



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 27 January 2020

Dear Councillor

Community and Enterprise Resources Committee

The Members listed below are requested to attend a meeting of the above Committee to be held as follows:-

Date: Tuesday, 04 February 2020

Time: 14:00

Venue: Committee Room 1, Council Offices, Almada Street, Hamilton, ML3 0AA

The business to be considered at the meeting is listed overleaf.

Yours sincerely

Cleland Sneddon
Chief Executive

Members

John Anderson (Chair), Isobel Dorman (Depute Chair), John Ross (ex officio), John Bradley, Maureen Chalmers, Gerry Convery, Margaret Cooper, Peter Craig, Joe Fagan, Graeme Horne, Martin Grant Hose, Ann Le Blond, Hugh Macdonald, Monique McAdams, Ian McAllan, Catherine McClymont, Kenny McCreary, Mark McGeever, Davie McLachlan, Lynne Nailon, Richard Nelson, Graham Scott, Collette Stevenson, Margaret B Walker, David Watson, Josh Wilson

Substitutes

Alex Allison, Robert Brown, Stephanie Callaghan, Andy Carmichael, Poppy Corbett, Margaret Cowie, Maureen Devlin, Mary Donnelly, Allan Falconer, George Greenshields, Eric Holford, Mark Horsham, Colin McGavigan, Jim McGuigan, Jim Wardhaugh

BUSINESS

1 Declaration of Interests

2 Minutes of Previous Meeting

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Minutes of the meeting of the Community and Enterprise Resources Committee held on 12 November 2019 submitted for approval as a correct record. (Copy attached)

Monitoring Item(s)

3 Community and Enterprise Resources - Revenue Budget Monitoring 2019/2020 13 - 22

Joint report dated 3 January 2020 by the Executive Directors (Finance and Corporate Resources) and (Community and Enterprise Resources). (Copy attached)

4 Community and Enterprise Resources - Capital Budget Monitoring 2019/2020 23 - 26

Joint report dated 15 January 2020 by the Executive Directors (Finance and Corporate Resources) and (Community and Enterprise Resources). (Copy attached)

5 Community and Enterprise Resources - Workforce Monitoring - October and November 2019 27 - 32

Joint report dated 31 December 2019 by the Executive Directors (Finance and Corporate Resources) and (Community and Enterprise Resources). (Copy attached)

Item(s) for Decision

6 East Kilbride/Glasgow Rail Line Upgrading - Proposed Relocation of Hairmyres Rail Station - Memorandum of Understanding 33 - 38

Report dated 3 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)

7 Residents' Parking Permit Zones (RPPZs) - Consultation at Hairmyres, Cambuslang and Blantyre 39 - 48

Report dated 6 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)

8 Electric Vehicle (EV) Charging Infrastructure Trial 49 - 54

Report dated 6 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)

9 Strengthening of Corporate Resilience Function 55 - 58

Joint report dated 8 January 2020 by the Executive Directors (Community and Enterprise Resources) and (Finance and Corporate Resources). (Copy attached)

10 Community Benefit Funds - Renewable Energy Fund - Grant Applications 59 - 64

Report dated 19 December 2019 by the Executive Director (Community and Enterprise Resources). (Copy attached)

Item(s) for Noting

- | | |
|--------------------------------------------------------------------------------------------------------------|----------------|
| 11 Air Quality Action Plan - Beat the Street - Lanark and Rutherglen | 65 - 72 |
| Report dated 10 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached) | |
| 12 Town Centre Capital Grant Fund - Update | 73 - 80 |
| Report dated 23 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached) | |
| 13 Petitions Committee of 27 August 2019 - Gilbertfield Road, Cambuslang | 81 - 86 |
| Report dated 3 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached) | |

Urgent Business

14 Urgent Business

Any other items of business which the Chair decides are urgent.

For further information, please contact:-

Clerk Name: Joyce McDonald

Clerk Telephone: 01698 454521

Clerk Email: joyce.mcdonald@southlanarkshire.gov.uk

COMMUNITY AND ENTERPRISE RESOURCES COMMITTEE

2

Minutes of meeting held in Committee Room 1, Council Offices, Almada Street, Hamilton on 12 November 2019

Chair:

Councillor John Anderson

Councillors Present:

Councillor Alex Allison (*substitute for Councillor Lynne Nailon*), Councillor John Bradley, Councillor Maureen Chalmers, Councillor Gerry Convery, Councillor Peter Craig, Councillor Isobel Dorman (Depute), Councillor Joe Fagan, Councillor Mark Horsham (*substitute for Councillor Graeme Horne*), Councillor Martin Grant Hose, Councillor Ann Le Blond, Councillor Hugh Macdonald, Councillor Ian McAllan, Councillor Catherine McClymont, Councillor Kenny McCreary, Councillor Mark McGeever, Councillor Davie McLachlan, Councillor Richard Nelson, Councillor Graham Scott, Councillor Collette Stevenson, Councillor Margaret B Walker, Councillor Josh Wilson

Councillors' Apologies:

Councillor Margaret Cooper, Councillor Graeme Horne, Councillor Monique McAdams, Councillor Lynne Nailon, Councillor John Ross, Councillor David Watson

Attending:

Community and Enterprise Resources

M McGlynn, Executive Director; S Clelland, Head of Fleet and Environmental Services; P Elliott, Head of Planning and Economic Development; G Mackay, Head of Roads and Transportation Services; A McKinnon, Head of Facilities, Waste and Ground Services

Finance and Corporate Resources

N Docherty, Administration Assistant; L Harvey, Finance Manager; H Lawson, Legal Services Manager; J McDonald, Administration Adviser; E McPake, Human Resources Business Partner; L O'Hagan, Finance Manager (Strategy)

Chair's Opening Remarks

The Chair advised that, due to the decision taken by the Executive Committee at its meeting on 6 November 2019 in relation to charges, it was proposed that item 10 on this agenda be withdrawn.

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Community and Enterprise Resources Committee held on 3 September 2019 were submitted for approval as a correct record.

The Committee decided: that the minutes be approved as a correct record.

3 Community and Enterprise Resources - Revenue Budget Monitoring 2019/2020

A joint report dated 9 October 2019 by the Executive Directors (Finance and Corporate Resources) and (Community and Enterprise Resources) was submitted comparing actual expenditure at 13 September 2019 against budgeted expenditure for 2019/2020 for Community and Enterprise Resources.

Details were provided on proposed budget virements in respect of Community and Enterprise Resources to realign budgets.

Discussion took place in relation to various aspects of the report, including the costs associated with a food safety case, and it was proposed that the Executive Director (Community and Enterprise Resources) be authorised to write to Food Standards Scotland and the appropriate Member of the Scottish Parliament in relation to this case.

The Committee decided:

- (1) that the overspend of £0.170 million on the Community and Enterprise Resources' revenue budget and the forecast to 31 March 2020 of a breakeven position be noted;
- (2) that the budget virements, as detailed in Appendices B to F of the report, be approved; and
- (3) that the Executive Director (Community and Enterprise Resources) be authorised to write to Food Standards Scotland in relation to the costs associated with the food safety case and the Member of the Scottish Parliament who had been involved in this case seeking an update on food safety cases that raised national issues and how those would be managed in the future.

[Reference: Minutes of 3 September 2019 (Paragraph 4)]

4 Community and Enterprise Resources - Capital Budget Monitoring 2019/2020

A joint report dated 23 October 2019 by the Executive Directors (Community and Enterprise Resources) and (Finance and Corporate Resources) was submitted advising of progress on the Community and Enterprise Resources' capital programme 2019/2020 and summarising the expenditure position at 13 September 2019.

The Committee decided: that the report be noted.

[Reference: Minutes of 3 September 2019 (Paragraph 5)]

5 Community and Enterprise Resources - Workforce Monitoring – July to September 2019

A joint report dated 14 October 2019 by the Executive Directors (Community and Enterprise Resources) and (Finance and Corporate Resources) was submitted on the following employee information for Community and Enterprise Resources for the period July to September 2019:-

- ◆ attendance statistics
- ◆ occupational health statistics
- ◆ accident/incident statistics
- ◆ disciplinary hearings, grievances and Dignity at Work cases
- ◆ analysis of leavers

The Committee decided: that the report be noted.

[Reference: Minutes of 4 June 2019 (Paragraph 6)]

6 Community and Enterprise Resource Plan 2019/2020 – Quarter 2 Progress Report

A report dated 15 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the Community and Enterprise Resource Plan 2019/2020 in relation to the actions and measures within the Resource.

Details were provided on progress made at the end of quarter 2, covering the period 1 April to 30 September 2019, in implementing the actions and measures identified in the Resource Plan.

The Committee decided: that the report be noted.

[Reference: Minutes of the Executive Committee of 21 November 2018 (Paragraph 19)]

7 Good Food Strategy

A joint report dated 24 October 2019 by the Executive Directors (Community and Enterprise Resources) and (Finance and Corporate Resources) was submitted on the:-

- ◆ development of a Good Food Strategy for the period 2020 to 2025
- ◆ launch and implementation of the Good Food Strategy
- ◆ temporary post of Policy Officer (Food Development) within Community and Enterprise Resources

Part 9 of the Community Empowerment (Scotland) Act 2015 placed new duties and responsibilities on local authorities in relation to the provision of allotments and food growing opportunities. In addition, the Act required local authorities to prepare local food strategies to support the process of transition towards more sustainable food systems to tackle health, social, economic and environmental challenges related to food.

At its meeting on 3 September 2019, the Committee had approved the development of a Good Food Strategy for the period 2020 to 2025 which would include a vision for a sustainable food system for the Council, its partners and its communities. The Strategy would detail the approach to address food related challenges, needs and demands and provide a commitment to address food poverty and food related health issues and to ensure the sustainability of the food system.

Initial proposals for the vision and objectives of the Good Food Strategy had been developed and, following a consultation exercise with relevant stakeholders, the vision and objectives had been reviewed to reflect the responses received to the consultation. The reviewed vision and objectives of the Good Food Strategy for the period 2020 to 2025 were provided in the report.

The Head of Facilities, Waste and Grounds Services had requested that, in addition to the vision and objectives contained in the Strategy document, an additional objective 'to work towards the Sustainable Food Places awards as a catalyst for positive changes and recognition of the success of the Good Food Strategy' be included in the proposed Strategy document, attached as an appendix to the report. Following approval, the Good Food Strategy would be launched in 2020 and implemented with effect from 1 April 2020.

Given the complex and varied work identified within the draft Good Food Strategy, it was proposed that the temporary post of 1 Full Time Equivalent (FTE) Policy Officer (Food Development) within Community and Enterprise Resources on Grade 3, Level 2 to 4 (£32,027 to £37,647) be made permanent.

The costs associated with the establishment of the above post on a permanent basis would be met from existing budgets within Community and Enterprise Resources.

The Committee decided:

- (1) that the Good Food Strategy for the period 2020 to 2025, attached as an appendix to the report, be endorsed, subject to the inclusion of an additional objective as outlined above;
- (2) that, following approval by the Executive Committee, the Good Food Strategy for the period 2020 to 2025 be launched in 2020 and implemented with effect from 1 April 2020; and
- (3) that the temporary post of 1 FTE Policy Officer (Food Development) on Grade 3, Level 2 to 4 (£32,027 to £37,647) within Community and Enterprise Resources be made permanent.

The Committee recommended to the Executive Committee: that the Good Food Strategy for the period 2020 to 2025 be approved.

[Reference: Minutes of 3 September 2019 (Paragraph 9)]

8 Cambuslang Town Centre Strategy and Action Plan

A report dated 22 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the Cambuslang Town Centre Strategy and Action Plan.

The Cambuslang Town Centre Strategy consultative draft, which had been prepared in consultation with Cambuslang Community Council and key stakeholders, had been issued for consultation for a period of 8 weeks.

The main feedback received from the consultation was summarised in the report and the full consultation response was detailed in Appendix 2 to the report. Following the consultation exercise, the Cambuslang Town Centre Strategy and Action Plan, attached as Appendix 1 to the report, had been amended to reflect the key findings and it was proposed that the Strategy and Action Plan be approved.

In addition, it was also proposed that the established steering group oversee the implementation of the Strategy.

The Committee decided:

- (1) that, following the consultation exercise, the inclusion of the amendments to the Cambuslang Town Centre Strategy, as detailed in the report, be approved; and
- (2) that the Executive Director (Community and Enterprise Resources), in consultation with Cambuslang Community Council and key stakeholders, be authorised to proceed with the implementation of the finalised Strategy.

[Reference: Minutes of 4 June 2019 (Paragraph 9)]

9 National Transport Strategy – Consultation Response

A report dated 8 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the response to the Scottish Government's consultation on the National Transport Strategy.

The Scottish Government had issued a consultation on the new draft National Transport Strategy (NTS2) to determine whether the Strategy's vision, priorities and outcomes were suitable for Scotland's transport network for the next 20 years.

The Council's response to the consultation, attached as an appendix to the report, had been submitted by the deadline of 23 October 2019, subject to any further comments from the Committee.

Discussion took place in relation to various aspects of the report, including the provision of services in the rural area and public control of local bus services. Officers responded to members' questions and indicated that the provision of services in the rural area would be included in the response. In relation to public control of local bus services, it was highlighted that this was a matter for the Scottish Government.

Councillor Anderson, seconded by Councillor Dorman, moved that the recommendations contained in the report, subject to the inclusion of reference to bus services providing more support within the rural area, be approved. Councillor Fagan, seconded by Councillor Convery, moved as an amendment that reference to support the public control of local bus services be included in the Council's response.

On a vote being taken by a show of hands, 6 members voted for the amendment and 16 for the motion which was declared carried.

The Committee decided: that the response to the Scottish Government's consultation on the National Transport Strategy, as detailed in Appendix 1, be approved, subject to the inclusion of reference to bus services providing more support within the rural area.

10 Review of Residents' Parking Permit Zones (RPPZ)

A report dated 10 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the review of Residents' Parking Permit Zones.

The Chair advised that, due to the decision taken by the Executive Committee at its meeting on 6 November 2019 in relation to charges, it was proposed that this item be withdrawn.

The Committee decided: to withdraw this item of business from the agenda.

[Reference: Minutes of the Executive Committee of 6 November 2019 (Paragraph 6)]

11 Graduate Apprenticeship in Civil Engineering Programme

A joint report dated 7 October 2019 by the Executive Directors (Community and Enterprise Resources) and (Finance and Corporate Resources) was submitted on the staffing requirements to support the increasing workload within Roads and Transportation Services.

It was proposed that 6 Full Time Equivalent (FTE) graduate apprenticeship posts on Grade 2, Level 1 to 4 (£20,876 to £29,658) be added to the Roads and Transportation Services' establishment on a phased basis of 2 FTE per year over a 3 year period commencing 2019.

The costs associated with the establishment of the posts would be met from within existing budgets.

The Committee decided: that the establishment of 6 FTE graduate apprenticeship posts on Grade 2, Level 1 to 4 (£20,876 to £29,658) within Roads and Transportation Services, as detailed above, be approved.

12 Update on the Community and Enterprise Resources' Risk Register and Risk Control Action Plan

A report dated 22 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on:-

- ◆ systems and controls in place within Community and Enterprise Resources to control and minimise risks
- ◆ details of Community and Enterprise Resources' current Risk Control Register

The Resource had followed Council guidance in developing, monitoring and updating its Risk Control Register on an ongoing basis. The Register had been developed to ensure that the Resource was fully aware of the main risks that it had, was able to prioritise those risks and had controls in place to eliminate or minimise the impact of the risk.

The risks were scored in accordance with the Council's scoring mechanism which scored risks based on likelihood and impact of risk. This resulted in risks being scored between 1 to 9 (low to high). Risks were scored on their inherent risk (risk if nothing was done) and their residual risk (risk after applying controls).

The Risk Register for the Resource had been developed and was monitored on a quarterly basis to add new risks and to review the score of existing risks. The Register was maintained within Internal Audit and updated by designated officers within Community and Enterprise Resources.

Details of all risks which had scored 7 to 9 were provided in the appendix to the report.

The Committee decided: that the systems and controls in place to monitor risks within Community and Enterprise Resources be noted.

[Reference: Minutes of 22 January 2019 (Paragraph 15)]

13 Community and Enterprise Resources – Notification of Contracts Awarded – 1 April to 30 September 2019

A report dated 11 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on contracts awarded by Community and Enterprise Resources in the period 1 April to 30 September 2019.

In terms of Standing Order Nos 21.8 and 22.5 of the Standing Orders on Contracts, Resources were required to notify the relevant Committee of contracts awarded. Details of the contracts awarded by Community and Enterprise Resources were provided in the appendices to the report.

The Committee decided: that the report be noted.

[Reference: Minutes of 3 September 2019 (Paragraph 19)]

14 Urgent Business

There were no items of urgent business.

Chair's Closing Remarks

The Chair advised that this would be the last meeting that Eileen McPake, Human Resources Business Manager would be attending as she had a new job outwith the Council. The Chair, on behalf of the Committee, thanked Mrs McPake for her help and hard work over the years and wished her every success in the future.

Report

3

Report to: **Community and Enterprise Resources Committee**
 Date of Meeting: **4 February 2020**
 Report by: **Executive Director (Finance and Corporate Resources)**
Executive Director (Community and Enterprise Resources)

Subject: **Community and Enterprise Resources - Revenue Budget Monitoring 2019/2020**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ provide information on the actual expenditure measured against the revenue budget for the period 1 April to 6 December 2019 for Community and Enterprise Resources
- ♦ provide a forecast for the year to 31 March 2020.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the forecast to 31 March 2020 of an overspend of £0.034m before transfers to reserves, as detailed in Appendix A of the report and the forecast after transfers to reserves of £0.144m overspend, be noted;
- (2) that an overspend of £0.055m as at 6 December 2019, as detailed in Appendix A of the report and the overspend of £0.165m, after transfers to reserves, be noted; and
- (3) that the proposed budget virements, as detailed in appendices B to F of the report, be approved.

3. Background

- 3.1. This is the third revenue budget monitoring report presented to the Community and Enterprise Resources Committee for the financial year 2019/2020.
- 3.2. The Resource has completed its formal probable outturn exercise for the year. This exercise identifies the expected spend to 31 March 2020. Details are included in section 5.
- 3.3. The report details the financial position for Community and Enterprise Resources, in Appendix A and the individual Services' reports in appendices B to F, including variance explanation.

4. Employee Implications

4.1. None

5. Financial Implications

- 5.1. **Probable Outturn:** Following the Council's formal Probable Outturn exercise, the Resource position before any transfers to reserves is an overspend of £0.034 million.
- 5.2. The Resource is proposing transfers to reserves totalling £0.110 million. These have been approved by the Executive Committee on 29 January 2020 and take the reported position **after transfers** to an overspend of £0.144 million. The transfers and the overall position are detailed in Appendix A.
- 5.3. This net overspend reflects the costs in respect of the food safety case and the timing of efficiencies within Fleet, Environmental and Project Services as previously reported, partially offset by an underspend in employee costs and an over recovery of income within Planning and Economic Development.
- 5.4. **Position as 6 December 2019:** Appendix A shows the position as at 6 December 2019 of a £0.055 million overspend against the phased budget. This is the position **before** transfers to reserves. Detailed variance explanations of the Resource position is included in Appendices B to F.
- 5.5. The Resource position as at 6 December 2019 **after** transfers to reserves are taken into account, is an overspend of £0.165 million. These transfers to reserves are detailed at the bottom of each of the service appendices.
- 5.6. Virements are proposed to realign budgets across budget categories and with other Resources. These movements are detailed in appendices B to F of this report.

6. Climate Change, Sustainability and Environmental Implications

- 6.1 There are no implications for climate change, sustainability or the environment in terms of the information contained in this report.

7. Other Implications

- 7.1 The main risk associated with the Council's Revenue Budget is that there is an overspend. The risk has been assessed as low given the detailed budget management applied across the Resources. The risk is managed through four weekly Budget Monitoring Meetings at which any variance is analysed. In addition, the probable outturn exercise ensures early warning for corrective action to be taken where appropriate.

8 Equality Impact Assessment and Consultation Arrangements

- 8.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.
- 8.2 There is also no requirement to undertake any consultation in terms of the information contained in this report.

Paul Manning
Executive Director (Finance and Corporate Resources)

Michael McGlynn
Executive Director (Community and Enterprise Resources)

3 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountable, Effective, Efficient and Transparent

Previous References

- ◆ None

List of Background Papers

- ◆ Financial ledger and budget monitoring results to 6 December 2020.

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

Louise Harvey, Finance Manager

Ext: 2658 (Tel: 01698 452658)

E-mail: louise.harvey@southlanarkshire.gov.uk

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Community and Enterprise Resources Summary

	Annual Budget	Forecast for Year BEFORE Transfers	Annual Forecast Variance BEFORE Transfers	Annual Forecast Variance AFTER Transfers	Budget Proportion 06/12/19	Actual BEFORE Transfers 06/12/19	Variance 06/12/19		% Variance 06/12/19	Note
	£000	£000	£000	£000	£000	£000	£000			
<u>Budget Category</u>										
Employee Costs	81,196	80,145	1,051	1,021	53,845	53,047	798	under	1.48%	
Property Costs	4,148	4,207	(59)	(89)	2,806	2,915	(109)	over	(3.9%)	
Supplies & Services	16,294	17,028	(734)	(734)	10,334	10,800	(466)	over	(4.5%)	
Transport & Plant	21,883	21,365	518	518	14,432	14,351	81	under	0.6%	
Administration Costs	1,128	1,380	(252)	(252)	653	862	(209)	over	(32.0%)	
Payments to Other Bodies	9,009	9,113	(104)	(104)	5,101	5,145	(44)	over	(0.9%)	
Payments to Contractors	42,101	43,060	(959)	(1,009)	27,452	27,956	(504)	over	(1.8%)	
Transfer Payments	595	595	0	0	446	446	0	-	0.0%	
Financing Charges	192	178	14	14	133	134	(1)	over	(0.8%)	
Total Controllable Exp.	176,546	177,071	(525)	(635)	115,202	115,656	(454)	over	(0.4%)	
Total Controllable Inc.	(68,015)	(68,506)	491	491	(44,287)	(44,686)	399	over recovered-	0.9%	
Net Controllable Exp.	108,531	108,565	(34)	(144)	70,915	70,970	(55)	over	(0.1%)	
Transfer to Reserves (as at 06/12/19)					-	110	(110)	over		
Position After Transfers to Reserves (as at 06/12/19)					70,915	71,080	(165)	over	0.2%	

Variance Explanations

Detailed in Appendix B to F.

Budget Virements

Budget virements are shown in Appendices B to F.

Transfers to Reserves

Detailed in Appendix B to F

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Facilities, Streets and Waste (including Support)

Budget Category	Annual Budget £000	Forecast for Year BEFORE Transfers £000	Annual Forecast Variance BEFORE Transfers £000	Annual Forecast Variance AFTER Transfers £000	Budget Proportion 06/12/19 £000	Actual BEFORE Transfers 06/12/19 £000	Variance 06/12/19 £000		% Variance 06/12/19	Note
Employee Costs	52,806	52,635	171	141	35,327	35,165	162	under	0.5%	1,a,b,c
Property Costs	2,277	2,319	(42)	(72)	1,481	1,556	(75)	over	(5.1%)	2,a,c,d
Supplies & Services	6,771	7,577	(806)	(806)	4,046	4,539	(493)	over	(12.2%)	3,a,b,d
Transport & Plant	7,752	7,324	428	428	5,492	5,334	158	under	2.9%	4,a,d
Administration Costs	265	309	(44)	(44)	168	196	(28)	over	(16.7%)	a
Payments to Other Bodies	30	50	(20)	(20)	25	38	(13)	over	(52.0%)	5
Payments to Contractors	14,508	14,577	(69)	(119)	9,521	9,465	56	under	0.6%	6,a,d
Transfer Payments	0	0	0	0	0	0	0	-	n/a	
Financing Charges	85	63	22	22	54	49	5	under	9.3%	
Total Controllable Exp.	84,494	84,854	(360)	(470)	56,114	56,342	(228)	over	(0.4%)	
Total Controllable Inc.	(18,277)	(18,693)	416	416	(14,711)	(14,978)	267	over recovered	1.8%	7,a,d
Net Controllable Exp.	66,217	66,161	56	(54)	41,403	41,364	39	under	0.1%	
Transfer to Reserves (as at 06/12/19)					-	110	(110)	over		
Position After Transfers to Reserves (as at 06/12/19)					41,403	41,474	(71)	over	(0.17%)	

Variance Explanations

1. The variance is mainly due to vacant posts within Facilities which are being actively recruited, partially offset by overtime costs.
2. The over spend relates to rates associated with a former civic amenity site, Muttonhole Road and utility charges for public conveniences.
3. The overspend is mainly due to a greater spend on food purchases and materials within Grounds for additional service requests which are fully recoverable within income and a greater spend on domestic waste bins which are partly offset by an over recovery of income.
4. The variance relates to the timing of vehicle lease replacement partially offset by an increase in fuel costs within Grounds.
5. The over spend relates mainly to payments made to SEPA in respect of former landfill sites.
6. The variance is within Waste and mainly relates to the level of domestic tonnage being less than predicted, partially offset by a greater spend within Grounds as a result of additional service requests which are offset by income.
7. The over recovery of income relates to the sale of bins, scrap and clearances being greater than budget within Waste Services and additional service requests within Grounds and Facilities. These over recoveries are partially offset by lower than budgeted cash income from school meals.

Budget Virements

- a. Realignment of budgets to reflect service delivery. Net effect £0.100m: Employee Costs (£0.228m), Property Costs (£0.039m), Supplies & Services £0.089m, Transport & Plant £0.024m Administration Costs £0.025m, Payment to Contractor £0.032m, Income £0.197m.
- b. Transfer of budget from Education Resources in respect of an increase in cleaning service requests. Net Effect £0.059m: Employees £0.034m, Supplies & Services £0.025m
- c. Transfer of budget in respect of superannuation auto enrolment and rates poundage. Net Effect £0.566m: Employee Costs £0.556m, Property Costs £0.010m
- d. Transfer from Reserves for adoptions within Grounds, SWF in Waste and Eddlewood Central Production Kitchen. Net Effect £1.256m: Property Costs £0.024m, Supplies & Services £0.100m, Transport & Plant £0.150m, Payment to Contractors £0.769m, Income £0.213m,

Transfers to Reserves (£0.110m):

- i. Food Development Officer (£0.030m)
- ii. Upgrade of road at allotment site, Allers (£0.030m)
- iii. Environmental Initiatives (£0.050m)

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Fleet and Environmental (Inc Projects)

Budget Category	Annual Budget £000	Forecast for Year BEFORE Transfers £000	Annual Forecast Variance BEFORE Transfers £000	Annual Forecast Variance AFTER Transfers £000	Budget Proportion 06/12/19 £000	Actual BEFORE Transfers 06/12/19 £000	Variance 06/12/19 £000		% Variance 06/12/19	Note
Employee Costs	8,779	8,410	369	369	5,810	5,545	265	under	4.6%	1,a,c
Property Costs	207	220	(13)	(13)	177	179	(2)	over	(1.1%)	c
Supplies & Services	344	276	68	68	180	154	26	under	14.4%	b
Transport & Plant	9,575	9,852	(277)	(277)	6,177	6,510	(333)	over	(5.4%)	2,a,b
Administration Costs	305	461	(156)	(156)	253	408	(155)	over	(61.3%)	3,a
Payments to Other Bodies	127	152	(25)	(25)	55	58	(3)	over	(5.5%)	
Payments to Contractors	1,076	1,185	(109)	(109)	397	481	(84)	over	(21.2%)	4
Transfer Payments	0	0	0	0	0	0	0	-	n/a	
Financing Charges	24	23	1	1	18	18	0	-	0.0%	
Total Controllable Exp.	20,437	20,579	(142)	(142)	13,067	13,353	(286)	over	(2.2%)	
Total Controllable Inc.	(18,958)	(18,462)	(496)	(496)	(12,113)	(11,938)	(175)	under recovered	(1.4%)	5,a
Net Controllable Exp.	1,479	2,117	(638)	(638)	954	1,415	(461)	over	(48.3%)	
Transfer to Reserves (as at 06/12/19)					-	0	0	-		
Position After Transfers to Reserves (as at 06/12/19)					954	1,415	(461)	over	(48.3%)	

Variance Explanations

1. This variance is mainly due to vacancies within the services that are actively being recruited.
2. The over spend mainly to spares and materials, outside repairs and the timing of the achievement of efficiencies within Fleet partially offset by under spend in pool car costs.
3. The over spend is mainly due to costs in respect of the food safety court case.
4. The over spend is due to the cost of clinical waste, which is demand led, and is offset by an over recovery of income.
5. The under recovery is mainly due to lower than anticipated income within the Fleet workshop and the recovery of income for pool cars partially offset by income recovered from Housing & Technical Resources for the removal of clinical waste.

Budget Virements

- a. Realignment of budgets to reflect service delivery. Net effect (£0.100m): Employee Costs (£0.100m) Transport & Plant £0.126m, Income (£0.126m).
- b. Transfer from Reserves for Fleet Tranman system and the non-achievement of efficiencies. Net Effect £0.209m: Supplies & Services £0.021m, Transport & Plant £0.188m
- c. Transfer of budget in respect of superannuation auto enrolment and rates poundage. Net Effect £0.015m. Employee Costs £0.013m Property Costs £0.002m

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Leisure and Culture

Budget Category	Annual Budget £000	Forecast for Year BEFORE Transfers £000	Annual Forecast Variance BEFORE Transfers £000	Annual Forecast Variance AFTER Transfers £000	Budget Proportion 06/12/19 £000	Actual BEFORE Transfers 06/12/19 £000	Variance 06/12/19 £000		% Variance 06/12/19	Note
Employee Costs	4	5	(1)	(1)	4	4	0	-	0.0%	
Property Costs	277	229	48	48	229	201	28	under	12.2%	1,a
Supplies & Services	27	28	(1)	(1)	28	28	0	-	0.0%	
Transport & Plant	0	0	0	0	0	0	0	-	n/a	
Administration Costs	8	8	0	0	0	0	0	-	n/a	
Payments to Other Bodies	80	82	(2)	(2)	17	17	0	-	0.0%	
Payments to Contractors	19,109	19,109	0	0	14,267	14,267	0	-	0.0%	
Transfer Payments	0	0	0	0	0	0	0	-	n/a	
Financing Charges	0	0	0	0	0	0	0	-	n/a	
Total Controllable Exp.	19,505	19,461	44	44	14,545	14,517	28	under	0.2%	
Total Controllable Inc.	0	(1)	1	1	0	(1)	1	over recovered	n/a	
Net Controllable Exp.	19,505	19,460	45	45	14,545	14,516	29	under	0.2%	
Transfer to Reserves (as at 06/12/19)					-	-	-	-		
Position After Transfers to Reserves (as at 06/12/19)					14,545	14,516	29	under	0.2%	

Variance Explanations

- The variance is due to lower than anticipated costs for Council owned properties.

Budget Virements

- Transfer from Reserves in respect of EK Central Library. Net Effect £0.038m: Property Costs £0.038m

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Planning and Economic Development

Budget Category	Annual Budget £000	Forecast for Year BEFORE Transfers £000	Annual Forecast Variance BEFORE Transfers £000	Annual Forecast Variance AFTER Transfers £000	Budget Proportion 06/12/19 £000	Actual BEFORE Transfers 06/12/19 £000	Variance 06/12/19 £000		% Variance 06/12/19	Note
Employee Costs	4,651	4,594	57	57	3,083	3,039	44	under	1.4%	1,a,b,c
Property Costs	630	629	1	1	308	318	(10)	over	(3.2%)	
Supplies & Services	130	132	(2)	(2)	93	96	(3)	over	(3.2%)	c
Transport & Plant	38	38	0	0	30	31	(1)	over	(3.3%)	
Administration Costs	145	160	(15)	(15)	57	55	2	under	3.5%	
Payments to Other Bodies	3,550	3,607	(57)	(57)	1,082	1,107	(25)	over	(2.3%)	a,c
Payments to Contractors	2,762	2,762	0	0	1,811	1,811	0	-	0.0%	
Transfer Payments	0	0	0	0	0	0	0	-	n/a	
Financing Charges	34	34	0	0	26	26	0	-	0.0%	
Total Controllable Exp.	11,940	11,956	(16)	(16)	6,490	6,483	7	under	0.1%	
Total Controllable Inc.	(9,985)	(10,523)	538	538	(2,609)	(2,958)	349	over recovered	13.4%	2,c
Net Controllable Exp.	1,955	1,433	522	522	3,881	3,525	356	under	9.2%	
Transfer to Reserves (as at 06/12/19)					-	0	0	-		
Position After Transfers to Reserves (as at 06/12/19)					3,881	3,525	356	under	9.2%	

Variance Explanations

1. This variance is mainly due to vacancies within the services that are actively being recruited.
2. The over recovery is mainly due to an increased level of income from planning and building applications.

Budget Virements

- a. Transfer to Finance & Corporate in relation to Tackling Poverty. Net Effect (£1.232m): Employee Costs (£0.290m), Payment to Other Bodies (£0.942m)
- b. Transfer for the effects of superannuation auto enrolment. Net Effect £0.019m: Employee Costs £0.019m
- c. Realignment of budgets to reflect service delivery within Planning & Building Standards and Leader. Net effect £0.000m: Employee Costs £0.023m, Supplies & Services £0.034m, Payment to Other Bodies £1.543m, Income (£1.600m).

SOUTH LANARKSHIRE COUNCIL

Revenue Budget Monitoring Report

Community and Enterprise Resources: Period 9 Ended 6 December 2019 (No. 9)

Roads Total (Inc Roads Constructing Services)

Budget Category	Annual Budget £000	Forecast for Year BEFORE Transfers £000	Annual Forecast Variance BEFORE Transfers £000	Annual Forecast Variance AFTER Transfers £000	Budget Proportion 06/12/19 £000	Actual BEFORE Transfers 06/12/19 £000	Variance 06/12/19 £000		% Variance 06/12/19	Note
Employee Costs	14,956	14,501	455	455	9,621	9,294	327	under	3.4%	1,a,b
Property Costs	757	840	(53)	(53)	611	661	(50)	over	(8.2%)	2,a,b
Supplies & Services	9,022	9,015	7	7	5,987	5,983	4	under	0.1%	b
Transport & Plant	4,518	4,151	367	367	2,733	2,476	257	under	9.4%	3,b
Administration Costs	405	442	(37)	(37)	175	203	(28)	over	(16.0%)	4
Payments to Other Bodies	5,222	5,222	0	0	3,922	3,925	(3)	over	(0.1%)	b
Payments to Contractors	4,646	5,427	(781)	(781)	1,456	1,932	(476)	over	(32.7%)	5,b
Transfer Payments	595	595	0	0	446	446	0	-	0.0%	
Financing Charges	49	58	(9)	(9)	35	41	(6)	over	(17.1%)	b
Total Controllable Exp.	40,170	40,221	(51)	(51)	24,986	24,961	25	under	0.1%	
Total Controllable Inc.	(20,795)	(20,827)	32	32	(14,854)	(14,811)	(43)	under recovered	(0.3%)	6,b
Net Controllable Exp.	19,375	19,394	(19)	(19)	10,132	10,150	(18)	over	(0.2%)	
Transfer to Reserves (as at 06/12/19)					-	-	-			
Position After Transfers to Reserves (as at 06/12/19)					10,132	10,150	(18)	over	(0.2%)	

Variance Explanations

1. The variance mainly relates to vacant post and a campaign for Roads Operatives is being progressed as well as vacant hours due to flexible retirement which are being recruited.
2. The over spend mainly relates to depot repairs.
3. The variance is due to the timing of vehicle lease replacements.
4. The over spend is mainly due to advertising costs of road closures.
5. The over spend is mainly due to increased costs for reactive repairs.
6. The under recovery is partly due to reduced income for car parking and is partially offset by increased income for Flooding from Glasgow City Council and additional income for rechargeable works. This increased income is offset by additional costs for payment to contractors.

Budget Virements

- a. Transfer of budget in respect of superannuation auto enrolment and rates poundage. Net Effect £0.085m. Employee Costs £0.076m, Property Costs £0.009m.
- b. Realignment of budgets to reflect service delivery. Net effect £0.000m: Employee Costs (£0.076m), Property Costs £0.013m, Supplies & Services (£0.481m), Transport & Plant £0.084m, Payment to Other Bodies £0.014m, Payment to Contractor (£0.748m), Financing Charges £0.008m, Income £1.186m.

Report

4

Report to: **Community and Enterprise Resources Committee**
 Date of Meeting: **4 February 2020**
 Report by: **Executive Director (Finance and Corporate Resources)**
Executive Director (Community and Enterprise Resources)

Subject: **Community and Enterprise Resources - Capital Budget Monitoring 2019/2020**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ provide information on the progress of the capital programme for Community and Enterprise Resources for the period 1 April to 6 December 2019.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the Community and Enterprise Resources' capital programme of £40.538 million and expenditure to date of £23.510 million be noted.

3. Background

- 3.1. This is the third capital monitoring report presented to the Community and Enterprise Resources Committee for the financial year 2019/2020. Further reports will follow throughout the year.
- 3.2. The budget reflects the approved programme for the year (Executive Committee, 29 May 2019). It also includes budget adjustments presented to the Executive Committee during 2019/2020 up to and including its meeting on 4 December 2019. There were no adjustments reported to the Executive Committee meeting on 29 January 2020.
- 3.3. The report details the financial position for Community and Enterprise Resources in Appendix A. Appendix A also includes budget adjustments presented to the Executive Committee since the last report to this Committee.

4. Employee Implications

4.1. None

5. Financial Implications

5.1. The total capital programme for Community and Enterprise Resources for 2019/2020 is £40.538 million.

5.2. 2019/2020 Outturn

Work has been ongoing to clarify the predicted spend position for this financial year and current estimates from Community and Enterprise Resources suggest an outturn of £39.3 million. This is an underspend of £1.2 million and the majority of the

variance is due to the timing of spend, resulting in budget required in 2020/2021 rather than 2019/2020.

- 5.3. In addition, the ongoing land negotiations associated with Lanark Park and Ride (£0.3 million) means grant from Strathclyde Partnership for Transport (SPT) is unlikely to be claimed in 2019/2020. Delivery of the project in its present form is currently being progressed, with regular updates provided to SPT. SPT continue to be supportive of the project and dependant on the outcome of the project discussions, the Council expect continuation of the funding into the next financial year.
- 5.4. 2019/2020 Monitoring
Anticipated spend to date was £23.725 million and £23.510 million has been spent. This represents a position of £0.215 million behind profile and this mainly reflects the timing of spend across projects.
- 6. Climate Change, Sustainability and Environmental Implications**
- 6.1. There are no implications for climate change, sustainability or the environment in terms of the information contained in this report.
- 7. Other Implications**
- 7.1. The main risk associated with the Council's Capital Programme is that there is an overspend. The risk has been assessed as low given the detailed project management plans prepared and monitored for each project. The risk of overspend is managed through four weekly Investment Management Meetings.
- 8. Equality Impact Assessment and Consultation Arrangements**
- 8.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.
- 8.2. There was also no requirement to undertake any consultation in terms of the information contained in this report.

Paul Manning
Executive Director (Finance and Corporate Resources)

Michael McGlynn
Executive Director (Community and Enterprise Resources)

15 January 2020

Link(s) to Council Values/Ambitions/Objectives

- Accountable, Effective, Efficient and Transparent

Previous References

- Executive Committee, 29 May 2019
- Executive Committee, 4 December 2019

List of Background Papers

- Financial ledger to 6 December 2019

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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**South Lanarkshire Council
Capital Expenditure 2019-2020
Community and Enterprise Resources
For Period 1 April 2019 – 6 December 2019**

<u>Community and Enterprise Resources</u>	Base Budget £000	Budget Adjustments £000	Slippage £000	Total Budget £000	Budget to Date £000	Actual Expenditure £000
Fleet and Environmental	52	0	0	52	0	0
Facilities, Waste and Grounds	3,003	994	(486)	3,511	1,864	1,656
Planning and Economic Development	10,080	172	(3,789)	6,463	5,190	5,705
Roads	26,322	4,190	0	30,512	16,671	16,149
TOTAL	39,457	5,356	(4,275)	40,538	23,725	23,510

For Information Only

Budget Adjustments presented to Executive Committee since the last report to this Committee (12 November 2019):

Budget Adjustments (4 December 2019)

Grass & Synthetic Pitch Replacement	(£0.486m)
Town Centre Regeneration Fund	(£2.026m)
Rural Development Centre	(£0.800m)
Vacant and Derelict Land Fund - Glen Esk, East Kilbride	(£0.153m)
Vacant and Derelict Land Fund - Milton / Millburn	(£0.300m)
Total Budget Adjustments	(£3.765m)

Report

5

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Finance and Corporate Resources) Executive Director (Community and Enterprise Resources)

Subject:	Community and Enterprise Resources – Workforce Monitoring – October and November 2019
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide employment information for October and November 2019 relating to Community and Enterprise Resources

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

(1) that the following employment information for October and November 2019 relating to Community and Enterprise Resources be noted:-

- ◆ attendance statistics
- ◆ occupational health
- ◆ accident/incident statistics
- ◆ discipline, grievance and Dignity at Work cases
- ◆ analysis of leavers and exit interviews

3. Background

3.1. As part of the Council's performance management arrangements, regular workforce monitoring reports are submitted to Committee. This report for Community and Enterprise Resources provides information on the position for October and November 2019.

4. Monitoring Statistics

4.1. Attendance Statistics (Appendix 1)

Information on absence statistics is analysed for the month of November 2019 for Community and Enterprise Resources.

The Resource absence figure for November 2019 was 6.4%. This figure has increased by 0.9% when compared to the previous month and is 0.9% higher than the Council-wide figure. Compared to November 2018, the Resource absence figure has increased by 0.4%.

Based on the absence figures at November 2019 and annual trends, the projected annual average absence for the Resource for 2019/2020 is 5.3%, compared to a Council-wide average figure of 4.5%.

For the financial year 2019/2020, the projected average days lost per employee equates to 12.9 days, compared with the overall figure for the Council of 10.3 days per employee.

4.2. Occupational Health (Appendix 2)

In terms of referrals to occupational health, which include medical examinations and physiotherapy, overall 257 referrals were made this period. This represents a decrease of 51 when compared with the same period last year.

4.3. Accident/Incident Statistics

There were 15 accidents/incidents recorded within the Resource this period, a decrease of 2 when compared to the same period last year.

4.4. Discipline, Grievance and Dignity at Work (Appendix 2)

During the period, 16 disciplinary hearings were held within the Resource, an increase of 6 when compared to last year. No appeals were heard by the Appeals Panel. No grievance hearings were held within the Resource. This figure remains unchanged when compared to the same period last year. One Dignity at Work complaint was raised within the Resource. This figure remains unchanged when compared to the same period last year.

4.5. Analysis of Leavers (Appendix 2)

There were a total of 28 leavers in the Resource this period eligible for an exit interview. This figure has increased by 1 when compared with the same period last year. Two exit interviews were conducted.

4.6. From September 2019, when processing employee terminations, managers were asked to identify whether they intended to replace the employee who had left the Council. If they indicated that they did not intend to replace the employee, they were asked to select from the following options:-

- ◆ plan to hold for savings
- ◆ fill on a fixed term basis pending savings
- ◆ transfer budget to another post
- ◆ end of fixed term post

4.7. Appendix 3 provides a breakdown of vacant posts and whether these are being replaced or held for savings. In the period October and November 2019, 118 employees in total left employment (FTE 93.49) and, following consideration of the post and future workload requirements, managers indicated that 1 of these would be filled on a fixed term basis pending savings, 67 (FTE 67) were fixed term posts which had come to an end and the remaining 50 (FTE 26.26) are being filled.

4.8. A reconciliation of existing workforce information at September 2019 showed there were 185 vacant posts in the Resource (FTE 91.25). Of these, 141 (FTE 70.23) were being filled through a recruitment process, 3 (2.12 FTE) were being filled on a fixed term basis and the remaining 41 (FTE 18.9) were being held pending the conclusion of the savings discussions. It should be noted that some of the posts at recruitment may be currently covered on a fixed term basis pending recruitment.

5. Employee Implications

5.1. There are no implications for employees arising from the information presented in this report.

6. Financial Implications

- 6.1. All financial implications are accommodated within existing budgets.

7. Climate Change, Sustainability and Environmental Implications

- 7.1. There are no Climate Change, Sustainability and Environmental Implications in terms of the information contained within this report.

8. Other Implications

- 8.1. There are no implications for risk in terms of the information contained within this report.

9. Equality Impact Assessment and Consultation Arrangements

- 9.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.
- 9.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Paul Manning

Executive Director (Finance and Corporate Resources)

Michael McGlynn

Executive Director (Community and Enterprise Resources)

31 December 2019

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountable, effective, efficient and transparent
- ◆ Fair, open and sustainable
- ◆ Ambitious, self aware and improving
- ◆ Excellent employer
- ◆ Focused on people and their needs
- ◆ Working with and respecting others

Previous References

- ◆ Community and Enterprise Resources Committee – 12 November 2019

List of Background Papers

- ◆ Monitoring information provided by Finance and Corporate Resources

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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ABSENCE TRENDS - 2017/2018, 2018/2019 & 2019/2020

Community and Enterprise Resources

APT&C				Manual Workers				Resource Total				Council Wide			
	2017 / 2018	2018 / 2019	2019 / 2020		2017 / 2018	2018 / 2019	2019 / 2020		2017 / 2018	2018 / 2019	2019 / 2020		2017 / 2018	2018 / 2019	2019 / 2020
April	3.9	3.2	4.0	April	5.2	5.4	4.4	April	4.8	5.0	4.3	April	3.9	4.1	4.0
May	4.4	2.8	3.6	May	5.7	6.0	5.1	May	5.4	5.5	4.9	May	4.2	4.2	4.4
June	4.2	3.8	3.9	June	5.1	5.8	5.5	June	4.9	5.5	5.3	June	3.9	4.3	4.4
July	3.4	4.3	3.9	July	4.2	4.5	4.3	July	4.0	4.4	4.3	July	3.0	3.4	3.4
August	3.6	4.8	4.0	August	4.5	5.3	5.1	August	4.3	5.2	4.9	August	3.2	3.6	3.7
September	3.4	6.0	2.9	September	5.0	6.2	5.9	September	4.8	6.2	5.4	September	4.0	4.4	4.5
October	3.8	3.8	3.4	October	5.6	5.8	5.9	October	5.3	5.5	5.5	October	4.1	4.4	4.6
November	4.5	4.8	4.8	November	6.2	6.2	6.6	November	5.9	6.0	6.4	November	4.8	5.1	5.5
December	3.6	4.1		December	6.4	6.0		December	5.9	5.7		December	5.1	4.8	
January	3.0	3.4		January	6.3	6.1		January	5.7	5.6		January	5.0	4.9	
February	3.0	4.1		February	6.8	6.3		February	6.1	5.9		February	5.0	5.2	
March	3.4	4.8		March	6.1	5.6		March	5.6	5.5		March	4.7	4.9	
Annual Average	3.7	4.2	3.9	Annual Average	5.6	5.8	5.6	Annual Average	5.2	5.5	5.3	Annual Average	4.2	4.4	4.5
Average Apr-Nov	3.9	4.2	3.8	Average Apr-Nov	5.2	5.7	5.4	Average Apr-Nov	4.9	5.4	5.1	Average Apr-Nov	3.9	4.2	4.3
No of Employees at 30 November 2019			550	No of Employees at 30 November 2019			2811	No of Employees at 30 November 2019			3361	No of Employees at 30 November 2019			15667

For the financial year 2019/20, the projected average days lost per employee equates to 12.9 days.

APPENDIX 2		
COMMUNITY AND ENTERPRISE RESOURCES		
	Oct-Nov 2018	Oct-Nov 2019
MEDICAL EXAMINATIONS		
Number of Employees Attending	97	81
EMPLOYEE COUNSELLING SERVICE		
Total Number of Referrals	48	17
PHYSIOTHERAPY SERVICE		
Total Number of Referrals	104	99
REFERRALS TO EMPLOYEE SUPPORT OFFICER		
	48	58
REFERRALS TO COGNITIVE BEHAVIOUR THERAPY		
	11	2
TOTAL	308	257
	Oct-Nov 2018	Oct-Nov 2019
CAUSE OF ACCIDENTS/INCIDENTS		
Over 7 day absences	3	2
Minor	7	10
Near Miss	2	0
Violent Incident: Physical****	4	3
Violent Incident: Verbal*****	1	0
Total Accidents/Incidents	17	15
<p>*A Specified Injury is any fracture (other than to the fingers, thumbs or toes), amputation, loss of sight, serious burns, crushing injury, scalping, loss of consciousness caused by asphyxiation/ head injury, a chemical or hot metal burn to the eye or penetrating injury as defined by the HSE.</p> <p>**Over 3 day / over 7day absence is an injury sustained outwith specified injury category that results in a period of absence of absence as defined by the HSE.</p> <p>***Near Miss - Any unexpected, unplanned occurrence (except Dangerous Occurrences) that does not lead to injury of persons, damage to property, plant or equipment but may have done so in different circumstance.</p> <p>****Physical violent incidents are included in the "Specified" figures, where applicable, to provide the "Total Specified" figures.</p> <p>****Physical violent incidents and ***** Verbal Violent Incidents are included in the "Over 3-day or Over 7-day" figures, where applicable, to provide the "Total Over 3-day or Over 7-day" figures.</p> <p>****Physical Violent Incidents and ***** Verbal Violent Incidents are included in the "Minor" figures, where applicable, to provide the "Total Minor" figures.</p>		
	Oct-Nov 2018	Oct-Nov 2019
RECORD OF DISCIPLINARY HEARINGS		
Total Number of Hearings	10	16
Time Taken to Convene Hearing Oct - Nov 2019		
0-3 Weeks	4-6 Weeks	Over 6 Weeks
8	3	5
RECORD OF GRIEVANCE HEARINGS		
	Oct-Nov 2018	Oct-Nov 2019
Number of Grievances	0	0
RECORD OF DIGNITY AT WORK		
	Oct-Nov 2018	Oct-Nov 2019
Number of Incidents	1	1
Number Resolved at Formal Stage	1	1
ANALYSIS OF REASONS FOR LEAVING		
	Oct-Nov 2018	Oct-Nov 2019
Career Advancement	0	1
Moving Outwith Area	1	0
Other	2	1
Number of Exit Interviews conducted	3	2
Total Number of Leavers Eligible for Exit Interview	27	28
Percentage of interviews conducted	11%	7%

	Oct-Nov 2019		Reconciliation figure Apr - Sept 2019		Cumulative total	
	FTE*	H/C**	FTE	H/C	FTE	H/C
Terminations/Leavers	93.49	118	-	-	-	-
Being replaced	26.26	50	70.23	141	96.49	191
Held pending savings	0	0	18.9	41	18.9	41
Filled on fixed term basis	0.23	1	2.12	3	2.35	4
Budget transfer to other post	0	0	0	0	0	0
End of fixed term contract	67	67			67	67

* Full time equivalent

** Head count/number of employees

Report

6

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	East Kilbride/Glasgow Rail Line Upgrading - Proposed Relocation of Hairmyres Rail Station - Memorandum of Understanding
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide an update with regard to proposals to relocate Hairmyres Railway Station to create a transport integration hub to serve the wider East Kilbride area
- ◆ seek authorisation to enter into a Memorandum of Understanding (MoU) with Transport Scotland and Strathclyde Partnership for Transport to support the proposed relocation of Hairmyres Railway Station and allow complementary infrastructure to be provided

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that proposals to relocate Hairmyres Railway Station be noted and supported; and
- (2) that the Executive Director (Community and Enterprise Resources) in consultation with the Head of Administration and Legal Services, be authorised to enter into a Memorandum of Understanding with Transport Scotland and Strathclyde Partnership for Transport with a view to acquiring the land necessary to facilitate the station relocation and allow the provision of complementary infrastructure including transport interchange and park and ride facilities.

3. Background

3.1. The Scottish Government, through Transport Scotland's publication "Scotland's Railway (Control Period 6: 2019 to 2024)", recognised the need to improve the East Kilbride to Glasgow rail service as a priority. Subsequent to the publication of this document, a specific funding commitment of £24.8m was confirmed in May 2019 to allow Network Rail to progress the development work required. A range of options are now being explored to improve train capacity and frequency including, potentially:-

- ◆ electrification and zero emissions self-powered fleets
- ◆ track dualling
- ◆ extended station platforms
- ◆ longer trains

- 3.2. As part of this project, consideration is being given to how improved access to an upgraded rail network might best be achieved. This work recognises the existing parking pressures at both the existing East Kilbride stations (East Kilbride and Hairmyres), albeit it is recognised that the issues around Hairmyres Station are particularly critical. It also recognises that opportunities to provide significantly enhanced park and ride provision is currently limited at both East Kilbride and Hairmyres Station sites.
- 3.3. These pressures exist against the background of a nationally declared climate emergency which emphasises the need to elevate efforts to provide improved access to the rail network as part of a wider strategy to decarbonise the transport sector. In this regard, it is noted that the Transport sector is currently Scotland's largest source of carbon emissions.
- 3.4. Feasibility work has consequently been progressed by Network Rail (who are delivering the rail enhancements on behalf of Transport Scotland) to consider options to relocate the existing Hairmyres station westwards (see appendix A). This work has included an appraisal of the available options which has identified relocation as the favoured option.
- 3.5. Crucial, however, to ambitions to achieve a relocated Hairmyres Station is acquisition of sufficient land not only to relocate the station itself but also to provide complementary infrastructure in the form of:-
- ◆ interchange with the bus service network
 - ◆ suitable active travel facilities and linkages to the cycle network
 - ◆ electric vehicle charging infrastructure on a substantial scale potentially including hubs for community use
 - ◆ park and ride provision for current and future demands
- 3.6. It is recognised also that successful acquisition of land in the vicinity of a relocated Hairmyres Station would offer significant benefit to the wider rail line upgrading project. This would offer the opportunity to provide a construction base immediately adjacent to the existing rail line allowing convenient and efficient access for plant, materials and equipment involved in the wider rail line upgrading.

4. Current Position

- 4.1. Efforts to secure the necessary land are fundamental to progressing the proposed relocation. This involves a substantial investment at what is an early stage in this project.
- 4.2. It is also evident that for the ambitions to relocate Hairmyres Station to be achieved, and with this for the substantial opportunities to deliver much needed complementary infrastructure, such as park and ride provision, to be realised, joint working will be required across a range of interested parties. This recognises that while the statutory transport bodies (the Council, Network Rail, Transport Scotland and Strathclyde Partnership for Transport) have a range of duties and powers, there is a need for the agencies to work in partnership to ensure that they deliver substantial benefits for local communities.

- 4.3. In these circumstances, and with a view to formalising the shared commitment of the partners (the Council, Transport Scotland and Strathclyde Partnership for Transport (SPT)) to the successful delivery of this project, it is appropriate to set out a framework to formalise the commitments of the partners via a Memorandum of Understanding (MoU).
- 4.4. The principal elements of the MoU are proposed to:-
- ◆ agree Transport Scotland will fund the necessary land acquisitions
 - ◆ agree Network Rail will undertake land negotiations and purchase the necessary land for construction and project delivery
 - ◆ agree the Council and SPT will then commit funding to deliver complementary infrastructure (such as park and ride provision) as follows:-
 - subject to approval of City Deal Business Cases, including Council approvals, the Council will commit £3.75m
 - subject to partnership approval, SPT will commit £4.2m, or a similar sum
- 4.5. With regard to City Deal funding, it is noted that within the approved outline business case for the East Kilbride Community Growth Area the principle of supporting park and ride expansion has been established.
- 4.6. The Council owns and operates the land at the existing Hairmyres station and, on the basis that the new station and park and ride are delivered, the future use of this site will require to be considered, and how this may then contribute to the overall benefit of the station relocation project. Options will require to be assessed and any future use/disposal would be subject to a future Committee report for consideration and approval.
- 4.7. While the opportunities here are substantial, it is important the Committee recognises that relocation of Hairmyres Station, and delivery of associated complementary infrastructure, will only be successfully achieved in the short term if negotiations with the adjacent landowners can be successfully concluded on a voluntary basis. In this regard, it is noted that discussions with the landowners have to date been positive and constructive.

5. Next Steps and Timescales

- 5.1. The anticipated next steps and associated timescales are as follows:-
- ◆ engage with landowners – ongoing
 - ◆ finalise and sign MoU – March 2020
 - ◆ engage with potential contractors in relation to wider rail line upgrade project via early contractor involvement process – March 2020 – March 2021
 - ◆ submission of City Deal Final Business Case – spring 2021
 - ◆ finalise designs and identify proposed phasing of individual elements of the wider rail line upgrade project – summer 2021

6. Employee Implications

- 6.1. There are no significant employee implications at this stage.

7. Financial Implications

- 7.1. The proposed MoU will commit the Council to a funding contribution of £3.75m subject to satisfactory completion and approval of Final City Deal Business Cases.
- 7.2. This funding is available via the Glasgow City Region City Deal and developer contributions available as a consequence of the East Kilbride Community Growth area.

8. Climate Change, Sustainability and Environmental Implications

8.1 This project is consistent with the wider need to decarbonise the transport sector.

9. Other Implications

9.1 There are no risk implications in terms of the information contained within this report.

10. Equality Impact Assessment and Consultation Arrangements

10.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required

10.2 There is no requirement to undertake any consultation at this time in terms of the information contained in this report. However, as detailed proposals are developed, these will be subject to appropriate consultation arrangements.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

3 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve health, care and wellbeing
- ◆ Make communities safer, stronger and more sustainable
- ◆ Work with communities and partners to promote high quality thriving and sustainable communities
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ South Lanarkshire Park and Ride Strategy - Community and Enterprise Resources Committee - 30 October 2018

List of Background Papers

None

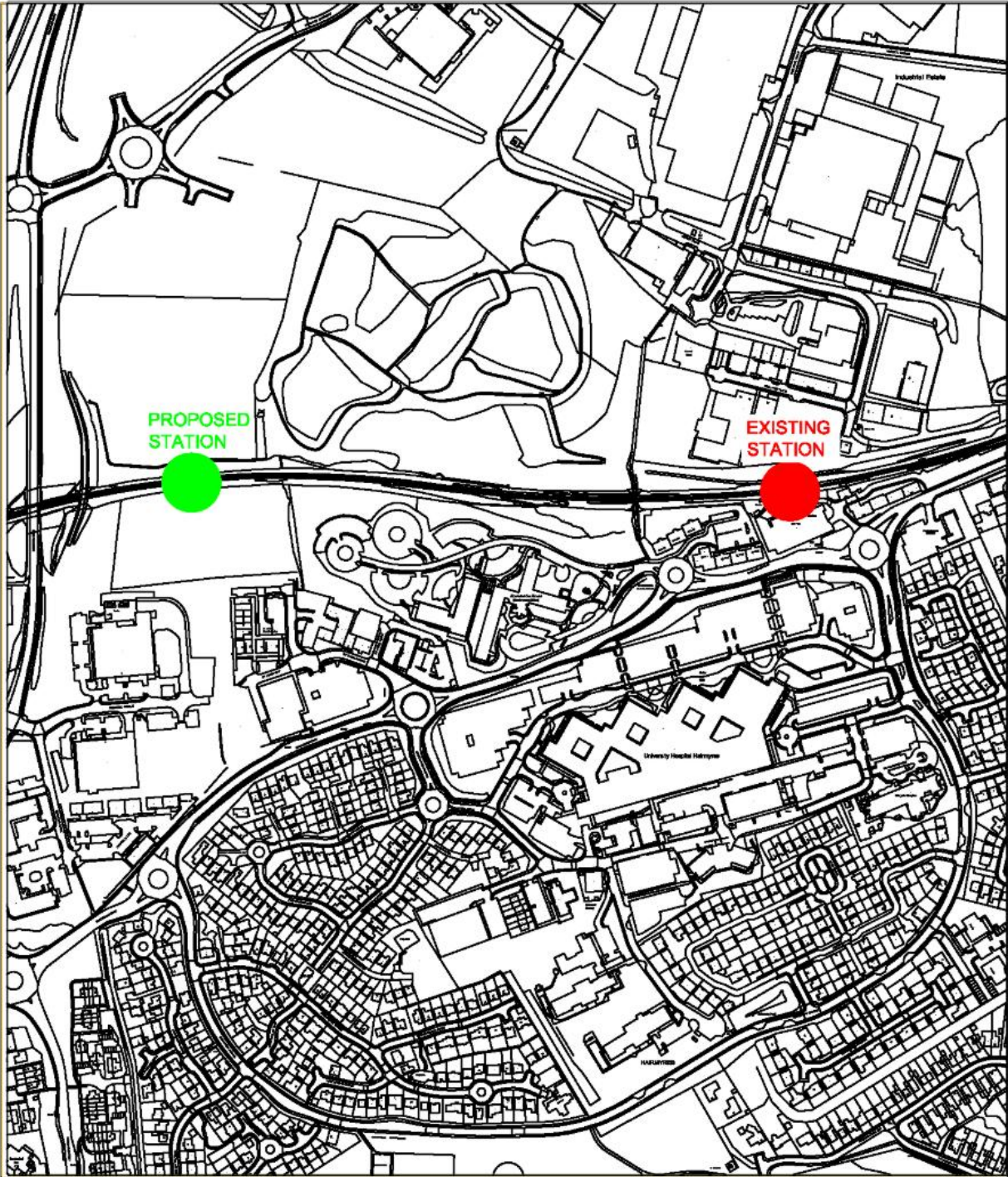
Contact for Further Information

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SUFFIX	DATE	REVISION	INIT	SUFFIX	DATE	REVISION	INIT
A				C			
B				D			

Title				SOUTH LANARKSHIRE COUNCIL			
HAIRMYRES STATION				COMMUNITY AND ENTERPRISE RESOURCES			
EAST KILBRIDE				Head of Roads and Transportation			
LOCATION PLAN				Gordon Mackay BSc., C.Eng., M.I.C.E.			
Scale:		1:5,000		Date:		Jan 2020	
Drawn By:		R.L.		Drawing No.			
Chk'd By:				Appvd By:			

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Report

7

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Residents' Parking Permit Zones (RPPZs) – Consultation at Hairmyres, Cambuslang and Blantyre
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ outline the results and proposed next steps in relation to the potential introduction of Residents' Parking Permit Zones (RPPZs) in the vicinity of Hairmyres, Cambuslang and Blantyre railway stations.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the contents of the report be noted; and
- (2) that the recommendations, as set out in section 6, be approved.

3. Background

- 3.1. The requirement for residents' parking permits in areas throughout South Lanarkshire followed the introduction of the Car Parking Charter in 1997.
- 3.2. The parking needs of commuters, residents and visitors often result in a high demand for both short-term and long-term parking within the area and the Council receives a high volume of correspondence on this subject from both residents and commuters, either directly or via elected representatives.
- 3.3. There are already significant RPPZs in East Kilbride, Hamilton and Rutherglen. To park in these zones, residents or their visitors need to display a permit, however, it does not mean there will always be a space available.
- 3.4. The Community and Enterprise Resource Committee at its meeting on 21 August 2018 had agreed the commencement of a review of the current RPPZs policy, overseen by the Roads Safety Forum. Due to significant parking pressures being experienced, the commencement of initial consultation for potential new RPPZs at Hairmyres in East Kilbride and in the area surrounding Cambuslang Station was also agreed.
- 3.5. In addition, the Community and Enterprise Resources Committee at its meeting on 22 January 2019 agreed that consultation would be undertaken with regards to the potential for a RPPZ in the vicinity of Blantyre Station. This was due to ongoing parking pressures.

- 3.6. These three consultation exercises have now concluded. Section 4 summarises the consultation results and section 5 discusses each area individually.

4. Consultation Results

- 4.1. In advance of potential statutory consultation, preliminary consultation was undertaken to gauge views on the potential geographical extent of each RPPZ. Analysis of the responses to this preliminary consultation is set out below.
- 4.2. The preliminary consultation involved various consultees, including community councils, business groups and other Council partners. Residents, commuters and business or employees working within the area also had an opportunity to take part in the process.
- 4.3. A consultation questionnaire was prepared along with a plan indicating an initial potential RPPZ boundary for each of the three areas (refer Appendix A for plans). This was made available online to residents, business and community groups for a period of 8 weeks in the case of Hairmyres and Blantyre, but extended to 12 weeks for Cambuslang following a request from one of the Community Groups. The specific consultation dates were:-
- ◆ Hairmyres – 1 December 2018 to 31 January 2019
 - ◆ Cambuslang – 1 December 2018 to 28 February 2019
 - ◆ Blantyre – 1 April 2019 to 31 May 2019

Respondents were able to complete the questionnaire and provide any further comments they felt necessary. Key results were as follows.

- 4.4. For Hairmyres, there were 878 responses received of which:-
- ◆ 65% were residents
 - ◆ 8% were businesses
 - ◆ 19% were rail commuters
 - ◆ 14% were none of the above
- 4.5. When asked if a zone was required, 72% of all responders agreed and 28% disagreed. Similarly, when asked if the proposed extent of the zone was correct 66% agreed and 34% disagreed. The main issue arising from consultation was that a zone is seen as necessary, but more importantly enhanced park and ride provision was also seen as required.
- 4.6. For Cambuslang, there were 736 responses of which:-
- ◆ 61% were residents
 - ◆ 10% were businesses
 - ◆ 23% were rail commuters
 - ◆ 17% were none of the above
- 4.7. When asked if a zone was required, only 35% of all responders agreed and 65% disagreed. When asked if the proposed extent of the zone was correct, 33% agreed and 67% disagreed. The main issue arising from consultation was that a zone was not felt necessary, and that enhanced park and ride provision would resolve the issues.

4.8. For Blantyre there were 104 responses of which:-

- ◆ 74% were residents
- ◆ 1% were businesses
- ◆ 16% were rail commuters
- ◆ 16% were none of the above

4.9. When asked if a zone was required, 66% of all responders agreed and 34% disagreed. When asked if the extent of the zone was correct, 68% agreed and 32% disagreed. The main issue arising from consultation feedback was that a zone would not necessarily address the issues and would simply result in displacement and that enhanced park and ride provision may resolve matters.

5. Assessment

5.1. The demand for parking across South Lanarkshire continues to grow as car ownership and pressure from various traffic attractors continues to rise. This is particularly evident in residential areas close to town centres or where there are facilities such as railway stations, educational establishments, hospitals or other medical premises are nearby.

5.2. While it is important to manage demand in these residential areas, it is also essential to ensure that suitable facilities and capacity are available for businesses and commuters.

5.3. The Council has a suite of policies contained within the Local Transport Strategy promoting sustainable travel to encourage a shift away from the private car. The Council must also be mindful of the Scottish Government's recent Climate Emergency declaration and the need to continue efforts to promote and encourage more sustainable modes of travel. The Council has recognised the situation within the "Statement of Intent in response to the Climate Change Emergency" as approved by the Council at its meeting on 25 September 2019.

Hairmyres

5.4. Nearly three quarters of the respondents to the Hairmyres consultation were in favour of a RPPZ. However, proceeding with such a proposal in isolation without taking cognisance of parking demand for commuters and visitors to the hospital would not be a pragmatic approach.

5.5. Many of those in favour of an RPPZ also commented that additional alternative parking would be required. Crucially, since this consultation commenced, there have been positive developments with regard to rail improvements along the East Kilbride line.

5.6. Members will be aware of the announcement by the Cabinet Secretary in May 2019 confirming investment of £24.8m to allow Network Rail to further progress upgrading proposals for the East Kilbride line. These proposals comprise a range of interventions including new trains, extending platforms to accommodate longer trains, electrification, track dualling and, importantly, the potential relocation of the existing station at Hairmyres.

5.7. This potential station relocation is currently the subject of a detailed options appraisal. However, if pursued, subject to funding and land being secured, it offers the potential to very substantially enhance existing park and ride provision.

- 5.8. With new trains already operating on the line, the improvements referenced above are being implemented on a phased basis. Should the option to relocate Hairmyres station be deliverable, then substantially enhanced park and ride provision could potentially be delivered within 2 to 3 years. Clearly, this would significantly and positively impact the current parking concerns.
- 5.9. Officers are also continuing to discuss the aspirations of the NHS with regard to parking at the hospital. Taking all of these factors into consideration, a RPPZ is not seen as an appropriate solution on its own at this time. Such a proposal should only be considered following construction of a new park and ride facility.
- 5.10. However, it is important to ensure that in the absence of additional park and ride infrastructure, in the short term, solutions are brought forward to ensure that those residential areas affected near to Hairmyres Station are considered for appropriate demand management measures in the form of waiting restrictions.
- 5.11. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.

Cambuslang

- 5.12. Since the commencement of the consultation for this area, plans for a new park and ride adjacent to Bridge Street have progressed significantly with funding of £800,000 secured from Strathclyde Partnership for Transport (SPT) for the 2019/2020 financial year. This has allowed the acquisition of the proposed site on Bridge Street to be successfully concluded and work is now ongoing to allow a new park and ride facility providing in excess of 200 spaces to be constructed and opened during the 2020/2021 financial year, subject to funding being gained from SPT.
- 5.13. In terms of the consultation, nearly two thirds of respondents disagreed with the need for a zone and the proposed extent included in the consultation. With this in mind, and as the Council is actively engaged in delivering the construction of a park and ride car park, a RPPZ is not seen as the solution at this time.
- 5.14. Similar to the approach at Hairmyres, it is important to ensure that in the absence of additional park and ride infrastructure, in the short term, solutions are brought forward to ensure that those residential areas affected near to Cambuslang Station are considered for appropriate demand management measures in the form of waiting restrictions.
- 5.15. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.

Blantyre

- 5.16. In Blantyre, two thirds of respondents were in favour of a RPPZ, but again it was considered that additional commuter parking was also required. While the Council is keen to explore the option of providing more park and ride capacity, unfortunately opportunities for significant expansion are limited. While this will continue to be explored, a campaign to promote alternative facilities to commuters along the rail corridor (e.g. Newton Station only six minutes' drive away) will also be developed and consideration given to further expansion of Newton Park and Ride to cater for increased demand and encourage the relocation of existing users of Blantyre Station.
- 5.17. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.
- 5.18. As is the case for Hairmyres and Cambuslang, an RPPZ is therefore not seen as the single solution at this time and should only be considered following an increase in nearby park and ride provision or in the event that the campaign promoting other facilities is not successful.

6. Summary

- 6.1. Having concluded the three consultations and considered ongoing parallel work in relation to providing new or enhanced park and ride infrastructure, the following actions are proposed:
1. At Hairmyres, work will continue with partners to develop park and ride infrastructure in the short to medium term and officers will review the known residential problem areas with a view to bringing forward localised restrictions in the short term.
 2. At Cambuslang, the necessary land has been acquired for park and ride infrastructure adjacent to Bridge Street and work will continue to deliver a completed facility during 2020/2021. Officers will review the known residential problem areas with a view to bringing forward localised restrictions in the short term.
 3. At Blantyre, a promotional campaign will be developed to promote alternative park and ride options/locations for commuters and officers will review known problem areas with a view to bringing forward localised restrictions in the short term. In addition, further consideration will be given to expanding parking opportunity at nearby Park and Ride facilities at Newton Station.
- 6.2. With regards to the implementation of any local restrictions, or indeed any future RPPZs, these would be subject to a statutory process requiring the promotion of a Traffic Regulation Order (TRO). Under this process, the Council is obliged by law to consult with various organisations and to advertise the proposals to the general public. The whole process of promoting an Order takes between six and nine months, though it can take considerably longer if objections are received.

7. Employee Implications

- 7.1. There are no significant employee implications associated with the recommendations in this report as this work will be undertaken by existing employees. There are a number of interrelated parking work streams and priorities which need to be considered with regards to resourcing and timescales.

8. Financial Implications

- 8.1. There are no significant financial implications associated with the recommendations in this report.
- 8.2. Funding will be required for new or expanded park and ride provision and this will be sourced as necessary and subject to separate approvals.

9. Climate Change, Sustainability and Environmental Implications

- 9.1. In the current scenario of a national climate emergency, it is important to provide potential rail users with reasonable access to stations, including reasonable parking opportunity. The widespread introductions of Residents' Parking Zones around rail stations would, therefore, be inappropriate unless reasonable alternative parking options were available for rail users.
- 9.2. There are no implications for sustainability or the environment in terms of the information contained within this report.

10. Other Implications

- 10.1. There are no significant risks associated with this report.

11. Equality Impact Assessment and Consultation Arrangements

- 11.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required
- 11.2. Consultation was undertaken with the appropriate stakeholders.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

6 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities

Previous References

- ◆ Community and Enterprise Resources Committee 22 January 2019
- ◆ Roads Safety Forum 12 March 2019
- ◆ Roads Safety Forum 30 October 2019

List of Background Papers

None.

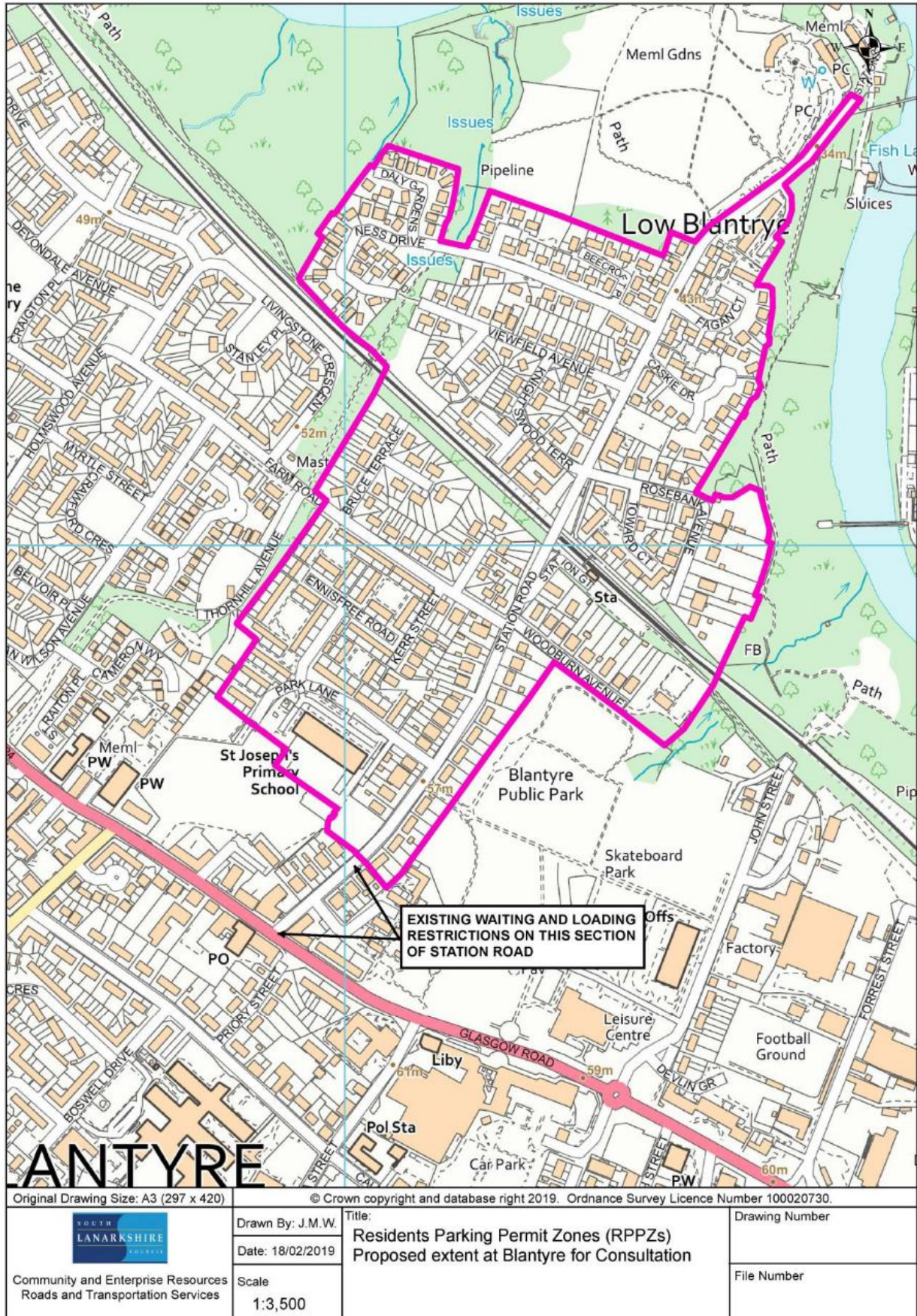
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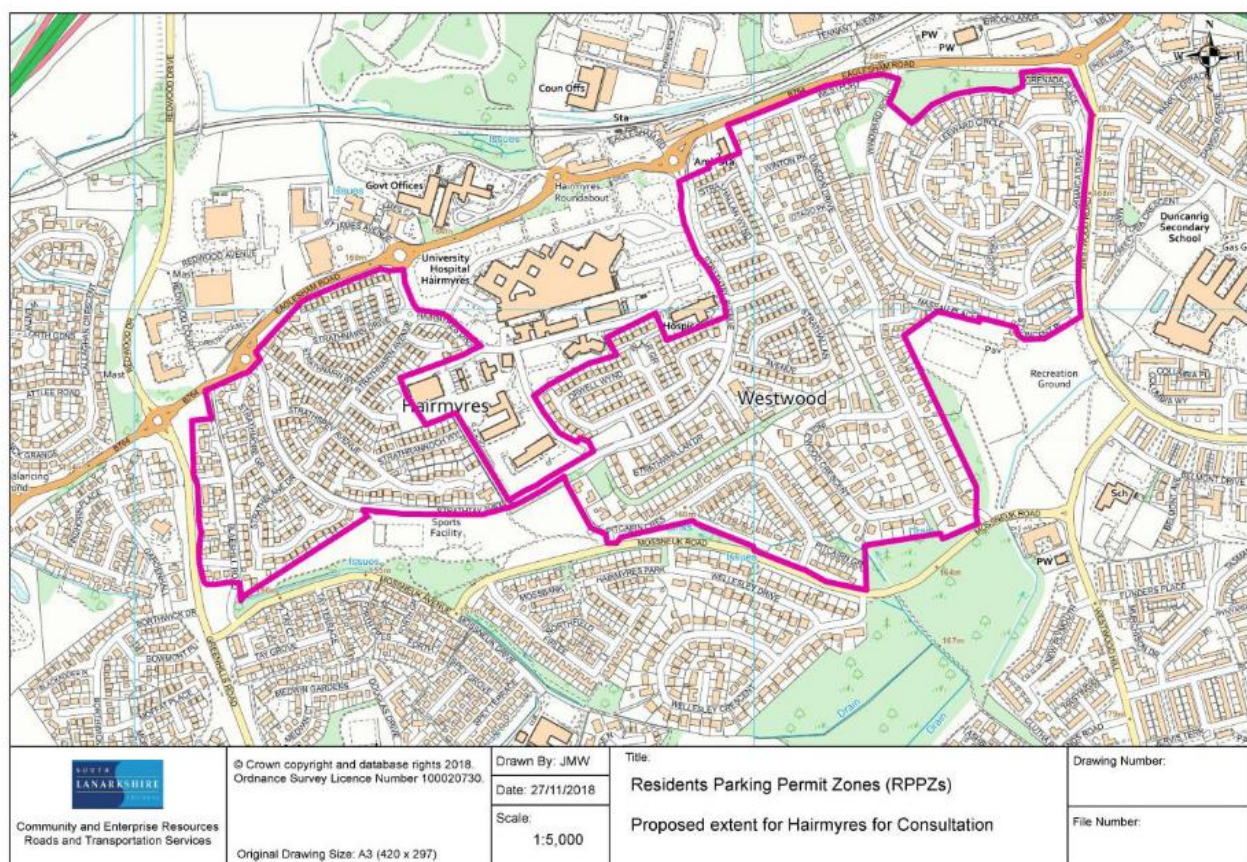
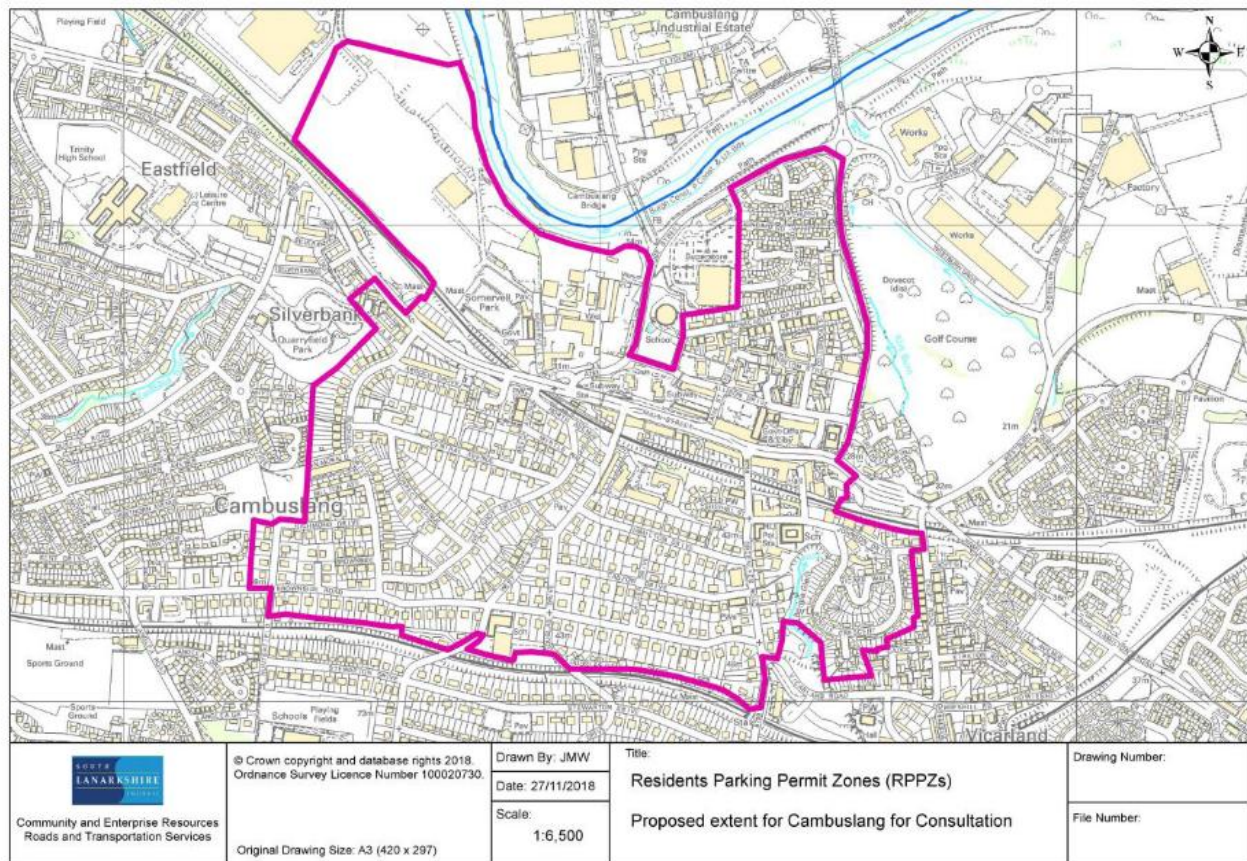
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Report

8

Report to: **Community and Enterprise Resources Committee**
 Date of Meeting: **4 February 2020**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Electric Vehicle (EV) Charging Infrastructure Trial**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise Committee of an Electric Vehicle (EV) Charging Infrastructure Trial project involving Transport Scotland, Scottish Power Energy Networks (SPEN), North Lanarkshire and South Lanarkshire Councils
- ◆ seek approval for the Executive Director (Community and Enterprise Resources) in consultation with the Head of Administration and Legal Services to enter into the necessary legal or partnership agreements required to deliver this project

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the progress on the project to date be noted;
- (2) that the Executive Director (Community and Enterprise Resources), in consultation with the Head of Administration and Legal Services, be authorised to enter into the necessary legal or partnership agreements required to deliver this project; and
- (3) that it be noted that a progress report will be submitted to a future meeting of the Committee.

3. Background

- 3.1. Members will be aware of the Scottish Government's 2019 climate emergency declaration and the associated environmental challenges. The Climate Change Bill includes an ambition to reduce greenhouse gas emissions, with a net-zero emissions target by 2045.
- 3.2. Transport is currently the largest contributor to Scottish emissions and this will be tackled through a range of actions, including an ambition to phase out the need for new petrol and diesel cars and vans by 2032.
- 3.3. The recent National Transport Strategy consultation recognised the global climate emergency and the role of transport in helping to deliver net-zero emissions by 2045 as a key priority, along with how transport can play its part in building a fairer society.
- 3.4. In order to meet the Scottish Government's 2032 ambition to phase out new petrol and diesel cars, EV charging and transition to electric powered vehicles is a key delivery component.

- 3.5. These developing national strategic frameworks will influence future decisions on investment. The Scottish Government's second Strategic Transport Projects Review, the 2020 Infrastructure Investment Plan and the transport elements of the update to the Climate Change Plan will consider, assess and identify how options will support National Transport Strategy.
- 3.6. There is a need for a national implementation/delivery plan for transport across Scotland and it is expected that trial projects such as this one will assist in shaping this plan.
- 3.7. Following on from the above, there is an increasing emphasis on public sector agencies to facilitate the transition to low carbon transport. In this regard, South Lanarkshire Council has been selected by Transport Scotland and Scottish Power Energy Networks (SPEN) as one of two Local Authority delivery partners to trial a new and innovative approach in the provision of clean energy for transport. The other authority is North Lanarkshire Council.
- 3.8. The key aim of the trial is to provide a scalable project that demonstrates that a District Network Operator (DNO), in this case SPEN, can effectively deliver, implement and operate a Universal Strategic Public Charger Network. The focus of the trial will be on SPEN, however, clearly all parties will have a part to play in making it a success.
- 3.9. Working in partnership with Scottish Government, Transport Scotland, Scottish Power Energy Networks (SPEN) and North Lanarkshire Council, proposals are currently being developed to provide an enhanced network of EV public charging infrastructure across Lanarkshire. It is estimated that around £2.5m will be invested across South Lanarkshire with a similar amount in North Lanarkshire. All the capital funding will be provided by Transport Scotland with the works implemented by SPEN.
- 3.10. This project presents multiple benefits to South Lanarkshire Council in relation to carbon reduction, tackling barriers to financial inclusion and connectivity within communities. It also provides opportunities to build upon the work already delivered across South Lanarkshire in relation to EV public charging infrastructure.

4. Local Perspective

- 4.1. In order to meet the Climate Emergency challenge, the Council is already building on its Sustainable Development and Climate Change Strategy setting new ambitious timescales reflecting the growing urgency of the climate change challenge to meet or exceed the new national targets for Scotland. The Local Transport Strategy 2013 to 2023 also sets out policies and actions in relation to the support and delivery for low carbon vehicles/infrastructure.
- 4.2. To meet national and local policy ambitions and to encourage and drive change to sustainable travel modes, genuine and co-ordinated medium to long term investment is required (i.e. both capital and revenue). This includes investment in areas such as active travel, enhanced park and ride provision and in this case low carbon vehicle infrastructure. Members may recall this point was made in the recent consultation reply to the National Transport Strategy and reported to Community and Enterprise Resources Committee on 12 November 2019.

- 4.3. South Lanarkshire, similar to a number of Local Authorities, benefits from national investment in relation to Low Carbon/Electric Vehicle Charging Infrastructure funding streams which has led to the development of a public network of 57 dual chargers across key locations. However, the ad-hoc nature of funding makes it difficult to deliver this infrastructure in a co-ordinated and strategic manner.
- 4.4. While the funding to date has been welcomed, further investment and infrastructure development would benefit from an overarching national implementation/delivery plan as referenced above. It is expected that this trial project will assist the Scottish Government in developing such a plan which can perhaps then be complemented by a structured funding/implementation model for the whole of Scotland. This in turn can assist in delivering infrastructure at a local level in a more co-ordinated manner over a number of years.

5. The Project

- 5.1. Turning to the details of the project, this will see SPEN procure and install 220 electric vehicle charge points in potentially 37 locations (hubs) across South and North Lanarkshire. Some 60 of these charge points will be rapid (50kW) charge points.
- 5.2. Timescales are ambitious and the first charging hub is programmed to be completed by May 2020 and the final one by December 2020, which would subsequently see the Council enter a one year operational/evaluation period commencing from January 2021. The project will see the EV charging infrastructure network potentially triple in size within South Lanarkshire from its existing 57 dual chargers to potentially 167 dual chargers, an increase of 110.
- 5.3. The charging infrastructure will be installed in Council owned car parks and be available for public use. Locations being considered align with areas of potential demand that SPEN and Council officers are identifying and take cognisance of existing SPEN infrastructure location and capacity, available land and the need to provide public access.
- 5.4. SPEN will be responsible for these charge points from implementation until the end of the trial which is expected to be 31 December 2021, at which point responsibility of the infrastructure is expected to transfer to South Lanarkshire Council. Discussions are ongoing with respect to this particular point and transition arrangements. Officers expect that the general public will continue to be able to use the infrastructure at the end of the trial period and moving forward.
- 5.5. Officers have already been engaged in preparatory work with Transport Scotland and SPEN and an exercise is presently underway to determine optimum charging hub locations. SPEN's sub-station network is being overlaid with mapped and identified assets of the Council to align priorities and opportunities.
- 5.6. Work has also commenced in relation to drafting legal agreements and necessary lease and licence arrangements for access to and for the use of Council assets/land. These agreements and arrangements will seek amongst other matters to confirm locations, responsibilities, timescales, and future responsibility of the infrastructure and ensure any risks are allocated and minimised appropriately.

5.7. Indicative timescales for the next steps are as follows:-

Action	Timescale
Drafting/signing of Legal Agreements	January 2020 to March 2020 (Ongoing)
Site identification/agreement	January/February 2020 (Ongoing)
Lease/Licence Agreements	February 2020 to April 2020 (Ongoing)
Phased implementation	April 2020 to December 2020
Operational/Evaluation Period	January 2021 to December 2021

5.8. As set out earlier, the key aim of the trial project is to demonstrate that a DNO (i.e. SPEN) can effectively deliver, implement and operate a Universal Strategic Public Charger Network.

5.9. In order to develop the project further and meet ambitious timescales, it is considered appropriate to report to Committee at this time to update members and seek approval to enter into the necessary legal and partnership agreement. It would also be the intention to report to Committee at a future date on progress, possibly towards the end of 2020, prior to the trial formally commencing. In the meantime, officers will seek to keep members informed of roll out of the EV charging hubs in the coming year.

6. Employee Implications

6.1. There are at this stage no significant employee implications associated with the recommendations in this report as the work to date will continue to be undertaken by existing employees.

6.2. Moving forward, officers intend to explore the potential for increased resources to assist with the project implementation and monitoring with Transport Scotland.

7. Financial Implications

7.1. There are no significant financial implications associated with the implementation of the associated infrastructure as this capital cost (expected to be around £2.5m) is being funded entirely by Transport Scotland via SPEN. Maintenance costs will also be covered in the short to medium term by a five year maintenance agreement.

7.2. However, the ongoing electricity costs are expected to fall to the Council in the short term. At present, the Council operates 57 chargers over 31 locations and annual electricity costs are in the region of £25k. This is on the basis that electricity is provided at no cost to the public and there are no extra connection charges to use the units.

7.3. While the future model for electric vehicle charging is likely to involve a connection charge and tariff per kwh it is considered that in the short term at least (e.g. 2 to 3 years) electricity should continue to be provided free to the user as this will continue to encourage the uptake of EVs.

7.4. Overall, electricity cost to the Council is expected to rise from the present £25k per annum for our existing 57 dual chargers to close to £160k with the inclusion of the further 110 chargers associated with this trial project. In the short term, the additional costs will be managed as an additional financial pressure within the Resource. Going forward these additional costs will be considered as part of future budget strategies.

7.5 As the uptake of EV continues to rise in future years the Council will look to review the current position of providing electricity free of charge. In considering this a number of issues would have to be considered; the position taken by other local authorities, ensure that any momentum in encouraging the uptake of EV's is not reversed through the introduction of a tariff, establishing a revenue stream to allow the maintenance of the infrastructure and in turn reduce a future budget pressure on the Council.

7.5. Post the five year maintenance period and as technology develops discussion will be required with Transport Scotland and/or partners in relation to continuing investment to upgrade or replace this infrastructure when necessary and to conduct any statutory safety checks. Essentially this infrastructure would likely become part of the roads and transportation assets and require to be funded in the long term.

8. Climate Change, Sustainability and Environmental Implications

8.1. These proposals will have positive environmental impact as the introduction of EV charging infrastructure will encourage the use of more sustainable low carbon modes of transport.

9. Other Implications

9.1. Given the pace of the project it should be borne in mind that certain information is unavailable at this present time (e.g. specific locations for the infrastructure). It will only be through further development work and approval of legal agreements that locations and other matters will be confirmed or clarified.

9.2. While there are some risks involved in this approach these are considered to be low and acceptable given the level of investment that will be secured for South Lanarkshire.

10. Equality Impact Assessment and Consultation Arrangements

10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.

10.2. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

6 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities

Previous References

- ◆ None

List of Background Papers

- ◆ None

Contact for Further Information

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Report

9

Report to: **Community and Enterprise Resources Committee**
 Date: **4 February 2020**
 Report by: **Executive Director (Community and Enterprise Resources)**
Executive Director (Finance and Corporate Resources)

Subject: **Strengthening of Corporate Resilience Function**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ set out the corporate resilience arrangements and seek approval to strengthen these with an additional officer

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the establishment of 1 Full Time Equivalent post of Resilience Officer on Grade 3, Level 8 (£40,549 - £41,169) within Roads and Transportation Services be approved.

3. Background

- 3.1. The Civil Contingencies Act 2004 establishes a clear set of roles and responsibilities for those involved in emergency preparation and response at a local level. It places statutory obligations on organisations including the emergency services, councils and NHS bodies to be prepared to respond to adverse events and incidents.
- 3.2. The legislation defines local authorities as “category 1” responders and consequently the expectation is that all councils will be at a level of preparedness and readiness to respond to any significant local incidents which may arise. These obligations are similar to the level of preparedness and readiness which is expected from the emergency services albeit the role of councils is a supporting role during the initial stages of an emergency. The subsequent recovery phase following any emergency would also be expected to place significant demands on local authorities.
- 3.3. “Resilience” arrangements in Scotland are supported by well structured organisational arrangements at national, regional and local (Lanarkshire) levels with the emphasis very much on a partnership approach. Notwithstanding this, the Council must be well prepared and ready to discharge its own responsibilities at a local level.
- 3.4. In recent times, local authorities have been severely tested by specific local events such as the Grenfell Tower Fire and more widespread events such as extended severe weather. Other known risks relate to power blackouts, cyber security and the impact of an influenza epidemic, among others.

4. Current Position and Proposal

- 4.1. The Council's current "Resilience" capacity is primarily delivered via a single specialist post of "Resilience Advisor". Whilst this post sits within the Road Services' structure, the officer provides a Corporate Resource/function. Support to this role is provided via the Emergency Management Team (EMT) structure which comprises senior officers from Services across the Council. It is noted the duties undertaken by EMT members are in addition to their day to day responsibilities at a Resources/Service level.
- 4.2. The Council's core resilience function works closely with partners across the emergency services both at a local (Lanarkshire) and a regional level. This is undertaken via well established Local Resilience and Regional Resilience partnerships covering a range of subject areas:-
- ◆ care for people during emergencies
 - ◆ business and community resilience
 - ◆ preparing for mass fatalities (flu pandemic scenario)
 - ◆ identification of critical infrastructure and associated risks
 - ◆ risk management/planning associated with key local facilities:-
 - Poniel whisky bond
 - State Hospital Carstairs
 - Dungavel Immigration Centre
 - ◆ fuel resilience – planning for shortages
- 4.3. As well as activity during normal working hours, as a category 1 responder, it is necessary for the Council to have in place arrangements to respond to out of hours emergencies. Current out of hours cover is shared between the Resilience Advisor and the five Council Resources, with each party covering 1/6th of annual cover requirements.
- 4.4. Following on from the above, it is noted that there are some areas of risks which are:-
- ◆ Reliance on a single individual (in the role of "Resilience Advisor") is a fragile arrangement. The loss of this key member of staff, for whatever reason, would leave a significant vacuum in the Council's capability which would take some time to reinstate, recognising specialist knowledge/skills and recruitment timescales.
 - ◆ Current voluntary arrangements to support out of hours cover can be fragile and rely on the availability of EMT members.
 - ◆ Without additional officer capacity the opportunity to provide relief to the resilience officer during an extended emergency situation would be limited.
- 4.5. In addition to current Resilience activity, there is also a need to dedicate resource to areas where further work is required, including a number which are identified as priorities at a national level. These include:-
- ◆ CONTEST (national counter terrorism initiatives)
 - ◆ Risk of significant power outages – preparing and planning for such an event

- ◆ Resilient telecoms – including implications of power outages and how such situations could be managed
- ◆ Community Resilience – supporting capacity building within communities themselves
- ◆ Major transport artery severance – planning for major incidents on the M74 for example
- ◆ Event Safety Advisory Group – working with event organisers to support event planning
- ◆ Persons at Risk Database – identify those at risk in the event of severe weather or major power outages
- ◆ Business Continuity - to support the planning for and continued delivery of critical services during an emergency event/incident

4.6. Additional resource is therefore required at Grade 3 level to progress operational planning in relation to the above activities. This in turn will allow the existing Resilience Advisor to focus on necessary activity at strategic level.

4.7. It is consequently proposed to establish an additional post at Grade 3 level.

5. Employee Implications

5.1. It is proposed that a post of Resilience Officer be added to the Roads and Transportation Services' establishment on a permanent basis as detailed below:-

Post Title	No of Posts	Grade/SCP	Hourly Rate	Annual Salary	Gross Cost (inc. on costs 30.3%)
Resilience Officer	1	Grade 3 Level 8 SCP 79-80	£22.22- £22.56	£40,549 - £41,169	£52,835 – £53,644

This post has been graded using the Council's job evaluation scheme.

6. Financial Implications

6.1. The Resource has continued to experience a level of turnover in staffing, which in turn has resulted in budget capacity to support this post. The cost to employ a Resilience Officer is £53,000, including on costs, and it is proposed that these costs are met from the capacity within the employee costs budgets.

7. Climate Change, Sustainability and Environmental Implications

7.1. There are no Climate Change, Sustainability and Environmental implications in terms of the information contained within this report.

8. Other Implications

8.1. There are no risk implications in terms of the information contained within this report.

9. Equality Impact Assessment and Consultation Arrangements

9.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.

- 9.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

Paul Manning
Executive Director (Finance and Corporate Resources)

8 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Make communities safer stronger and sustainable
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities
- ◆ Protect vulnerable children, young people and adults

Previous References

- ◆ None

List of Background Papers

- ◆ None

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: -

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Report

10

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Community Benefit Funds – Renewable Energy Fund Grant Applications
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ consider a grant application to Galawhistle Renewable Energy Fund from Coalburn Miners' Welfare Charitable Society
- ♦ consider a grant application to Andershaw Renewable Energy Fund from the Rural Development Trust
- ♦ consider a grant application to Muirhall Stallashaw Renewable Energy Fund from Carstairs Parent Partnership

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that a grant be awarded to Coalburn Miners' Welfare Charitable Society of up to £33,339.40 from Galawhistle Renewable Energy Fund to upgrade and improve the external fabric of the building;
- (2) that a grant be awarded to the Rural Development Trust of up to £71,881.50 from Andershaw Renewable Energy Fund to purchase two mini buses for use in the rural area, subject to two conditions as detailed at paragraph 4.13; and
- (3) that a grant be awarded to Carstairs Parent Partnership of up to £30,880.48 from the Muirhall Stallashaw Renewable Energy Fund to upgrade and provide a new play area.

3. Background

3.1. Since 2004, the Council has collected and administered Community Benefit funding through Planning and Economic Development Services. The service is responsible for securing the contributions from developers, advising potential applicants, assessing applications and monitoring projects to ensure that the community benefits associated with each project are delivered. Processes are continuously reviewed and refined to make it as straightforward as possible to ensure the necessary support is delivered to eligible communities.

3.2 Grant awards above £20,000 require approval from Committee, awards below this level are approved by the Head of Planning and Economic Development Services under delegated authority. All grants awarded are reported annually to the Community and Enterprise Resources Committee.

4. Grant recommendations

- 4.1. Application Number 281
Galawhistle Renewable Energy Fund
Coalburn Miners' Welfare Charitable Society – project value £78,339.40
Proposed Grant award £33,339.40. Intervention rate of 40.42%
- 4.2. Coalburn Miners' Welfare Charitable Society is a multi-function community centre. It incorporates a heritage centre, community café, conference facilities, room hire, community shop, food cooperative, public access computers, photocopying facilities, Citizens' Advice Bureau and delivers and supports various activities and courses for the community of Coalburn and surrounding area.
- 4.3. The project will upgrade the exterior of the building undertaking roofing, roughcasting and exterior painting and decorating. The works will help ensure the exterior integrity of the building and the sustainability of the community facility.
- 4.4. A community action plan for Coalburn and Douglas was prepared and published in 2016 and one of the community aims was to make more use of the miners' welfare building for activities, courses and services for the benefit of the local community. Consultations were again held in 2019 and it was agreed that the key points in the original document were still relevant including the sustainability of the Miners' Welfare.
- 4.5. The application scored 25 and 29 out of 53 by the two appraisers during the assessment process which averages as 27 and which permits an intervention rate of up to 50% of eligible costs.
- 4.6. The total cost of the project is £78,339.40, with contributions from Levenseat £10,000, Hagshawhill Windfarm Trust £25,000 and Land Trust of £10,000. All of these contributions have been confirmed. Galawhistle Renewable Energy Fund will contribute the remaining balance, an award of up to £33,339.40, representing an intervention rate of 40.42%.
- 4.7. The project is scheduled to commence in March 2020 and be complete by April 2020.
- 4.8. Application Number 221
Andershaw Renewable Energy Fund
Rural Development Trust – project value £143,763
Proposed Grant award £71,881.50. Intervention rate of 50%
- 4.9. The Rural Development Trust (RDT) is a charity and social enterprise whose main activity is community transport, including group hires for not for profit groups which mainly operates within the rural area of South Lanarkshire.
- 4.10. The funding will help deliver a demand response service within wards 3 and 4, including the villages of Glespin, Blackwood, Lesmahagow, Rigside, Douglas, Leadhills, Crawfordjohn, Abington, Crawford, Symington, Robertson, Carmichael, Lamington, Carstairs, Biggar and Carnwath. The service is a partnership with the community, 3rd sector and public sector and will replace the current MyBus service with an improved, more community directed, service. The new service will cover areas not covered by the original MyBus service such as Abington, Crawford, Elvanfoot, Leadhills, Robertson, Lamington. The new service is revenue funded by SPT and RDT is applying for the capital costs of two new minibuses.

- 4.11. Rural transport was identified within the LEADER rural strategy as a priority area and has been identified within the sustainable travel action plans of nine rural villages covered by this proposal. The application also contained four letters of support. The project will also help support the Local Transport Strategy Policies and Actions.
- 4.12. The application scored 26 and 35 out of 53 by the two appraisers during the assessment process which averages as 30 and which permits an intervention rate of up to 55% of eligible costs.
- 4.13. The total capital cost of the project is £143,763 with a contribution of £71,881.50 submitted to the Clyde wind farm fund and awaiting decision in early 2020. Andershaw Renewable Energy Fund will contribute the remaining balance, an award of up to £71,881.50, representing an intervention rate of 50%. It is considered proportionate that the two windfarm funds covering the service area each contribute 50% funding. The grant would be conditional on match funding being awarded and that annual reports are provided for 3 years as to the monthly usage of the service.
- 4.14. The project is scheduled to commence in March 2020 but will be subject to delivery schedule of the minibuses.
- 4.15. Application Number 308
Muirhall Stallashaw Renewable Energy Fund
Carstairs Parent Partnership – eligible project value £95,806.48
Proposed Grant award £30,880.48. Intervention rate of 32.23%
- 4.16. The Carstairs Parent Partnership is a constituted parent council with the aim of raising funds for the children of Carstairs and provide activities to the benefit of children in the area.
- 4.17. The Carstairs Parent Partnership, along with South Lanarkshire Council, are working in partnership to redevelop the village green play area. The project will create a safe and welcoming area enhancing the local play provision for children which is of particular importance given the village's rural location. The main project management will be carried out by South Lanarkshire Amenity Services, Landscape Team.
- 4.18. The group has undertaken community consultation and received 170 positive responses. The children and community have been involved in the design and choice of equipment and the application has nine letters of support. The group has raised £3,926 from the community towards the project costs.
- 4.19. The application scored 27 and 28 out of 53 by the two appraisers during the assessment process which averages as 27.5 and which permits an intervention rate of up to 50% of eligible costs.
- 4.20. The total eligible capital cost of the total project is £95,806.48. Contributions of £15,000 from Levenseat and £3,926 from the Carstairs Parent Partnership have been confirmed towards the project costs. Funding decisions of £6,000 from Border biscuits and £40,000 from Wren Community fund are due. Muirhall Stallashaw Renewable Energy Fund will contribute the remaining balance, an award of up to £30,880.48 representing an intervention rate of 32.22% of the eligible costs.
- 4.21. The project is scheduled to commence in May 2020 and be complete by October 2020.

5. Employee Implications

- 5.1. There are no employee implications arising from this report.

6. Financial Implications

- 6.1. All Renewable Energy Funds have sufficient resources to meet the proposed grant award commitment detailed in this report.

7. Climate Change, Sustainability and Environmental Implications

- 7.1. The three projects are considered to be positive in terms of helping mitigate climate change, sustainability and environmental implications. All three projects will assist in maintaining rural communities and services and assist in people accessing the facilities they need close to where they live which helps reduce carbon emissions and will help maintain the sustainability of rural communities.
- 7.2. Within the development of application 221 by the Rural Development Trust the use of electrical or Hydrogen buses was discussed. The Rural Development Trust are introducing electrical buses for some of their service, however, currently the bus technology does not fulfil the demands for the distances required within this specific geography and the range limits were too prescriptive at this time. The service will though help people use public transport rather than private car journeys and will assist in reducing emissions.

8. Other Implications

- 8.1. The risks associated with the projects are focused on the potential for cost overruns, delays to the projects or match funding not being secured and the long term use of the assets. Work will continue with all the applicants to help ensure match funding is secured and that projects are delivered broadly on time and within budget. Monitoring of the impact of the projects will continue after the grant especially in regard to delivery of rural transport services.

9. Equality Impact Assessment and Consultation Arrangements

- 9.1. This report does not introduce a new policy, function or strategy and, therefore, no impact assessment is required.
- 9.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

19 December 2019

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountable, effective, efficient and transparent
- ◆ Focuses on people and their needs
- ◆ Encouraging participation in physical and cultural activities
- ◆ Working with communities to promote high quality thriving sustainable communities
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ Enterprise Resources Committee 8 August 2007
- ◆ Enterprise Resources Committee 23 November 2011

List of Background Papers

- ◆ Completed REF Grant Application Form for application number 281
- ◆ Completed REF Appraisal Scoring Sheet for application number 281

- ◆ Completed REF Grant Application Form for application number 221
- ◆ Completed REF Appraisal Scoring Sheet for application number 221

- ◆ Completed REF Grant Application Form for application number 308
- ◆ Completed REF Appraisal Scoring Sheet for application number 308

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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Report

11

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Air Quality Action Plan - Beat the Street - Lanark and Rutherglen
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise on the outcome of the Beat the Street - Lanark and Rutherglen project
- ◆ advise that Beat the Street East Kilbride will run between Wednesday 19 February and Wednesday 1 April 2020
- ◆ advise that options to have an ongoing rolling programme to cover all areas of South Lanarkshire are currently being considered

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the outcomes of the Beat the Street - Lanark and Rutherglen project be noted;
- (2) that it be noted that Beat the Street East Kilbride will run from 19 February to 1 April 2020; and
- (3) that it be noted that officers are considering the feasibility of a South Lanarkshire wide Beat the Street Programme and will report their findings to a future meeting of the committee.

3. Background

3.1. Following the introduction of the Environment Act 1995 and the Air Quality (Scotland) Regulations 2000 and 2002 as amended, all local authorities have a statutory duty to undertake a regular review and assessment of air quality within their area and submit findings to the Scottish Government. The Act and associated regulations specify objectives for air quality pollutants which must not be exceeded. Where exceedances are identified, local authorities must declare the area an Air Quality Management Area and thereafter prepare an Air Quality Action Plan containing action measures aimed at improving air quality within the Air Quality Management Area.

3.2. There are currently three Air Quality Management Areas within South Lanarkshire the East Kilbride Whirlies Air Quality Management Area declared in June 2008 and the Rutherglen and Lanark Air Quality Management Areas declared in December 2015.

3.3. Following the declaration of Air Quality Management Areas, the local authority has a legal duty to develop and implement an Air Quality Action Plan to improve air quality within these key target areas. The Action Plan has now been adopted and is available https://www.southlanarkshire.gov.uk/downloads/file/12278/air_quality_action_plan

- 3.4. One of the key actions within the Action Plan is to investigate behaviour change initiatives to encourage the uptake of more sustainable and active means of travel, particularly in relation to short local journeys. The Scottish Government has supported air quality improvement actions included within local authorities' Air Quality Action Plans since 2007 with £1 million of funding being made available, at a national level, on an annual basis for such measures. In addition to this funding, since June 2018, The Minister for Transport announced an £80 million budget to be made available from the "Smarter Choices, Smarter Places" (SCSP) initiative. The SCSP funding is available to public, third and community sector organisations, to assist in encouraging people to change their behaviour towards walking, cycling and running as part of their every-day short journeys.
- 3.5. In the financial year 2019/2020, a bid for £425,340 was submitted to the Scottish Government air quality action planning grant fund to support a range of projects, including the Beat the Street Lanark and Rutherglen project and £395,340 was awarded. £293,000 of funding was also received from Smarter Choices, Smarter Places (funding programme administered through the Charity Paths for ALL) to support a variety of active travel behaviour change initiatives, including Beat the Street.

4. Current Position

- 4.1. Beat the Street (BTS) is an established, radically innovative, bespoke, partnership intervention programme created by Intelligent Health Ltd, working in association with relevant key partners, SLC, NHS Lanarkshire and South Lanarkshire Leisure and Culture.
- 4.2. The programme is based on community-wide initiatives, personal activity trackers and social prescriptions aimed at empowering behavioural change across all levels of the community, particularly children, and promoting increased use of existing green-spaces, effectively turning the community into a games area. The game itself is an evidence based programme, using smartcard and on-line technology to create walking and cycling competitions, designed to increase the physical activity level of participants, who earn points as they walk, cycle and run as part of their daily, regular short journeys.
- 4.3. The game based strategies motivate positive behaviour that become the daily norm, whilst addressing some of the physical barriers to being active by using an inclusive, simplistic concept, combating emotional barriers by creating, encouraging and supporting physical activity as part of a community-wide social norm.
- 4.4. As part of South Lanarkshire Council's Air Quality Action Plan, the Council negotiated a contract with Intelligent Health Limited and created the "Beat the Street Lanark and Rutherglen" project

5. Beat the Street, Lanark and Rutherglen – End of Game Report

- 5.1. Both projects were run over a core six week game period between Friday 15 February and Friday 29 March 2019.

5.2. The project aims are detailed below:

- ◆ increase the number of adults meeting the recommended levels of activity (at least 150 minutes of moderate intensity physical activity per week) and reduce the proportion of adults reporting the lowest levels of physical activity (0-1 days per week)
- ◆ increase the number of frequent 10-minute walking journeys by adults
- ◆ increase the number of everyday journeys being made by bike
- ◆ increase the number of children meeting the recommended levels of physical activity (60 minutes per day) and reduce the proportion of children reporting the lowest levels of activity (0-1 days)
- ◆ increase the number of children participating in active travel (for example walking to school)

5.3. In terms of participation, it was important to ensure that the communities were fully engaged. In this regard, the level of participation was considered high and summarised below:

- ◆ engaged 5,632 people across both towns (15% of the local targeted population, surpassing the 10% community engagement targets that were set for the project).
- ◆ not all participants provide postcode information however, information that was available from the survey data indicated that, 1,874 were from the Rutherglen area and 1,062 were from the Lanark area
- ◆ 55% were adults and 45% were children
- ◆ ten primary schools were selected to participate in the scheme and an average participation level of 79% was recorded
- ◆ four of the participating schools showed over 90% participation levels
- ◆ twelve community groups participated
- ◆ an unprecedented 55% of materials collected from local libraries and leisure centres were used by players (10-20% typically used across other schemes)
- ◆ 206,720 taps recorded on Beat Boxes
- ◆ in total 75,118.5 miles were travelled sustainably during the six-week game period

5.4. Further details of the project outcomes are detailed at Appendix 1 to this report. However, in summary the following findings were found pre and post-game respectively:-

- ◆ adult participants undertaking between 0 to 30 minutes of activity per week decreased from 14% to 7% and those meeting the physical activity targets of 150 minutes of moderate activity per week increased from 42% to 53%
- ◆ walking for travel by adults on zero or one day per week decreased from 12% to 7% and those walking for travel on 5 or more days per week increased from 58% to 68%
- ◆ the proportion of adults not cycling at all during the previous week decreased from 88% to 86%
- ◆ the number of children undertaking 60 minutes of activity on zero or 1 day per week decreased from 14% to 8% and on two or more days per week increased from 86% to 92%
- ◆ children walking for travel on zero days per week decreased from 2% to 0% and on 6 or 7 days per week increased from 53% to 68%

- 5.5. In summary, the data collected from the 6-month post-game survey showed a positive shift away from inactivity. The proportion reporting being inactive (0-1 days per week) decreased from 15% before the game to 11% 6 months after the event, i.e. 64% of adults who were inactive when they registered were still active 6 months after the game period.
- 5.6. In addition to the quantitative outcomes summarised above and detailed within Appendix 1, positive qualitative feedback was also obtained from a wide range of participants, including pupils, teachers and members of the local community. Examples of this qualitative feedback is also included in Appendix 1. Such positive outcomes in terms of health, wellbeing and community cohesion whilst encouraging active and sustainable travel has supported the decision to apply and be successful in obtaining funding to deliver an East Kilbride Beat the Street project.
- 5.7. The project aims identified at paragraph 5.2 were met and this success has also supported the decision to consider developing a wider South Lanarkshire programme.

6 Future Projects

- 6.1. Following the success of the Lanark and Rutherglen Project and confirmation of full external funding being made available from the Scottish Government's Air Quality Action Planning Grant and Smarter Choices, Smarter Places, a further Beat the Street project is planned in East Kilbride between Wednesday 19 February and Wednesday 1 April 2020. The area is currently classed as an Air Quality Management Area. All 26 Primary Schools and 4 High Schools within East Kilbride will participate in the new project, which aims to achieve 25% community engagement, surpassing the 2018 target of 10%.
- 6.2. The feasibility of a South Lanarkshire Beat the Street Programme is being considered. This could potentially take the form of rolling out a six-week game period on a five year rolling programme or the development of an App, however, the delivery of such a programme will be dependent on successfully securing external funding. The intention is to report back to committee with an update on this in due course.

7. Employee Implications

- 7.1 There are no employee implications.

8 Financial Implications

- 8.1. The cost of the Lanark and Rutherglen Project was £102,380 and the estimated cost of the East Kilbride Project is £131,841. Both projects are fully funded from the Scottish Government's Air Quality Action Planning Grant and Smarter Choices, Smarter Places.
- 8.2. External funding would need to be secured to rollout the programme throughout South Lanarkshire.

9. Climate Change, Sustainability and Environmental Implications

- 9.1. Encouraging the uptake of active and sustainable travel within the Council's local communities, whilst reducing reliance on private vehicles particularly for the shorter more local journeys, supports South Lanarkshire's Sustainable Development and Climate Change Strategy. Interventions to encourage sustainable and active travel is a key priority within this Strategy and Beat the Street aligns with this. Increased active travel and access to the outdoors will improve health and wellbeing whilst reducing reliance on fossil fuels for the purpose of travel. Encouraging uptake of active and

sustainable travel will also support improvements in air quality emissions by reducing the number of private car journeys and their resultant emissions.

10. Other Implications

- 10.1. The Air Quality Action Plan supports a number of South Lanarkshire Council Strategies and Plans including the Local Development Plan, Sustainable Development Strategy, Local Transport Strategy, Cycling Strategy and local School Travel Plans which aim to increase the number of children walking, cycling and using public transport to travel.

11. Equality Impact Assessment and Consultation Arrangements

- 11.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no equality impact assessment or consultation is required.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

10 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities
- ◆ Encourage participation in physical and cultural activities

Previous References

- ◆ Community Resources Committee 3 June 2008 Air Quality Management Area
- ◆ Community Resources Committee 11 November 2008 Air Quality Management Area – Whirlies Roundabout East Kilbride
- ◆ Community Services Committee 8 December 2015 Air Quality Management Area – Rutherglen and Lanark

List of Background Papers

- ◆ Beat the Street, Lanark and Rutherglen End of Game Report

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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Project Outcomes

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- At the start of Beat the Street, 1,687 adults provided data on their physical activity. Of these 19% (320) reported being inactive (0-30 minutes of activity per week) and 36% (607) reported meeting the recommended guidelines for physical activity (at least 150 minutes of at least moderate intensity activity per week). At the end of the six weeks 415 (24.6%) provided feedback. Of these, 8% (33) reported being inactive and 49% (203) reported meeting the recommended guidelines for physical activity.
 - *Looking at those whose data could be matched before and after (285), the proportion reporting being inactive decreased from 14% to 7% and the proportion reporting meeting the physical activity target increased from 42% to 53%*
- At the start of Beat the Street, 1,547 adults provided data on their travel behaviour. Of these, 15% (232) reported walking for travel on zero or one day per week and 53% (820) reported walking for travel on five or more days per week. At the end of the six weeks, 381 (24.6%) provided feedback. Of these, 8% (30) reported walking for travel on zero or one day per week and 67% (255) reported walking for travel on five or more days per week
 - *Looking at those whose data could be matched before and after (310), the proportion walking for travel on zero or one day per week decreased from 12% to 7% and the proportion walking for travel on five or more days per week increased from 58% to 68%*
- At the start of Beat the Street, 1,506 adults provided data on their cycling behaviour. Of these, 89% (1,340) reported not cycling at all during the previous week. At the end of the six weeks, 378 (25%) provided feedback. Of these, 87% (328) not cycling at all during the previous week.
 - *Looking at those whose data could be matched before and after (310), the proportion not cycling at all during the previous week decreased from 88% to 86%*
- At the start of Beat the Street, 1,522 children provided data on their physical activity. Of these, 14% (213) were undertaking 60 minutes of activity on zero or one day per week and 86% (1309) were undertaking 60 minutes of activity on two or more days per week. At the end of the six weeks, 60 (3.9%) provided feedback. Of these, 5% (3) were undertaking 60 minutes of activity on zero or one day per week and 95% (57) were undertaking 60 minutes of activity on two or more days per week.
 - *Looking at those whose data could be matched before and after (39), the proportion undertaking 60 minutes of activity on zero or one day per week was at 8% (3) and the proportion undertaking 60 minutes of activity on two or more days per week was 92%.*

- At the start of Beat the Street, 1,112 children provided data on their travel behaviour. Of these, 5% (55) reported not walking for travel in the past week and 42% (467) reported walking for travel on six or seven days per week. At the end of the six weeks 59 (5.3%) provided feedback. Of these 5% (3) reported not walking for travel in the past week and 58% (34) reported walking for travel on five or more days per week
 - *Looking at those whose data could be matched before and after (47), the proportion walking for travel on zero days per week decreased from 2% to 0% and the proportion walking for travel on six or seven days per week increased from 53% to 68%*
- Qualitative feedback collected post-game:
 - 'My children and I are now more conscious when deciding whether to walk or drive, when the weather is ok, we definitely believe walking / scooting is the only option.'
 - 'The game reminded me how easy it was just to get wrapped up and go for a walk. And it reminded how much better I felt just having walked.'
 - 'Walking to the shops felt almost as quick as driving.'
 - 'I learned to ride my bike'.
 - 'I leave a little earlier to go to school and walk so I can be more healthy.'
 - 'I feel like I was able to establish a bigger connection to my family as we don't do much as a group.'
 - 'Quality time with family in the outdoors with no iPads or gadgets to be seen! We have continued to spend more time on family walks.'
 - 'Beat the Street was a fantastic initiative to be involved in. As well as the focus on lowering emissions and increasing fitness levels, the initiative had such a positive effect on our wider school community.'
 - 'Our local area was significantly busier than usual and it generated a very positive community spirit.'
 - 'In classrooms, teachers were able to be very creative in lessons by using the BTS graph and numbers to encourage conversation and numerical thinking amongst pupils.'

Report

12

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	4 February 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Town Centre Capital Grant Fund - Update
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update Committee on the progress of the delivery of the projects approved for funding at the Committee meeting on 3 September 2019
- ◆ note the reallocation of funds due to the removal of project 5, the redevelopment of the Poundstretcher Building, Hamilton from the programme

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the progress made in the delivery of the programme of projects in line with the approval on 3 September 2019 be noted; and
- (2) that the reallocation of funds from project 5, the redevelopment of the Poundstretcher Building, Hamilton to ensure delivery of the remaining approved projects, be noted.

3. Background

3.1. Following South Lanarkshire Council's allocation of £2,506,000 from the Scotland wide £50m fund to invest in town centres, a report was presented to the Community and Enterprise Resources Committee on 4 June 2019.

3.2. That report set out the terms of the funding, the Government's criteria for allocation and a number of potential options on how South Lanarkshire could apply those criteria given the diverse range of town centres within South Lanarkshire and the nature of the challenges they face. Members may recall the key aspects of the funding requirements as follows:-

- ◆ funds are to be fully committed by 31 March 2020
- ◆ funds are to be fully spent no later than 30 September 2020
- ◆ the Government's objective is that funds are used to deliver transformational change within the town centres benefiting
- ◆ projects receiving funding should demonstrate how it links to the Government's Town Centre Action Plan, published in 2013 and the Town Centre First Principle

3.3. The Committee agreed that all 22 eligible towns, as defined by the Government, would be given the opportunity to bring forward projects and be assessed under the criteria set out in the report.

- 3.4. Following a period for applications and assessment, a further report was brought to Committee on 3 September 2019 for Members' consideration and approval. The report set out the process for applications and assessment, with members subsequently approving the 10 highest ranking projects. These projects were allocated funding as outlined in the report, which also identified 4 reserve projects which could be substituted should projects fail and funding and timescales allow. The report also included details on the governance and management of the delivery process which, due to the constrained timescales, require to be more onerous on applicants than would be the normal practice in project development. In these circumstances, officers from the Economic Development Service are liaising more closely with groups than would normally be the case under other grant funding situations to provide support, guidance and also to ensure the obligations placed on the Council by the Scottish Government are met.
- 3.5. In approving the Committee report on 3 September 2019, it was noted that an update report would be provided to the Committee on the status of delivery of the projects. This update is set out in the following section.
- 4. Project delivery - Update**
- 4.1. Following the Committee on 3 September 2019, officers in Economic Development Services issued offer letters to all the successful applicants, met with the groups and put in place appropriate measures and programmes to deliver the projects. Each project has its own management structure, although in some cases there are common elements due to the same groups being involved.
- 4.2. Progress between the groups and officers in Economic Development has in the main been positive with the projects, at this point in time, on track to meet the funding criteria. It should, however, be borne in mind that all these projects are being delivered in a very condensed timescale and, as such, carry an increased risk of variation or potential failure. Every effort has been taken to mitigate or remove these risks, however, the nature of the funding and projects means a higher level of risk than would normally be the case will remain in place for the duration of the programme.
- 4.3. Progress on each of the projects is set out in Appendix 1.
- 4.4. As noted above, unfortunately it has not been possible to deliver the redevelopment of the Former Poundstretcher Building at Brandon Street, Hamilton (project 5) as attempts to progress an acquisition of the property were not successful as the owners are pursuing alternative proposals. It was highlighted in the 3 September 2019 report that it may be necessary to reallocate funds in such a situation. The Executive Director (Community and Enterprise Resources) was then given delegated authority by Committee to vary the exact amount of funding allocated to each project to ensure delivery of the overall programme. In turn, officers gave consideration on whether to allocate to the first reserve project or to provide additional support to ensure delivery of the approved projects.
- 4.5. Following the experience of delivering the other projects over the extremely condensed timescales, the funding in this case of £176,000, has been reallocated to the approved projects to maximise the prospect of delivery in the timescales and delivering the overall outcomes of the funding. The experience of delivering the projects over the last 5 months has led officers to conclude that the potential of successfully delivering one of the substitute projects in the time remaining is low. Further, in attempting to do so, would likely jeopardise the delivery of the rest of the

projects as it would involve diverting considerable resources from this already challenging delivery structure.

- 4.6. Based on the current position of the projects, it is anticipated that the reallocated funds will go to the Royal Oak project (project 1) in Lanark. This was the highest ranked project overall and has proven to be more complex to deliver than initially anticipated. The condition of the existing building, combined with its listed status, liaising with Historic Environment Scotland and a constrained site, has led to additional challenges around viability. The benefits do, however, justify the additional expenditure and, as the first reserve project is in Lanark, there is no material detriment to the overall programme. Had the funding not been allocated in this manner, there would have been an increased risk of this project failing as a result of being unable to deliver a financially viable scheme which addresses the physical challenges of the building. This, in turn, would increase the risk of failing to regenerate a very high profile site in Lanark Town Centre.
- 4.7. While the loss of a project in Hamilton is disappointing for that town centre, it should be borne in mind that Hamilton is still benefiting from 2 major projects, one of which may be materially enhanced through other additional funding which far outweighs the investment lost.

5. Next Steps

- 5.1. All projects are now at a sufficiently advanced stage to give officers confidence they will complete within the timescales required to comply with the terms of the Scottish Government Funding. Officers in Economic Development, supported by colleagues across a number of services, will continue to liaise with groups to ensure final delivery and compliance. This position does not remove or change the risks identified at paragraph 4.2 above.

6. Employee Implications

- 6.1. The development and implementation of the projects will be supported by officers within Economic Development Services, in consultation and with support of other Council Resources, as appropriate.

7. Financial Implications

- 7.1. The funds, where appropriate, will be brought into the Council's General Services Capital Programme and will be subject to the normal monitoring and financial processes. This will feed into the requirements of the Scottish Government to report on progress and identify spend.
- 7.2. To ensure transparency of payment, officers will monitor and manage the claim and payment process through the Grantvisor system.

8. Climate Change, Sustainability and Environmental Implications

- 8.1. The projects and initiatives identified in this report will be delivered using a range of sustainable techniques and models, having regard to best practice and current construction industry guidance. It is also noted that many of the projects will result in the redevelopment of vacant buildings and land.

9. Other Implications

- 9.1. Due to the diverse portfolio of projects, the extremely tight timescales within which projects have had to be developed and the capacity of groups involved, there is a risk that some projects may not proceed in the way envisaged and fail to meet the timescales required.

- 9.2 Ultimately, this could result in grant not being expended in the relevant time frame and opportunities to implement these specific projects will not be maximised. This may result in project funding being withdrawn. Best endeavours will continue to be made to deliver all remaining projects within the available timescale.

10 Equality Impact Assessment and Consultation Arrangements

- 10.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.
- 10.2 Consultations have been co-ordinated by Economic Development Services with a range of other Council Services which have an ongoing role in delivering services and initiatives in our Town Centres. This consultation and co-operation will continue throughout the duration of the initiative.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

23 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Support the local economy by providing the right conditions for growth, improving skills and employability
- ◆ Improve health and increase physical activity
- ◆ Partnership working, community leadership and engagement

Previous References

- ◆ Community and Enterprise Resources Committee, 4 June 2019 – Town Centre Capital Grant Fund
- ◆ Community and Enterprise Resources Committee, 3 September 2019 – Town Centre Capital Grant Fund Update

List of Background Papers

- ◆ None

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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Ranking	Group	Town	Project	Project Value	Fund Offer	Update / Current Position
1	Lanark Community Development Trust / Clyde Valley Housing Association	Lanark	<u>Lanark Town Centre Regeneration Project 1-</u> Fund the purchase of the Royal Oak for subsequent demolition and rebuilt as residential, mixed use developments	£2,100k	£225k	The development team have finalised proposals which would deliver a ground floor commercial unit and up to 10 residential flats to be managed as social rented units. These proposals should be submitted to the March Planning Committee for consideration. Should this proposal be approved, the acquisition will be completed immediately thereafter, and works would begin on site at the earliest opportunity. Completion will be in 2021, however, the agreements will be structured in such a way to comply with the terms of the capital funding requirements. The funding will bridge the gap in financial viability of the project rather than solely the acquisition costs.
2	Hamilton Bid/ Clyde Valley Housing Association	Hamilton	<u>Hamilton Town Centre Developments - Project 1</u> To allow redevelopment of the former Hamilton Advertiser Building as a residential development	£3,400k	£300k	A proposal with 24 social rented flats with associated parking and amenity space is targeted to be presented to the Planning Committee in February. Should this proposal be approved, the acquisition will be completed immediately thereafter, and works would begin on site at the earliest opportunity. Completion will be in 2021, however, the agreements will be structured in such a way to comply with the terms of the capital funding requirements.

3	East Kilbride Development Company	East Kilbride	<u>East Kilbride Town Centre Shared Workspace and Innovation Hub</u> To create 10,000 sq. ft. of business start-up space on floor 7 of Plaza Tower. Space for 60 start-ups including common space and day rental desk and office space.	£816k	£200k	The Town Centre owners are progressing with the conversion works and anticipate a completion in the late part of the summer. It is anticipated funding will be transferred in line with the terms of the funding requirements.
4	Hamilton Bid/ Clyde Valley Housing Association	Hamilton	<u>Hamilton Town Centre Developments - Project 3</u> Redevelopment of the Vogue Cinema as a mixed use residential and retail development.	£3,200K	£340K	Proposals for 18 flats and a ground floor business / community facility is targeted to be presented to the March planning committee. Since the September funding of £1.89m, match funding from the Regeneration Capital Grant Fund has been submitted which, if successful, will be used to deliver a major enhancement to the proposals on the ground floor accommodation to provide a community / business hub. In the event the additional funding is not awarded, the proposals will revert to the original configuration as this is a separate funding process. Completion will be in 2021/2022, however, the agreements will be structured in such a way to comply with the terms of the capital funding requirements.
5.	Hamilton Bid/ Clyde Valley Housing Association	Hamilton	<u>Hamilton Town Centre Developments - Project 2</u> Redevelop the Poundstretcher site as a mixed-use residential retail development.	£1,200K	£176k	Despite best efforts, it has not been possible to secure the ownership of this property and, as such, the project can no longer be delivered under this funding. Alternative proposals are set out at paragraph 4.5 of the report.

6	Cambuslang Community Council	Cambuslang	<u>Restoring Civic Pride, Transformation of Cambuslang town centre streetscape.</u> Streetscape improvements including pavement resurfacing.	£1,424k	£620k for Phase 1	The streetscape improvements design has been completed in consultation with the Community Council. The proposals are currently going through a procurement process to appoint a contractor to carry out the works with a target tender award of late March. It is anticipated works will last for approximately 2 – 3 months but will be clarified once the contractor is appointed.
7	Combined South Lanarkshire App for Heritage Trails	Multiple	Development of a South Lanarkshire wide Heritage App Initially covering Bothwell, Stonehouse, Douglas, Strathaven but with potential for all other communities		£150k	The app developer is appointed and they are in the process of developing the technical aspects while simultaneously liaising with local groups in terms of content. The app is targeted to go live in the third quarter of 2020.
8	Forth and District Development Trust	Forth	<u>Rainbow Café and Cinema</u> To create a cinema and kitchen café in town centre hall for community town centre events and increase town centre footfall.	£55k	£55k	The group have procured their equipment and are progressing with the installation.
9	Carnwath Community Council	Carnwath	<u>Carnwath Town Centre Transformation – Project 1</u> To create an enterprise hub on the site of the “Old Garage and School. New kitchen in the town hall. New roof on the masonic hall and new signage for hairdresser	£518k	£260k purchase of land and building only (Phase 1)	The group aim to complete the acquisition of the site by the end of February and are progressing proposals for development of their community facility project in parallel.

10	Lanark Community Development Trust	Lanark	<u>Lanark Town Centre Regeneration Project 3</u> – Creation of improved access by demolishing a building at Hunters Close	£180k	£180k	The design of the public realm is complete and demolition works are due to commence shortly. It is anticipated the project will be completed in the early part of the summer.
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Report

13

Report to: **Community and Enterprise Resources Committee**
 Date of Meeting: **4 February 2020**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Petitions Committee of 27 August 2019 – Gilbertfield Road, Cambuslang**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Committee on matters relating to Gilbertfield Road, Cambuslang which were referred to this Committee by the Petitions Committee at their meeting of 27 August 2019.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the contents of this report be noted.

3. Background

- 3.1. A signed petition was lodged with the Council in relation to flooding and associated damage to the road surface at Gilbertfield Road, Cambuslang. The petition was assessed and deemed to meet the criteria for consideration by the Petitions Committee.
- 3.2. The Petitions Committee met on 27 August 2019 to hear initially from Roads and Transportation Services and then the Lead Petitioner. A written submission from the Roads Service was provided in the committee report as well as additional comments from the Lead Petitioner.
- 3.3. While the contents of the original petition related to concerns about flooding and associated road damage at a specific location on Gilbertfield Road, subsequent correspondence and discussion expanded into other areas. Specifically, these areas of further discussion related to issues associated with ongoing housing development in the area, which primarily fall within the remit of the Planning Service, and concerns around operational issues relating to routine road maintenance activities which would usually be dealt with as operational matters at a Service level.
- 3.4. Following discussion, the outcome from the meeting of the Petitions Committee was that a detailed report on the overall plan for the road, including the updated position, in terms of the planning process for future developments, be submitted to a future Community and Enterprise Resources Committee. Other matters were raised and noted by the Petitions Committee. These matters which relate to flooding and routine road maintenance operations are also outlined in this report. Updates are, therefore, provided to Committee in the sections below under the headings of:-

- ◆ Flooding
- ◆ Planning – Development Management
- ◆ Routine Maintenance Operations

4. Flooding

- 4.1. The severity of flooding on Gilbertfield Road has increased significantly since construction of an adjacent housing development. This is likely to be due to a historical and uncharted drainage outfall being severed during construction of the housing development.
- 4.2. While an existing road drain currently exists on Gilbertfield Road, it is clear that this arrangement is insufficient given the volume of water reaching the location including significant run-off from adjacent land.
- 4.3. The Petitions Committee was advised that a short to medium term solution to manage this flooding is being developed. This involves the installation of a mechanical pump to convey the water gathering on the road through land owned by the Ministry of Defence before being discharged into an existing watercourse further along Gilbertfield Road.
- 4.4. Specialist consultants have been engaged to provide design services supporting this solution and it is expected the improvement works will be completed in March 2020.
- 4.5. It is intended that, in the longer term, a permanent drainage solution will be implemented through the development site shown on Appendix 1 (2 of 2) (marked as “Planning Approved Site”) progressed by the developer (Dundas).

5. Planning – Development Management

- 5.1. The major developers in the area are Persimmon Homes and Dundas Homes. The locations of their sites are identified at Appendix 1. The key improvements within each site are set out below.
- 5.2. Persimmon Homes
The Persimmon development is currently under construction and, as part of the development, Gilbertfield Road along the frontage of the site will be widened, together with provision of a 3 metre wide footway/cycleway and associated street lighting. Traffic calming will also be installed from East Greenlees Road to Castle Chimmins Road and the speed limit will be reduced to 30mph along this same length of road. Finally, a pedestrian connection will be provided from the Persimmon site to Cambuslang Park.
- 5.3. Officers are continuing to monitor and manage this development as the development and the associated improvements set out above are being delivered in phases.
- 5.4. Dundas Homes
The completed phase of the Dundas Homes development has introduced a footway on Gilbertfield Road between the development entrance and the existing junction at Gilbertfield Road/Letterickhills Crescent.

- 5.5. There are two additional proposed vehicular access points from Gilbertfield Road associated with a future phase. The first, which is north west of the gas pumping station, has planning approval. The second proposed access point is located midway between the gas pumping station and Flemington Road.
- 5.6. There are two planning applications associated with the second access point which will be considered by a future Planning Committee. Future development at this location will be subject to agreement between the land owner and developer. The timescales for construction are, therefore, developer led.
- 5.7. The layout of the overall development includes two pedestrian connections onto Lightburn Road which will enable pupils/parents walking from the site at St Cadoc's and/or Cairns Primary Schools to use Lightburn Road. This is the same route available to pupils/parents from the adjacent areas such as Quarry Avenue, Campsie View and Waterside Gardens.
- 5.8. Officers continue to work with developers to progress the next phase of development to ensure the road and drainage layouts take cognisance of the existing flooding issues.

6. Routine Maintenance operations

- 6.1. Gilbertfield Road is subject to a routine safety inspection once per year and any potentially hazardous defects found are scheduled for repair. Ad-hoc inspections are also undertaken, usually initiated by defect reports received from members of the public or elected members.
- 6.2. Road drainage gullies on Gilbertfield Road are routinely emptied and cleaned on an annual basis. However, given recent flooding events, the specific gullies at the flood location have been subject to an enhanced level of service and emptied on a monthly basis to mitigate the risk of flooding.
- 6.3. The grass verges are cut on an annual basis and hedges, which are owned and maintained by the adjacent landowners, are cut as and when necessary by their owners.

7. Summary

- 7.1. While the subject of the original petition was regarding concerns in relation to flooding and associated road damage at a specific location on Gilbertfield Road, subsequent discussion expanded into other areas. These other areas include Planning issues which fall within the remit of the Planning Service and day to day operational issues which would usually be dealt with at Service level. The contents of this report reflect the Service's response on the specific topics referenced above, all of which reflect routine, responsive, service delivery. It is noted that none of the actions set out above have been generated specifically as a consequence of either the Petition itself or the considerations of the Petitions Committee.

8. Employee Implications

- 8.1. There are no employee implications associated with this report.

9. Financial Implications

- 9.1. There are no financial implications associated with this report.

10. Climate Change, Sustainability and Environmental Implications

10.1. There are no climate change, sustainability or environmental implications associated with this report.

11. Other Implications

11.1. There are no other implications in terms of the information contained within this report.

12. Equality Impact Assessment and Consultation Arrangements

12.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.

12.2. All necessary consultation arrangements have taken place.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

3 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ♦ Accountable, effective, efficient and transparent
- ♦ Improve the availability, quality and access of housing

Previous References

- ♦ Petitions Committee – 27 August 2019

List of Background Papers

- ♦ None

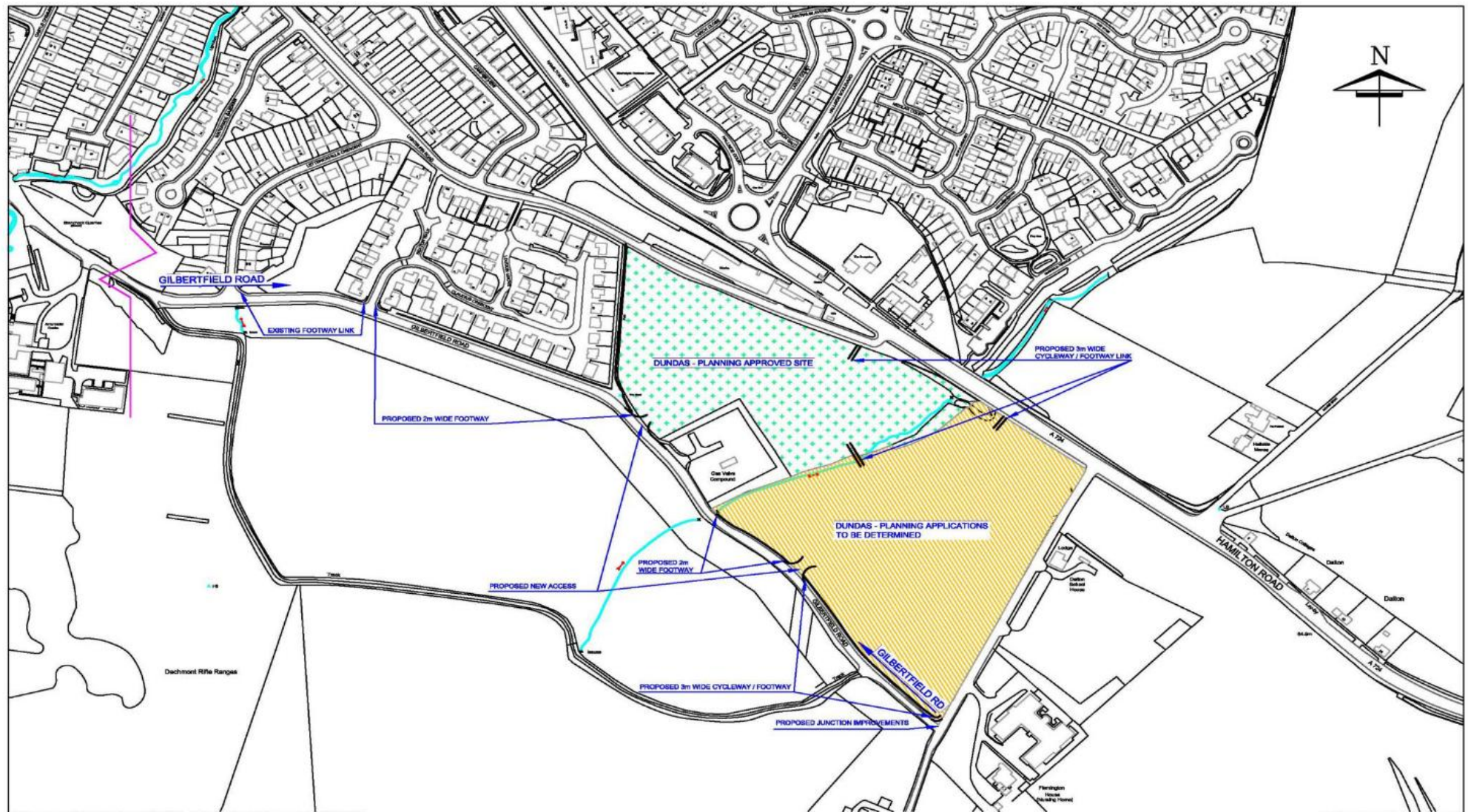
Contact for Further Information

If you would like to inspect the background papers or want further information, please contact: - Martin Muir, Roads Area Manager
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SOUTH LANARKSHIRE COUNCIL		SUFFIX	DATE	REVISIONS	INIT	INIT	TITLE	STATUS		ORIGINAL DRAWING SIZE A3	
COMMUNITY AND ENTERPRISE RESOURCES						Drawn By: JMW		PRELIM	FILE No		
						Chk'd By: FJ		TENDER	DATE PREPARED		
						App'd By:		CONT	OCTOBER 2019		
Head of Roads and Transportation Gordon Mackay BSc., C.Eng., M.I.C.E.						SCALES	APPENDIX 1 (1 OF 2) CAIRNS ROAD / GILBERTFIELD ROAD CAMBUSLANG PROPOSED ROAD IMPROVEMENTS	RECORD	DATE ISSUED		
						1 : 3000			OCTOBER 2019		



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SOUTH LANARKSHIRE COUNCIL		SUFFIX	DATE	REVISIONS	INIT	INIT	TITLE APPENDIX 1 (2 OF 2) CAIRNS ROAD / GILBERTFIELD ROAD CAMBUSLANG PROPOSED ROAD IMPROVEMENTS	ORIGINAL DRAWING SIZE A3 DRAWING No	
COMMUNITY AND ENTERPRISE RESOURCES Head of Roads and Transportation Gordon Mackay BSc., C.Eng., M.I.C.E.					Drawn By: JMW			STATUS	FILE No
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