

## Report to Cabinet

25<sup>th</sup> May 2017

By the Cabinet Member for Waste, Recycling & Cleansing

### DECISION REQUIRED

Not Exempt



## Waste and recycling collections from isolated access properties - Phase 2

### Executive Summary

In 2009 the Council procured 4 x12 tonne small capacity refuse collection vehicles which provide services to properties that are isolated, have restricted access or have long driveways. The cost of providing waste collections to these properties is much greater due to the loss of productivity time. In addition, our staff are often faced with challenging vehicle manoeuvres which necessitate reversing out on to the highway. This report seeks to reduce expenditure by reducing the number of small vehicles from 4 x12 tonne vehicles down to 2 x 15/16 tonne vehicles - which are part of the larger fleet procurement exercise.

Cabinet previously approved the implementation of Phase 1 at its meeting in July 2016. Phase 1 primarily focused on properties with unmade tracks and electrical gated access arrangements. This phase was implemented over the summer and was generally well received. This report proposes an additional 200 properties across the district (Appendix 1) to be included in Phase 2. This will enable further efficiencies to be made to the service and remove driving risks by re-designating collection points at the public highway. These properties will be serviced by either 15/16 tonne or 26 tonne refuse vehicles.

This report seeks that further phases of collections from isolated properties are agreed by the Director of Community Services in consultation with the Cabinet Member for Waste and Recycling. If the recommendations contained in this report are agreed, the Council proposes to write to the affected property owners and inform them of new collection points located at the highway with a 28-day period of consultation prior to any changes being implemented. The Council will continue to provide assisted collections to residents meeting the relevant criteria.

### Recommendations

That the Cabinet is recommended:

- i) To agree Phase 2 of the revised collection points for properties serviced by small capacity vehicles as set out in appendix 1.
- ii) To delegate authority to the Director of Community Services in consultation with the Cabinet Member for Waste and Recycling to agree and implement further phases of isolated property collections.

## **Reasons for Recommendations**

The service provided by small 12 tonne collection vehicles costs the Council over three times more than a service provided by a 26 tonne collection vehicle. Collections from remote properties increase the exposure of our refuse crews to challenging vehicle manoeuvres onto the highway. In addition, third party claims are made against the Council for damage to property (grassed lawns, paving damage, trees etc) due to restricted access and manoeuvring arrangements.

## **Background Papers**

Report to Cabinet July 21st 2016 - Isolated property collections Restricted Access

**Wards affected:** All wards (Appendix 1)

**Contact:** John McArthur, Head of Waste, Street Scene and Fleet.

## **Background Information**

### **1 Introduction and Background**

- 1.1 The Council will return to a Rear End Loading fleet comprising of 18 x 26 tonne and 2 x 15/16 tonne vehicles in February 2018. The current collections system requires 4 x 12 tonne vehicles which will be replaced by 2 x 15/16 tonne vehicles which gives a similar fleet contingency deployed prior to the introduction of side loaders. In order to meet service demand there will be a transitional period during which the Council needs to reduce the total number of properties currently serviced by the 4 x 12 tonne vehicles. This will be achieved by re-defining collection points at the majority of specific properties, to the main highway using 26 tonne collection vehicles. This would result in a much-reduced requirement to be catered for by the 2 x 15/16 tonne vehicles, which form part of the new collections fleet.
- 1.2 When providing services to remote properties the Council is exposed to disproportionate service costs and the risk of damage to private property.

### **2 Relevant Council policy**

- 2.1 Implementing the proposed waste collection changes will support:

Efficiency - Great value services, through the delivery of a more cost effective, productive waste collection service, which minimises damage to Council vehicles.

Environmental - manage our natural and built environment- by enabling more households to have access to a kerb-side service. Also reduced CO<sub>2</sub> emissions resulting from fewer specialist vehicle journeys.

- 2.2 The Council's waste collections policy is enabled by legislation, which permits collection points to be defined and therefore the Council policy is to apply this consistently to remote properties across the district.

### **3 Details**

- 3.1 An additional review of isolated properties has been undertaken. This has identified nearly 200 properties within ward /parish areas referred to in Appendix 1. The service delivery model will be changed to improve efficiency, health and safety, financial risk and resilience.
- 3.2 The proposal continues to offer customers access to the same collection of materials in line with Council policy and relevant legislation.

### **4 Next Steps**

- 4.1 If this proposal is agreed, letters will be issued to each of the affected properties informing them of the changes and allowing owner/occupiers a reasonable time (28 days) to discuss the proposed changes.

- 4.2 It is proposed that further phases will be implemented over the next 3 years, with around 1,200 properties being subject to future phases as identified during the initial phase of the recent collection round route optimisation review. The total efficiency savings for 1,200 properties will be approximately £190k over an estimated 3 year period.

## **5 Views of the Policy Development Advisory Group and Outcome of Consultations**

- 5.1 The Cabinet Member's Policy Development and Advisory Group (PDAG) have been consulted on Phase 2.
- 5.2 The Councils Monitoring Officer and Director of Corporate Resources have been consulted and their comments have been incorporated in to this report.
- 5.3 Where appropriate Ward Councillors have been informed of the number of properties that are likely to be affected by these proposals.

## **6 Other Courses of Action Considered but Rejected**

- 6.1 The service can remain unchanged, however, this exposes the Council to unacceptable and avoidable risks including damage to vehicles and property, disproportionate cost, Health and Safety risks (e.g. reversing onto public highway) and damage to third party property.

## **7 Resource Consequences**

- 7.1 The Council currently requires specialist 4 x12 tonne collection vehicles with 5 tonne payloads. By moving collection points to the public highway collections can be undertaken using 26 tonne vehicles with 11 tonne payloads, which drives down the cost of collection and improves logistical capability when transporting waste to its final destination.
- 7.2 Part of the efficiency saving is measured against current service provision using a 12 tonne vehicle entering the demise of each property, compared to service provision costs for a 26-tonne collection vehicle, collecting from the edge of the public highway. A potential efficiency saving of around £41,000 (£205 per property) can be achieved given that collection costs are approximately three times higher when using a small capacity vehicle.
- 7.3 The current fleet of 4 x 12 tonne REL's which are all nearing the end of their useful economic life will be replaced by 2 x 15/16 tonne REL's, which will save approximately £100,000 against the capital budget.
- 7.4 Staffing requirements will change slightly, however the impact will be absorbed within the operational staffing establishment.

## **8 Legal Consequences**

- 8.1 The Environmental Protection Act 1990 at sections 45 and 46, offers authorities the power to review collections where disproportionate costs are incurred for service provision and in addition, gives the Council powers to determine where and at what time waste and recycling containers should be placed out for collection by residents.

## **9 Risk Assessment**

- 9.1 Lack of acceptance on the part of the property owner maybe a risk, however we will consider variations on a case-by-case basis if appropriate. In Phase 1 of the review, lack of acceptance was not a significant issue
- 9.2 The revised collection arrangements will reduce the risk associated with vehicle and property damage and improve health & safety exposure to our crews when considered against reversing manoeuvres undertaken in tight restricted spaces or directly onto the highway.

## **10 Other Considerations**

- 10.1 The proposal adds value in terms of sustainability and reduction in carbon footprint and enables more properties to have access to the kerbside recycling service.

## Appendix 1 – Phase 2

Table 1: Property distribution across Wards / Parishes where properties will be affected by revised waste collection points.

<b>Ward</b>	<b>Property Numbers</b>
Itchingfield, Slinfold & Warnham	34
Cowfold, Shermanbury & West Grinstead	29
Steyning	26
Bramber, Upper Beeding & Woodmancote	23
Chanctonbury	22
Henfield	19
Rusper & Colgate	19
Holbrook West	9
Chantry	8
Southwater	6
Billingshurst & Shipley	5
<b>Total</b>	<b>200</b>