal, and biosecurity monitoring of 5 invasive non-native plant species from 5 Renfrewshire watercourses. The recruitment and procurement exercises are in progress to enable commencement of project activities in early 2024.

5.1.5 The coordinator of the Team Up to Clean Up project has agreed to involve volunteer workforce in the project.

5.1.6 Scotland’s Invasive Species Initiative (SISI) have provided input to the Restoring Renfrewshire’s Rivers (RRR) project plan and have agreed to share knowledge, experience and resources going forward, including site visits at SISI and RRR project sites.

5.1.7 Scottish Environmental Protection Agency (SEPA) has been contacted to provide best practice guidance to ensure compliant riverbank works.

5.2 Energy Management

5.2.1 ECO4 Flex

ECO4 Flex will allow the Council to approve funding to Renfrewshire’s private sector, fuel poor households that do not meet criteria for other schemes, as well as low-income households that are vulnerable to the effects of the cold. The scheme is part of the UK Government Energy Company Obligation and is managed by Ofgem.

The qualifying criteria for ECO-Flex, as set by Ofgem, is published on our website in a document called a Statement of Intent. Renfrewshire’s Statement of Intent can be found here: https://www.renfrewshire.gov.uk/media/15354/ECO4-flex-statement-of-intent/pdf/Renfrewshire_Council_Statement_of_Intent_for_ECO4_flex.pdf?m=1675687584337ECO-flex. ECO-flex, does not apply to Council Housing or Registered Social Landlords.

The energy efficiency measures being installed within Renfrewshire include: boilers, loft insulation, cavity wall insulation, air source heat pumps, solar panels, heating controls, first time central heating etc.

The table below highlights the savings ECO4 Flex has achieved to date based on annually recurring savings:

Financial Year	Value of Grant Funding Requested (£)	Total Annual CO2 Saving in Kg	Total Annual Cost Saving (£)
2023/24	£1,755,502	385,405	£119,032

5.2.2 Local Heat and Energy Efficiency Strategies (LHEES)

Renfrewshire Council is required to publish our LHEES strategy before the end of 2023. An internal working group has been formed with key officers from across the Council meeting to help shape the strategy.

A public stakeholder engagement event was undertaken on 28 June 2023 with internal and external stakeholder events taking place during September and October 2023. All stakeholder events will feed into the core themes of the strategy.

Funding has been secured from Zero Waste Scotland and the Scottish Futures Trust to allow Renfrewshire to undertake 2 feasibility studies. These studies will look to investigate the potential district heating opportunities within 2 areas of Renfrewshire. A further 3 applications have been submitted to explore a further 3 zones within Renfrewshire.

Renfrewshire have applied to join a district heating mentoring programme run in conjunction with the Scottish and Danish Governments.

6. Team Up to Clean Up

6.1 Spotless September, an annual event, facilitated 357 litterpicks across the month with over 1,500 volunteers participating. Engagement with schools increases over the period with 27 presentations delivered highlighting the negative impacts of litter on local wildlife, the climate and their community. Increased bin provision has been provided at Gleniffer High to encourage pupils use of bins. Litterpicks were delivered by businesses, schools, guides, scouts, individuals, and even a swimming group, to clean their waterway.

6.2 Winter Warriors, a sub project of Team Up to Clean Up, will again actively respond to volunteer requests to make available a limited supply of salt spreaders and salt for distribution to communities.

6.3 The Environmental Taskforce continue to adopt a community and ‘one Council’ approach to investigations. A case where a resident, who paid for a private waste uplift and, along with other waste, had sensitive financial details dumped, was passed to Trading Standards. Painted boards have been installed at a privately owned gap site in Paisley town centre to prevent further flytipping and fire-raising complaints from nearby residents and businesses, and a large scale clean up, together with the installation of preventative structures, has been delivered at another Paisley location supported by StreetScene, Transportation, Lighting, as well as SUSTRANS.

6.4 The table below offers some key statistics of the work delivered by the Taskforce over this period:

Action	August – To date	Cumulative from 1 December
Proactive visits to identified hotspot areas	483	1,764
Number of reports investigated	348	1,529

Tonnes of flytipping removed	40	400
Number of sites secured to prevent further flytipping	2	10
Letters to private landowners	11	76
Visits to businesses to ensure Waste Disposal Arrangements in place	24	105
Fixed Penalty Notices Issued	18	65

7. Waste and Recycling Services

- 7.1 The Scottish Environment Protection Agency (SEPA) have now published Scotland's Household Waste Recycling figures. For the 2022 calendar year, the Scottish household waste recycling rate was 43.3%, an increase of 0.3 percentage points from the 43.0% rate achieved in 2021. Renfrewshire Council achieved a recycling rate of 53.7% for 2022, up 2.0 percentage points from 2021. This is Renfrewshire's highest recorded recycling rate to date and ranks the Council in the top quartile across Scotland.
- 7.2 Over the coming months the service will continue to explore ways to enhance our recycling rate and are currently liaising with the Councils Comms & Marketing team regarding running a recycling campaign to further improve our performance.
- 7.3 The festive collection arrangements are in place for the forth coming year, these will be set out in the annual recycling & waste collection calendars which will be arriving with households in November. The Councils five Household Waste Recycling Centres will close at 4pm on Christmas Eve & New Years Eve, reopening at 8am on the 26th of December and the 2nd of January.
- 7.4 During late October / early November, officers from Waste Services have been visiting church and charity premises to offer advice and guidance on individual waste and recycling needs on a one-to-one basis. This is to ensure that the correct infrastructure and Duty of Care requirements are in place before charges are being applied for the service.
- 7.5 Waste Upholstered Domestic Seating / Persistent Organic Pollutants (WUDS/POPs). SEPA have written to all Council Chief Executive Officers in Scotland to update on the soon to be published Guidance Document for the handling and disposal of this waste stream. A report will be brought to the ILE Board in 2024 detailing the operational, logistical and financial implications of this guidance.

8. StreetScene

- 8.1 Street Scene have completed the rural verge cutting this year and are completing the second round of path maintenance during the winter period.
- 8.2 The Service has concluded the fortnightly grass cutting for the season including carrying out additional works on behalf of Communities and Housing Services. This involved tidying gardens of the Council's void properties to improve estate management and appearance. Due to wet ground conditions and to avoid damage, some panels are outstanding and these will be progressed as a priority in the new season.

- 8.3 The service has completed the autumn maintenance on the biodiversity areas to allow these to respond next year. Checks will also take place over the winter to determine any other required actions to establish these fully.
- 8.4 To help tackle the issues that the autumnal leaf fall causes, the service is liaising with the roads department to utilise the nightshift winter maintenance team to increase road sweeping activities during milder spells of weather. This is aimed at preventing leaves blocking the gullies and drainage systems.
- 8.5 In addition, the service has retained some of the seasonal employees to undertake edging, weed scraping and winter shrub cutting tasks over the winter period across Renfrewshire. They will also support the roads winter maintenance program.

9. Play Parks

- 9.1 Refurbishment of Howwood Park Toddler / Junior, Houston Public Park and Inchinnan Playing Field play areas is ongoing with completion of all sites anticipated by the end of March 2024. Four play areas to be renewed as part of the #YouDecide project and are out to tender with a bid submission date set for early November. These are Jenny's Well, Paisley; South Candren Village Green, Paisley; Glebe Street, Renfrew, and Station Road, Langbank. Installation of these sites is estimated to begin in Spring 2024, on the basis of valid bids being received for all contracts.
- 9.2 A further 6 play areas tenders have been advertised with a bid submission date set for early November. These are Miller Street, Johnstone; Anne Avenue, Renfrew; Netherhill Road, Paisley; Victory Gardens, Renfrew, Tannahill Crescent, Johnstone and Urquhart Crescent, Renfrew. Installation of these sites is estimated to begin in Spring 2024, based on valid bids being received for all contracts.
- 9.3 Refurbishment of the Multi Use Games Area (MUGA) at Netherhill Road in Gallowhill commenced early October 2023 and is scheduled to take about 3 weeks on site, depending on the weather.
- 9.4 Work to repair the pond edge area at Durrockstock Park is now complete.
- 9.5 A second phase of improvement works is being costed for Renfrew Skatepark. It is anticipated that these works will be completed before the end of 2023, depending on the weather.

10. Cemeteries

- 10.1 Two bespoke memorial pillars have now been installed in the Baby Garden at Hawkhead Cemetery so that loved ones can have the option of a plaque dedicated to their baby. An additional custom-built memorial pillar has been installed at the Woodland Burial Site in Lochwinnoch Cemetery.

Implications of this report

1. **Financial** – The implementation of the WUDS & PoP's legislation mentioned in 7.5 is likely to have financial impact on Council budget.

2. **HR and Organisational Development** – The service is investing in a trainee's as detailed in section 4.2.2 of this report.
3. **Community/Council Planning** –
 - **Our Renfrewshire is thriving / Reshaping our place, our economy and our future** - the service is actively involved in the Invest in Renfrewshire scheme and investing in road network to support and facilitate economic growth.
 - **Creating a sustainable Renfrewshire for all to enjoy** - working in partnership with the community to deliver a cleaner Renfrewshire. Promoting and encouraging waste minimisation through reducing, reusing and recycling. Reducing carbon emissions, through LED streetlights and electric and low emission vehicles within the Council fleet.
 - **Our Renfrewshire is well** - the service encourages use of our parks and open spaces to promote a healthy and active lifestyle.
4. **Legal** – There is a legal requirement to implement the WUDS/POP's legislation detailed in section 7.5 of this report.
5. **Property/Assets** – The Council's roads, fleet and open space infrastructure is maintained and enhanced.
6. **Information Technology** – Detail in 4.1.2 demonstrates the change in vehicle telematics hardware and software being used across all Council fleet vehicles.
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 and Safety** – None.
9. **Procurement** – None.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **Cosla Policy Position** – None.
13. **Climate Risk** – None

List of Background Papers: None

Author: Gordon McNeil, Director of Environment, Housing & Infrastructure



To: Infrastructure, Land and Environment Policy Board

On: 8 November 2023

Report by: Director of Environment, Housing & Infrastructure

Heading: Environment, Housing & Infrastructure Services - Service Improvement Plan 2023-26 Mid-Year Monitoring Report

1. Summary

- 1.1 The Environment, Housing & Infrastructure Services Service Improvement Plan 2023-26 was approved by the Infrastructure, Land and Environment Policy Board on 24 May 2023. The plan sets out the priorities for the development of the service over a three-year period.
- 1.2 The Service Improvement Plan is part of a suite of documents which describe the strategic direction of the Service and the Council, and also includes the Council Plan, Community Plan, Risk Management Plan and the Workforce Plan.
- 1.3 The Service Improvement Plan sets out the actions which will ensure continuous improvement across the service and the performance indicators which ensure the impact can be measured. These reflect the priority themes of the new Council Plan which was approved by Council on 29 September 2022.
- 1.4 This report contains details of Environment, Housing & Infrastructure Services performance and achievements over the period 1 April 2023 to 30 September 2023. The main purpose of the report is to provide:
- details of the key achievements of the service over the period;
 - an update on changes made to the action plan and scorecard to reflect the new Council Plan themes;

- a progress update on implementing the action plan linked to the 2023-26 Service Improvement Plan;
 - an assessment of performance in relation to the service scorecard of core performance indicators; and
 - an overview of priorities for the service over the next six months.
- 1.5 Over the past six months, the service has made good progress in delivering positive outcomes for Renfrewshire and its residents. This includes through the actions within the Service Improvement Plan and also other areas of activity which did not form part of the Service Improvement Plan actions which have subsequently arisen over the first six months of 2023/24.
- 1.6 To compliment the six monthly update on the Service Improvement Plan, a Service Update report will be presented to each cycle of the Infrastructure, Land and Environment Policy Board. This report will provide an overview of key service activities, an operational performance update on the services and key projects and updates on any other relevant changes to service areas covered within the remit of the Board.
-

2. Recommendations

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

- 2.1 the contents of this report;
- 2.2 the progress to date on delivering the actions contained within the Environment, Housing & Infrastructure Services - Service Improvement Plan;
- 2.3 the current performance of the service as measured by the scorecard indicators.
-

3. Background

- 3.1 The new Environment, Housing & Infrastructure Services came into effect at the beginning of April 2023, bringing together colleagues in Housing Services and Public Protection together with the teams in what was Environment & Infrastructure.
- 3.2 The Service Improvement Plan is a comprehensive statement of the outcomes the service aims to achieve, and the actions it will take to achieve these. It fits within the wider planning framework of the Council by taking account of Community Planning themes and Council priorities as set out in the new Council Plan. It enables elected members to have oversight of developments within the service and to consider and develop policy options which reflect customer need and resource availability.

- 3.3 The Service Improvement Plan also provides a mechanism by which elected members can evaluate the performance of the service. The appendix to the plan contains an action plan and performance indicators against which progress can be measured. This mid-year monitoring report provides an update on progress against the 2023-26 plan.
- 3.4 Section 4 of this report provides a note on the new Council Plan to cover the term of this administration. Section 5 gives details of service activity and achievements over the period April-September 2023. Section 6 discusses actions delayed since the Service Improvement Plan was approved. Section 7 provides a narrative on performance against the scorecard included as appendix 1. And section 8 of the report highlights the main priorities of the service over the next six months.
- 3.5 An outturn report detailing full-year performance will be brought before this board in spring 2024.
-

4. New Council Plan

- 4.1 In September 2022, Council approved a new Council Plan, which sets out our strategic priorities under five themes – **Place, Economy, Fair, Green, Living our Values**. It also has a cross-cutting theme reflecting the importance of delivering the best possible start for children in Renfrewshire.
- 4.2 The Council Plan recognises the financial challenge that Renfrewshire, like all local authorities, currently faces. Despite the scale of the challenge, Council remains committed to building on the many strengths of our communities and our resources, and delivering strong universal services that support everyone to live well and embrace opportunities.
- 4.3 The scale of the challenge has been set out for elected members and the public through a series of reports to Council, and officers will continue to provide regular updates in this way. In order to address this, Council agreed in June 2022 to a portfolio of financial sustainability work to be delivered alongside the main transformation programme and reviews undertaken by individual services. The outcomes of this work will be reflected in future Service Improvement Plans as well as the Council Plan.
- 4.4 The direction of the Council over the next five years will be driven by our five key themes:
- We will encourage kind and connected communities where citizens take pride in the **place** they live
 - We will support a strong and flexible local **economy**
 - We want Renfrewshire to be a **fair** place, where people feel safe, supported and empowered
 - We will work towards a **greener** future

- As an organisation, we will be driven by our **values**, to be fair, helpful, collaborative and value learning.
- 4.5 Cutting across all of this is our wish for all of Renfrewshire’s children to have loving, happy lives where everyone can enjoy the same opportunities and where wellbeing is nurtured.
- 4.6 In the Service Improvement Plan presented to this Board in May 2023, actions and performance indicators were set out under all 5 key themes and the cross-cutting theme to improve outcomes for children and families. The full update on all actions and performance indicators is attached as appendix 1 below.

5. Service Update and Key Achievements April-September 2023

Key Achievements

Environment, Housing & Infrastructure continues to deliver essential frontline services across Renfrewshire. Key achievements for Environment, Housing & Infrastructure under the remit of the Infrastructure, Land and Environment Policy Board are detailed throughout the action plan and performance indicators in the appendix.

6. Areas where actions have been delayed

- 6.1 Actions where there has been no progress has been in relation to the new duties and legislation regarding the Circular Economy and the Deposit Return Scheme. These actions will be progressed once there is confirmation of implementation and updates will be provided to this board accordingly.

7. Progress against performance measures

- 7.1 Environment, Housing & Infrastructure Services has 22 performance indicators in its current scorecard. Of these, 10 are reported quarterly and 12 are reported annually. This appendix report contains data pertaining to quarter 1 and quarter 2 for reference and annual figures for 2022/23.

8. Priorities over the next six months

- Continue to implement the provisions of the Transport (Scotland) Act 2019 to enhance social and economic wellbeing, improve environmental outcomes and focus on health and wellbeing for all
- Continue to work with consultants and interested parties to implement the requirements of the Transport (Scotland) Act 2019
- Further progress on the investment and partnership working towards a Local Transport Strategy supported by revised Active Travel and Public Transport Strategies (**Council Plan**)

- Continue to invest in infrastructure to support growth – from road and rail links to bridges, cycle and pedestrian routes (**Council Plan**)
- Complete the projects from the #YouDecide participatory budget programme.
- Progress the journey to net zero based on the positive outcomes of the Community Climate Conversation and Key Stakeholder Organisation and Internal staff engagement sessions.
- Continue to implement and embed the programme of enhanced operational environmental and community support activities for environment and place
- Deliver the Local Heat and Energy Efficiency Strategy (LHEES) for Renfrewshire.
- Continue to advance the strategic fleet review of all Council vehicles to assess vehicle specifications considering fit for purpose and net zero targets.

Implications of the Report

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

8. **Health & Safety** – none.
 9. **Procurement** – none.
 10. **Risk** – Risks related to the delivery and management of services are regularly monitored and included in Renfrewshire Council’s Corporate and Strategic Risk Registers.
 11. **Privacy Impact** – none.
 12. **COSLA Policy Position** – none.
 13. **Climate Change** – A section of the actions and performance indicators within the SIP covers the ‘Green’ theme of Renfrewshire’s Council Plan which highlights activities across the Council to tackle climate change.
-

List of Background Papers: Infrastructure, Land & Environment Policy Board – 24 May 2023 Item 5 Environment, Housing & Infrastructure 2023-2026 Service Improvement Plan

Author Gordon McNeil, Director of Environment, Housing and Infrastructure,
Email: gordon.mcneil@renfrewshire.gov.uk



Environment, Housing & Infrastructure

Service Improvement Plan 2023 - 26

Six-monthly progress update

November 2023

We are **fair**, We are **helpful**, We are great **collaborators**, We value **learning**



Renfrewshire
Council

Welcome to our six-monthly update

- This update reflects on the first six months of our Service Improvement Plan, highlighting areas where we are already making progress and some areas we want to focus on more, perhaps because performance isn't moving in the direction we anticipated or because of other pressures or factors that makes this even more of a priority for us.
- The following pages shine a spotlight on some great projects or practice and highlight areas where we'd like to improve or develop further. At a service level, there is a stronger focus on some of the Council Plan Strategic Outcomes than others. Towards the end of this document, you'll find a full update against all the actions and performance indicators we use to measure progress.
- We report on 22 performance indicators, 12 which are reported annually and 10 reported quarterly. Our annual indicators are based on data that is one-year behind, owing to having no more recent comparable information. This will be updated as comprehensive data becomes available through subsequent data collections.

About us

This update covers the Environment, Housing and Infrastructure service areas within the remit of the Infrastructure, Land and Environment Policy Board. These are:

Operations

Responsibilities include:

- Waste Services,
- Fleet & Social Transport,
- Streetscene,
- Grass, Grounds & Cemeteries Maintenance,
- Burials,
- Country Park Management



Service Development

Responsibilities include:

- Service Modernisation,
- Elected Member enquiries, public enquires & complaints and Freedom of Information requests2,
- Operational Training



Roads and Transportation

Responsibilities include:

- Council's roads and infrastructure,
- Winter maintenance,
- Public Transport
- Parking & Active Travel services



Delivering the Council Plan

Economy: Environment, Housing & Infrastructure continue to provide apprenticeship and trainee opportunities across services, encouraging positive destinations.



Green: Renfrewshire's focus on the journey to Net Zero is supported by the reduction of CO₂e emissions across the Council fleet. Trials of alternative fuel sources and reduction of fossil fuel consumption are having positive impacts.

Fair: Implementation of the successful participatory budget project is well underway.

The selected projects focus on improving safety, health and wellbeing and connectivity for residents.



Delivering the Council Plan - Place

Achievements:

- £2m funding received from Transport Scotland's Active Travel Transformation Fund. This represents 10% of the total £20m fund that was available. The investment will be used across Renfrewshire in 2023/24 for capital infrastructure for active travel improvements.
- Improved accessibility to the national cycle route NCN7 to Miller Street, Johnstone and connection of Hawkhead through to Jenny's Well and NCN7.
- 75% of the carriageway resurfacing works have been complete under the roads capital programme.

Areas for improvement and development:

- Category A and B roads inspections completion will be timetabled based on resources.



Delivering the Council Plan - Economy

Achievements:

- Continuing to deliver the new road infrastructure to support the enhanced links between Paisley Town Centre, Glasgow Airport and the Advanced Manufacturing Innovation District Scotland (AMIDS) and the new bridge over the White Cart River, as part of the £38million Levelling Up Fund.
- Supporting the economic regeneration and revitalisation of town centres with the service specific focus on the public realm and transport access.
- Progressing the investment of £1,485,000 SPT Capital funding for 2023/24 for bus corridor improvements, traffic signal upgrades, new pedestrian crossing installations, Paisley to Renfrew active travel route, Linburn Road bus turning circle construction and Milliken Park Rail Station drop off / pick up zone design.
- Transport Scotland have awarded funding of £75,000 to further review suitability of 20mph zones building a national picture.

Areas for improvement and development:

- Continue to implement the provisions of the Transport (Scotland) Act 2019 to enhance social and economic wellbeing, improve environmental outcomes and focus on health and wellbeing for all



Delivering the Council Plan - Fair

Achievements:

- There were 50 successful #YouDecide participatory budget projects.
- A selection of completed projects include:
 - a new pelican crossing at Magnus Rd, Houston
 - a dog exercise area in East End Park, Paisley
 - improvements to the playing surface at Howwood Park
 - new kickabout goals at Spateston Park
 - improvement to paths and signage have started in Gleniffer Country Park
- Community engagement will continue throughout the delivery of the remaining projects.



Delivering the Council Plan - Green

Achievements:

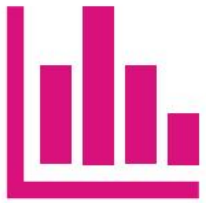
- The completion of the Paisley to Renfrew active travel route has delivered widening and resurfacing of the route at McClue Lane, Renfrew to accommodate shared use by pedestrians and cyclists.
- Active travel connections for Nethergreen Road and Kirklandneuk Primary School have been completed.
- Community Climate Conversation and Key Stakeholder Organisation engagement events have been concluded to identify community priorities; partnership working opportunities; and share knowledge/lessons learned.
- Tree Management Policy agreed at ILE Board Aug 2023.
- Engagement and development of phased road map and costed delivery plans are being aligned with the Council's statutory LHEES (Local Heat and Energy Efficiency Strategy) process due to the links and crossovers of the 2 key strategies.
- EV Charging Infrastructure installed in Gallowhill, Arkleston, Hunterhill, Hawkhead, Johnstone and Seedhill.
- Fleet Services are piloting vehicles with a new fuel source for the heavy Council fleet, HVO (hydrotreated vegetable oil) fuel and significantly reducing greenhouse gas emissions on combustion.



Areas for improvement and development:

- The Circular Economy (Scotland) Bill was posted on 13 June 2023. The Bill requires Scottish Ministers to introduce measures to help develop a circular economy which will tackle waste and increase reuse and recycling rates. The provisions of the Bill that affect local authorities will continue to be monitored.
- In line with other UK nations, the Scottish Government have announced plans to delay the launch of the Deposit Return scheme until October 2025 at the earliest.

Living our Values: making a difference together



Performance and management processes continue to provide focus on analysis and improvement. Work continues to develop the depth and breadth of content to continue to provide robust data led intelligence to shape future service delivery.



We are focusing on understanding the impact of trauma and reflecting our learning in how we deliver our services, alongside the language we use to help tackle stigma.



89% of frontline resolutions responded to within agreed timescales



95% of complaints investigations resolved within agreed timescales



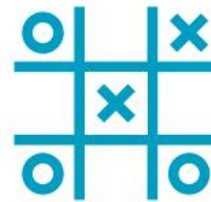
99% of Freedom of Information requests were responded to on time

Improving Outcomes for Children and Families

Across all of our work and all of our efforts, we hope for loving and happy lives for Renfrewshire's children – working together to get it right for children, families and communities – protecting, learning, achieving and nurturing. Every priority of our Council Plan contributes to improving the lives of Renfrewshire's children and their families.

Achievements:

- Environment, Housing & Infrastructure supports the work to promote The Promise to help ensure that care experienced children and young people grow up loved, safe and respected.
- A play parks strategy titled, 'Outdoor Access & Play Area Improvements 2023 – 2026' was approved at the Infrastructure, Land and Environment Policy Board.



Actions and indicators



Full list

November 2023

We are **fair**, We are **helpful**, We are great **collaborators**, We value **learning**



Delivering the Council Plan – Place

What we will do	Due Date	Status	Progress update
<p>Deliver the 2023/24 roads and footways capital investment programme - £6.7 million</p>	<p>31 March 2024</p>		<p>As of 01 October 2023, we have completed 31 of the original list of 44 carriageways to be resurfaced. We have also completed 14 of 64 footways due to be resurfaced. The remaining 50 footways are programmed to be completed by the end of the financial year.</p> <p>The Network Improvements contract will commence on site shortly and will involve resurfacing of the A761 Ferguslie footway and various carriageways and footways in Hillington Industrial Estate.</p>
<p>Implement the requirements of the Transport (Scotland) Act 2019</p>	<p>31 March 2026</p>		<p>Consultants continue to pursue a Review of Renfrewshire’s Bus Network, identifying gaps in current provision and seeking opportunities for improvement.</p> <p>On behalf of Transport Scotland consultants are assessing Renfrewshire’s roads for locations to exempt from the national pavement parking ban.</p>





Delivering the Council Plan – Place

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Target	Target	
(Maintenance) Carriageway Condition: % of road network considered for treatment											
(i) A Class Roads				17.29%	22.5%	15.5%	19%	Not measured for Quarters		N/A	Local Government Benchmarking Framework (LGBF) Indicators. This data is published by the Improvement Service on an annual basis as part of the LGBF. The figures for 2022/23 are provisional. The first draft of the 2022/23 performance data will not be available until December 2023. A final release will be published in late February 2024 and will be reported to the Audit, Risk and Scrutiny Board as soon as it is available.
(ii) B Class Roads				21.25%	24.5%	19.21%	22%	Not measured for Quarters		N/A	
(iii) C Class Roads				30.55%	36.5%	27.02%	32%	Not measured for Quarters		N/A	
(iv) Unclassified Roads				30.99%	36.5%	30.12%	32%	Not measured for Quarters		N/A	
(Maintenance) Carriageway Condition: % of roads network considered for treatment Overall				28.9%	32.5%	27.4%	32%	Not measured for Quarters		30%	The figure provided in the table is provisional data taken from SCOTS. Performance has improved from 28.9% in 2021/22 to 27.4% in 2022/23 and has exceeded the target of 32% for 2022/23. The figures for 2022/23 are provisional.

Delivering the Council Plan – Place

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
% of Statutory roads inspections categories completed on target:											
(i) Category A				100%	95%	83%	95%	Not measured for Quarters		95%	TBC
(ii) Category B				100%	100%	86%	100%	Not measured for Quarters		100%	
(iii) Category C				100%	100%	100%	100%	Not measured for Quarters		100%	
% Pothole repairs completed within timescales				83%	80%	95%	90%	97%	96%	95%	The percentage of pothole repairs completed within timescales was 97% in Q1 and 96% in Q2 giving an overall performance for the first 6 months of 96%. This is an improvement on performance in 2022/23 when Q1 was 88%, Q2 was 92% and the 6-month performance was 89% This year's performance is currently trending above the annual target of 95%.


Delivering the Council Plan – Economy

What we will do	Due Date	Status	Progress update
Provide employment, training and apprenticeship opportunities for identified groups of young people in Renfrewshire	31 March 2024		<p>Annual recruitment of 2 apprentices in Neighbourhood Services has been completed and they have commenced working across the service.</p> <p>Within Infrastructure & Assets two invest trainees have recently been recruited. One as a trainee Inspector and the other as a trainee vegetation officer. Within Road Operations the process of taking on two trainee roadworks, a trainee clerical assistant and a trainee flooding officer continues.</p>
Develop a Local Transport Strategy supported by revised Active Travel and Public Transport Strategies (Council Plan)	31 March 2025		The development of the Local Transport Strategy is underway. The initial phase of this process has included discussions between the appointed consultants and Renfrewshire Council Officers. This will involve the preparation of a consultation plan and 'public conversation' which will be taken forward in the second half of this financial year.
Continue to invest in infrastructure to support growth – from road and rail links to bridges, cycle and pedestrian routes (Council Plan)	31 March 2024		<p>Renfrewshire Council continues to invest in infrastructure to support growth. Work is ongoing to expand the active travel network. The Paisley to Renfrew Cycle Route construction is progressing along with the start of the Barnsford Road section of the Airport to Erskine Route.</p> <p>Improvements to our bridge infrastructure has included initial design works for Plymuir Bridge. The build project has progressed into its construction phase.</p>
The Council is keen to promote a parking strategy which manages the supply and demand for parking, supports economic regeneration	31 March 2024		The Service is reviewing its approach to parking provision across the area. The initial focus is on the delivery model within Paisley Town Centre and a proposed model will be presented to a future ILE Board for approval.




Delivering the Council Plan – Economy

What we will do	Due Date	Status	Progress update
Conduct a review of Renfrewshire’s public transport provision	30 September 2025		As part of the Council’s review of public transport provision, Systra was commissioned to undertake the public transport network review. A final report is expected by December 2024.
Progress next stage of Paisley Town Centre junction improvements as part of the Bus Partnership works	31 March 2024		Initial business engagement on the proposal for Glasgow Road/Mill Street and Gauze Street/ Cotton Street junctions has moved into the general public engagement phase. Traffic signal bus priority improvement feasibility is being investigated on the Glasgow Road corridor

Delivering the Council Plan – Fair

What we will do	Due Date	Status	Progress update
Implement the preferred options from the #YouDecide participatory budget programme for infrastructure improvements	31 March 2024		<p>The #YouDecide projects are well underway with many projects already completed.</p> <p>Most recently these include: a new pelican crossing at Magnus Rd, Houston, a dog exercise area in East End Park, Paisley, improvements to the playing surface at Howwood Park, new kickabout goals at Spateston Park and works have started in Gleniffer Country Park to improve paths and signage.</p> <p>Contracts have been prepared for a further 22 projects. These include 4 playpark improvements, 3 outdoor gyms, 14 Lighting projects and 2 new paths. These will be issued to market by procurement in due course. Work is ongoing including continued community engagement to deliver the remaining 14 projects.</p>


Delivering the Council Plan – Green

What we will do	Due Date	Status	Progress update
Commence costed, targeted interventions and actions to support our net zero journey within the Council and working in partnership with key stakeholders (Council Plan)	31 March 2026		<p>Community Climate Conversation and Key Stakeholder Organisation engagement events have been concluded to identify community priorities; partnership working opportunities; and share knowledge/lessons learned. Internal workshop scheduled for 11th October to complete this round of engagement for targeted interventions and projects to finalise the development of the phased road map and costed, area-based delivery plans.</p> <p>Engagement and development of phased road map and costed delivery plans are being aligned with the Council’s statutory LHEES (Local Heat and Energy Efficiency Strategy) process due to the links and crossovers of the 2 key strategies.</p> <p>Agreement at PACC Board for an Offsetting Strategy to be developed to align with the phased road map and costed delivery plans to identify and maximise opportunities associated with offsetting.</p>
Deliver a programme of enhanced operational environmental and community support activities for environment and place (Council Plan)	31 March 2024		<p>Team Up 2 Clean Up continue to make positive impacts across towns and villages in Renfrewshire. Community engagement through social media was up 100% in the 60 days to the start of October with a membership of just over 4,900 local users engaging.</p> <p>With the autumnal weather additional sweeping is being undertaken to ensure gullies are kept clear of debris and leaves to reduce local flooding risks.</p> <p>Environmental Task Force continue to work alongside Renfrewshire communities to reduce flytipping.</p> <p>The digitalisation of fly tipping data collection is building a database of evidence for data led intelligence.</p>
Build additional capacity for proactive tree asset management across Renfrewshire	31 March 2026		<p>The Tree Risk Management Strategy and Operational Tree Management Policy were agreed at Infrastructure, Land & Environment Board of August 2023</p> <p>To support the strategy and policy, new posts and arbor team structure are being developed with the additional capacity to undertake the increased task under proactive tree management.</p>



Delivering the Council Plan – Green

What we will do	Due Date	Status	Progress update
Implementation of a Garden Waste Permit Scheme for householders to uplift and dispose of their garden waste	31 July 2023		Permit scheme rolled out across Renfrewshire with uptake increasing daily.
Prepare site at Linwood for improved bin store facility and consideration of the infrastructure required to fulfil the Deposit Return Scheme and future requirements for segregation of waste.	31 March 2024		A Business Case is being prepared for the development of the site in conjunction with the ongoing property review.


Delivering the Council Plan – Green

What we will do	Due Date	Status	Progress update
<p>Review and consider the implications of the Circular Economy Bill and associated route map when published (likely summer 2023)</p>	<p>31 March 2024</p>		<p>The Circular Economy (Scotland) Bill was posted on 13 June 2023. The Bill requires Scottish Ministers to introduce measures to help develop a circular economy which will tackle waste and increase reuse and recycling rates. The provisions of the Bill that affect local authorities are as follows:</p> <ul style="list-style-type: none"> • Householder’s duty of care in relation to waste: making it a criminal offence for a householder to breach their existing duty of care under the Environmental Protection Act 1990, in relation to the transfer of waste, and creating a new fixed penalty regime to enforce these duties. • Household waste: requiring local authorities to comply with a code of practice on collection and recycling and giving local authorities a package of new responsibilities and powers, including powers for the Scottish Ministers to set recycling targets for local authorities. • Littering from vehicles: establishing a new civil penalty regime that will make the keeper of a vehicle liable to pay a civil penalty charge in respect of a littering offence committed from that vehicle. • Enforcement powers in respect of certain environmental offences: improving enforcement against fly-tipping and other waste crime through a power allowing the Scottish environment Protection Agency (SEPA) and local authorities to seize vehicles involved in specified waste crime. <p>We will monitor progress at a national level and report to future boards with updates.</p>










Delivering the Council Plan – Green

What we will do	Due Date	Status	Progress update
<p>Development of Low Emissions / Electrification Strategy (Council Plan)</p>	<p>31 March 2024</p>		<p>Refurbishment of five signalised junctions from “old” high energy consumption technology to more efficient LED systems has been completed at Main Street/Torr Road Bridge of Weir, Beith Road/Hallhill Road Johnstone, Main Road / Glenpatrick Road Elderslie, Paisley Road / Wright Street Renfrew and Kings Inch Road / Ikea Renfrew.</p> <p>EV Charging Infrastructure installed in Gallowhill, Arkleston, Hunterhill, Hawkhead, Johnstone and Seedhill.</p> <p>Renfrewshire Council working in partnership with Glasgow City Region Partners to develop a strategy and investment model for future provision of EV Charging Infrastructure.</p> <p>Continued Engagement with SPEN for the installation of new electric power supply at Underwood Road Depot that will facilitate additional EV Charging Infrastructure and Fleet decarbonisation.</p> <p>Fleet Services are piloting six commercial vehicles 3x Refuse Collection Vehicles, 1x Bus & 2x Crewcab tipper with a new fuel source for the heavy Council fleet, HVO (hydrotreated vegetable oil) fuel and significantly reducing greenhouse gas emissions on combustion. This means that running vehicles with HVO fuel could reduce CO₂ emissions by up to 90%, NOx (Oxides of Nitrogen) emissions by up to 27% and PM (particulate matter) emissions by up to 84%, all of which are key factors to achieving improved air quality.</p>
<p>Pilot and test the creation of active travel routes between neighbourhoods, town centres and business locations using these to test SMART travel solutions and evaluate benefits to biodiversity, air quality and access</p>	<p>31 March 2024</p>		<p>Active travel route feasibility and engagement are progressing in several areas where Sustrans are leading on a proposal to improve the NCN7.</p> <p>Active Travel routes have been completed between Paisley and Renfrew, delivered widening and resurfacing of the route at McClue Lane, Renfrew to accommodate shared use by pedestrians and cyclists.</p> <p>Active travel connections have also been completed for Nethergreen Road and Kirklandneuk Primary School.</p>

Delivering the Council Plan – Green

What we will do	Due Date	Status	Progress update
Deliver the Local Heat and Energy Efficiency Strategy (LHEES) for Renfrewshire.	31 December 2023		The LHEES strategy is currently under development with a view to being presented to Infrastructure, Land and Environment Policy Board in January 2024 for approval.

Delivering the Council Plan – Green

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
Street cleanliness Score - % of areas assessed as clean				89.6%	92%	93.3%	92%	Not measured for quarters		92%	This is an annual target, and the cleanliness score is based on 3 sample surveys carried out throughout the year by both the Council and Keep Scotland Beautiful (KSB). This score represents the percentage of areas assessed as acceptably clean (categories A and B) using KSB's Local Environment Audit and Management System (LEAMS) methodology.
Indicator	Current Status	Short term trend	Long term trend	2021		2022		Q1 Jan - Ma	Q2 Apr - June	2023	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
% of Household Waste Recycled				51.7%	50%	53.7%	50%	Data not available		50%	The latest data available relates to the calendar year 2022. Data is still to be verified by SEPA.
% of Household waste collected which is landfilled				8.2%	5%	2.3%	5%	Data not available		2%	The latest data available relates to the calendar year 2022. Data is still to be verified by SEPA.





Delivering the Council Plan – Green

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
Amount of CO ₂ emitted by the public vehicle fleet				3,223	3,000	3,267	3,000	812.80	775.23	3,000	The total for the first 6 months of the year is 1,588.03 tonnes of CO ₂ e. If this trend continues, whilst comparatively small, the emissions would be slightly over target of 3,000 tonnes of CO ₂ e.
% of the vehicle fleet which uses alternative fuels, such as electricity				25%	25%	27%	25%	29%	29%	25%	The current fleet using alternative fuels includes 115 electric vehicles from a total fleet of 408 vehicles. In addition, there are 5 vehicles trialling the use of HVO as an alternative fuel with initial feedback being positive.
% of bins uplifted first time				99.8%	99.9%	99.8%	99.9%	99.8%	99.8%	99.9%	The percentage of bins lifted first time in Q1 and Q2 of 2023/24 was 99.8%. This is consistent with performance in the equivalent quarters in 2022/23.
Reduce the amount of CO ₂ emitted from public space lighting				1,246	1,500	1,138	1,500	Not measured for quarters		1,100	This performance indicator is an annual indicator and not measured for quarters. Although not measured in quarters, the emissions levels are anticipated to level out year on year as the LED programme is substantially complete.

Delivering the Council Plan – Living our Values

What we will do	Due Date	Status	Progress update
Provide our employees with the appropriate support to manage their attendance, health and wellbeing	31 March 2024		<p>The provision of appropriate support for employees to manage attendance, health and wellbeing has been ongoing throughout the first 6 months of the financial year. Notable developments in this period have included the launch of a new well-being series of RenTalks highlighting Menopause, Preparing for Retirement etc</p> <p>All services have continued to provide a focus on managing attendance and it remains a key priority for the service.</p>
Implement the next phase of transformation as part of Right for Renfrewshire (Council Plan)	31 March 2024		<p>The re-structure is progressing well and is on target to be complete by the proposed completion date of 31 March 2024.</p>
Better use of data and technology to improve services performance and delivery	31 March 2024		<p>Performance and Management meetings continue to provide focus for teams on the performance data and analysis presented through Power Bi and the Sharepoint website which is available to all staff. Work continues to develop the depth and breadth of content to continue to provide robust data led intelligence to shape future service delivery.</p> <p>The digitisation of flytipping information has had a positive impact in assisting service delivery and gathering data led intelligence.</p>
Engage and participate in trauma informed and responsive Renfrewshire programme.	31 March 2024		<p>As part of the Trauma response the service has invested in Mental Health First Aid training. This has been provided to staff to assist in helping to deal with aspects of trauma.</p>


Delivering the Council Plan – Living our Values

What we will do	Due Date	Status	Progress update
Embed new approaches to staff communication and engagement across all areas of the service	31 March 2024		Staff Away Days conducted in June and October have established new approaches to communicating and engaging with all managers across E,H&I. Feedback from these Away Days has been used to progress and resolve some of the issues that managers face in delivering services. Links with Corporate Services like Communications, Marketing and HR will be invaluable to the continues success.
Ensure robust and up to date business continuity arrangements are in place	31 March 2024		Work has been ongoing with service managers to develop refreshed Business Continuity Plans. These plans are currently undergoing testing and validation to ensure they are robust.
Embed the enquiry systems for public and elected members across Environment, Housing & Infrastructure services	31 March 2024		There has been progress made in terms of being able to report on the performance of Elected Member enquiries for EHI and this can now be done in a more joined up way. The recording and monitoring of these enquiries are continuing as they were and progress on a more joined up approach has been held up due to delays in introduction of new structure for Service Development.
Review Health & Safety and Risk Assessments	31 March 2024		An ongoing review and revision of the risk assessments across services is underway. Risk Assessments are being reviewed in line with an overarching approach to ensure staff have access to one source for the majority of tasks undertaken in specific job roles.

Delivering the Council Plan – Living our Values

What we will do	Due Date	Status	Progress update
Ensure robust financial monitoring	31 March 2024		The Senior Leadership Team and service managers continue to meet on a period by period basis with finance colleagues to monitor budgets and to ensure the service is provided with the most up to date information to ensure robust financial systems are in place to support the service.
Conduct a strategic fleet review of all Council vehicles to assess vehicle specifications considering fit for purpose and net zero targets -	31 March 2024		<p>Within the Current Capital Budget programme Fleet are identifying the operational fleet needs of our user departments. This has focused on older fleet being replaced with newer and more environmentally friendly vehicles. Current fleet commitment 2023/24 of £1.9m has been identified.</p> <p>Ongoing Reviews</p> <p>Building Maintenance Fleet review (Currently awaiting pricing options and lead times)</p> <p>Future Project</p> <p>Light commercial vehicles fleet decarbonisation in line with Scottish government target.</p>
Review and maintain continuous improvement frameworks	31 March 2024		Infrastructure & Service Development services have been successfully re-accredited through strategic review for the next three years of accreditation to the ISO9001 Quality Management Systems standard.




Delivering the Council Plan – Living our Values

What we will do	Due Date	Status	Progress update
<p>Support the Council in developing New Ways of Working (Council Plan)</p>	<p>31 March 2024</p>	<p></p>	<p>A lot of work and preparation on the New Ways of Working has been undertaken with an initial focus on Renfrewshire House as the Council headquarters.</p> <p>This has included setting up cross service Operational and Strategic Groups.</p> <p>Officers procured a space planner to assist with the design of offices and work will be undertaken in the final 6 months of 23/24 to relocate and join teams, add meeting/collaboration space and look to relocate staff from Abbey House into Renfrewshire House.</p> <p>Pilots of soundproof pods, new ICT meeting equipment, headphones and break out areas have been undertaken and reviewed.</p> <p>The work has been undertaken to give the flexibility for staff to continue to work in a hybrid model (wherever possible) and therefore rationalise the number of desks for each team. Work has also been undertaken to understand leases and assess if other organisations eg, RVJB could be located in Renfrewshire House.</p>



Delivering the Council Plan – Living our Values

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
Average number of work days lost through sickness absence per employee (FTE) (cumulative)				This is a new indicator in 2023/24 covering new service				3.5 days	N/A	Awaiting HR target info	In Q1, the average number of work-days lost per FTE was 3.5.
% of members enquiries completed within timescale by E,H&I				87%	85%	93%	85%	91%	92%	85%	2021/22 and 2022/23 data reflects the services of E,H&I excluding Housing, Community Safety and Regulatory Services which were reported to the Communities and Housing Policy Board. Member Enquiries – in the first 6 months of 2023/24, 92% of member enquiries were responded to within timescale, this is above the 85% target. 2,498 enquires were received compared to 2,182 last year. Frontline Resolutions – Of the 4,646 enquiries received in the first 6 months, 89% have been responded to on time. Investigations – 95% of 255 complaint investigations received have been responded to on time.
% of FOI requests completed within timescale by E,H&I				96%	100%	100%	100%	100%	99%	100%	
% of front-line resolutions dealt with within timescale by E,H&I				81%	85%	87%	85%	88%	89%	85%	
% of complaint investigations completed within timescale by E,H&I				65%	95%	93%	85%	95%	95%	85%	

Delivering the Council Plan – Living our Values

Indicator	Current Status	Short term trend	Long term trend	2021/22		2022/23		Q1	Q2	2023/24	Explanation of performance
				Value	Target	Value	Target	Value	Value	Target	
Complete inspection process for all headstones and burial grounds				38%	20%	85%	65%	Not measured for quarters		100%	This performance indicator is not measured for quarters.

Delivering the Council Plan – Cross Cutting Theme -

What we will do	Due Date	Status	Progress update
EH&I will work towards keeping The Promise	31 March 2024		Service Areas have been liaising with the Council's Promise lead officer to ensure the service is supporting The Promise.
Develop a Play Parks Strategy	31 March 2024		A play parks strategy titled, 'Outdoor Access & Play Area Improvements 2023 – 2026' was approved at the Infrastructure, Land and Environment Policy Board meeting held on 30 August 2023.

Environment, Housing & Infrastructure

Service Improvement Plan 2023 - 26
Six-monthly progress update
November 2023

We are **fair**, We are **helpful**, We are great **collaborators**, We value **learning**



To: Infrastructure, Land and Environment Policy Board

On: 8 November 2023

Report by: Director of Environment, Housing & Infrastructure

Heading: Renfrewshire Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Consolidation) Order 202*. (Ref TRO 1000), Sustained Objections

1. Summary

- 1.1. In terms of the Road Traffic Regulation Act 1984 and the Council's Scheme of Delegation, the making of a Traffic Regulation Order (TRO) is delegated to the Director of Environment, Housing & Infrastructure after consultation with the Convener of the Infrastructure, Land and Environment Policy Board and the Elected Members.
- 1.2. This proposed TRO allows Renfrewshire Council to align all existing Traffic Regulation Orders within Renfrewshire, containing waiting and loading restrictions that are marked on-street, into a single digital format to modernise and increase the efficiency of Traffic Management within the service.
- 1.3. On the 06 September 2023 the above TRO was advertised for public consultation with a closing date of 04 October 2023. No objections, four acknowledgments and two requests for clarity on how to access the proposed order were received. The proposed TRO records the waiting and loading restrictions which were surveyed as being present on Renfrewshire's roads between July and November 2019 plus nominal additions of small traffic orders promoted between November 2019 and September 2023. No restrictions not already marked on-street are included in the proposed TRO.
- 1.4. Normally if no objections are received the Director of Environment, Housing and Infrastructure has delegated power to make the traffic order. In this instance given the significance of the traffic order in providing a baseline position from which all future amendment orders will be measured, it is considered appropriate that the Board notes the order is being made.
- 1.5. The making of the order is a major improvement to the administration and enforcement of all Renfrewshire Council's existing waiting and loading restrictions and will provide the public with a much more streamlined service going forward and reduce the length of time taken for a Traffic Regulation Order to be made.

- 1.6. The digital map of the proposal and its Articles are here
<https://ren.maps.arcgis.com/apps/instant/sidebar/index.html?appid=7c1f0325b4b34251aefcd7527a586dfa>
-

2. Recommendations

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

- 2.1. Notes the report outlining the making of the order by the Director of Environment, Housing and Infrastructure under delegated authority.
-

3. Background

- 3.1. This Order is considered necessary for Renfrewshire Council to align all existing Traffic Regulation Orders within Renfrewshire, containing waiting and loading restrictions that are marked on-street, into a single digital format to modernise and increase the efficiency of Traffic Management within the service.
- 3.2. Up until now, Renfrewshire's TROs have been recorded on paper documents with written descriptive schedules explaining the type, location and extent of waiting and loading restrictions in words. TROs have been produced one by one for individual places when circumstances have required them. They date back to the 1930s and have been written in different styles by different authorities. Interpretation of the TROs is difficult and can lead to mistakes in transferring the information to the markings and signs on the road. Filing the paper TROs takes up space, over time some have been lost and retrieving specific items is increasingly time consuming. This all makes the administration of Renfrewshire's TROs inefficient and inaccurate.
- 3.3. In July 2019 an extensive four-year process began with a survey of all Renfrewshire's on-street waiting and loading restrictions and parking spaces. Over time some errors had inevitably been made in the refurbishing of road markings and signs, so a comprehensive query exercise followed to correct any anomalies with the minimum of alteration. Digital maps of the survey were created to form the basis of the consolidation order and articles (the legal description of the way in which the restrictions are enforced and the consequence of disobeying them) created by combining relevant sections from previous existing orders.
- 3.4. The TRO was duly drafted and on 06 September 2023 it was advertised for public comment with responses by 04 October 2023.

4. Consultation Results

- 4.1. The proposal, being a consolidation order, went through a single-stage consultation process as normal. It was issued by email on 06 September 2023 to emergency services, public utilities, local road user groups, local community groups and local ward Members. On the same date it was advertised in the Paisley and Renfrewshire Gazette to the public, all for responses by 04 October 2023. All communications included the hyperlink to the TellmeScotland website where the digital map file and articles were made available to view.
<https://www.tellmesotland.gov.uk/notices/renfrewshire/traffic/00000300798>
- 4.2. Seven responses were received. One response expressed 'no objections' from Police Scotland. Four responses acknowledged receipt of the consultation. Two responses requested help in accessing the proposed order.

Respondent	Response
Police Scotland	No objections
Councillor 1	Acknowledgment
Councillor 2	Acknowledgment
Councillor 3	Acknowledgment
Councillor 4	Acknowledgment and request for help to access the proposed order
Renfrew Community Council	Advised conclusion of their discussion would be forwarded in August but no further response has been received
British Telecom	Request for help to access the proposed order

- 4.3. Officers consider the responses tabled above do not prevent the passage of the proposed order and recommend that the Renfrewshire Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Consolidation) Order 202* be made as advertised.

5. Consideration of the objections

- 5.1. Normally if no objections are received The Director of Environment, Housing and Infrastructure has delegated power to make the traffic order. In this instance given the significance of the traffic order in providing a baseline position from which all future amendment orders will be measured, it is considered appropriate that the Board notes the making of the order.

Implications of the Report

1. **Financial** - the capital and revenue costs of implementing and maintaining the proposed lines and signs and the digital map is accommodated within existing budgets.
2. **HR & Organisational Development** – *N/A*.
3. **Community Planning**
 - Children and Young People** – *N/A*
 - Community Care, Health & Well-being** – *N/A*
 - Empowering our Communities** – *N/A*
 - Greener** – *N/A*
 - Jobs and the Economy** – *N/A*
 - Safer and Stronger** – *N/A*

4. **Legal** - *The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.*
5. **Property/Assets** – *N/A*
6. **Information Technology** – *N/A*
7. **Equality & Human Rights** -
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – The primary reason for the proposal is for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
9. **Procurement** – *N/A*
10. **Risk** - no risks have been identified in relation to the proposal.
11. **Privacy Impact** – *N/A*
12. **CoSLA Policy Position** – *N/A.*
13. **Climate Change** – *N/A*

List of Background Papers - none

Author: Mark Higginbotham; (email: mark.higginbotham@renfrewshire.gov.uk).
Tel: 07974 071380



To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 8 November 2023

Report by: DIRECTOR OF ENVIRONMENT, HOUSING AND INFRASTRUCTURE

Heading: Renfrewshire's Car Parking Strategy 2023 - 2028

1. Summary

- 1.1 As noted at the last meeting of the Infrastructure, Land and Environment Policy Board on 30 August 2023, Council Officers have been carrying out a review of the Council's approach to management of car parking across the area.
- 1.2 Renfrewshire's current approach to management of parking arrangements in has been in place since 2010 when parking was decriminalised and has largely centred around the control of parking in and around Paisley Town Centre, with some limited enforcement in the towns of Renfrew and Johnstone.
- 1.3 Issues around parking exist across Renfrewshire, along with the upcoming Pavement Parking ban under the Transport Scotland Act and our ambitions for Net Zero, a new strategy is required to address parking concerns raised by residents, communities, business, elected members and public transport operators.
- 1.4 Officers have reviewed the current approach to parking and identified there is a need for modernisation across all areas of parking, including enforcement, maintenance of infrastructure and parking charges that support movement of vehicles through our town centre locations.
- 1.5 This modernised approach is set out within the Parking Strategy attached at Appendix 1.
-

2. Recommendations

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

- 2.1 Notes the need for a modernised approach to car parking management and approves the Parking Strategy attached at Appendix 1,

- 2.2 Approves the new approach to parking restrictions and charges as set out in Appendix 1 which will come into effect from 5 February 2024, and
- 2.3 Approves the proposal to increase the parking enforcement fine tariffs as set out in Appendix 1,
-

3. Purpose

- 3.1 The Council requires a new parking strategy which manages the supply and demand for parking, supports economic regeneration and is aligned with the aspirations for meeting our ambitious climate change targets ahead of 2030.
- 3.2 The aim of the parking strategy is to ensure our town centres are vibrant, accessible and support businesses with a modernised approach to parking. This support will include a free period of parking in both on and off street parking in Paisley town centre.

Current Parking Arrangements - Renfrewshire

- 3.3 Until now, the Council's approach to the control of parking has been limited to the management of parking restrictions within Paisley town centre, with occasional focus provided in other hot spot locations for enforcement.
- 3.4 The issues experienced arising from parking behaviours affect all communities across Renfrewshire experiencing issues associated with parking, these include but are not limited to:
- **Commuter parking** – the impact of commuter parking impacts the ability of residents to park within the surrounds of their own home.
 - **Public transport** – On a regular basis cars and vans block access to bus stops which impacts the ability of buses to stop at their pickup points creating issues for vulnerable residents boarding buses and has an adverse impact on bus journey times and frequencies.
 - **Pedestrian and Road Safety** – Inconsiderate and poor parking behaviours can create impacts for pedestrians and other road users and create obstacles to accessibility in our town centres such as parking across dropped kerbs etc.
 - **Residential streets** – Inconsiderate parking behaviours even impact on everyday activities such as refuse collection vehicles gaining access to streets to service properties on a regular basis.

Modernised Parking Arrangements

- 3.5 In setting a new approach to car parking there are a few factors in support of the strategy as outlined below:
- **Town Centre Regeneration** – One of the key aims of a parking strategy is to support economic regeneration of town centres making them vibrant places to stay, work and visit. The strategy will aim to do this by providing a period of free parking as a permanent policy decision which is a unique offer compared to other areas where parking charges are in place. The offer of a free period of parking is designed to support turnover of parking spaces to support increased footfall in town centre businesses.
 - **Climate Ambitions** - Around 34% of Renfrewshire's emissions are attributed to transport and there needs to be a continuation of our approach to supporting access to public

transport, walking, wheeling and cycling infrastructure, whilst also recognising the important role that the private car plays.

- **Transport Scotland Act 2019** – The Council also has a duty to develop strategies which are aligned with national legislation and guidance, including the Transport (Scotland) Act 2019 and the National and Regional Transport Strategies. Over the next 12 – 15 months the Council will be developing a new Local Transport Strategy which will outline transport priorities for Renfrewshire over the next ten years. With the impending pavement parking ban due to be enacted during 2024 the Council are currently assessing the road network across Renfrewshire to identify areas where these inconsiderate parking behaviours cause significant issues. It is also going to be essential to identify areas where implementation will not be possible and suitable exemptions to the ban will have to be promoted.
- **Financial Planning** – The Council's parking service currently does not cover its costs and as such the Council has to use reserves on an annual basis to address the shortfall. In addition, there are no maintenance budgets for car parking and as such all lining, repairs and signage must be funded from other already pressured budgets. A modern parking service should be able to fund its own maintenance activities as well as create the opportunity for reinvestment in the road network.
- **Parking Enforcement** – The new strategy also extends to reviewing our approach to enforcement of parking restrictions. Officers are reviewing the current approach with a view to the creation of a dedicated parking enforcement service. The service would then direct resources ensuring our road network across Renfrewshire's towns and villages remains clear of obstructions as well as supporting the opportunity for short stay car parking to support businesses.

Parking Fine Increase

- 3.6 It is recognised that penalty charge notices associated with parking contraventions have not increased in over 20 years and a review of this was conducted by Transport Scotland. In line with Transport Scotland's revised national guidance, local authorities have now been given the authority to raise the level of parking fine to £100 from the current £60. Officers are recommending that this approach is adopted in Renfrewshire in line with proposals set out in a number of other Council areas. This fee is discounted to £50 if paid within 14 days similar to the current model where the discounted fee is £30.

4. Phased Implementation

- 4.1 The scale of the changes outlined will require a phased implementation over a period of time in order to ensure each areas unique characteristics are taken into account.
- 4.2 The proposed implementation is set out within Section 5 of the Strategy at Appendix 1, recognising there is a need to address the issues on an incremental basis rather than all at once. The implementation process will commence imminently and will last approximately 2 – 3 years to be fully reviewed and implemented across Renfrewshire. The implementation will be delivered through three workstreams as highlighted below:
- Workstream 1 – Paisley town centre parking,
 - Workstream 2 – Town centre and village parking assessments, and

- Workstream 3 – Permit arrangements.

4.3 As part of the implementation of the new provisions there will be a period of communication and engagement with the local community and business community. The implementation will also include engagement with ward members in relation to parking in their wards.

Implications of this Report

1. **Financial** –

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

3. **Community Planning**

Our Renfrewshire is thriving / Reshaping our place, our economy and our future –

By continuing to support public transport improvements we will continue to facilitate access to employment and economic growth.

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 and Safety** – none.

9. **Procurement** – none.

10. **Risk** – none.

11. **Privacy Impact** – none.

12. **CoSLA Policy Position** – N/A.

13. **Climate Change** – N/A

List of Background Papers - none

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



RENFREWSHIRE PARKING STRATEGY 2023 – 2028

Environment, Housing & Infrastructure

www.renfrewshire.gov.uk



Contents

1.	Introduction	3
2.	Aim of this Strategy	4
3.	Strategic Context	4
4.	Current Parking Management Arrangements.....	6
5.	Current Enforcement Model	7
6.	Modernised Approach to Parking.....	7
7.	Workstream 1 – Paisley town centre.....	8
8.	Workstream 2 – Town centre and village parking assessments.....	9
9.	Workstream 3 – Permit arrangements.....	10
10.	Community and Business Engagement	10
11.	Strategy Review.....	10
12.	Appendix 1 – Paisley town centre parking charges	11

1. Introduction

1.1 Current Parking Arrangements

Renfrewshire's current approach to management of parking arrangements has been in place since 2010 when parking was decriminalised and has largely centred around the control of parking in and around Paisley Town Centre, with some limited enforcement in the towns of Renfrew and Johnstone. Ongoing parking issues exist across Renfrewshire and a new strategy is required to address parking concerns raised by residents, communities, business, elected members and public transport operators.

Parking of vehicles affects many aspects of daily life for residents, businesses, and visitors. The transport landscape across the country and Renfrewshire is changing, with an increasing focus on improving access to active travel and public transport, and with the pending implementation of the Transport Scotland Act, banning the parking of vehicles on pavements, could have implications for every street in Renfrewshire.

The key concerns raised by members of the public, businesses and elected members are around a lack of enforcement, infrastructure such as lining being poorly maintained, and the town centre not being cleaned on a regular basis. A modernised approach to parking in Renfrewshire will seek to address these issues.

This report sets out a parking strategy that provides a high-level framework against which decisions on parking arrangements can be taken across Renfrewshire, to balance the needs of everyone, car users and non-users alike within Renfrewshire's road and transport network, recognising the supply and provision of adequate, accessible, good quality vehicle parking is important to residents, business, and visitors.

The ambition for a successful parking strategy is to have sufficient, high quality and appropriately located parking in our towns and villages that supports economic development, improves traffic flows, reduces congestion, reduces carbon emissions, improves road and pedestrian safety as well as promoting alternative modes of travel.

2. Aim of this Strategy

A successful parking strategy will have high quality and appropriately located parking in towns and villages to support economic regeneration, improve traffic flows, reduce congestion, reduce carbon emissions and improve road and pedestrian safety as well as promoting alternative modes of travel.

3. Strategic Context

This strategy has several key drivers, recognising that a one size fits all approach will not be effective. The key strategy drivers are:

- **Legislation and Policy**
 - National and Regional Transport Strategies
 - Transport Scotland Act
 - Public Transport and Active Travel Improvements
 - Delivery on key Council Plan priorities
- **Climate – Net Zero** – All new Council strategies should reflect the priorities outlined in Ren Zero and contribute to the delivery on our commitment to being a net zero area by 2030.
- **Financial Strategy** – Parking Management as a service and parking Infrastructure should be self financing with the income it generates through enforcement of parking restrictions and parking income.

3.1 Legislation & Policy

The transport landscape is an area that has evolved in recent years and continues to change in response to national, regional and local transport priorities and strategies.

This Parking Strategy is aligned with the key priorities set out in the legislation and policy context set out below:

- **National, Regional and Local Transport Strategies** – Scotland has a new National Transport Strategy and this has been adopted with the SPT Regional Transport

Strategy. Renfrewshire has commenced the preparation of a new Local Transport Strategy for the area and the priorities within this must reflect the national and regional priorities. This means that the transport related interventions the Council takes should move the emphasis to supporting Public Transport and Active Travel. Whilst new policies should recognise the important role of private cars in every day life they must also address the ambitions to reduce car kilometres by 20% by 2030.

- **Transport Scotland Act 2019** – The pavement parking ban is due to come into effect in late 2024/early 2025 with the Council currently preparing for its implementation. The Council’s approach to this new legislation is set out within this strategy.
- **Public Transport and Active Travel Improvements** – The Council has a priority to continue to build on the good work carried out to date to improve cycling infrastructure and access to public transport across Renfrewshire. New strategies should prioritise access to public transport and active travel over private car usage in line with the national transport hierarchy.

3.2 Climate Change – Ren Zero

The Council has set ambitious aspirations to be net zero by 2030 and with transport in Renfrewshire contributing to 34% of the areas emissions this will not be possible without changes to transport behaviours.

The Council can directly impact its own emissions by investing in green fleet and reducing unnecessary journeys as has been done through our sustainable travel programme, however the bigger impact that can be made is on transport emissions that can be indirectly influenced through policy change.

The priority to reduce car mileage by 20% by 2030 will require significant change to transport behaviours in Renfrewshire with the focus for infrastructure investment being on access to public transport and active travel infrastructure.

The Council will continue to recognise the important role the private car plays in everyday life, however to reflect national and local transport strategies, this cannot be done to the detriment of public transport and active travel.

The Council will continue to seek external funding to deliver on these ambitions going forward during the same time period as this parking strategy.

3.3 Financial Strategy

Recognising the need to support continued but reduced use of private cars the Council will invest in parking infrastructure. The current income levels would not pay for the parking services, infrastructure and wider investment previously funded in roads/ public transport. This results in a system where Council Taxpayers subsidise the service utilised by only those who park in Paisley town centre.

The financial shortfall means that other limited roads maintenance budgets have to take the burden of maintenance associated with on and off-street parking facilities. The development of a parking service which is self-funded will not only address the funding gap but creates the potential for reinvestment in the road network by relieving budgets which are already under significant pressure

The new financial strategy would also ensure investment in infrastructure and enhanced digital systems to support payment options for all users.

4. Current Parking Management Arrangements

The Council's current approach to the control of parking has been limited to the management of parking restrictions within Paisley town centre, with occasional focus provided in other hot spot locations for enforcement around double yellow line restrictions.

The issues experienced arising from parking behaviours are not limited to Paisley town centre with communities across Renfrewshire experiencing issues associated with parking, these include but are not limited to:

- **Commuter parking** – the impact of commuter parking impacts the ability of residents to park within the surrounds of their own home, town and village centres as well as creating road and pedestrian safety issues and limits the turnover of short stay parking spaces to support businesses.
- **Public transport** – On a regular basis, cars and vans block access to bus stops which impacts the ability of buses to stop at their pickup points creating issues for vulnerable

residents boarding buses and has an adverse impact on bus journey times and frequencies.

- **Residential streets** – Inconsiderate parking behaviours even impact on everyday activities such as refuse collection vehicles gaining access to streets to service properties on a regular basis.

5. Current Enforcement Model

Poor parking behaviours can range from commuters occupying bays in on street town locations all day whilst taking public transport to another location instead of utilising park and ride facilities to inconsiderate and sometimes dangerous parking behaviours around schools which have an impact on road safety in these locations.

The current enforcement service is carried out by the Wardens Service through our Community Support Officers. The Officers carry out a range of enforcement and community safety related duties which can have an impact on the resources available as the current roles are multi disciplined.

Officers have commenced a review of the current enforcement arrangements with a proposed new model set out below in section 5 of the strategy.

6. Modernised Approach to Parking

A modernised approach to parking requires to take account of a number of key factors;

- **Parking Enforcement and charges** – The application of a fair, robust and consistent approach to enforcement of parking restrictions and charges reflective of the current environment.
- **Technology** – A modernised service requires investment in technology to support customers by improving access to digital parking management and payment applications.
- **Infrastructure** – We will provide good quality parking facilities, signage, lining and electric vehicle charging stations, supported by additional investment in our infrastructure. This additional investment requires to be funded through the income generated by the parking service.

- **Digital Traffic Regulation Orders** – The Council has consolidated all of its Traffic Regulation Orders into a digital order which will ensure that ongoing updates to road restrictions will be done in a more efficient manner than previously.

The new parking arrangements will seek to address the parking behaviours in our town centres and support our town centres being vibrant attractive areas to live, work and visit.

Due to the scale of the implementation of the modernised approach to parking, to consider each street, community, village and town on its own merits, it is proposed that a phased approach is undertaken over a 2 – 3 year period as outlined covering a range of workstreams outlined at section 5.1 below.

7. Workstream 1 – Paisley town centre

Work has already commenced to carry out improvements to lining and signing within Paisley town centre recognising the challenges that poorly maintained infrastructure has on the ability to enforce restrictions effectively.

The charges for parking in Paisley town centre have also only seen very limited increase in prices over the last number of years and takes no cognisance of the current landscape in areas such as net zero and the transport hierarchy.

There are approximately 500,000 parking transactions take place in Paisley town centre on an annual basis split between on street and off street parking.

The current arrangement also sees more than 60% of parking sessions being over the 3hour time period.

Parking Charges

The proposed charges for Paisley town centre aim to support businesses by offering a permanent free period of parking to support businesses with short stay parking turnover close to retail premises. The proposed charges are set out in Appendix 1 of this strategy.

In addition to Council run car parks, officers will also review the arrangements for weekend parking at Renfrewshire House. The car park remains open to the public at the weekend but will be a chargeable car park in line with other town centre car parks.

Enforcement

This workstream will also see the development of a robust, consistent and enhanced enforcement regime designed to tackle poor parking behaviours which impact on public transport services, cause congestion and limit the supply of available parking in the town centre area. A successful enforcement strategy will support business and residents by ensuring parking behaviours are more effectively controlled with resources being focussed on enforcing our parking control zones as well as other hot spot locations for enforcement which are affecting our communities.

The initial focus of an enforcement strategy will be on having the resources available at the times where it is identified illegal parking behaviours are taking place and ensure that this enforcement is robust, fair and consistent. Over time this approach will expand once the provisions of the pavement parking legislation is clearer and our approach is finalised.

It is also recognised that penalty charge notices associated with parking contraventions have not increased in over 20 years and a review of this was conducted by Transport Scotland. In line with Transport Scotland's revised national guidance, local authorities have now been given the authority to raise the level of parking fine to £100 from the current £60.

8. Workstream 2 – Town centre and village parking assessments

Inconsiderate parking behaviours are not limited to Paisley town centre and are a problem on a Renfrewshire wide basis. As such one of the key workstreams is to assess and better understand parking behaviours and patterns which have an impact on Renfrewshire communities and what can be done to address these issues.

The assessments in other localities will consider but not be limited to the following areas;

- Identifying problematic business and residential parking locations,
- Village Centre Parking Arrangements,
- Tourist location parking e.g., Castle Semple and Gleniffer Braes, and
- Active Travel and Bus Parking – including the potential for car clubs and car sharing activities.

This work will take 2-3 years to conclude as it will require a localised approach for each area considering the unique challenges that each locality will bring.

9. Workstream 3 – Permit arrangements

Any changes to parking arrangements in town centres may cause displacement of parking to other locations in Paisley and the current parking permit zone arrangements will be reviewed as part of the implementation of parking arrangements. As a result of this, the initial focus will look at the permit arrangements within Paisley town centre prior to then looking at other areas.

The impact of commuters and all day parking on street locations next to places of work affects the ability of retail locations to create turnover due to the majority of the parking not being readily accessible near businesses for large periods of the day. Officers will engage with businesses on the merits of the introduction of commuter and annual permits for introduction, recognising that for some people access to a private car is the only available option for travel to and from Renfrewshire.

In conjunction with revised commuter permits, officers will consider the current use of a range of other parking permits to determine how these arrangements can be more effective going forward. The permits could range from, but are not limited to business permits and health care worker arrangements.

10. Community and Business Engagement

The implementation of this modernised approach to parking across Renfrewshire will be underpinned by a comprehensive communications and engagement strategy.

Officers will engage with residents and the business community as part of the implementation plan.

11. Strategy Review

This approach will be continually reviewed to ensure the Council are approaching the issues with parking on the correct basis. The Strategy will also be subjected to a formal annual review to ensure we respond to any changes to the external environment we are operating in.

12. Appendix 1 – Paisley town centre parking charges

Parking Duration	On Street Parking Tariff
1 hour	Free
2 hours	£4.00
3 hours	£5.00
4 hours (Maximum Stay)	£6.00

Parking Duration	Off Street Parking Tariff
1 hour	Free
2 hours	£3.00
3 hours	£4.00
4 hours	£5.00
Over 4 hours	£8.00



Environment, Housing & Infrastructure
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1BR
www.renfrewshire.gov.uk





To: Infrastructure Land & Environment Policy Board

On: 8 November 2023

Report by: Chief Executive

Title: The Carrick Centre, Main Street, Houston

1. Summary

- 1.1 The purpose of this report is to seek approval to a lease renewal at The Carrick Centre, Main Street, Houston in favour of Houston Old School Trust.
-

2. Recommendations

- 2.1 It is recommended that Board approve a lease renewal at The Carrick Centre, Main Street, Houston
-

3. Background

- 3.1 The Carrick Centre is a category B listed building that was formerly Houston Primary School. It has been leased by Houston Old School Trust (HOST) since April 1993 at a rent of £1.00 pa (if asked). The Centre houses a variety of community facilities and is available for hire to other local groups and organisations. The Centre also has a café and displays information about the history of Houston village.
- 3.2 The original 20 year lease has expired and occupation currently continues on a year to year basis. HOST have undertaken significant investment in maintaining this building during the course of their tenancy to date, and wish to continue to do so in future.

They feel however that having a longer term lease will provide both themselves and potential grant funders more security to allow the best opportunity for the continued success of the Centre.

- 3.3 Following discussions with Centre management, it has been provisionally agreed to grant a lease renewal, or Minute of Extension, for a period of 25 years. Lease terms will be largely the same as the current agreement, subject to any amendments considered necessary by the Head of Corporate Governance to update the agreement to reflect a modern style of lease. Each party shall bear their own legal and professional expenses incurred.

Implications of the Report

1. **Financial** – None.
2. **HR & Organisational Development** – None.
3. **Community Planning** – Gives security of tenure to important community facility.
4. **Legal** – Lease renewal required.
5. **Property/Assets** – As per this report
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

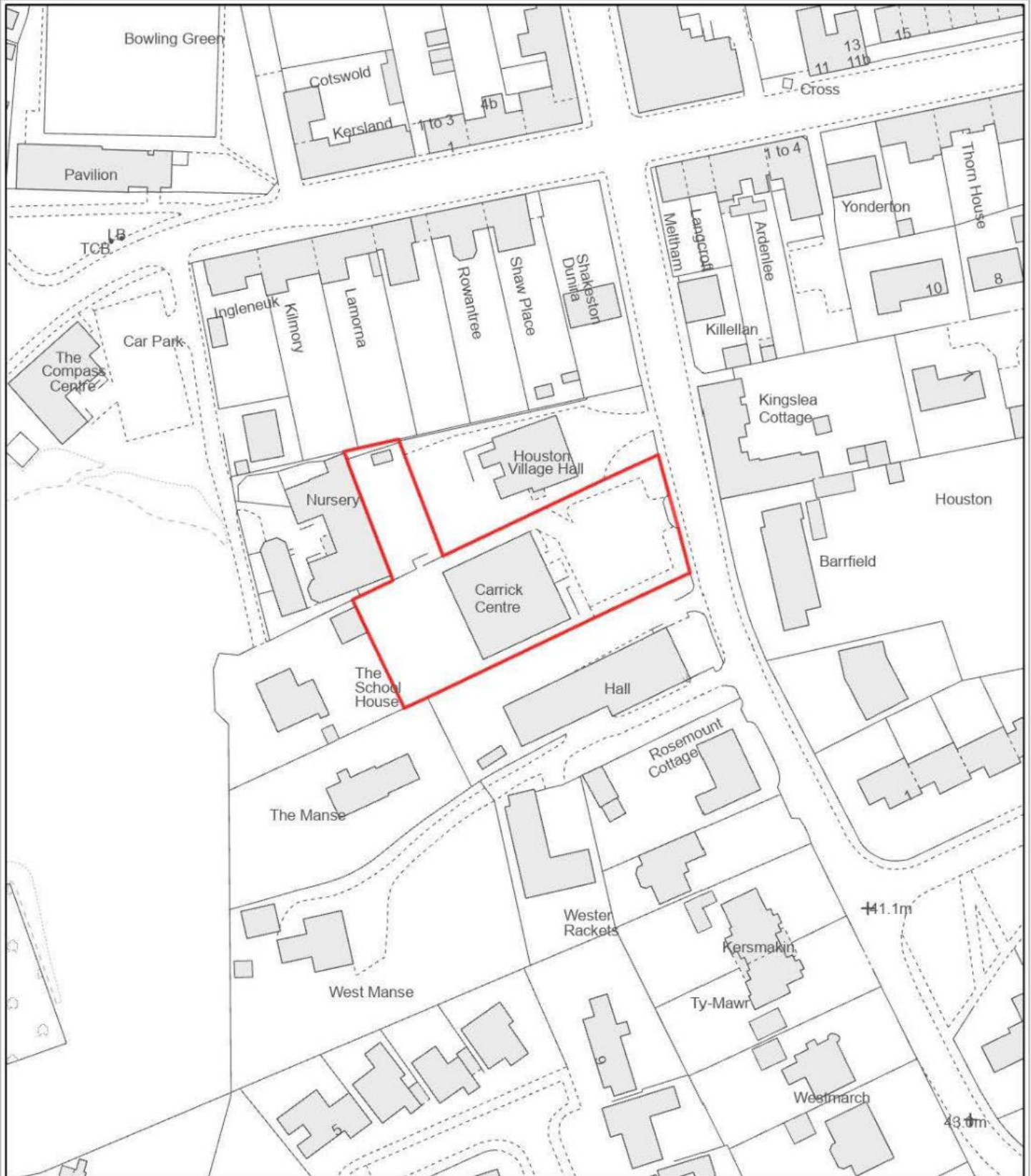
List of Background Papers – None.

Author: andrew.smith@renfrewshire.gov.uk; 07534 154048



User: hocraig1

Date: 13/10/2023



Notes:

Area shown outlined red extends to 2,498 sqm or thereby.

Ordnance Survey Mapping - © Crown Copyright and database right 2023. All rights reserved. Ordnance Survey Licence number 100023417. Aerial Photography 2009 - Cities Revealed © copyright by The GeoInformation © Group, 2009 and Crown Copyright © All rights reserved. Aerial Photography 2004/6 - © 2004 Getmapping plc © 2006 Getmapping plc Aerial Photography 2001 - Cities Revealed © copyright by The GeoInformation © Group, 2009 and Crown Copyright © All rights reserved. Historic Map Data - © Crown Copyright and Landmark Information Group Limited 2012. All rights reserved.



To: Infrastructure Land & Environment Policy Board

On: 8 November 2023

Report by: Chief Executive

Title: Robertson Centre, 16 Glasgow Road, Paisley,

1. Summary

- 1.1 The purpose of this report is to seek approval to extend the Renfrewshire Valuation Joint Board lease at the Robertson Centre by one year to support relocation negotiations and works.
 - 1.2 The building and associated car parking are located at 16 Glasgow Road, Paisley, in an area of mixed use, as per the attached plan in Appendix 1.
-

2. Recommendations

- 2.1 It is recommended that the Infrastructure Land & Environment Policy Board approve an extension of the existing lease, on the same terms, by one year until 31 March 2025.
-

3. Background

- 3.1 The Robertson Centre is a two storey building of traditional construction, built in 1923 as the headquarters for the Renfrewshire Education Authority. The building was refurbished in 2010 and has been leased out since 2011. The building is not listed.
- 3.2 The Robertson Centre has been leased to the RVJB (Renfrewshire Valuation Joint Board) since 2011.

The Board will be aware that the RVJB consists of Renfrewshire, East Renfrewshire and Inverclyde Council's and is the body responsible for valuing properties for Council Tax purposes and Non Domestic Rates along with maintaining the Electoral Roll. Each Council makes a proportionate contribution to the running costs, with Renfrewshire Council being the lead authority.

- 3.3 In November 2018 authority was granted to extend the lease to the RVJB until March 2024 and alter the area leased from the whole building to the ground floor only.
- 3.4 It was intended that the current lease would terminate in March 2024 and approval was granted at ILE Board in May 2023 for the building to be declared surplus and marketed.
- 3.5 Post COVID the ways of working at Renfrewshire House, Council owned headquarters building, have changed, with fewer staff working every day from the location. An opportunity has therefore arisen to re-locate Council staff from leased properties and reduce property costs. There is also an opportunity to accommodate other tenants in the building and improve income and spread running costs.
- 3.6 There are ongoing discussions to accommodate RVJB within Renfrewshire House, although they are at liberty to consider other locations in any of the relevant Council areas. The discussions have been positive however against the background of in-house staff moves into Renfrewshire House it has proved more complex than anticipated to assess suitable space requirements and agree terms. Time will also be required to undertake any facilitating works necessary.
- 3.7 The timing of a move would also require to accommodate RVJB work relating to the next General election due by January 2025.
- 3.8 In order to allow further time to negotiate the optimum space, undertake any necessary works and accommodate election work it is proposed that the existing lease is extended by a further year on the same terms (N.B. the repayment for capital works done in Robertson House will stop as planned).
- 3.9 Work to market the Robertson Centre for sale will continue during this extended period with the aim of agreeing a sale to coincide with the extended lease end date at March 2025.

Implications of the Report

1. **Financial** – One year's annual rental (£54,000 exclusive) to be received.
2. **HR & Organisational Development** – None.
3. **Community Planning** – None.

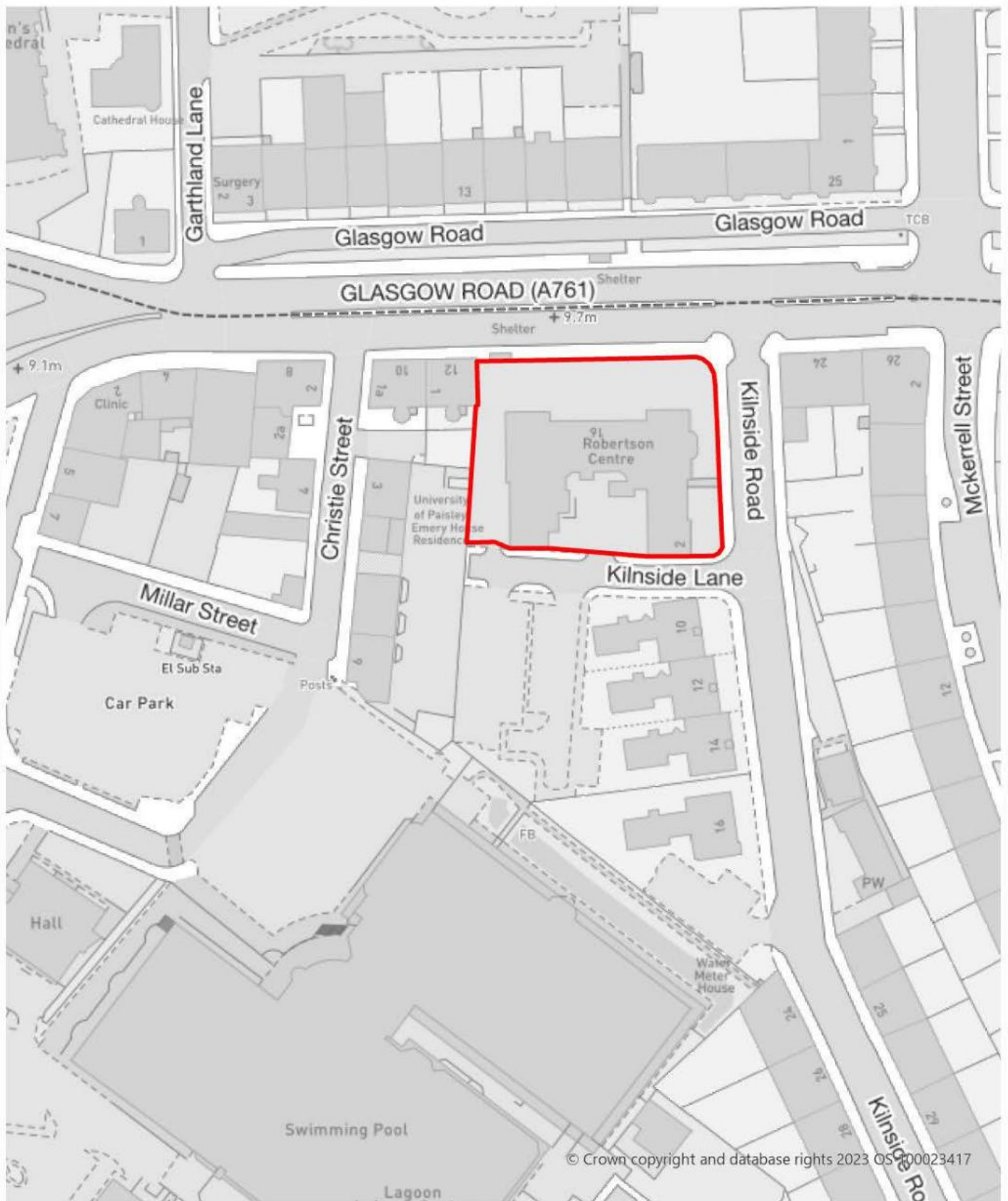
4. **Legal** – Minute of extension (or similar) is required.
5. **Property/Assets** – As per this report.
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.
10. **Risk** – None.
11. **Privacy Impact** – Not applicable.
12. **Cosla Policy Position** – Not applicable.

List of Background Papers – None.

Author: Aileen Johnson; Principal Estates Surveyor; aileen.johnson@renfrewshire.gov.uk;
07483 420781



Robertson Centre, Glasgow Road, Paisley Report Plan Ref. E3360



Notes:



To: Infrastructure Land & Environment Policy Board

On: 8 November 2023

Report by: Chief Executive

Title: Renunciation and New Lease at Erskine Community Sports Centre

1. Summary

- 1.1 The purpose of this report is to seek approval for accepting the renunciation from OneRen of their lease so far as it covers the upper (or first) floor of Erskine Community Sports Centre, and subsequent lease of the area to Erskine Arts.
 - 1.2 Erskine Arts are agreeable to the terms set out in the report for their use of the property going forward.
-

2. Recommendations

- 2.1 It is recommended that the Infrastructure Land & Environment Policy Board:-
 - Approve the acceptance of the partial renunciation of the lease of Erskine Sports Centre by OneRen, in so far as the lease relates to the first or upper floor.
 - Approve a corresponding new lease to Erskine Arts on the terms and conditions contained in this report.
 - Authorise the Head of Economy and Development and the Head of Corporate Governance to conclude the lease with Erskine Arts, on the Council's standard Full Repairing & Insuring lease and on such other terms as required to protect the Council's interest.
-

3. Background

- 3.1 Erskine Community Sports Centre, Kilpatrick Drive, Erskine is a purpose-built sports centre, comprising two floors, with large high-ceilinged sports hall, reception and changing facilities on the ground floor and a function space with ancillary kitchen, 'multi-purpose room' and toilets on the first floor.
- 3.2 OneRen (formerly RLL) have leased the facility from Renfrewshire Council since 2003 on a term lasting fifty years. They are responsible for all repairs and redecoration and all costs associated with the building including business rates.
- 3.3 Erskine Arts is a cultural charity previously based in Bargarran Community Education Centre who have been hiring space on an hourly basis from OneRen on the first floor of the Sports Centre building since 2021.
- 3.4 Erskine Arts (EA) wish to find a more permanent home and have Scottish Government grant ready to be allocated to them if they can find suitable premises. They wish to lease the entire first floor of the Erskine Sports Centre with a view to becoming more established and provide wider cultural services to the community.
- 3.5 In order for the Council to lease the area to Erskine Arts, it is necessary firstly for OneRen to renounce this area from their existing lease. Their board granted approval for this in 2021. Agreement will also have to be reached with OneRen in respect of the terms relating to access to the upper floor, operational issues for occupation and costs relating to common areas, etc.
- 3.6 If agreement can be reached in respect of the matters in paragraph 3.5, Renfrewshire Council would then lease the upper floor to Erskine Arts for a period of 3 years with either party having the flexibility to consider breaking the lease at the end of each year. The rent would be at concessionary level (£1) initially to allow the EA project to become established and could be extended for a period (up to 2 years) to cover the application period for a community asset transfer (CAT), If the CAT application is not made by EA, or is refused by the Council board, rent could increase to a commercial rate. This would be subject to ongoing discussions with EA.
- 3.7 A service charge regime would be agreed with EA to cover the communal expenses and shared repair obligations. Costs would be applied based on floor area. OneRen would charge Renfrewshire Council who would then recharge to the tenant, Erskine Arts. Should the first floor space become vacant at any time during the period outlined, costs would revert back to Renfrewshire Council.
- 3.8 Erskine Arts are supportive of the terms put forward by the Council in this report for the lease of the property.
- 3.9 A further update report will be brought back to Board 6 months after the date of entry to highlight progress to members and to outline EA's view on a C.A.T application at that time.

4. Proposed Terms and Conditions of New Lease

- **Tenant:** Erskine Arts (SC051042)
- **Area:** First Floor of Erskine Community Sports Centre
- **Rent:** Concessionary rent of £1 for the first year.

A further concessionary period up to a maximum of two years will be permitted if a validated Community Asset Transfer application has been made within six months of the date of entry. An appropriate rent will be negotiated with EA should they choose not to pursue a C.A.T application, or if the application is refused.

- **Service Charge:** The tenant will pay a service charge to cover communal building costs based on floor area occupied.
- **Term:** Three years with mutual annual break options.
- Any other reasonable terms and conditions considered necessary to protect the Council's interest.

Implications of the Report

1. **Financial** – In the event Erskine Arts move out Renfrewshire Council will be responsible for service charges until a new tenant is found.
2. **HR & Organisational Development** – None.
3. **Community Planning** – None.
4. **Legal** – Formal renunciation from One Ren and subsequent lease to Erskine Arts.
5. **Property/Assets** – As per this report.
6. **Information Technology** – None.
7. **Equality & Human Rights**
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because no groups or individuals have any involvement currently at the property. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None.
9. **Procurement** – Not applicable.

10. **Risk** – None.

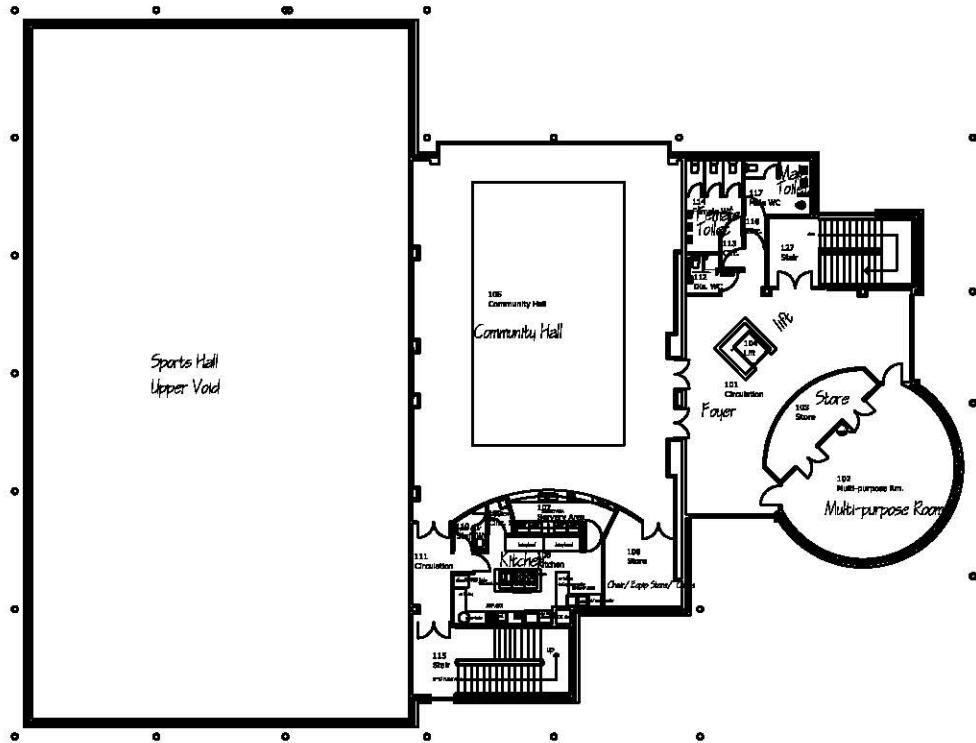
11. **Privacy Impact** – Not applicable.

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

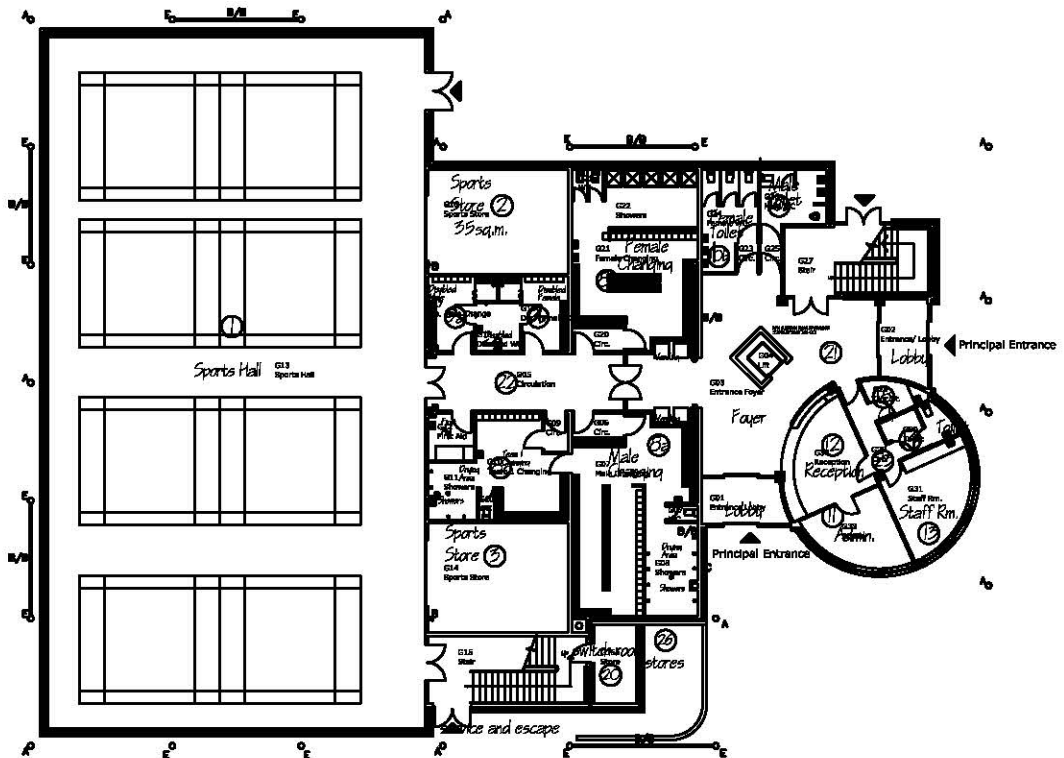
List of Background Papers – None.

Author: Aileen Johnson; Principal Estates Surveyor; aileen.johnson@renfrewshire.gov.uk;
07483 420781

ERSKINE COMMUNITY SPORTS CENTRE



First Floor Plan



Ground Floor Plan