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17 April 2025

**Members of the  
Environment and Climate Change Committee**

**Chief Executive's Office**

Rachel Blair  
Chief Officer (Legal & Democratic)  
Civic Centre, Windmillhill Street,  
Motherwell ML1 1AB  
[www.northlanarkshire.gov.uk](http://www.northlanarkshire.gov.uk)

Notice is given that a Meeting of the **Environment and Climate Change Committee** is to be held in the Council Chamber, Civic Centre, Windmillhill Street, Motherwell, ML1 1AB on Wednesday, 30 April 2025 at 14:00 PM which you are requested to attend.

The agenda of business is attached.

**Rachel Blair**  
**Chief Officer (Legal & Democratic)**

**Members :**

H Loughran, J McPhilemy, T Carragher, P Di Mascio, K Duffy, A Duffy-Lawson, F Fotheringham, W Goldie, K Harmon, J Leckie, F MacGregor, A Masterton, M McBride, B McCulloch, M McCulloch, F McKay, C McManus, L Nolan, J Reddin, L Roarty, G Robinson, A Smith, A Thomas, C Williams, N Wilson.



## Agenda

- 1 **Declarations of Interest In Terms of the Ethical Standards In Public Life Etc. (Scotland) Act 2000**

### Operational

- 2 **Safety of Lithium-ion Batteries Campaign - Electrical Safety First** 5 - 14  
Submit report by Chief Officer (Community Operations) detailing the campaign on the safety of lithium-ion batteries and endorsing the draft Safety of Electric Powered Micromobility Vehicles and Lithium-ion Batteries Bill.
- 3 **Update report on vape recycling** 15 - 22  
Submit report by Chief Officer (Community Operations) providing a 6-month update on increasing consumer awareness of vape recycling and compliance with the Waste Electrical and Electronic Equipment Regulations 2013.
- 4 **Strathclyde Regional Bus Strategy (SRBS) Consultation** 23 - 34  
Submit report by Chief Officer (Place) highlighting the public consultation being carried out by Strathclyde Partnership for Transport for the development and implementation of a Strathclyde Regional Bus Strategy.
- 5 **Council Fireworks Display**  
Submit report by Chief Officer (Community Operations) (copy to follow)
- 6 **Down's Syndrome Scotland Garden at Palacerigg Country Park** 35 - 42  
Submit report by Chief Officer (Community Operations) outlining plans to host Down's Syndrome Scotland show garden at Palacerigg Country Park, in partnership with local charity Watch us Grow.
- 7 **Petition - Request for a Pedestrian Crossing - Carfin Road, Newarthill** 43 - 52  
Submit report by Chief Officer (Place) advising of the investigation undertaken following receipt of a petition for a pedestrian crossing on Carfin Road, Newarthill.

## **Contracts**

- |    |  |         |
|----|--|---------|
| 8  | <b>Contract Award for Redevelopment of Watersports Centre Building at Strathclyde Park</b><br>Submit report by Chief Officer (Community Operations) seeking approval to award the contract for the Watersports Centre at Strathclyde Park.                                 | 53 - 58 |
| 9  | <b>Contract Award for Supply and Delivery of Fresh Fruit and Vegetables</b><br>Submit report by Chief Officer (Community Operations) seeking approval to award the contract for the Supply and Delivery of Fresh Fruit and Vegetable to George Carruthers & Sons Limited . | 59 - 66 |
| 10 | <b>Contracts Awarded Below Committee Approval Threshold</b><br>Submit report by Chief Officer (Assets and Procurement) notifying of the Contracts Awarded since the last meeting of the Committee with a value below the financial threshold requiring approval.           | 67 - 72 |

# North Lanarkshire Council Report

## Environment & Climate Change Committee

Does this report require to be approved?  Yes  No

Ref PB/MM

Date 30/04/25

## Safety of Lithium-ion Batteries Campaign - Electrical Safety First

**From** Lyall Rennie, Chief Officer (Community Operations)

**E-mail** [RennieLy@northlan.gov.uk](mailto:RennieLy@northlan.gov.uk)

**Telephone** 07855 193500

### Executive Summary

This report notes that we have been contacted by Mr. Ronald Bailey, in his role as researcher for and on behalf of Lord Foster of Bath, to ask that North Lanarkshire Council supports and endorses the 'Safety of Lithium-ion Batteries Campaign' which is being led by Electrical Safety First (ESF), the campaigning arm of the registered charity, the Electrical Safety Council.

The report notes the action to date in the campaign, which includes asking for the UK government to raise a Bill to make provisions regarding the safety of electric-powered micromobility vehicles and of lithium batteries, and the comments from our Trading Standards staff in respect of the clauses contained in the draft Bill which has been devised by ESF.

### Recommendations

It is recommended that Environment and Climate Change Committee:

- (1) Supports the campaign on the safety of lithium-ion batteries; and
- (2) Endorses the comments on the draft Bill which have been supplied by Trading Standards.

### The Plan for North Lanarkshire

Priority	Improve the health and wellbeing of our communities
Ambition statement	(14) Ensure the highest standards of public protection
Programme of Work	All Programmes of Work

## 1. Background

- 1.1 On 23 April 2024, Early Day Motion (EDM) 661 on the safety of electric powered vehicles and lithium-ion batteries was tabled in the UK Parliament <https://edm.parliament.uk/early-day-motion/62160/safety-of-electric-powered-vehicles-and-lithiumion-batteries>.
  - 1.2 The EDM noted with concern “the rise of fires caused by lithium-ion batteries used to power e-bikes and e-scooters, which have quadrupled since 2020, resulting in 13 deaths, 200 serious injuries requiring hospital treatment and have resulted in homelessness and staggering financial losses”.
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## 2. Report

- 2.1 Mr. Ronald Bailey is a researcher for Lord Foster of Bath and the Parliamentary Adviser to Electrical Safety First (ESF). Lord Foster has been campaigning to improve the safety of lithium batteries (used in e-bike and e-scooters) and their disposal, in the House of Lords.
- 2.2 ESF is the campaigning arm of the Electrical Safety Council <https://register-of-charities.charitycommission.gov.uk/en/charity-search/-/charity-details/257376>, a UK charity dedicated to reducing the deaths and injuries caused by electricity.
- 2.3 Mr. Bailey, in his role as assistant for and on behalf of Lord Foster of Bath, has contacted the Council to ask that we support and endorse the Safety of Lithium-ion Batteries Campaign which is being led by Electrical Safety First (ESF).
- 2.4 The Safety of Electric Powered Micromobility Vehicles and Lithium-ion Batteries Bill, drafted by ESF and experts from key sectors, has already gained the support of a large number of organisations, including the National Fire Chiefs Council, a number of local authorities and the consumer group Which? [Battery Safety campaign | Electrical Safety First](#).
- 2.5 The draft Bill, copy of which is attached as Appendix 1 to this report, calls on the UK Government to prioritise the time to implement the Bill's measures in order to ensure safer access to and use of sustainable transportation.
- 2.6 Lithium-ion batteries can pose a significant risk due to thermal runaway, which occurs when internal temperatures exceed safe limits. This can happen due to flawed design, low-quality components, damage to batteries or improper charging or discharging. If a fire occurs, it may reignite, making these fires particularly dangerous.
- 2.7 Thermal runaway is the primary risk associated with lithium-ion batteries. Battery safety and stability depend on maintaining internal temperatures within specific limits. Poor quality and substandard components, flawed design, physical abuse and improper charging or discharging can all cause a battery to become thermally unstable and can lead to catastrophic failure. Even if a fire is extinguished, it is common for the fire to start again, highlighting the dynamic nature of lithium-ion battery fires.
- 2.8 Fires caused by substandard lithium-ion batteries in e-scooters and e-bikes have continued to rise in numbers in recent years, and the London Fire Brigade reported on 5 February 2025 on the urgent risk as two London homes were gutted and two dogs killed, less than 24 hours apart, in e-bike and e-scooter fires: [Urgent warning after London homes gutted and two dogs killed less than 24 hours apart in e-bike and e-scooter fires | London Fire Brigade](#)

- 2.9 In July 2022, a house fire in North Lanarkshire, which tragically claimed the lives of two individuals, was caused by an e-bike battery that was being charged at the time.
- 2.10 In 2022, a consignment of over 150 e-scooters, e-bikes and hoverboards, destined for a North Lanarkshire distributor, was stopped at the port (i.e. the border control point) by Falkirk Trading Standards, and a sample was sent for testing. After being under test for 4 hours and 37 minutes, the lithium-ion battery exploded. This demonstrated that the charge controller/battery management system (BMS) failed to protect the battery pack from thermal runaway. The BMS was explosively ejected from the battery pack and cells were found around 7m away. Flames from the explosion and ensuing fire were over 2m high. As a result, the consignment was prohibited from free circulation.
- 2.11 Whilst our Trading Standards colleagues are in agreement that we should as an organisation support this campaign, they have suggested that we offer specific comments in respect of clauses 1, 2 and 3 of the draft Bill. These comments are attached as Appendix 2 to this report, and we would ask that elected members agree to these comments being returned to Mr. Bailey in conjunction with our support of the campaign.

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### **3. Measures of success**

- 3.1 Securing UK Government agreement to the raising of a Bill and effectively implementing the necessary legislative changes to improve the safety of lithium-ion batteries and ensuring that:
- no person can place an e-scooter, e-bike or lithium-ion battery on the market unless conformity assessment procedures have been carried out by a recognised body;
  - the manufacturer has drawn up the technical documentation and declaration of conformity;
  - e-bikes, e-scooters and their batteries bear the CE or UKCA mark to demonstrate conformity with designated or harmonised standards;
  - sufficient legal rules are in place for the safe end-of-life disposal of lithium-ion batteries;
  - safety standards are specified for e-bike conversion kits and associated components.

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### **4. Supporting documentation**

- 4.1 Appendix 1 - 'The Safety of Electric-Powered Micromobility Vehicles and Lithium Batteries Bill' drafted by the ESF.
- 4.2 Appendix 2 - Trading Standards comments on the draft Bill.



**Lyall Rennie**  
**Chief Officer (Community Operations)**

## 5. Impacts

<b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?  If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant financial impacts been discussed and agreed with Finance? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?
<b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts been discussed and agreed with People Resources? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?
<b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?
<b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?



<p>Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.7 Environmental / Carbon impact</b></p> <p>Does the report / project / practice contain information that has an impact on any environmental or carbon matters?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
<p><b>5.8 Communications impact</b></p> <p>Does the report contain any information that has an impact on the council's communications activities?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
<p><b>5.9 Risk impact</b></p> <p>Is there a risk impact?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
<p><b>5.10 Armed Forces Covenant Duty</b></p> <p>Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>
<p><b>5.11 Children's rights and wellbeing impact</b></p> <p>Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).</p> <p>If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>



## Appendix 1

### **The Safety of Electric-Powered Micromobility Vehicles and Lithium Batteries Bill**

A Bill to make provisions regarding the safety of electric-powered micromobility vehicles and of lithium batteries; to give duties to the Secretary of State regarding those matters; and for connected purposes.

#### **1. The safety of electric-powered micromobility vehicles and secondary lithium-ion batteries used to power such vehicles**

- (1) No person shall after 31st August 2025 place on the UK market any electric-powered micromobility vehicle or a secondary lithium-ion battery used to power such vehicles unless –
  - (a) conformity assessment procedures have been carried out by a conformity assessment body ('CAB') authorised by the Secretary of State to carry out such assessments; and
  - (b) the manufacturer has drawn up the technical documentation and declaration of conformity; and
  - (c) the electric-powered micromobility vehicle and the battery used to power such vehicles bear the CE or UKCA mark to demonstrate conformity with designated or harmonised standards.
- (2) The Secretary of State must within 6 months of the passing of this Act publish a list of CABs recognised as being able to carry out conformity assessment procedures pursuant to subsection (1).
- (3) Where in the opinion of a CAB, a product covered by this Act has successfully met the essential safety requirements of applicable regulations, it shall issue a certificate of conformity to the manufacturer.
- (4) Where a certificate of conformity has been issued pursuant to subsection (3) a manufacturer must display a CE or a UKCA mark on any product covered by this Act before it is placed on the UK market.
- (5) No person shall display a CE or a UKCA mark on any product covered by this Act unless a certificate of conformity has been issued for the product given in accordance with this Act.

#### **2. Disposal of Secondary Lithium-ion Batteries**

- (1) The Secretary of State must, within 6 months of the passing of this Act, make regulations regarding the safe disposal of lithium batteries.
- (2) The regulations made pursuant to subsection (1) may include a requirement for sellers of such batteries to:
  - (a) Display a prominent warning about the dangers of improper disposal of lithium batteries not in accordance with those regulations; and

(b) Attach as part of the sale

- (i) Information regarding the cell chemistry of lithium batteries and;
- (ii) information regarding the safe disposal of such batteries.

### **3. Duties of the Secretary of State**

(1) The Secretary of State must, within 12 months of the passing of this Act, make regulations

- (a) Specifying safety standards for micromobility vehicle conversion kits and associated components; and
- (b) Requiring that all micromobility vehicles have either
  - (i) a non-proprietary charging system with a communications protocol; or
  - (ii) a proprietary charging system with a matched charger

and such regulations may include details of the means by which those standards will be enforced and the penalties for failing to comply with those standards.

(2) The Secretary of State must within 6 months of the passing of this Act consult such persons as he considers have an interest in this matter on whether to implement an interim measure which prohibits the sale of universal chargers for electric-powered micromobility vehicles until such time as the regulations detailed in (1) (a) or (1) (b) come into force.

### **4. Offences**

Any person who fails to comply with the terms of this Act commits an offence.

### **5. Interpretation**

In this Act, the following terms have the following meanings:

- 'Electric-powered micromobility' means electric scooters or electric bicycles powered by secondary lithium-ion batteries, as defined in the Department of Transport 2020 publication 'Future of Transport Regulatory Review Moving Britain Ahead Call for Evidence'.
- 'A lithium battery' is a non-rechargeable battery with lithium as an anode.
- 'A secondary lithium-ion battery' is a type of rechargeable battery in which the main reaction is the transport and intercalation of lithium ions into the cathode and anode respectively as defined in the BEIS Research Paper No 2020/037 entitled 'Domestic Battery Energy Storage Systems A Review of Safety Risks'.
- 'A proprietary charging system' comprises of a manufacturer specified plug and socket system designed only to operate in combination with each other.
- 'A non-proprietary charging system' comprises of a non-manufacturer specified plug and socket system consisting of a standardised plug and socket and a communications protocol.
- 'A communications protocol' is a set of formal rules describing how to transmit or exchange data.

- 'A CE marking' means a mark consisting of the symbol "CE" set out in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A 'UKCA' marking is a UK Conformity Assessed marking displayed in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A conversion kit is the electrical drive train, battery and charging system, that is fitted to a regular pedal bicycle to convert it to an electric bike.

## **6. Regulations**

(1) The Secretary of State must, within six months of the passing of this Act, make regulations specifying:

- (c) Any amendments to the definition of the term 'electric-powered micromobility' that, in the Secretary of State's opinion, are necessary.
- (d) The penalties that shall apply to breaches of this Act.

(2) Regulations under this Act shall be made by statutory instrument pursuant to the negative resolution procedure.

## **7. Extent, Commencement, and Short Title**

(1) This Act extends to the whole of the UK, subject to resolutions being passed by

- (a) The Scottish Parliament;
- (b) Senedd Cymru;
- (c) The Northern Ireland Assembly

applying it to their respective countries.

(2) This Act comes into force on the day on which it is passed.

(3) This Act may be cited as the Safety of Electric-Powered Micromobility and Lithium Batteries Act 2023."

## **Appendix 2**

Trading Standards' comments in respect of clauses 1, 2 and 3 of the draft Bill.

**In respect of clause 1** – the requirement to have conformity assessment procedures undertaken by an appropriate and independent authorised body could be achieved by amending provisions within the Supply of Machinery (Safety) Regulations 2008. Regulation 7 currently places requirements upon manufacturers or their authorised representatives but there are no obligations placed on importers or relevant persons within the UK market. This could be remedied by amending Regulation 2 of the Regulations to state:

“responsible person” means, in relation to machinery or partly completed machinery—

- (a) the manufacturer of that machinery or partly completed machinery; or
- (b) the manufacturer's authorised representative; or
- (c) if there is no manufacturer or manufacturer's authorised representative within the UK, the importer of the product; or
- (d) if the importer is not based within the UK, the distributor of the product.

**In respect of clause 2** - regulations regarding the safe disposal of lithium batteries are already implemented, namely the Waste Batteries and Accumulators Regulations 2009. The recommendations that you propose in Clause 2(2) could be implemented by amendment of Regulation 68 of the 2009 Regulations, or alternatively by amendment of the Batteries and Accumulators (Placing on the Market) Regulations 2008.

**In respect of clause 3** – specifying safety standards for vehicle conversions would be welcomed and adherence to regulatory controls could be required of all service providers, however this would need to be allied to a public awareness message and a targeted campaign to highlight the dangers to individuals who would wish to purchase and fit such conversion kits themselves.



# North Lanarkshire Council Report

## Environment & Climate Change Committee

Does this report require to be approved?  Yes  No

Ref PB/MM Date 30/04/25

## Update report on vape recycling

From Lyall Rennie, Chief Officer (Community Operations)

E-mail [RennieLy@northlan.gov.uk](mailto:RennieLy@northlan.gov.uk) Telephone 07855 193500

### Executive Summary

On 30 October 2024, a report was submitted to the Environment & Climate Change Committee, in response to composite motion No. 7 raised at full Council on 20 June 2024, detailing an investigation into the potential for a vape recycling scheme, using Council facilities such as One Stop Shops, Libraries and Leisure Centres as drop off points.

This report provides the requested 6-month update on increasing consumer awareness of vape recycling and what we have done to drive up retailer compliance and increase the availability of vape takeback facilities in retail premises legally bound to comply with the Waste Electrical and Electronic Equipment (WEEE) Regulations 2013.

### Recommendations

It is recommended that the Environment & Climate Change Committee:

- (1) Notes and endorses the continued actions of the Trading Standards team in respect of these matters.

### The Plan for North Lanarkshire

Priority	Improve the health and wellbeing of our communities
Ambition statement	(17) Ensure we keep our environment clean, safe, and attractive
Programme of Work	Sustainable Futures

## 1. Background

- 1.1 On 30 October 2024, a report was submitted to the Environment & Climate Change Committee, in response to composite motion No. 7 raised at full Council on 20 June 2024, detailing an investigation into the potential for a vape recycling scheme, using Council facilities such as One Stop Shops, Libraries and Leisure Centres as drop off points.  
[Document.ashx](#)
- 1.2 The investigation concluded that the logistical requirements for integrating these recycling points into Council facilities such as First Stop Shops, Libraries and Leisure Centres was not feasible due to the liability, cost and risks associated with collecting vapes in a non-retail environment. The investigation also highlighted that in January 2024, vape take back became a legal responsibility of retailers in accordance with The Waste Electrical and Electronic Equipment (WEEE) Regulations 2013 and that the Office of Product Safety and Standards (OPSS) is the UK enforcement agency responsible for ensuring retailer compliance with the WEEE Regulations.
- 1.3 In response to the report submitted in October 2024, the Committee:
- Supported a consumer campaign to increase awareness of vape recycling, including improvements in the current signage and information available at civic amenity sites (HWRCs) to improve visibility and accessibility of vape recycling points;
  - Endorsed a targeted campaign to drive up retailer compliance and increase the availability of vape takeback facilities in retail premises legally bound to comply with WEEE Regulations. This should be done in partnership between the Council Trading Standards team and OPSS; and
  - Agreed that an update report be submitted to Committee in 6 months.
- 

## 2. Report

- 2.1 As part of the consumer awareness raising in respect of vape recycling, the Council published information for North Lanarkshire residents, warning about the risks involved in the careless disposal of single-use vapes, urging vape users to recycle them responsibly, advised that all vape sellers are legally required to provide a free takeback service, and that vape disposal points are available at the Council's Household Waste Recycling Centres.  
[Fire risk warning on single-use vapes | North Lanarkshire Council](#). In addition to publishing this on our website, the information was sent out via the GovDelivery email system to over 21,500 subscribers, and it was highlighted on Facebook and X.
- 2.2 Zero Waste Scotland ran a 'Recycle Week' publicity campaign in October 2024  
[Recycle Week 2024 | Zero Waste Scotland](#). To coincide with that initiative, the Council issued a number of consumer awareness social media posts across nlcpeople, Facebook and X, which included a number of graphics and associated text which we had obtained from Materials Focus, reinforcing the vape recycling message, as shown in Appendix A to this report.
- 2.3 The signage at our HWRCs has been increased to improve the visibility of our vape recycling repositories. Further improved signage is being planned to be devised, produced, and implemented, in conjunction with colleagues in the Council's graphics team.



- 2.4 In September 2024, to assist with the assessment of vape recycling facilities across North Lanarkshire, a vape takeback project was initiated by the Trading Standards team. Utilising the information held on the Scottish Government's mandatory Register of Tobacco and Nicotine Vapour Product Retailers, we identified 322 premises that were registered to sell NVPs across North Lanarkshire. Unannounced, covert visits were subsequently undertaken to 101 retailers to enquire about the availability of vape recycling bins. The findings revealed that only 24 out of 101 businesses visited provided vape takeback within their retail premise, indicating a compliance rate at that time of just 23.7%.
- 2.5 In recent months, further overt checks have been undertaken at 59 vape retailers' premises, during business advice and guidance visits which are routinely programmed and undertaken by the Trading Standards team to retail suppliers of tobacco and vaping products. 31 of these premises offered a vape take-back facility, which equates to a compliance rate of 53%. The 28 retailers which did not offer a vape take-back facility were provided with the appropriate advice, including the WEEE guidance leaflet provided as Appendix B to this report. We will revisit these businesses to ensure that they have been brought into compliance with vape recycling requirements and continue to undertake these checks to all vape retailers in North Lanarkshire as we undertake underage sales advice and guidance visits.
- 2.6 We continue to submit regular reports to OPSS to refer details regarding retailers that we have identified that are not operating a takeback scheme following advice and guidance, in contravention of the WEEE Regulations.
- 2.7 On 1 June 2025, the Environmental Protection (Single-use Vapes) (Scotland) Regulations 2024 will come into force. [The Environmental Protection \(Single-use Vapes\) \(Scotland\) Regulations 2024](#) Whilst the Scottish Government had originally intended for these Regulations to come into effect from the beginning of April 2025, it was subsequently decided to postpone implementation to June, in order to introduce the ban at the same time as the rest of the UK. Our Trading Standards team will be responsible for regulatory enforcement of compliance with these measures.
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### **3. Measures of success**

- 3.1 Increased consumer awareness around vape recycling.
- 3.2 Improved availability of vape takeback facilities within retail premises across North Lanarkshire, as we continue to work with partners in OPSS to deliver 100% compliance with this duty.
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### **4. Supporting documentation**

- 4.1 Appendix A Vape recycling graphics used in social media messaging.
- 4.2 Appendix B WEEE guidance leaflet on vape recycling.



**Lyall Rennie**  
**Chief Officer (Community Operations)**

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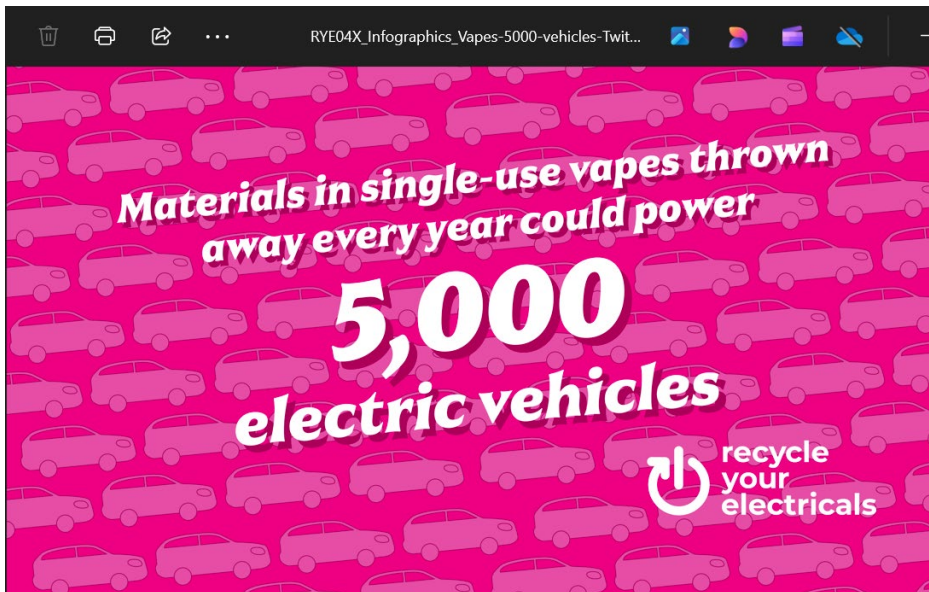
## 5. Impacts

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p> <p>If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
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<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>

<p>Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.7 Environmental / Carbon impact</b></p> <p>Does the report / project / practice contain information that has an impact on any environmental or carbon matters?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
<p><b>5.8 Communications impact</b></p> <p>Does the report contain any information that has an impact on the council's communications activities?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
<p><b>5.9 Risk impact</b></p> <p>Is there a risk impact?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
<p><b>5.10 Armed Forces Covenant Duty</b></p> <p>Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>
<p><b>5.11 Children's rights and wellbeing impact</b></p> <p>Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).</p> <p>If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

Appendix A Vape recycling graphics used in social media messaging.





Did you know vapes contain batteries? When they're binned, they can get crushed in the bin lorry and start fires. So never put vapes in your household bins.

[#NeverBinVapes](#) [#RecycleYourElectricals](#)

Take them to our Household Recycling Waste Centres or find the nearest recycling point at [www.recycleyourelectricals.org.uk/electrical-recycling-near-me/](http://www.recycleyourelectricals.org.uk/electrical-recycling-near-me/)

Half of single-use vapes are thrown in the bin - that's over 5 million per week. Binned vapes are part of the fastest growing sources of waste in the UK: electrical waste. Anything with a plug, battery or cable can be recycled, so make sure you never bin your vapes. [#NeverBinVapes](#) [#RecycleYourElectricals](#)

Recycle all vapes separately from your household waste. Find a local recycling point at: [www.recycleyourelectricals.org.uk/electrical-recycling-near-me/](http://www.recycleyourelectricals.org.uk/electrical-recycling-near-me/)

[#NeverBinVapes](#)

Single use vapes contain precious materials, like lithium, in the battery. In the UK, we needlessly throw away enough vapes to power 5,000 electrical vehicles each year. Never bin them, recycle all your vapes separately at our Household Recycling Waste Centres or find the nearest recycling point at:

<https://ow.ly/bU1k50TLvwF>



## Do you comply with WEEE?

If you sell vapes, you must provide your customers with a way of sending back used devices.

All retailers who sell vapes from a physical shop are required to provide recycling facilities for customers to bring back used or unwanted vapes on a one for one, like for like basis.

Some vape suppliers have their own schemes to collect vapes for recycling, so it is worth contacting them for further information.

Alternatively, you can check the Government's [Registers of electrical and electronic equipment \(EEE\) producer compliance schemes](#) for details of schemes who can arrange for the waste to be recycled.



Please note: legislation is currently going through Parliament which will ban the sale of disposable vapes. This is likely to be in force in early 2025.

**business**companion  
trading standards law explained

Free, up to date guidance for businesses that sell vapes is available from [Business Companion](#).

Under the Waste Electrical and Electronic Equipment Regulations 2013, any business that sells electrical and electronic equipment (EEE), including vape products, directly to the UK customers must provide a process of takeback on waste electrical and electronic equipment, on a like for like basis.

# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved?  Yes  No

Ref PH / GW

Date 30/04/25

## Strathclyde Regional Bus Strategy (SRBS) Consultation

**From** Pamela Humphries, Chief Officer (Place)

**E-mail** woodg@northlan.gov.uk

**Telephone** Gary Wood, 07939284954

### Executive Summary

This report highlights the public consultation currently being carried out by Strathclyde Partnership for Transport (SPT) to guide the development and implementation of the Strathclyde Regional Bus Strategy (SRBS). The SRBS is SPT's process to determine a preferred strategy to improving the bus network and set the direction of bus policy in the region.

SPT propose a significant change from the current deregulated operations to a franchised model. This is with a view to ensuring a number of improvements, notably, that buses are provided where and when they are needed, reliable and quicker bus journeys, affordable and attractive fares and ticketing and accessible and safer bus journeys.

While it is proposed that the council should be supportive of SPT's recommendations, at the same time, financial and other resource issues need to be more transparent before any commitments are made, along with clear agreed governance.

### Recommendations

It is recommended that Environment and Climate Change Committee:

- (1) Acknowledge the contents of this report, and the attached briefing note, regarding the consultation being undertaken by SPT on the development of the Regional Bus Strategy and the proposal to move to a franchising model for the delivery of bus services in the region.
- (2) Endorse the submission of a response on behalf of the council as set out in section 2.9 of this report supporting the principles and objectives of the proposal while noting that further detail regarding funding is required.

### The Plan for North Lanarkshire

Priority	Improve economic opportunities and outcomes
Ambition statement	(2) Refocus our town centres and communities to be multi-functional connected places which maximise social, economic, and environmental opportunities
Programme of Work	Statutory / corporate / service requirement

## 1. Background

- 1.1 SPT and its constituent councils all acknowledge that the current bus system across Strathclyde is not working as well as it should. In recent years, there has been the impact of the COVID19 pandemic on ridership, but this decline was already a well-established trend. Across Strathclyde, there were 70 million fewer bus journeys made in 2019/20 compared to 10 years prior.
- 1.2 This decline means there is a significant challenge to achieve SPT's goals and deliver a bus network that is attractive and easy to use for everyone. So, in response, SPT have been developing a Regional Bus Strategy for some years.
- 1.3 The first stage of the development of the SRBS development was the SRBS Case for Change. This report sets out the key problems with the bus network and the desired transport outcomes, objectives, and core policy areas to improve the bus network.
- 1.4 Following this, initial policies and measures were developed and an Options Appraisal was carried out. The aim of the appraisal was to identify a recommended operational model for bus services in the region. A consultation on the recommendations of the Options Appraisal was carried between April - May 2024.
- 1.5 The outcomes of the Options Appraisal consultation were reported to SPT committee in September 2024, which recommended that Bus Service Improvement Partnerships (BSIPs), Bus Franchising, and Municipal Bus Companies be taken forward for inclusion and further consultation in the draft strategy.
- 1.6 In February 2025, the SPT Strategy and Programmes committee approved the draft SRBS for public consultation.

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## 2. Report

- 2.1 As part of the considerations, SPT have concluded that their recommended options for bus reform in Strathclyde are local services franchising as the long-term ambition, with further consideration of small scale supplementary municipal bus operations.
- 2.2 As outlined in the 'Case for Change' consultation, council officers previously supported the SPT recommendations of BSIPs in the medium term and local service franchising in the long term. It is noted that in the draft strategy that BSIP's are now considered unlikely to deliver major improvements to service levels across the network or major beneficial impacts on fares, and consequently has been withdrawn from the proposals. However, in respect of the franchising model, as outlined previously, we expect SPT to lead on these in the role of Local Transport Authority (LTA), with significant involvement from each of the SPT local authorities.
- 2.3 A franchising model could be established and supported by fare collection revenues. However, the revenue generated from this alone would not meet the objectives of the strategy, which aims is to ensure:
  - Buses where they are needed, when they are needed.
  - Reliable and quicker bus journeys.
  - Affordable and attractive fares and ticketing.
  - Accessible and safer bus journeys.
  - A trusted and recognisable bus network.
  - A seamless and integrated bus network.
  - A more environmentally sustainable, resilient and adaptable bus network and fleet.



- 2.4 The draft strategy outlines that between £45m - £85m per annum of additional funding is required to deliver the aspirations proposed. It would appear that this additional funding requirement is over and above the existing local authority contributions to the Regional Transport Authority (SPT), which is approximately £36Million per annum for transport provision and concessionary travel schemes. For reference, the council's contribution is c. £6m. It should be noted that the council does not currently have available funding to either support the start-up of a franchising operating model, nor to contribute to the projected operating costs.
- 2.5 Notwithstanding the financial challenges, there are others risks that need to be considered, notably, operational, reputational and governance risks. The long history of deregulated bus services means many local transport authorities will lack the skills and capacity to run the network. Poorly run networks could result in failing to realise the benefits of franchising and loss of public support for the move.
- 2.6 Under the franchised operating model, SPT, and member authorities, will become the public face of bus services in the region and whilst it will be positive should it be seen as a success. Conversely SPT and the council will have greater responsibility for any public dissatisfaction.
- 2.7 There is little detail on how governance would be structured, which will be key to a successful operating model. The governance would need to be clearly defined to ensure the right people make the correct decisions at the correct time. The council needs to have a role in the decision-making process.
- 2.8 The next steps in the development of the SRBS include:
- SPT public consultation on draft SRBS (March-May 2025).
  - SPT provide progress report to Partnership (June 2025).
  - SPT present final SRBS to Partnership (September 2025).
  - SPT publish Franchising Route Map (within c. 3 months of approval of final SRBS).
  - Franchise implementation date is presently estimated by SPT to be 4 to 5.5 years beyond publication of the Franchising Route Map.
- 2.9 Council officers will submit a consultation response generally supporting the themes, policies, and measures proposed, whilst highlighting that further work is necessary in many areas including development of the franchising model, the identification of funding, governance arrangements, and development of an implementation strategy amongst others. The response will include observations and comments relevant to the particular challenges that rural and semi-rural communities face.
- 2.10 A further report on progress of the SRBS will be brought to this committee at an appropriate time.

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### **3. Measures of success**

- 3.1 The measure of success will be the implementation of a robust Strathclyde Regional Bus Strategy, developed closely with the local authority partners and Scottish Government / Transport Scotland in which timelines, costings, funding routes and roles and responsibilities are all clearly defined.

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#### 4. Supporting documentation

- Link to Draft SRBS strategy  
[spt\\_strathclyde-regional-bus-strategy-draft-for-consultation.pdf](#)
- Link to Consultation webpage  
[Strathclyde Regional Bus Strategy \(SRBS+](#)

Appendix A – SRBS Consultation briefing note



**Pamela Humphries**  
**Chief Officer (Place)**

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## 5. Impacts

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p> <p>Statutory responsibilities under the Fairer Scotland Duty apply to the relevant bodies in their own right and as such each entity is responsible for ensuring that strategic decision making and service delivery proposals take due cognisance of the duty to reduce the inequalities of outcomes caused by socio-economic disadvantage.</p> <p>If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> There are no financial implications at this time If Yes, have all relevant financial impacts been discussed and agreed with Finance? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts been discussed and agreed with People Resources? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>

5.6	<b>Technology / Digital impact</b>
Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the impact?	
Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?	
Yes <input type="checkbox"/> No <input type="checkbox"/>	
5.7	<b>Environmental / Carbon impact</b>
Does the report / project / practice contain information that has an impact on any environmental or carbon matters?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the impact?	
5.8	<b>Communications impact</b>
Does the report contain any information that has an impact on the council's communications activities?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the impact?	
5.9	<b>Risk impact</b>
Is there a risk impact?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?	
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Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.	
5.11	<b>Children's rights and wellbeing impact</b>
Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).	
If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?	
Yes <input type="checkbox"/> No <input type="checkbox"/>	

## **Appendix A – SRBS Consultation briefing note**

### **Background**

Strathclyde Partnership for Transport (SPT) and its constituent councils all acknowledge that the current bus system across Strathclyde is not working as well as it should. In recent years, there has been the impact of the COVID19 pandemic on ridership, but this decline was already a well-established trend. Across Strathclyde, there were 70 million fewer bus journeys made in 2019/20 compared to 10 years prior.

Fewer people using buses means less money going into the bus network via the farebox. In the current market – nearly 40 years after deregulation – operators have few real efficiencies within their control to counter the effects of reducing revenue. This means operators have limited choices in reacting to falling passenger numbers and, generally, has resulted in higher fares or reduced services. Bus fares, nationally, have increased in real terms by 25% in the past 10 years whilst the cost of motoring fell by 5% in real terms. This makes conditions more difficult for people who are dependent upon bus travel and makes bus even less attractive for anyone who can use alternative transport.

Prior to bus deregulation, cross-subsidy of routes was common practice, meaning that revenues from busier services could be used to maintain the whole network, thus ensuring communities had a stable level of accessibility and achieving a more equitable distribution of resources.

In the current system, operators are under increasing pressure to concentrate on more profitable routes (and less on more marginal but arguably more essential services) whilst SPT and councils are left to pay operators to run journeys and routes that are essential but not commercially viable. This means substantial public funding is required to ensure basic accessibility is maintained.

The current system is also not designed to deliver an integrated network for passengers and the wider public transport network. This means fare structures, ticketing products, travel information and customer services differ between individual operator networks.

Timetables and routes are not integrated between bus operator networks as operators are not allowed, under competition rules, to co-ordinate in this way. Bus services also may not be integrated with rail or other transport modes except where bus operators have been paid to deliver an integrated service or where bus operators have made a commercial decision to integrate with other modes.

All of this means there is a significant challenge to achieve SPT's goals and deliver a bus network that is attractive and easy to use for everyone. So, in response, SPT have been developing a Regional Bus Strategy for some years.

This means that the Strathclyde Regional Bus Strategy (SRBS) will be developed within a bus reform framework, rather than within the existing deregulated model. Given the significance of the proposed change to the current system, SPT want to understand the extent that communities and stakeholders agree or disagree with the recommended approach before they further develop the Strategy.

## **The options previously considered by SPT**

SPT has considered a number of ways, or options, that the bus network could be delivered in the future, including continuing with the current approach, partnership models on a voluntary or statutory basis, local services franchising, and municipal bus operations.

**Business as Usual** describes the existing bus network. Operators are free to run any service, set their own fares and choose their own vehicles, subject to meeting safety and operating standards and applicable government policies such as Low Emission Zones. This option sets the baseline for other comparisons. **(Not taken forward to Draft Strategy)**

**Voluntary partnerships** are when bus operators and Local Transport Authority (LTA) come together to improve the bus network through agreeing, on a voluntary basis, to provide or deliver improvements to services and infrastructure or other local policies to support bus services. There is no legal basis or enforcement mechanism for voluntary partnerships and parties can leave the partnership at any time. **(Not taken forward to Draft Strategy as it was decided to continue working with the voluntary Glasgow Bus Partnership in the short term)**

**Bus Service Improvement Partnerships (BSIPs)** are a partnership between an LTA and one or more bus operators. In this model, the LTA is responsible for making a Partnership Plan and Scheme (or Schemes), which are developed and agreed with bus operators and other relevant partners. The Plan sets out policies and objectives to be achieved, imposes service standards on operators and specifies the facilities to be provided or measures to be taken by the LTA to support the bus network. There is a legal basis for the Plan and Scheme(s) and, therefore, elements can be enforced.

BSIPs could be arranged relatively quickly – potentially around 12 months from initiation to implementation. An ambitious BSIP, though, is heavily dependent on funding availability and is likely to require substantial new investment for operating and infrastructure improvements. A key long-term challenge with BSIPs is that they do not provide any certainty that service improvements will continue after the BSIP agreements expire, even if the public sector infrastructure investment has been delivered.

BSIPs offer the opportunity to arrest further decline in the medium term, particularly through investing in bus priority infrastructure, helping SPT and councils to build towards longer-term goals of passenger growth.

SPT believes it should work with partners to agree BSIPs for the region as a medium-term solution to improving the bus network and build on existing work within the Glasgow Bus Partnership. **(Not taken forward to Draft Strategy as unlikely to deliver major improvements to service levels across the network or major beneficial impacts on fares)**

**Local services franchising** allows an LTA, if it can fund its proposals, to control and direct the outcomes it desires by specifying what the bus network should look like to meet the needs of passengers and communities. This could have major beneficial effects for enhanced service levels, more affordable fares and quality. This option could deliver a regional network identity and an integrated network that truly supports both multi-modal journeys and future public transport investment, for example the Clyde Metro.

This could allow SPT to take control over designing a suitable network, applying quality standards, and offering affordable fares – no other option offers this certainty. It also provides

greater certainty in achieving long term benefits from public investment in bus priority and other complementary 'bus friendly' transport policies.

However, this option has the highest costs, and transfers the most risk to the public sector. It is likely to take a long time to work through a complex and, as yet, untested franchise development process as defined in legislation – SPT originally estimated between 5 and 7 years.

It is clear that transitioning to a franchise model would not be quick, would require significant expansion to the roles and capabilities of SPT and councils. **(Taken forward to Draft Strategy)**

**A municipal bus company** is an operator of bus services owned by an LTA. A municipal bus company can be formed from the purchase of an existing bus or coach company or the creation of a new company. Municipal bus companies compete for the market in the same way as privately owned bus companies. Currently, all bus services in Strathclyde are delivered by private sector operators. **(Small scale supplementary municipal bus operations taken forward to Draft Strategy)**

### **Funding Landscape**

It is likely that a future franchised network, at least in the short term while the market and revenue returns are stabilised and returned to growth, will rely on the availability of sizeable public funding to support the bus network, assume operational control and pay for required investments to deliver improvements.

Given the challenging current situation regarding public sector finances, and specifically support for local bus initiatives, it is uncertain that funding will be maintained at current levels in real terms. Thus, the affordability of delivering on franchising commitments is also uncertain, and the level of risk transferred to the public sector will require securing a contingency to allow for fluctuations in the marketplace (e.g. unforeseen reductions in passenger volumes). Reduced funding for the bus sector will inevitably continue the cycle of decline outlined previously.

A franchising scheme could be delivered as a self-funded scheme through farebox revenue and existing revenue streams. However, this is unlikely to deliver more frequent services, affordable and attractive fares and other features of a better bus network. Therefore, it is likely that funding environment will require, at minimum:

- Reinstatement of the Bus Partnership Fund or a revised replacement long-term capital investment fund to support bus priority infrastructure.
- Network Support Grant reformed to give SPT eligibility to claim to support services.
- Access to bus decarbonisation funding.
- Reimbursement of concessionary fares.

Pursuing a more ambitious level of change will likely require additional funding sources, likely to include a mix of the following:

- A long-term, multi-year funding commitment from the Scottish Government to support the operation and enhancement of bus services in the west of Scotland.
- Devolution of NCTS funding.
- Revenue from potential new funding streams to be invested into the bus network.
- Additional funding streams explored in consultation with Scottish Government and Transport Scotland. From experience elsewhere in the UK, this might include regional precept, municipal borrowing, or financial support.

It is noted that the options appraisal carried out for the SRBS identified an indicative high-level estimate of £45m - £85m per annum additional revenue subsidy to deliver a regional franchise of a transformational nature. This would be additional to the c. £36Million member authority contributions (NLC share is c.£6M per annum for core transport services and concessionary travel). These figures provide stakeholders with a likely cost scenario for subsidy, but final costs will not be known until the scale of ambition is agreed with partners through the process to develop franchising.

### **Key issues for North Lanarkshire**

Delivery of the proposed model will take time to implement, if taken forward, with added concerns over the funding uncertainty.

There is no national bus strategy, and it is for SPT partners to agree the approach for the Strathclyde area.

Examples of bus 'transformations' often quoted in England (e.g. Newcastle and Manchester) are not comparable, as their legislation is different.

North Lanarkshire has some of the greatest challenges to existing bus services in the SPT area, but potentially the most to gain out of a major transformation in bus network management.

It will be important for the council to engage with other SPT partner authorities, especially immediate neighbours, as successful future bus services will require cross boundary planning and consistency of approach.

### **Risks**

Notwithstanding the financial risks referenced above, which are significant, there are other substantial risks to the franchising operational model that need to be carefully considered by SPT and member authorities.

#### **Operational risks**

- The long history of deregulated bus services means many local transport authorities will lack the skills and capacity to run the network. Poorly run networks could result in failing to realise the benefits of franchising and loss of public support for the move.

#### **Reputational risk**

- In a franchised system, SPT and member authorities become the accountable, public face of bus services. Greater accountability can be positive as it gives passengers a single point of contact, but the council will have greater responsibility for any public dissatisfaction.

#### **Governance**

- There is little detail on how governance would be structured, which will be key to a successful operating model. The governance would need to be clearly defined to ensure the right people make the correct decisions at the correct time. It would likely require a cross-functional, cross-member Project Board to make fast-paced decisions working together with shared objectives (i.e. procurement, communications, legal, finance, commercial, etc). It is imperative that there is representation from North Lanarkshire to ensure the needs of our communities are taken into consideration.



### **Next stages**

A response will be submitted to SPT using an online template provided for this research/consultation by 29 May 2025.

Following the close of the consultation, feedback received will be considered and inform the final version of the strategy. SPT aims to present a report on the consultation results and the final SRBS to SPT's Partnership Board in September 2025. SPT, in discussion with partners and stakeholders, intend to publish a Franchising Route Map within c. 3 months of approval of final SRBS. The franchise implementation date is presently estimated by SPT to be 4 to 5.5 years beyond publication of the Franchising Route Map.



# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved?  Yes  No

Ref LR/VA

Date 30/04/25

## Down's Syndrome Scotland garden at Palacerigg Country Park

**From** Lyall Rennie, Chief Officer (Community Operations)

**E-mail** renniely@northlan.gov.uk

**Telephone** 07855 193500

### Executive Summary

This report outlines plans to host Downs Syndrome Scotland show garden, designed and built for Chelsea Flower Show 2025, to Palacerigg Country Park, in partnership with local charity Watch us Grow. The relocation is funded by the charity Project Giving Back and will take place during summer and autumn 2025 with plans for a garden opening in spring 2026.

### Recommendations

It is recommended that Environment and Climate Change Committee:

- (1) Supports the proposal to locate the Down's Syndrome Scotland show garden in Palacerigg Country Park, in partnership with Watch us Grow.

### The Plan for North Lanarkshire

Priority	Improve the health and wellbeing of our communities
Ambition statement	(16) Transform our natural environment to support wellbeing and inward investment and enhance it for current and future generations
Programme of Work	Sustainable Futures

### 1. Background

- 1.1 Down's Syndrome Scotland are building a show garden at the RHS Chelsea Garden Show in May 2025. The garden is fully funded by Project Giving Back, a grant making charity that supports gardens for good causes.
- 1.2 Following the garden show, Project Giving Back supports the costs of relocating the garden to its charity partners. Down's Syndrome Scotland approached Watch us Grow, (a North Lanarkshire charity based in Palacerigg Country Park, that supports adults with additional support needs to thrive) to host the garden. Community Operations staff identified a suitable location adjacent to the existing Watch us Grow house and garden.

## 2. Report

- 2.1 Down Syndrome Scotland will be displaying their garden at this year's Chelsea Garden Show from 20th – 24th May 2025, and thereafter relocating it to Palacerigg Country Park. The Greenspace and Country Parks team worked with the charity partners to understand the requirements of the sponsors and identify a suitable location adjacent to the existing Watch us Grow site. The site was previously used for goat grazing and the new garden will repurpose the site and be fully open to the local community and visitors at all times of the day.

### The Garden

- 2.2 The Down Syndrome Scotland Garden is designed by Nick Burton & Duncan Hall from Burton Hall Garden Design. The garden takes visitors on a journey through the life of someone with Down's syndrome and highlights their many unique qualities, while also challenging visitors to better understand the barriers that people with Down's syndrome still face as they strive to live their best lives.

- 2.3 Garden features include:

**A Hug in Nature:** 'Old School Fabrications' based in East Lothian, Scotland has been commissioned to design, fabricate and construct at the show an organically-shaped garden building made from locally sourced sustainable timber. The shape and material of the garden structure are designed to feel like a comforting 'hug' and reflect the compassion, kindness and joy that come naturally to so many people with Down's syndrome.

**Breaking Barriers:** The ground-level water pool with a submerged bridge located on the main path subtly references the barriers often faced by members of the Down's syndrome community and speaks to their resilience and determination to overcome challenges to achieve their full potential. A Scot's Pine, a Gaelic symbol of durability, will sit on the other side of the water pool.

**Celebrating Difference:** Down's syndrome is caused by a third copy of chromosome 21 and these numbers are subtly reflected within the garden. For example, there are 3 water features and 3 seating areas, including bespoke benches made by traditional craftsman Laurence McIntosh from Edinburgh with 3 feet and 21 slats. Additionally, 21 tiles by ceramic artist Frances Priest and a playful water feature evoke a sense of fun and mischief, whilst a bunting display of 21 'odd, knitted socks', chosen because they look like chromosomes, will be hung inside the garden building to celebrate difference and provide a sense of fun.

**Playful Water Features:** There will be three water features; two above-ground water containers, made by Bronzino, which are based on a Scottish Highland cauldron design, whilst a ground-level pool located across the path symbolising societal barriers faced by people with Down's syndrome. There is also a secret water spray that can be activated by depressing a decoratively patterned Frances Priest ceramic tile to incorporate some fun and mischief into the garden.

**Pathways of Joy:** The 21 playful and curious tiles by ceramic artist Frances Priest are inlaid into the paving, contributing to the garden's sense of joy as visitors enjoy the artful playfulness beneath their feet.

**Gaelic Proverb Symbolism:** One of the bespoke benches by Laurence McIntosh of Edinburgh will have the old Gaelic proverb "*Cruaidh mar am fraoch, buan mar an giuthas*" which translates to "*Hard as the Heather, Lasting as the Pine*" engraved on it and will sit under the Scots Pine. This proverb acknowledges the strength, resilience and endurance that people with Down's syndrome display in their everyday environments.

**Sustainability:** The plant-dominated garden incorporates minimal hard landscaping, sustainable construction methods (e.g. screw foundations and cement-free mortar) and planting grown in peat-free compost. The footprint of the garden will be larger than the show garden at Chelsea and all features will be adapted to ensure that its fully accessible for all users.

- 2.4 The service will work with partners to install interpretation alongside the garden to explain the garden and its journey and promote the work of Downs Syndrome Scotland and Watch us Grow.

### **Wider benefits**

- 2.5 Community benefits have already begun, with part of the site preparation being carried out by restorative justice; with an enhanced opportunity for collaborative working between the council, Watch Us Grow, Down Syndrome Scotland and Palacerigg Community Trust on volunteers' ongoing maintenance and nurturing of the garden providing opportunities to young people to develop and hone their gardening knowledge and skills.
- 2.6 The council has a long-standing relationship with Watch Us Grow. This opportunity is a positive step to develop further the relationship with Down Syndrome Scotland within Palacerigg Country Park, recognise the fantastic work carried out by the young adults who use the services at Watch Us Grow, and celebrate this community.
- 2.7 The addition of this unique attraction to the Country Park, and the recent works on improved pathways, more accessible play areas, signage and soundscapes all being in line with Country Parks For the Future and the Master Plan for Palacerigg Country Park, all helping to increase the number, diversity, geographical base and experience of the visitors to Palacerigg, all having a positive effect on health and wellbeing of the local community of Cumbernauld.

### **Next steps**

- 2.8 Progress on building the garden can be followed on the Down's Syndrome Scotland website [#Down's Syndrome Scotland Garden at Chelsea Flower Show - Down's Syndrome Scotland](#) The Chelsea Garden Show runs from 20<sup>th</sup> – 24<sup>th</sup> May
- 2.9 June 2025 - Following the show the garden will be taken down and Burton Hall will bring all the hard landscaping, trees, hedging, and most of the plants to Palacerigg Country Park
- June – autumn 2025 Once the hard landscaping has been carried out in early June by Burton Hall Garden Designs, it will take a period to plant out the garden and get it ready to open to the public in spring 2026.
- 2.10 The service will work with Down's syndrome Scotland, Watch us Grow and Corporate Communications to ensure the garden launch has high visibility

2.11 A Memorandum of Understanding will be agreed for the full management of the garden between the council, Watch Us Grow and Down Syndrome Scotland.

**3. Measures of success**

3.1 Downes Syndrome Scotland show garden successfully located to Palacerigg Country Park and opened to the public.

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**4. Supporting documentation**

Appendix 1: Artist impression of garden

A handwritten signature in black ink, appearing to read 'Lyall Rennie', written in a cursive style.

**Lyall Rennie**  
**Chief Officer (Community Operations)**

---

## 5. Impacts

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p> <p>If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant financial impacts been discussed and agreed with Finance? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts been discussed and agreed with People Resources? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>

<p>Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.7 Environmental / Carbon impact</b></p> <p>Does the report / project / practice contain information that has an impact on any environmental or carbon matters?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p> <p>The project will have a positive environmental impact on the country park</p>
<p><b>5.8 Communications impact</b></p> <p>Does the report contain any information that has an impact on the council's communications activities?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p> <p>The council will use its communications channels to promote the garden and the partner organisations. Corporate communications are involved in the working group.</p>
<p><b>5.9 Risk impact</b></p> <p>Is there a risk impact?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
<p><b>5.10 Armed Forces Covenant Duty</b></p> <p>Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>
<p><b>5.11 Children's rights and wellbeing impact</b></p> <p>Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).</p> <p>If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>



**Appendix 1: Artists impression of the Down Syndrome Scotland Chelsea Garden 2025**







- 1.3 The council is typically able to construct about between one and four schemes per year depending on budget availability, and receives in excess of 250 requests for road safety improvements per year. All enquiries are assessed in a consistent, fair and transparent manner, in accordance with the agreed policy, to ensure the council's finite resources are targeted to the areas in communities with the highest risk setting.

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## 2. Report

- 2.1 The petition was submitted to the council by Newarthill Community Council, requesting a controlled pedestrian crossing facility, particularly around the area adjacent to 'Sal's Fastfood' shop.
- 2.2 To establish current conditions at this location, a pedestrian movement survey was carried out on Thursday 13th March 2025, for a 12-hour period from 7am to 7pm to establish the volume of pedestrians crossing and traffic volumes at the location around Sal's Fastfood on Carfin Road, Newarthill. See Appendix 1 attached.
- 2.3 The survey results allow the calculation of the degree of conflict between pedestrians and vehicles to determine whether the location meets the threshold for the installation of a controlled pedestrian crossing. A pedestrian crossing demand assessment was carried out on Carfin Road at location 952-01 and the resultant score was **11 points**, which is significantly below the initial threshold of 80 points. Therefore, there is insufficient evidence to justify the consideration of any pedestrian crossing improvements on Carfin Road at this time.
- 2.4 In addition, to determine whether any other road safety improvements were a priority, a traffic survey was undertaken on Carfin Road for a seven-day period, commencing on 13th March 2025. The survey measured the 85th percentile speeds at these locations. The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point and is the standard metric used to establish speed limits on roads. The speed survey results confirmed that the recorded 85th percentile speed was 34.5mph at location 952-01 of Appendix 2. The speed limit on Carfin Road is 30mph.
- 2.5 Furthermore, a review of Police Scotland's Road injury accident statistics on Carfin Road was undertaken for the most recent five-year period where data is available, which is from 18 February 2020 to 17 February 2025. The review confirmed there has been 2 slight injury accidents recorded in this time period on Carfin Road. It should be noted that Police Scotland do not record details of accidents that involve damage to vehicles and property only. Only details of injury accidents are recorded by Police Scotland and that is what many local authorities, including North Lanarkshire Council, use to inform their priorities for road safety improvements.
- 2.6 After assessing the traffic speeds and accident history information, together with surveyed traffic volumes and the proportion of HGVs, the Road Safety Indicators scores for 'road safety improvements' at this location is **98 points**, which is below the Stage 2 threshold of 130 points. Therefore, there are no proposals to undertake road safety improvements, including the introduction of pedestrian crossing facilities on Carfin Road at this time.

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## 3. Measures of Success

The request from the Community Council has been assessed in accordance with the council's policy and prioritisation framework for pedestrian crossings and traffic calming to ensure consistency of approach in the assessment of road safety requests.

#### **4. Supporting Documentation**

Appendix 1 – Location plan of pedestrian survey on Carfin Road

Appendix 2 – Location plan of vehicle speed and volume survey on Carfin Road

Appendix 3 – Policy – Prioritisation of Road Safety Improvements (approved at Environment & Climate Change Committee - 8/2/23)



**Pamela Humphries  
Chief Officer (Place)**

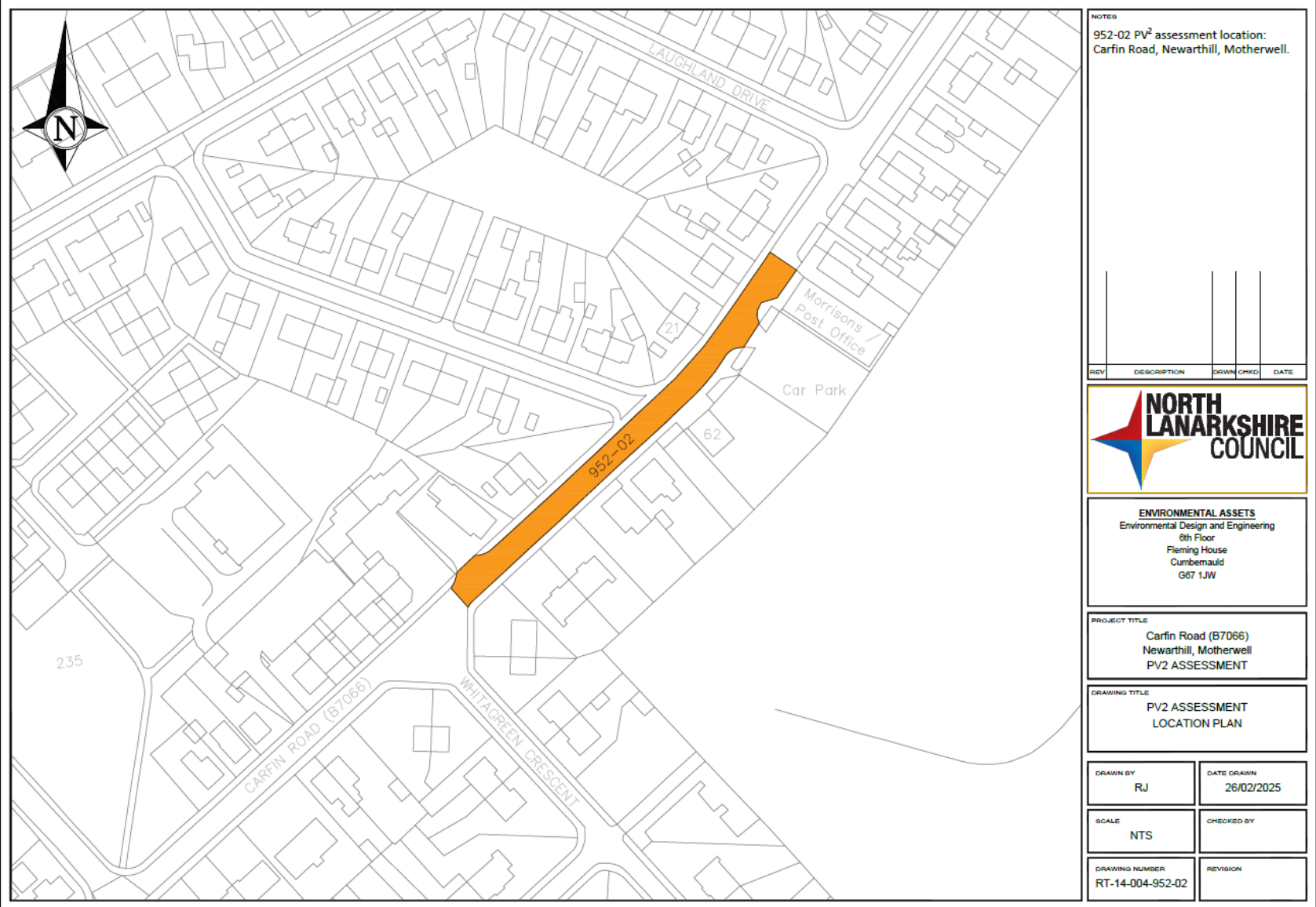
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**5. Impacts ( <http://connect/report-template-guidance> )**

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?  If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant financial impacts have been discussed and agreed with Financial Solutions? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts have been discussed and agreed with People and Organisational Development? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts have been discussed and agreed with Legal and Democratic Solutions? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
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<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>

<p>Where the impact identifies a requirement for technology, has an assessment been carried out (or scheduled) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.7 Environmental / Carbon impact</b>  Does the report / project / practice contain information that has an impact on any environmental or carbon matters?  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>  If Yes, please provide a brief summary of the impact?</p>
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<p><b>5.9 Risk impact</b>  Is there a risk impact?  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>  If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
<p><b>5.10 Armed Forces Covenant Duty</b>  Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>  If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>
<p><b>5.11 Children's rights and wellbeing impact</b>  Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>  If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).</p>

**Appendix 1 – Location Plan of Pedestrian PV2 Survey**



NOTES  
 952-02 PV<sup>2</sup> assessment location:  
 Carfin Road, Newarthill, Motherwell.

REV	DESCRIPTION	DRAWN	CHECKED	DATE



**ENVIRONMENTAL ASSETS**  
 Environmental Design and Engineering  
 8th Floor  
 Fleming House  
 Cumbemauld  
 G67 1JW

PROJECT TITLE  
 Carfin Road (B7066)  
 Newarthill, Motherwell  
 PV2 ASSESSMENT

DRAWING TITLE  
 PV2 ASSESSMENT  
 LOCATION PLAN

DRAWN BY  
 RJ

DATE DRAWN  
 26/02/2025

SCALE  
 NTS

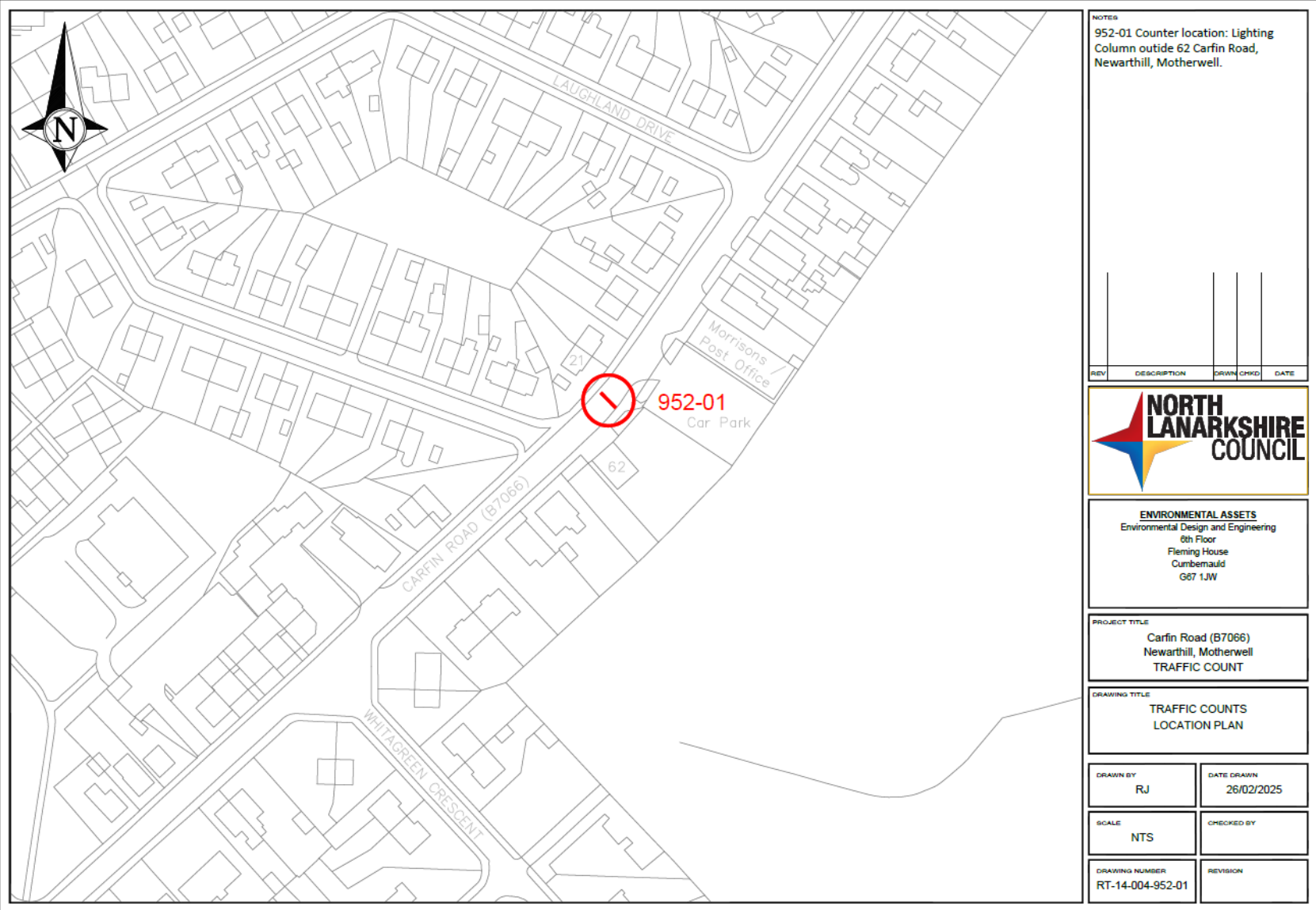
CHECKED BY

DRAWING NUMBER  
 RT-14-004-952-02

REVISION



**Appendix 2 – Location Plan of Vehicle Speed and Volume Survey**



## Appendix 3 – ‘Prioritisation of Road Safety Improvements’ Policy

### Scoring Matrix

#### Stage 0 - Pedestrian Crossing Demand

This stage applies only to requests for pedestrian crossings. Requests for traffic calming measures proceed straight to Stage 1.

To determine the need for a pedestrian crossing, surveys will be undertaken to identify the four peak hours with the greatest conflict between pedestrians (P) and vehicles (V). This is known as the PV<sup>2</sup> assessment.

For example, if there were an average of 50 pedestrians and 600 vehicles recorded in the four busiest hours, the PV<sup>2</sup> value would be 50(P) x 600(V) x 600(V) = 18 million.

Any site with a PV<sup>2</sup> of 60 million or greater will proceed to Stage 1 for further investigation as this will satisfy the minimum threshold score of 80, which is calculated by dividing the PV<sup>2</sup> value by 750,000.

#### Stage 1 – Road Safety Indicators

For every request relating to traffic calming, speeding concerns, road safety issues or pedestrian crossings, a seven-day classified traffic volume and survey will be undertaken. This survey will record the two-way traffic flows, the vehicle composition, and establish the average bi-directional 85th percentile speed.

Police Scotland’s database will be interrogated to establish the accident history, including those including pedestrians, at the locations under consideration. This review will be for the most recent five-year period that data is available. To ensure that the accident history is scalable, and the results are proportionate, the number of accidents will be measured against the length of the street or area under consideration.

The following scoring methodology will be applied to all sites to determine whether they meet the Stage 1 threshold score for Road Safety Indicators.

Criteria	Description	Score
<b>Accident History</b> (per accident for the most recent 5 year period)	Slight	20
	Serious	40
	Fatal	80
<b>Speed</b> (percentage over speed limit)	0% - 10%	5
	10% - 20%	10
	20% - 30%	20
	30% - 50%	30
	50% and above	40
<b>Traffic Volume</b> (average daily flow)	Per 1000 vehicles	1
<b>Vehicle Composition</b>	>10% HGVs (7.5t and above)	5
<b>STAGE 1 THRESHOLD</b>		<b>80</b>

Only sites that score more than the Stage 1 threshold will proceed to Stage 2 for further investigation to identify potential traffic calming measures.

Pedestrian crossing sites that met both Stage 0 and Stage 1 thresholds will proceed to Stage 2 for further investigation about installing a pedestrian crossing.

## Stage 2 – Environmental Factors

Proximity to local trip attractors form the basis of the Stage 2 assessment, as the risk setting will be higher in and around places such as schools, hospitals, medical centres etc., where there is likely to be a higher proportion of vulnerable road users.

Two additional environmental factors will be assessed for pedestrian crossing sites during Stage 2. These factors will take account of vulnerable users and road widths.

The following scoring methodology will be applied on a site-by-site basis

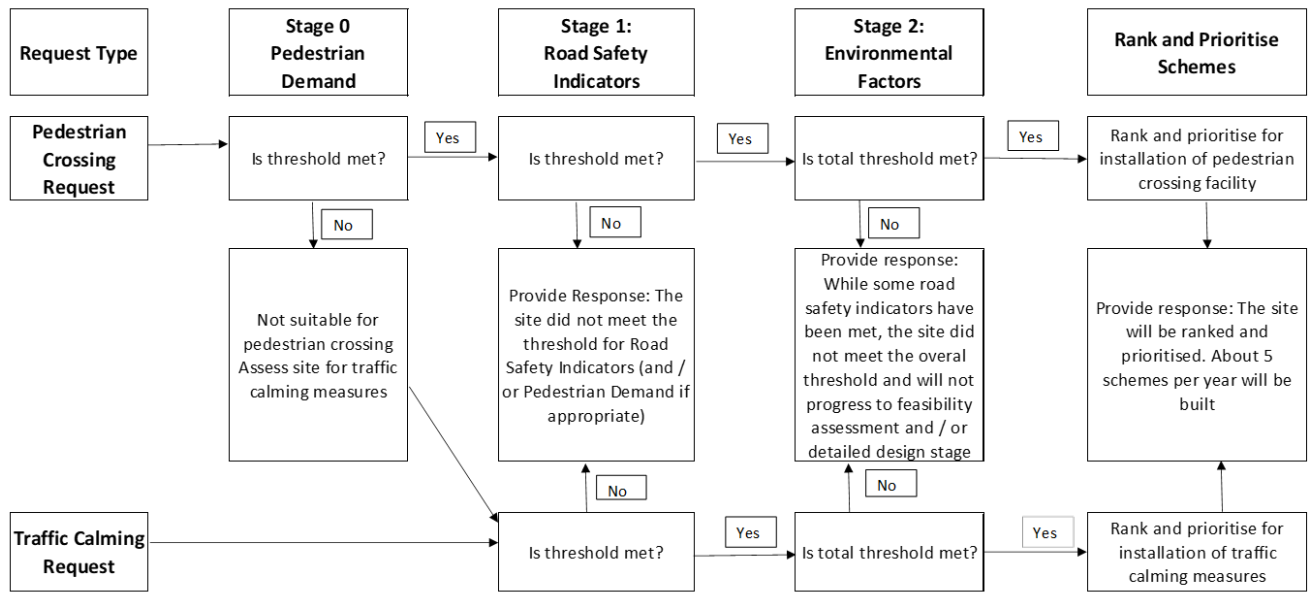
Criteria	Description	Score
<b>Local Trip Attractors</b> (within 200m of traffic survey locations)	School / Nursery School Entrance	15
	Significant route to school (other than above)	10
	Hospital, Doctors, Nursing Home, Home for Elderly	10
	Park / Playpark Entrance (not associated with school)	5
	Shops	5
	Bus Stops within 400m of count location	5
	Health Centre	3
	Community; Sports Centre	3
	Footway on both sides (no = gets a score)	3
<b>Additional Factors for Pedestrian Crossings Only</b>		
<b>Vulnerable Users</b>	Children, elderly or mobility impaired >15% of total pedestrians	5
<b>Road Width</b>	Less than 7.3 metres	0
	Between 7.3 and 10 metres	10
	Over 10 metres	15

## Ranked and Prioritised Sites

The score obtained in Stage 2 will be added to the scores obtained from the previous stage(s) to determine whether the following overall threshold values have been met for each site.

<b>Pedestrian Crossing Sites</b>	
Stage 0 Threshold	80
Stage 1 Threshold	160
<b>Stage 2 Threshold</b>	<b>220</b>
<b>Traffic Calming Sites</b>	
Stage 1 Threshold	80
<b>Stage 2 Threshold</b>	<b>130</b>

# Assessment Methodology Flow Chart



# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved?  Yes  No

Ref LR/VA/CM Date 30/04/25

## Contract Award for Redevelopment of Watersports Centre Building at Strathclyde Park

**From** Lyall Rennie, Chief Officer (Community Operations)

**E-mail** Renniely@northlan.gov.uk **Telephone** 07855 193500

### Executive Summary

This report outlines the proposed award of a contract to undertake the net-zero led redevelopment of the Watersports Centre building within Strathclyde Country Park. The works will reduce carbon emissions and transform the public services in the building to deliver against the council's wider health and wellbeing agenda. This report requests committee approval to enter into a Design and Build Development Agreement (DBDA) for the main redevelopment works of up to £15.5 million. It is anticipated this contract will go to financial close in August/September 2025.

A small enabling works DBDA (value £618,633.47) was awarded in March 2025 under delegated authority powers. These enabling works prepare the external layout of the site, creating a one-way car park access system and new access required for Edinburgh University's Boat Store, which is currently under construction, forecast to complete June 2025.

### Recommendations

It is recommended that Environment and Climate Change Committee:

- (1) Approves the award of the main Watersports Centre redevelopment contract up to a value of £15.5m, subject to confirmation of budget and to all other required permissions being granted.
- (2) Acknowledge the award in March 2025 of a £618,633.47 Enabling Works contract creating new vehicular access for the site in advance of the main contract to improve safety.

### The Plan for North Lanarkshire

Priority	Improve the health and wellbeing of our communities
Ambition statement	(16) Transform our natural environment to support wellbeing and inward investment and enhance it for current and future generations
Programme of Work	Sustainable Futures

## **1. Background**

- 1.1 The redevelopment of the Watersports Centre at Strathclyde Country Park is an identified deliverable in the agreed programme for the Sustainable Futures programme of work.
  - 1.2 The feasibility and business case development which led to this capital project were funded by a grant from the Scottish Government and council capital.
  - 1.3 The Environment and Climate Change committee gave approval in August 2024 for the Hub South West procurement process to be used to appoint a contractor to work with the council on the remaining design and construction works required to redevelop the Watersports Centre, to a value of circa £14million.
  - 1.4 Through the Hub SW framework Linear Design and Construct won the competitive tender in autumn 2024 to undertake the design development work required to apply for planning permission and required building warrants for the redevelopment of the building.
  - 1.5 The proposed Fabric First and renewable energy generation works within the redevelopment plans are forecast to reduce carbon emissions by 90%. This contributes to the council's commitment to reach Net Zero as well as reducing the ongoing risk to the revenue budget associated with volatile energy prices worldwide.
  - 1.6 In February 2025 the Finance and Resources committee endorsed the intention to award an enabling works contract of £540K. The value of the contract rose to £619k between this notification and financial close.
- 

## **2 Report**

- 2.1 Following a competitive tendering process undertaken through Hub South West, Linear Design and Construct were appointed to deliver the design and construction work required for redevelopment of the Watersports Centre at Strathclyde Country Park.
- 2.2 The Stage 1 design process is complete and soft market testing has returned projected costs of £14.5 million, slightly higher than the figure reported to this committee in 2024. Further development work is required to get to Stage 2 and there is a suite of desirable additional works not included in the Stage 1 cost estimate. The projected costs are likely to rise if the council wishes to see the design delivered in a single phase.
- 2.3 The project development has been funded by a series of external grants from Scottish Government's Green Growth Accelerator, Place Based Investment Program and the Shared Prosperity Fund totalling £1.35million. Transformation of the building structure will be further supported by a confirmed Shared Prosperity allocation of £1,405,960 in 2025/26, with the remaining secured funds coming from the council's own Capital Program.
- 2.4 As and when any future applicable external grant programmes open the project team will apply to them for relevant parts of the program. The Public Sector Heat Decarbonisation Fund has just opened with applications due by the end of May 2025 and a decision expected in August. The team will review what can be put forward to this fund. A further grant fund specifically targeted at decarbonising heating is expected to open for applications later this financial year.

- 2.5 If Stage 2 progresses satisfactorily, financial close on the project is expected around August 2025, with redevelopment works starting in the autumn of 2025 and continuing until late 2026/early 2027.
- 2.6 This report requests approval from the Environment and Climate Change committee to award a contract for the redevelopment of the Watersports Centre of up to £15.5million. This figure is higher than the projected costs associated with the initial design, and higher than the currently secured budget. Approval is being sought for the higher figure to allow for the additional works currently in development which would only go ahead if any additional external grant aid is secured. If funding is secured in time, it would enable a larger contract value to be entered into, if not then a lower value contract than £15.5million will be confirmed in August.
- 2.7 Once the contract is awarded a report will be submitted to this committee updating on all relevant details.
- 2.8 A name that reflects the new building will be developed in consultation with park users.
- 

### **3. Measures of success**

- 3.1 Delivery of 90% carbon savings helping to achieve the council's Sustainable Futures outcomes.
- 3.2 Transformation of a 1970's watersports building into a modern health hub serving the wider population with dedicated space for outdoor education.
- 3.3 Economically active space within the building including long term lets, short term SME start up space and a commercial café.
- 3.4 Effective utilisation of external funding to benefit North Lanarkshire in alignment with the agreed Programme of Work 2023-2028.
- 

### **4. Supporting documentation**

N/A



**Lyall Rennie**  
**Chief Officer (Community Operations)**

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## 5. Impacts

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p> <p>If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, have all relevant financial impacts been discussed and agreed with Finance? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact? While anticipated costs have increased, they will be managed within the agreed capital allocation.</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts been discussed and agreed with People Resources? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>



	<p>Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<b>5.7</b>	<p><b>Environmental / Carbon impact</b></p> <p>Does the report / project / practice contain information that has an impact on any environmental or carbon matters?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact? The main contract will reduce the carbon footprint of the building.</p>
<b>5.8</b>	<p><b>Communications impact</b></p> <p>Does the report contain any information that has an impact on the council's communications activities?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
<b>5.9</b>	<p><b>Risk impact</b></p> <p>Is there a risk impact?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
<b>5.10</b>	<p><b>Armed Forces Covenant Duty</b></p> <p>Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>
<b>5.11</b>	<p><b>Children's rights and wellbeing impact</b></p> <p>Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).</p> <p>If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>



# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved?  Yes  No

Ref: LR/AH

Date: 30 April 2025

## Contract Award for Supply and Delivery of Fresh Fruit and Vegetables

**From** Lyall Rennie, Chief Officer (Community Operations)

**E-mail** renniely@northlan.gov.uk **Telephone:** Anne Hanlon, Facility Support Services Manager - 07939 280199

### Executive Summary

The Committee is asked to acknowledge the award of a contract for the Supply and Delivery of Fresh Fruit and Vegetables (the 'Agreement') to George Carruthers & Sons Limited. The Agreement was procured on behalf of the council by South Lanarkshire Council (SLC) in a joint collaborative arrangement.

The Agreement commenced on 01 April 2025 for an initial period of 36 months with an option to extend Agreement for additional periods up to a maximum of a further 12 months.

The total value of the Agreement is £4,773,744.75 exclusive of VAT with the councils value totalled at £2,423,597.73 across the Agreements full four-year term.

### Recommendations

It is recommended that Environment and Climate Change Committee:

- (1) Acknowledges the award of the Agreement by South Lanarkshire Council to George Carruthers & Sons Limited, with the councils total value being at the value of Two Million Four Hundred and Twenty-Three Thousand Five Hundred and Ninety-Seven Pounds and Seventy-Three Sterling (£2,423,597.73) exclusive of VAT.

### The Plan for North Lanarkshire

**Priority** Improve the health and wellbeing of our communities

**Ambition Statement** (25) Ensure intelligent use of data and information to support fully evidence based decision making and future planning

**Programme of Work** Statutory / corporate / service requirement

## 1. Background

- 1.1 The council is required to purchase a wide range of fresh fruit and vegetables to enable the delivery of school meals, catering options etc.
  - 1.2 The requirements within this Agreement were previously under contract with George Carruthers & Sons Limited. This arrangement expired on 31 March 2025 with the Agreement detailed within this report superseding it.
  - 1.3 The current arrangement commenced in April 2020, again in collaboration with SLC being the lead authority in a joint partnership with the council and procured via the existing Scotland Excel framework at the time of procurement. This was for an initial period of 3 years to 31 March 2023 with the option to extend for up to 24 months subject to availability of funding and satisfactory performance.
  - 1.4 The council has an annual spend of circa £530,000 with Facility Support Services, Community Operations having the largest spend for all the council's services.
- 

## 2. Report

- 2.1 A group of technical and procurement representatives was formed to develop and agree the procurement strategy for the Agreement to enable the council to achieve maximum benefit for the requirements.
- 2.2 The initial estimated value of the Agreement dictated that the procurement procedure be undertaken in accordance with the Public Contracts (Scotland) Regulations 2015.
- 2.3 The procurement procedure was undertaken by SLC as a "Direct Award" from the Scotland Excel framework agreement for Fresh Fruit and Vegetables 0823 (the "Framework")
- 2.4 Following the justification detailed and appraised within the associated contract strategy document, SLC (with input and agreement from the council) considered that the Direct Award procedure was justified as:
  - the councils have used the previous three generations of the Framework and has proven to be a cost effective and reliable route to market.
  - The Framework selection criteria states where councils consider that the Framework sets out all the terms governing the provision of the requirements;
  - suppliers on the Framework were assessed on a 25% price / 75% quality basis to enable appointment;
  - ability to obtain additional commercial benefits based on:
    - % On-cost applicable to Tender Prices
    - % Discount applicable to Tender Prices
  - availability of appropriate measures based on Fair Work First, Sustainability, and Community Benefits; and
  - undertaking of a benchmarking analysis against previous contractual pricing that pricing available via the Framework that indicated potential savings and efficiencies.
- 2.5 The tender received from George Carruthers & Sons Limited. underwent appropriate appraisal to ensure it was complete / compliant with the council's requirements and demonstrated best value.

- 2.6 Further details of the procurement procedure is provided in Appendix 1 and the SME status and location of the tenderer is located within Appendix 2.

### **Financial / Budget Consideration**

- 2.7 The councils pre-tender wholelife estimate budget for the Agreement was circa £2,500,000.
- 2.8 Based on the councils value within the Agreement, price received resulted in a circa £75,000 saving below pre-tender estimates. Additionally, based on the benchmarking undertaken by SLC, rates agreed by George Carruthers & Sons Limited could result in a potential further saving of circa 13.5% based on items included within Agreement, However, given the recent volatility of food pricing, and the purchasing of requirements via the Agreement can be sporadic and pertinent to supply and demand, any potential savings detailed previously cannot be guaranteed.
- 2.9 The costs associated with delivery of the Agreement will be contained within the revenue budget for Facility Support Services, Community Operations.

### **Price Stability**

- 2.10 Prices within the Agreement are fixed for the first 12 months, Thereafter, prices will follow the price stability process applied within the Framework. Accordingly, Scotland Excel will undertake appropriate analysis on receipt of a price request from George Carruthers & Sons Limited and determine whether this should be applied or not as per the Frameworks governance arrangements.

### **Community Benefits**

- 2.11 The council is committed to maximising the delivery of community benefits. The procurement included a community benefit requirement, this approach is designed to deliver local community benefits where possible.
- 2.12 Within their tender, George Carruthers & Sons Limited and committed to deliver community benefits within the Agreement specific to North Lanarkshire. Community Benefits will be agreed as part of the Agreements mobilisation and will follow the process set out in the Framework.

### **Fair Work First**

- 2.13 As part of the Frameworks contract management, Scotland Excel will continue to monitor Fair Work Practices including encouraging further uptake by suppliers committing to paying staff the Real Living Wage, during contract and supplier management activity.
- 2.14 In Addition to above and specific to this Agreement, George Carruthers & Sons Limited are an accredited real living wage employer.

## Contract Management

- 2.15 Officers from Facility Support Services, Community Operations will be responsible for managing the Agreement which will be undertaken in accordance with the contract and supplier management conditions applied within the Agreement.
- 

### 3. Measures of success

The Agreement will deliver the following outcomes;

- 3.1 Best Value has been considered to be demonstrated as outlined above in sections 2.4 and 2.8 above;
- 3.2 The appointment of a supplier who has the experience and capability to provide the requirements in an efficient form of arrangement;
- 3.3 Conclusion of a procurement procedure that is compliant with procurement legislation and internal procedures; and,
- 3.4 Delivery of a range of Community Benefits in the form of a rebate provided direct to the council to apply accordingly.
- 

### 4. Supporting documents

- 4.1 **Appendix 1** Summary of Procurement Process
- 4.2 **Appendix 2** SME Status and Location of All Tenderers
- 



**Lyall Rennie**  
**Chief Officer (Community Operations)**

5. Impacts ( <http://connect/report-template-guidance> )

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?  If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, have all relevant financial impacts been discussed and agreed with Finance? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?  A budget has been agreed with finance to ensure delivery of contract.</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts been discussed and agreed with People Resources? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>

Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?

Yes  No

**5.7 Environmental / Carbon impact**

Does the report / project / practice contain information that has an impact on any environmental or carbon matters?

Yes  No

If Yes, please provide a brief summary of the impact?

**5.8 Communications impact**

Does the report contain any information that has an impact on the council's communications activities?

Yes  No

If Yes, please provide a brief summary of the impact?

**5.9 Risk impact**

Is there a risk impact?

Yes  No

If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?

Key risks are the contract supplier is unable to deliver produce to schools and impact delivery of schools meals. Contingency plans are in place as per Corporate risk assessment.

**5.10 Armed Forces Covenant Duty**

Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?

Yes  No

If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.

**5.11 Children's rights and wellbeing impact**

Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?

Yes  No

If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).

If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?

Yes  No



## Appendix 1 – Summary of Procurement Process

<b>CPT Contract Reference Allocated:</b>	NLC-CPT-24-070 (SLC/CE/24/085)
<b>Procurement Procedure Utilised:</b>	Direct Award From Framework Agreement
<b>Governing Legislation / Regulations:</b>	Public Contracts (Scotland) Regulations 2015
<b>Date Contract Strategy Approved:</b>	10 March 2025
<b>Framework Owner:</b>	Scotland Excel
<b>Framework Title:</b>	Fresh Fruit and Vegetables
<b>Framework Reference Number:</b>	0823
<b>Companies Appointed to Framework:</b>	10 (Only 4 could service Lanarkshire)
<b>Number of Tenders Received:</b>	1
<b>Tenders from SME's:</b>	1
<b>Tenders from NLC Based Tenderers:</b>	0
<b>Tenders from Supported Businesses:</b>	0
<b>Number of Recommended Tenderers:</b>	1
<b>Start Date of the Agreement:</b>	01 April 2025
<b>Total Agreement Period (Months):</b>	36 + 12
<b>Awarded Value of the Agreement:</b>	£2,423,597.73

**Appendix 2 – SME Status and location of all Tenderers**

<b>Name of Tenderer</b>	<b>Size of Tendering Organisation (Micro, Small, Medium or Large)</b>	<b>Location (Local Authority / Council Area)</b>
George Carruthers & Sons Limited	Small	Glasgow City

# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved?  Yes  No

Ref JMcK/CPT

Date 30/04/25

## Contracts awarded below Committee approval threshold

**From** James McKinstry - Chief Officer (Assets and Procurement)

**E-mail** [McKinstryJ@northlan.gov.uk](mailto:McKinstryJ@northlan.gov.uk) **Telephone** 07939 281 102

### Executive Summary

In accordance with the Council's [General Contract Standing Orders \("GCSOs"\)](#), GCSO 21.10 requires a summary report be presented to members with details of contracts awarded since last committee, specifically for the spend range:

- over £50,000 but below £500,000 for supplies or services; and,
- over £500,000 but below £2,000,000 for works.

### Recommendations

It is recommended that the Environment and Climate Change Committee:

- (1) Acknowledge the contract awards made since last committee reporting cycle.

### The Plan for North Lanarkshire

Priority All priorities

Ambition statement All ambition statements

Programme of Work Statutory / corporate / service requirement

## 1. Background

- 1.1 The Local Government (Scotland) Act 1973 section 81 requires local authorities to “...make standing orders with respect to the making by them or on their behalf of contracts for the supply of goods or materials or for the execution of works.”.
- 1.2 The Council's [General Contract Standing Orders \(“GCSOs”\)](#) set out the council's specific procurement procedures and responsibilities at all spend levels, and include the reporting requirements of procurement activity, including contracts awards, to committee for either approval or acknowledgement.
- 

## 2. Report

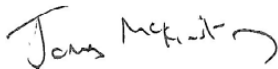
- 2.1 In accordance with GCSO 21.10, this report summarises the contract awards since last committee, specifically for the spend range:
- over £50,000 but below £500,000 for supplies or services; and,
  - over £500,000 but below £2,000,000 for works.
- 2.2 If you require further information regards the contract awards reported, please refer to the lead service area / Chief Officer detailed in the appendix.
- 

## 3. Measures of success

- 3.1 All requirements contracted contribute to either the council's programme of work and/or fulfil a statutory requirement.
- 3.2 All contract awards secure best value for the council in accordance with their evaluation criteria.
- 3.3 All necessary diligence has been undertaken in the evaluation and appointment of contractors.
- 3.4 All contract awards are logged in the council's contract register.
- 

## 4. Supporting documentation

- 4.1 Appendix 1 – Summary of contracts awarded.



**James McKinstry**  
**Chief Officer (Assets and Procurement)**

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## 5. Impacts

- 5.1 Impacts considered as part of the contract award procedures are recorded in the individual contract award reports held by the lead service area.

## Appendix 1 – Summary of Contracts Awarded

<b>Contract</b>	<b>Ref</b>	NLC-CPT-24-093				
	<b>Title</b>	Civica – Application licence, support and maintenance 2025-28				
	<b>Classification</b>	Services				
	<b>Lead Service Area / Chief Officer</b>	Lyll Rennie, Chief Officer (Community Operation)				
<b>Competition</b>	<b>Governance by Value</b>	The Framework terms & conditions, with adherence to the council’s GCSO 13 on 3rd party frameworks				
	<b>Procurement Route</b>	Call-off following Direct Award using Third Party Framework				
	<b>No. of Framework Contractors</b>	29				
	<b>Award Criteria</b>	Best Value assessment, in accordance with the Framework Information				
	<b>Comments</b>	This has been procured via Direct Award approach, considering the relevant information on Framework Contractors technical and commercial proposals available through Crown Commercial Service Framework for Vertical Application Solutions (RM6259), Lot 3 - Housing, Environmental and Planning Solutions.				
<b>Award Details</b>	<b>Value</b>	£229,650				
	<b>Contract Duration</b>	24 months initial term, with option for further 12 months				
	<b>Contractor Name</b>	Civica UK Limited				
	<b>Contractor Size</b>	Large Company				
	<b>Contractor Location</b>	London, UK				
	<b>Status - Payment of Living Wage?</b>	Yes				
	<b>Status - Living Wage Accredited?</b>	No				
<b>Impacts</b> <i>this section highlights which impacts were considered for this contract award procedure</i>	Public Sector Equality Duty and Fairer Scotland Duty <input type="checkbox"/>	HR Policy Impact <input type="checkbox"/>	Data Protection Impact <input type="checkbox"/>	Environment / Carbon Impact <input type="checkbox"/>	Risk Impact <input type="checkbox"/>	Children’s Rights and Wellbeing Impact <input type="checkbox"/>
	Financial Impact <input checked="" type="checkbox"/>	Legal Impact <input type="checkbox"/>	Technology / Digital Impact <input checked="" type="checkbox"/>	Communications Impact <input type="checkbox"/>	Armed Forces Covenant Duty <input type="checkbox"/>	
	Further details regarding these impacts can be obtained from the Lead Service Area / Chief Officer					

<b>Contract</b>	<b>Ref</b>	NLC-CPT-24-100				
	<b>Title</b>	Purchase of 20 x Small Panel Vans				
	<b>Classification</b>	Supplies				
	<b>Lead Service Area / Chief Officer</b>	Lyall Rennie, Chief Officer (Community Operation)				
<b>Competition</b>	<b>Governance by Value</b>	The Framework terms & conditions, with adherence to the council's GCSO 13 on 3rd party frameworks				
	<b>Procurement Route</b>	Call-off following Direct Award using Third Party Framework				
	<b>No. of Framework Contractors</b>	18				
	<b>Award Criteria</b>	Best Value assessment, in accordance with the Framework Information				
	<b>Comments</b>	This has been procured via Direct Award approach, considering the relevant information on Framework Contractors technical and commercial proposals available through Crown Commercial Service Framework for Purchase of Standard and Specialist Vehicles (RM6244), Lot 2 - Purchase of Light and Medium Commercial Vehicles up to 7.5T. The sourcing exercise determined that the composition of the 20 vans should be split between Electric and Diesel to secure best value.				
<b>Award Details</b>	<b>Value</b>	Total is £366,503.19 (9 x Electric Vans = £178,771.14, 11 x Diesel Vans = £187,732.05)				
	<b>Contract Duration</b>	One Off Purchase				
	<b>Contractor Name</b>	Renault UK Limited (9 x Electric Vans), Toyota (GB) PLC (11 x Diesel Vans)				
	<b>Contractor Size</b>	Renault - Large Company, Toyota - Large Company				
	<b>Contractor Location</b>	Renault – Rickmansworth (UK), Toyota – Epsom (UK)				
	<b>Status - Payment of Living Wage?</b>	Yes				
	<b>Status - Living Wage Accredited?</b>	No				
<b>Impacts</b> <i>this section highlights which impacts were considered for this contract award procedure</i>	Public Sector Equality Duty and Fairer Scotland Duty <input type="checkbox"/>	HR Policy Impact <input type="checkbox"/>	Data Protection Impact <input type="checkbox"/>	Environment / Carbon Impact <input checked="" type="checkbox"/>	Risk Impact <input type="checkbox"/>	Children's Rights and Wellbeing Impact <input type="checkbox"/>
	Financial Impact <input checked="" type="checkbox"/>	Legal Impact <input type="checkbox"/>	Technology / Digital Impact <input type="checkbox"/>	Communications Impact <input type="checkbox"/>	Armed Forces Covenant Duty <input type="checkbox"/>	
	Further details regarding these impacts can be obtained from the Lead Service Area / Chief Officer					

<b>Contract</b>	<b>Ref</b>	NLC-SLP-24-107				
	<b>Title</b>	Purchase of 3 Compactors				
	<b>Classification</b>	Supplies				
	<b>Lead Service Area / Chief Officer</b>	Lyall Rennie, Chief Officer (Community Operation)				
<b>Competition</b>	<b>Governance by Value</b>	The Framework terms & conditions, with adherence to the council's GCSO 13 on 3rd party frameworks				
	<b>Procurement Route</b>	Call-off following Direct Award using Third Party Framework				
	<b>No. of Framework Contractors</b>	4				
	<b>Award Criteria</b>	Best Value assessment, in accordance with the Framework Information				
	<b>Comments</b>	This has been procured via Direct Award approach, considering the relevant information on Framework Contractors technical and commercial proposals available through Scotland Excel Framework for Waste Disposal Equipment (0923), Lot 2 – Compactors.				
<b>Award Details</b>	<b>Value</b>	£57,696				
	<b>Contract Duration</b>	One Off Purchase				
	<b>Contractor Name</b>	Bergmann Direct Limited				
	<b>Contractor Size</b>	Small Company				
	<b>Contractor Location</b>	North Hykeham, UK				
	<b>Status - Payment of Living Wage?</b>	Yes				
	<b>Status - Living Wage Accredited?</b>	No				
<b>Impacts</b> <i>this section highlights which impacts were considered for this contract award procedure</i>	Public Sector Equality Duty and Fairer Scotland Duty <input type="checkbox"/>	HR Policy Impact <input type="checkbox"/>	Data Protection Impact <input type="checkbox"/>	Environment / Carbon Impact <input checked="" type="checkbox"/>	Risk Impact <input type="checkbox"/>	Children's Rights and Wellbeing Impact <input type="checkbox"/>
	Financial Impact <input checked="" type="checkbox"/>	Legal Impact <input type="checkbox"/>	Technology / Digital Impact <input type="checkbox"/>	Communications Impact <input type="checkbox"/>	Armed Forces Covenant Duty <input type="checkbox"/>	
	Further details regarding these impacts can be obtained from the Lead Service Area / Chief Officer					

