Public Document Pack

County Hall
Rhadyr
Usk
NP15 1GA

Friday, 18 September 2020

Notice of meeting

Strong Communities Select Committee

Monday, 28th September, 2020 at 2.00 pm
Remote Microsoft Teams Meeting

Please note that a pre meeting will be held 30 minutes prior to the start of the meeting for members of the committee.

AGENDA

Item No	Item	Pages
PART A: SCRUTINY AND CRIME DISORDER MATTERS No matters to discuss.		
PART B STRONG COMMUNITIES SELECT COMMITTEE		
1.	**Apologies for absence.**	
2.	**Declarations of Interest.**	

3.	**Public Open Forum.**
	
	To share your feedback about the Future Provision of Household Waste Recycling Centres (HWRC) report or the Garden Waste Service:
	
	• You can:
	  ○ upload a written response (max 500 words), or
	  ○ record and upload a video or audio clip of you sharing your views (maximum of 4 minutes).
	
	You can upload your submission directly to us via the following link: https://iweb.itouchvision.com/portal/f?p=customer:category_link:::::CUID,LANG:AF982C24C2572B3224E054315401AAED8CC0A7A0,EN&P_LANG=en
	
	If submissions exceeds one hour in total, representations will be shared by theme (not played in total) but all submissions will be made available to the committee.	

	The deadline for public submissions is Wednesday 23rd September at 5pm. Full details on the public speaking process are available on page 4 of the agenda pack.	
4.	**Pre-decision Scrutiny of the Future Provision of Household Waste Recycling centres (including Usk).**	1 - 174
5.	**Pre-decision Scrutiny of the Garden Waste Service.**	175 - 208

Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillors:	P. Clarke L.Dymock D. Dovey A. Easson L. Guppy R. Harris D. Batrouni V. Smith J.Treharne A. Webb

Public Information

Access to paper copies of agendas and reports
A copy of this agenda and relevant reports can be made available to members of the public attending a meeting by requesting a copy from Democratic Services on 01633 644219. Please note that we must receive 24 hours notice prior to the meeting in order to provide you with a hard copy of this agenda.

Watch this meeting online
This meeting can be viewed online either live at the following link: https://democracy.monmouthshire.gov.uk/ieListDocuments.aspx?CId=139&MId=4614. A recording will also be available on the Council's youtube channel after the meeting.

Welsh Language
The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

Public Open Forum Guidance
Strong Communities Select 28th September 2020

The Strong Communities Select Committee will be held virtually and live streamed. A link to the live stream of the meeting will be available on the meeting page of the Monmouthshire County Council website here:
https://democracy.monmouthshire.gov.uk/ieListDocuments.aspx?CId=139&MId=4614

We've led the way in returning to fully live streamed meetings but the limitations of the technology make holding a conventional public open forum difficult. We will be using the same approach as the authorities planning committee public speaking process to enable those who wish to speak on the subject to make their views known to the committee. Residents are being invited to share their thoughts on the proposals and can submit them to the committee in one of the following ways:

Video
You can record a video with audio that is no more than 4 minutes in duration which will be played to the committee when considering the relevant item.

Audio
You can record an audio only file that is no more than 4 minutes in duration which will be played to at the committee when considering the relevant item.

Written Representations
If you are unable or do not wish to use the above options, you can submit written representation to the council that will be read out to the committee when considering the relevant item. Written representations must be no more than 500 words.

You can submit representation to us by using the following link:
https://iweb.itouchvision.com/portal/f?p=customer:category_link:::::CUID,LANG:AF982C24C2572B3224E054315401AAED8CC0A7A0,EN&P_LANG=en. You will need to register for a My Monmouthshire account in order to submit the response or use your log in details if you have registered previously.

The deadline for submitting representations to the Council is 5pm Wednesday 23rd September 2020.

If submissions exceed one hour in total, representations will be shared by theme (not played in total) though all representations received will be made available to councillors prior to the committee.

Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

Our Values

Openness. We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

Fairness. We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

Flexibility. We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

Teamwork. We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

Role of the Pre-meeting

1. Why is the Committee scrutinising this? (background, key issues)

2. What is the Committee's role?

3. What outcome do Members want to achieve?

4. Is there sufficient information to achieve this? If not, who could provide this?

5. Discuss the committee's approach:

- Agree the order of questioning and which Members will lead

- Agree questions for officers and questions for the Cabinet Member

Questions for the Meeting

Scrutinising Performance

1. How does performance compare with previous years? Is it better/worse? Why?

2. How does performance compare with other councils/other service providers? Is it better/worse? Why?

3. How does performance compare with set targets? Is it better/worse? Why?

4. How were performance targets set? Are they challenging enough/realistic?

5. How do service users/the public/partners view the performance of the service?

6. Have there been any recent audit and inspections? What were the findings?

7. How does the service contribute to the achievement of corporate objectives?

8. Is improvement/decline in performance linked to an increase/reduction in resource? What capacity is there to improve?

Scrutinising Policy

1. Who does the policy affect ~ directly and indirectly? Who will benefit most/least?

2. What is the view of service users/stakeholders? Do they believe it will achieve the desired outcome?

3. What is the view of the community as a whole - the 'taxpayer' perspective?

4. What methods were used to consult with stakeholders? Did the process enable all those with a stake to have their say?

5. What practice and options have been considered in developing/reviewing this policy? What evidence is there to inform what works?

6. Have all relevant sustainable development, equalities and safeguarding implications been taken into consideration? For example, what are the procedures that need to be in place to protect children?

7. How much will this cost to implement and what funding source has been identified?

8. How will performance of the policy be measured and the impact evaluated.

Questions for the Committee to conclude…

Do we have the necessary information to form conclusions/make recommendations to the executive, council, other partners? If not, do we need to:

(i) Investigate the issue in more detail?

(ii) Obtain further information from other witnesses – Executive Member, independent expert, members of the local community, service users, regulatory bodies…

(iii) Agree further actions to be undertaken within a timescale/future monitoring report…

monmouthshire
sir fynwy

SUBJECT:	**FUTURE PROVISION OF HOUSEHOLD WASTE RECYCLING CENTRES (HWRC) INCLUDING THE CLOSURE OF USK**
MEETING:	**STRONG COMMUNITIES SELECT COMMITTEE**
DATE:	**28TH SEPTEMBER 2020**
DIVISION/WARDS AFFECTED: ALL	

1. PURPOSE:

1.1 This report sets out the measures that will be necessary to meet the future statutory recycling targets and deliver waste services efficiently and effectively moving forward. Many of the decisions agreed by Cabinet in December 2019, endorsed and supported by Strong Communities Select Committee, were postponed due to the Covid 19 pandemic. This report provides an update on implementation and seeks scrutiny, endorsement or amendment to the recommendations prior to reporting to Cabinet. , The report considers proposals for revised service delivery changes for the Household Waste Recycling Centres (HWRCs) including the full closure of Usk HWRC. These changes are in light of increased budget challenges and the many positive behavioural changes by the public in managing waste during Covid 19.

2. RECOMMENDATIONS:

2.1 In December 2019 Cabinet agreed to implement several service changes at the HWRCs including:

- black bag opening, this is due to be implemented on all sites
- revised opening hours for the procurement of the HWRC contract that would be decided in conjunction with Chief Officer and Cabinet Member(given the new data that is now available since Covid 19 this information is presented to Strong Communities Select Committee for further consideration)
- full closure of Usk HWRC. (Usk is currently closed due to Covid 19)

2.2 The recommendations to rationalise the service provision of household waste recycling centres are:

A) Continuation of the booking system at all sites, initially implemented to ensure social distancing
B) The full closure of Usk HWRC
C) Introduce revised opening hours of 08:00 to 16:00
D) Additional day closure at Five Lanes and Llanfoist
E) Commence procurement of the HWRC contract based on the revised service model above.

3. KEY ISSUES:

Overview

3.1 Monmouthshire's recycling rate peaked in 2016 at 67% and there has been a slow but steady decline in annual performance since that point. The UK has seen a plateauing of recycling performance and many Councils have seen reductions in recycling tonnages. The all Wales household recycling rate decreased from 61% in 2017/18 to 60.7% in 2018/19 but there has been substantial investments and interventions across Wales and most local authorities are expected to meet the 2019/20 64% target.

3.2 Monmouthshire was forecast to miss the recycling targets in 2019/20. As such, reports highlighting potential service changes including rationalisation of HWRC provision were taken through Strong Communities and Cabinet. The decision to close the Usk facility taken in December 2019 is in abeyance to allow further consultation on the wider HWRC provision and additional compositional analysis of waste streams.

3.3 Monmouthshire achieved the recycling target for 2019/20. This turnaround was due to a strong campaign of recycling messages from December to March and also the unforeseen closure of HWRCs due to Covid 19 on March 23rd 2020. The closures and sudden reductions in waste entering the HWRC's ensured targets were met. It is difficult to predict performance in 2020/21 but the first quarter saw the highest recycling rate ever in MCC of 74% with record numbers of residents using kerbside recycling collections and with HWRCs closed.

3.4 Fines for failing to meet the recycling targets remain a concern. The implementation of measures already agreed along with the proposals within this report, will be key to ensuring MCC continue to meet and exceed the recycling targets. These targets are fully aligned to the Council's Climate Change Emergency and Circular Economy policy commitments.

3.5 Monmouthshire tries to ensure that the focus on waste management is reducing waste production wherever possible. Promotions and campaigns to reduce food waste, single use plastics, and using returnable milk bottles impact negatively on recycling tonnages but remain the right thing to do for the waste hierarchy and the environment.

3.6 After waste reduction, kerbside collections of a wide range of materials is the most environmentally friendly way to manage household recycling and waste. Monmouthshire County Council provide collection services for the vast majority of household recycling and waste streams.

3.7 There is a statutory duty under Environmental Protection Act 1990 to provide one Civic Amenity site (more commonly known now as Household Waste Recycling Centres) within a County Council to dispose of bulky items. The site must be open on at least one day of the weekend unless this period is over Christmas. These sites were originally set up to dispose of waste that couldn't be collected at the kerbside.

3.8 Public awareness of climate change and the rise in waste specific TV shows like Money for Nothing have impacted positively on the public psyche. Covid 19 has dramatically changed public behaviour in relation to waste and the wider environment. We should actively promote and maintain these positive behaviours that support action for climate change emergency. People are slowly moving away from the thought that HWRCs are tips and dumps and more towards re-use and recycling facilities.

3.9 There are many who believe visiting the sites several times per week to dispose of black bag and residual waste and not using kerbside recycling options is still acceptable. Ease of access, unchallenged use of the residual waste skip, disposal of black bags full of mixed waste undermines the efforts of the vast majority who try to recycle everything they can at the kerbside each week. Future provision needs to offer a wider variety of recycling and reuse options on a smaller number of sites.

3.10 Over the last five years many local authorities have rationalised service provision and focussed investment in fewer, better quality and higher performing sites. Like Monmouthshire, most have implemented day closures and many more have reduced/seasonal hours.

3.11 Almost 50% of all domestic waste and recycling produced in Monmouthshire in 2018/19 arrived at the HWRCsas single car/van journeys. This is despite Monmouthshire having full kerbside recycling systems for domestic waste streams and a bulky waste collection service operated by Homemakers. The average site throughput across Wales is closer to 30% of domestic waste and recycling.

3.12 Vehicle restrictions including van and trailer permits were introduced in 2016. This saw a reduction of waste from traders using the sites to dispose of commercial waste. An outright ban of commercial type vehicles was deemed impractical and a registration and permitting system was introduced. The system worked well but single use permits for one off visits was also introduced and this saw tonnages increasing again on sites. The resident permits followed in 2019.

Pre-covid

3.13 A growing number of Welsh authorities introduced compulsory recycling at HWRCs in 2018/19. Black bag sorting stations appeared in Swansea, Rhondda Cynon Taf, Torfaen and Blaenau Gwent and recycling rates increased by 15-20% at the sites. Reducing black bag skips also allowed for more recycling streams to be separated and hard plastics, mattresses, carpets and other materials are now offered at most of those sites.

3.14 Many sites across Wales and the UK are reporting +80% recycling rates compared to Monmouthshire's combined recycling rate of 58% across the four sites as shown in Table 1 below.

Table 1

	Five Lanes	Llanfoist	Troy	Usk	Total
Residual	3021.89	4288.50	1268.28	680.06	9258.73
Recycle	4622.08	6013.91	1519.99	625.85	12781.83
	7643.97	**10302.41**	**2788.27**	**1305.91**	**22040.56**
Recycling %	**60.47%**	**58.37%**	**54.51%**	**47.92%**	**57.99%**

3.15 The recycling rates at the sites are the lowest in Wales and this reduces the positive recycling percentages being achieved by the high number of residents who recycle at the kerbside. This is not only due to the high volumes of waste that enter the sites but a lack of capacity at the smallest sites to include additional recycling options.

3.16 Welsh Local Government Association benchmarking data highlights issues with the Monmouthshire sites and the recommendations from 2016/17 included the retendering of the contract with specific recycling targets, rationalisation of facilities to ensure 70%+ recycling and pre/post sorting of black bags to capture additional recyclate.

3.17 As can be seen from the WLGA Benchmarking data of HWRC provision below, Monmouthshire is the most expensive service with the lowest recycling rates. This is due to the high cost of operating 4 sites open 70 hours per week compared to neighbouring authorities who only provided the single statutory site. It is also the higher than average percentage of household waste delivered to the site which meant Monmouthshire had the lowest waste collections cost in 2017/18.

HWRC Sites 15/16 WLGA Benchmarking Data

■ *Total net service cost; £32.40 per household.*

■ *Ranked 15th lowest cost out of 22, median cost £28.63, lowest cost £13.58.*

■ *HWRC sites handled 21,745 tonnes of waste at an average of 528kg per household per annum. (Ranked highest out of 22, median 290kg, highest 528kg). Of this total, 13,695 tonnes was recycled which represents a diversion rate of 63% (Ranked 19th of 22, median 77%, highest 100%).*

HWRC Sites 2017/18 WLGA Benchmarking data

■ *Total net service cost; £53.37 per household.*

■ *Ranked 22nd lowest out of 22, median cost £30.13, lowest cost £5.58.*

■ *HWRC sites handled 16,257 tonnes of waste at an average of 391kg per household per annum. (Ranked 1st highest out of 22, median 221kg, highest 391kg). Of this total, 8,922.05 tonnes was recycled which represents a diversion rate of 54.88%.*

3.18 Table 1 shows for 2018/19 shows improvement over 17/18 benchmarked data of 3.11% increase in recycling but also an increase of almost 6000 tonnes of waste. This increase coincided with recycling interventions in neighbouring authorities.

3.19 The resident permits were introduced in June 2019 where, every household was issued with a permit to use the sites. This was in response to increasingly high volumes of cross border waste entering the sites following neighbouring authority restrictions on their sites. This has been very successful and overall waste tonnages reduced by over 3000 tonnes in 2019 compared to 2018. The 3000 tonne reduction in waste entering the sites also contained a high percentage of recycling and this negatively impacted recycling rates.

3.20 A trial of mattress recycling was due to be introduced at the HWRCs this year and will be followed by carpets. These are very high cost recycling materials, typically costing twice that of Energy from Waste treatment per tonne. These materials will need to be recycled at Five Lanes and Llanfoist to meet our 70% target. If the booking system and restrictions remain in place there will be less need to recycle more low quality, very high cost items as the throughput of materials to the sites will be reduced.

3.21 Chart 1 shows compositional analysis of residual waste going into Llanfoist, Five Lanes and Mitchel Troy. It shows how much material could have been recycled at the kerbside. Almost 20% of residual waste entering the sites was food waste (also known as putrescibles). In comparison, Table 2 shows that 38% of black bag waste contents at the Usk site was food waste.

Chart 1 – Compositional analysis of black bags at Llanfoisr, Five Lanes and Mitchell Troy

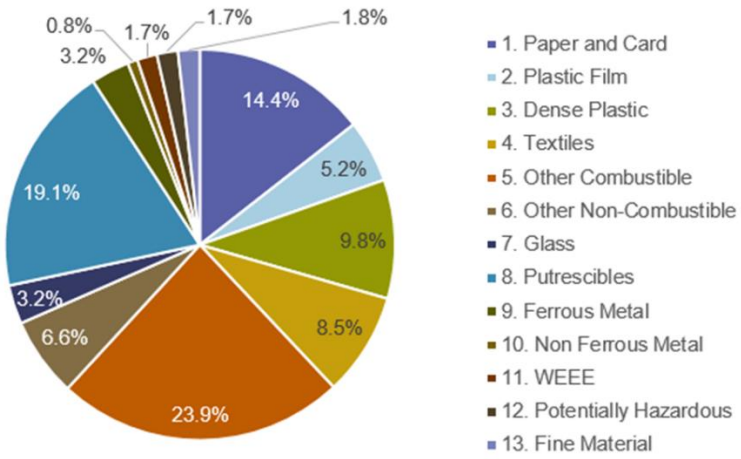
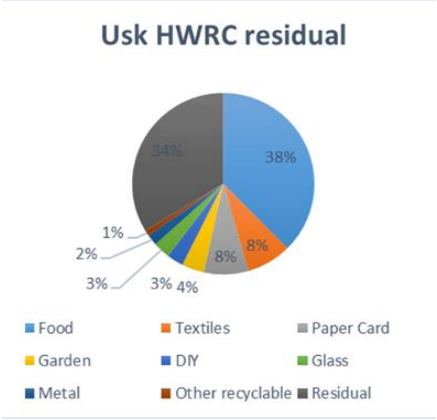


Table 2 –Compositional analysis of black bags in Usk HWRC 2019

Food	38%
Textiles	8%
Paper/card	8%
Garden	4%
DIY	3%
Glass	3%
Metal	2%
Other recyclable	1%
Residual	34%



3.22 Table 2 shows that making local waste disposal an easy option does not achieve high recycling rates. Many residents use the sites rather than participating in kerbside recycling or adhering to the two black bag limit.

3.23 Recycled waste at the Usk site reduced again in 2019 to 45% and is the lowest performing site in Wales. The data gathered during Covid19 confirms that greater participation in kerbside collections and reduced access to HWRCs increases recycling rates.

3.24 Black bag sorting was agreed as part of the Cabinet Report in December 2019, however, implementation was delayed due to Covid 19 restrictions. Authorities who have successfully implemented these types of intervention have reported that residents pre-sort more waste before coming to the sites and black bag waste reduces substantially. Sustainability experts, WRAP and the HSE have produced guidance on introducing and operating these types of schemes as the success of early adopters is clear (Appendix 1).

3.25 Five Lanes and Llanfoist have ample space to introduce a black bag sorting area and a good level of options for other waste streams to be recycled. It is important that when this is implemented it is done across the board or it will increase waste tourism within the county as residents opt for sites with no restrictions.

3.26 Black bag sorting will be impossible to implement at Usk due to the size of the site and lack of recycling options there. It will also be very difficult at Mitchel Troy but there is additional space and a greater number of options available for additional recycling.

Key Issues: HWRCs usage through a Covid 19 lens

3.27 The Covid pandemic has shown what can be achieved in recycling terms when all the sites were closed. A recycling rate of 70%+ was achieved when waste was only collected at the kerbside. The efforts of the residents that support all the recycling schemes at the kerbside are undermined by a minority that use the HWRCs for disposal of black bag waste with high quantity of material that could have been recycled at the kerbside. The recycling rate achieved at the HWRCs also increased with the smaller sites remaining closed and the booking system introduced.

3.28 There has also been a massive reduction in number of visitors to the sites compared to 2019 as evidenced by the booking system data. This positive behaviour change has increased recycling at the kerbside and high overall recycling rates are being maintained.

3.29 Table 3 below shows visitors during June 2019, Usk was not included on the count but tonnage data would suggest that 170 - 200 cars per day use the facility when compared to the larger sites and material composition.

Table 3

Mitchel troy	Total number of entrants in June:			7184				
Average	Tuesday	Wednesday	Friday	Saturday	Sunday			
8am - 9am	30	16	24	24	25		Average per day	342.0952
9am - 10am	26	25	37	49	37			
10am - 11am	30	33	42	38	45			
11am - 12pm	42	30	35	49	52			
12pm - 1pm	30	35	34	49	37			
1pm - 2pm	24	25	20	41	50			
2pm - 3pm	30	36	35	37	43			
3pm - 4pm	32	30	28	41	42			
4pm - 5pm	21	24	18	36	27			
5pm - 6pm	14	20	19	23	18			
Average Total:	277	274	292	387	375			

Five Lanes	Total entrants in June:		9736				
Average	Monday	Tuesday	Wednesday	Friday	Saturday	Sunday	
8am - 9am	20	17	20	22	38	34	389.4533
9am - 10am	38	27	33	43	43	39	
10am - 11am	41	39	42	50	42	56	
11am - 12pm	39	40	37	36	44	61	
12pm - 1pm	27	36	30	33	45	60	
1pm - 2pm	41	29	39	50	48	49	
2pm - 3pm	46	42	38	53	47	47	
3pm - 4pm	35	30	32	45	42	49	
4pm - 5pm	33	33	28	40	41	38	
5pm - 6pm	21	20	18	25	19	17	
Average Total:	339	311	314	397	407	451	

Llanfoist	Total entrants in June:		16598				
Average	Monday	Tuesday	Thursday	Friday	Saturday	Sunday	
8am - 9am	28	31	76	50	49	35	663.92
9am - 10am	42	53	98	70	63	63	
10am - 11am	40	65	97	81	76	108	
11am - 12pm	41	50	102	81	82	125	
12pm - 1pm	28	57	85	72	81	131	
1pm - 2pm	41	42	85	69	72	116	
2pm - 3pm	37	42	83	69	71	91	
3pm - 4pm	33	43	75	56	59	81	
4pm - 5pm	27	32	59	60	64	58	
5pm - 6pm	21	22	37	29	36	30	
Average Total:	338	436	796	636	654	839	

Tables 4 a, b, c, d show numbers of visitors during the last two months and where those visitors came from.

Table 4a

Visits to Llanfoist July – September 2020. The original capacity for 420 vehicles was reduced to allow vans and trailers and currently there is capacity for 360+ vehicles per day.

02/07/2020	19	16/07/2020	327	30/07/2020	307	13/08/2020	289	27/08/2020	296
03/07/2020	145	17/07/2020	316	31/07/2020	301	14/08/2020	310	28/08/2020	302
04/07/2020	179	18/07/2020	303	01/08/2020	110	15/08/2020	253	29/08/2020	250
05/07/2020	170	19/07/2020	222	02/08/2020	127	16/08/2020	176	30/08/2020	238
06/07/2020	163	20/07/2020	253	03/08/2020	201	17/08/2020	216	31/08/2020	210
07/07/2020	226	21/07/2020	270	04/08/2020	164	18/08/2020	130	01/09/2020	201
08/07/2020	0	22/07/2020	0	05/08/2020	0	19/08/2020	0	02/09/2020	0
09/07/2020	294	23/07/2020	315	06/08/2020	296	20/08/2020	294	03/09/2020	265
10/07/2020	288	24/07/2020	311	07/08/2020	303	21/08/2020	259		
11/07/2020	241	25/07/2020	298	08/08/2020	249	22/08/2020	203		
12/07/2020	230	26/07/2020	243	09/08/2020	211	23/08/2020	197		
13/07/2020	233	27/07/2020	238	10/08/2020	241	24/08/2020	243		
14/07/2020	262	28/07/2020	251	11/08/2020	170	25/08/2020	172		
15/07/2020	0	29/07/2020	0	12/08/2020	0	26/08/2020	0		

Table 4b
Heat map showing visits

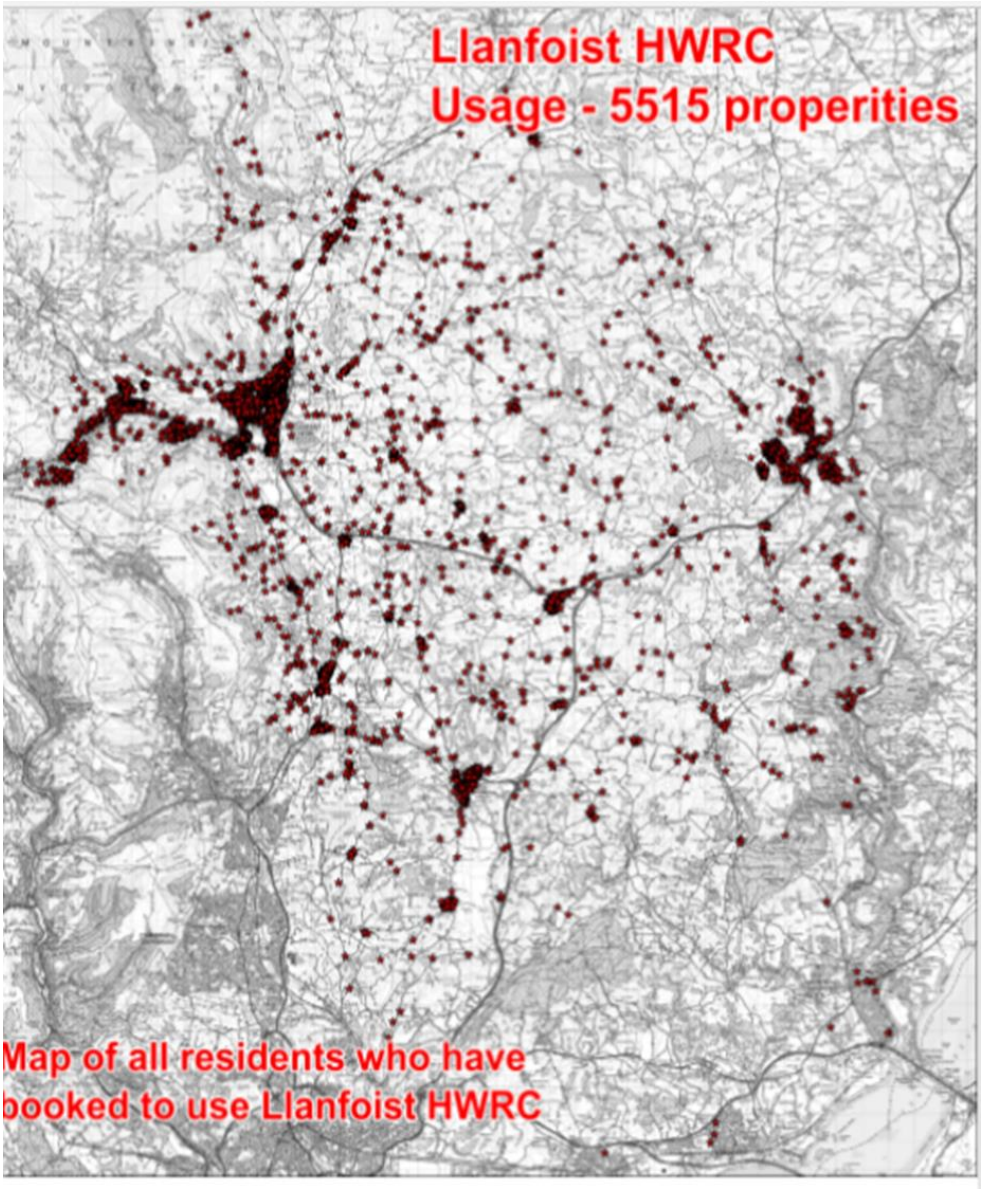
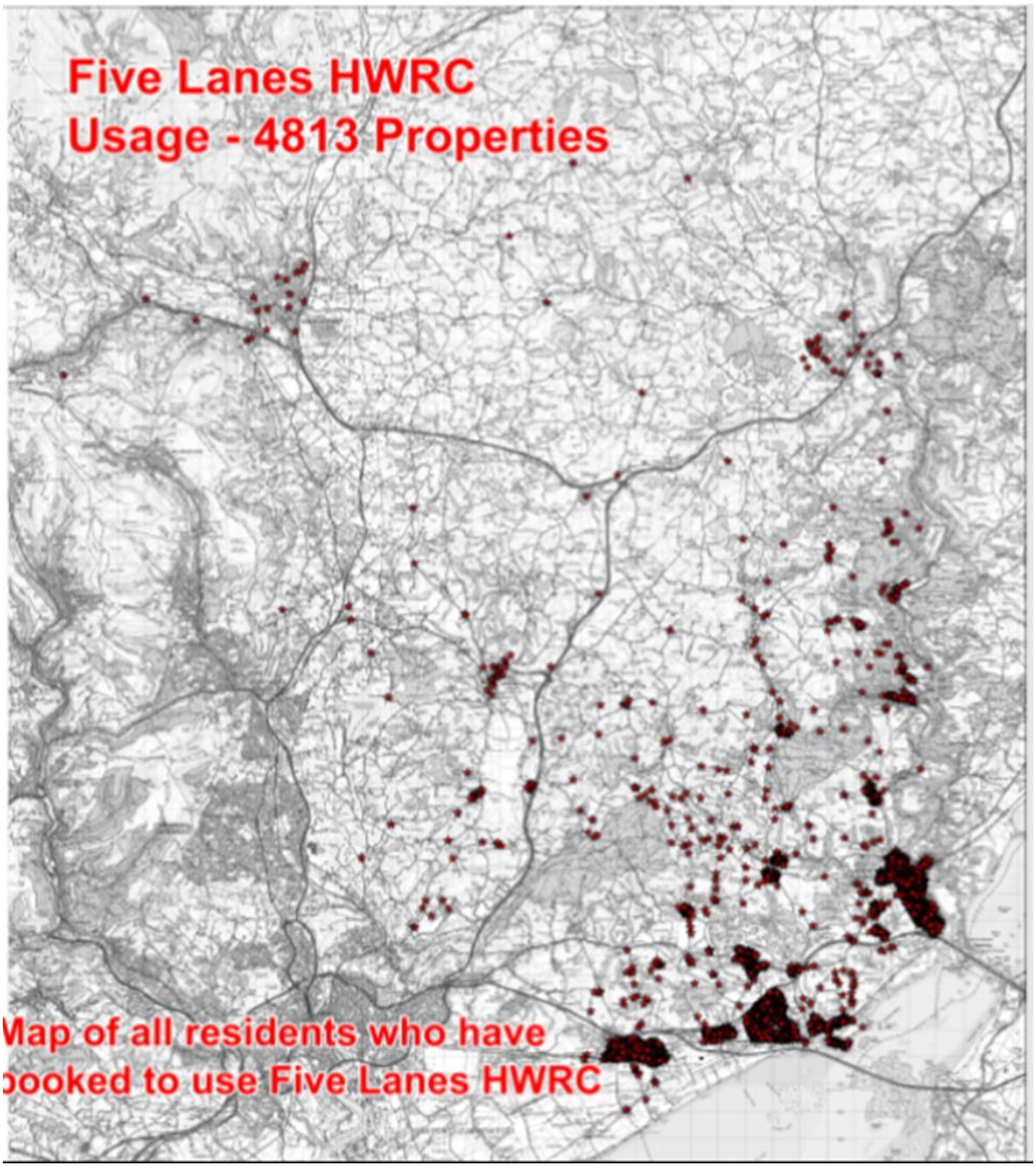


Table 4c
Five Lanes visits, capacity for 360 visits

03/07/2020	**123**	17/07/2020	**319**	31/07/2020	**263**	14/08/2020	**284**	28/08/2020	**284**
04/07/2020	**109**	18/07/2020	**213**	01/08/2020	**106**	15/08/2020	**169**	29/08/2020	**218**
05/07/2020	**136**	19/07/2020	**172**	02/08/2020	**89**	16/08/2020	**129**	30/08/2020	**125**
06/07/2020	**137**	20/07/2020	**167**	03/08/2020	**148**	17/08/2020	**151**	31/08/2020	**133**
07/07/2020	**128**	21/07/2020	**197**	04/08/2020	**117**	18/08/2020	**121**	01/09/2020	**115**
08/07/2020	**186**	22/07/2020	**219**	05/08/2020	**139**	19/08/2020	**96**	02/09/2020	**137**
09/07/2020	**0**	23/07/2020	**0**	06/08/2020	**0**	20/08/2020	**0**	03/09/2020	**0**
10/07/2020	**250**	24/07/2020	**302**	07/08/2020	**273**	21/08/2020	**253**		
11/07/2020	**181**	25/07/2020	**217**	08/08/2020	**195**	22/08/2020	**137**		
12/07/2020	**191**	26/07/2020	**187**	09/08/2020	**155**	23/08/2020	**136**		
13/07/2020	**160**	27/07/2020	**174**	10/08/2020	**162**	24/08/2020	**175**		
14/07/2020	**219**	28/07/2020	**157**	11/08/2020	**122**	25/08/2020	**119**		
15/07/2020	**209**	29/07/2020	**184**	12/08/2020	**110**	26/08/2020	**103**		
16/07/2020	**0**	30/07/2020	**0**	13/08/2020	**0**	27/08/2020	**0**		

Table 4d



3.30 Tables 3, 4a and 4c, show a stark difference in site usage as we come out of Covid restrictions. In 2019, the average daily visits were 1500 across the 4 sites, in 2020 this is reduced to 420 across the two sites open.

3.31 The heat maps 4b and 4c show that Llanfoist not attracts more visits. This is despite Five Lanes being closer in mileage terms for many of those visits. Encouraging residents to use the full range of kerbside services will reduce unnecessary milage and single journeys to sites.

3.32 Table 3 shows a reduction in usage between 4pm and 6pm, this is considerably more noticeable during the winter hours. The booking system allowed for a clean down of the site between 10am-11am, 1pm-2pm and 5pm and 6pm with no public access. We have not received any requests for visits between these times since the introduction of the booking system.

3.33 Tonnage and performance data in Table 5 shows what can be achieved when the usage of the HWRCs was limited.

Table 5

	Tonnage Apr-July		Recycling rate Apr-July	
	2019	*2020*	*2019*	*2020*
Kerbside	8629	9678	67.5%	68.5%
HWRC	6772	2393	64%	74%

- Overall decrease in tonnage of approximately 3,400 tonnes (-22%)
- Increase in kerbside tonnage of approximately 1,000 tonnes (+12%)
- Decrease in HWRC tonnage of 4,400 tonnes (-65%)
- Figures indicate a slight increase in kerbside recycling rate
- Figures indicate a 10% improvement in HWRC recycling rate

3.34 Bookings peaked in week 2 with 80% of slots filled. This has decreased to 62% of capacity being used on the two sites open in July and August. The reopening of Mitchel Troy will give a small increase in capacity resulting in 40% headroom. Table 6 shows the potential savings that could be achieved if the sites were opened to align with actual capacity usage'.

Table 6

Current Service provision in contract - 220 hours per week Opening hours currently operated (inc Mitchel Troy) - 117 hours per week Capacity currently utilised - 75 hours per week
Open 8am to 4pm - maintain 2 x 30 min breaks for cleaning/skips - capacity 117 hours Open 8am to 4pm and close additional day Llanfoist and Five Lanes - capacity 103 hours
8am – 4pm estimated saving £140k pa Close additional day Llanfoist and Five Lanes estimated saving £100k

3.35 Over 80% of the bookings are made via the self-service portal and 20% of residents booking via the Contact Centre. Many of residents are complimentary to staff on site despite some initial issues for some in using the booking system. The system is not as intuitive as we would want long term but was developed very quickly to get the sites re-opened.

HWRC provision survey

3.36 The Cabinet decision to close the Usk facility is currently in abeyance to allow for a consultation on the provision of services and proposed changes. The consultation ran from March 10th to April 10th 2020 and was promoted on social media, the press, on the sites and through Usk Town Council. Usk Town Council were due to canvas residents of Usk and a letter drop was planned to coincide with the consultation process. There was a total of 959 on-line responses received. 8 respondents did not complete what site they use but answered a range of the other questions. Not all questions were completed by all respondents. The consultation did not focus on the closure of Usk alone and asked a range of questions regarding the HWRC provision across Monmouthshire as set out below.

Which site do you use most regularly?

Five Lanes	330
Llanfoist	206
Mitchel Troy	233
Usk	182
Total	951

What is most important to you about a Household Waste Recycling Centre?

Helpful staff	**4256**
Wide range of facilities for recycling	**4218**
How far I have to travel to site	**4102**
Black bag/rubbish is accepted	**3889**
Area for putting items aside for re-use/resale	**3686**
Ease of access to skips on site e.g. No steps	**3585**
A reuse shop on site open to the public	**3342**
Stopping business waste being brought to site	**3047**
Commercial vehicles are restricted e.g. Vans and trailers	**2953**
Area for sorting black bags on site (to increase recycling)	**2651**

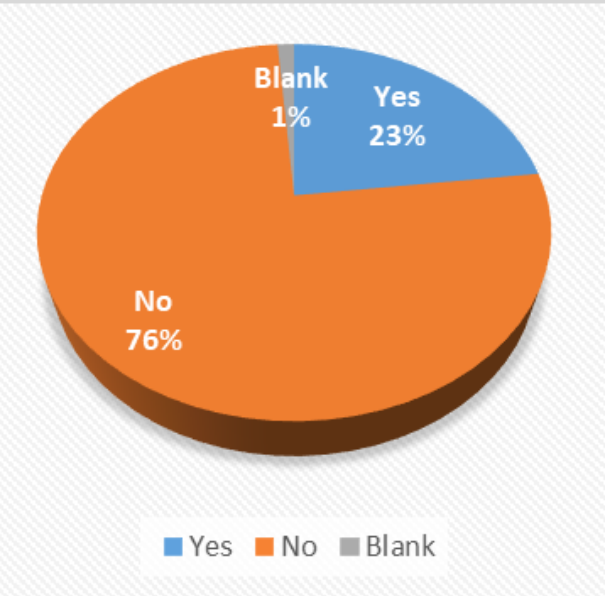
The question asked residents to rank the most important thing to them about the sites 1-5 where 5 was the most important. The table above shows the data for all 4 sites.

What is most important to you about a Household Waste Recycling Centre? (Usk only responses)

Wide range of facilities for recycling	515
Helpful staff	469
How far I have to travel to site	467
Area for putting items aside for re-use/resale	417
Black bag/rubbish is accepted	391
Stopping business waste being brought to site	390
Commercial vehicles are restricted e.g. Vans and trailers	383
A reuse shop on site open to the public	332
Ease of access to skips on site e.g. No steps	314
Area for sorting black bags on site (to increase recycling)	312

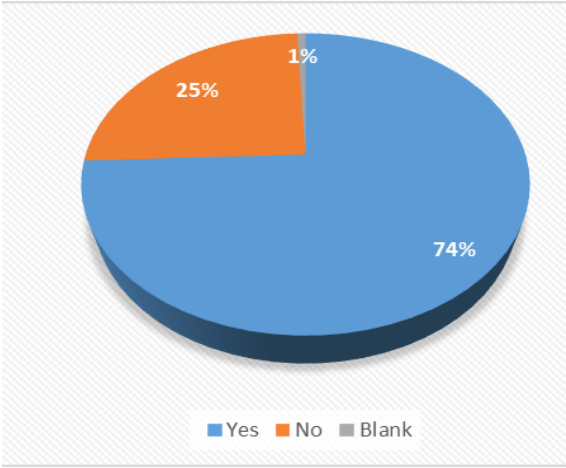
3.37 The responses from users of the Usk facility ranked the importance of a wide range of recycling facilities on site as their main priority. This is likely to be in recognition that the Usk facility has the narrowest range of recycling facilities on site and this limited choice is reflected in the poor recycling performance.

Do you agree with the recommendation to reduce the number of HWRCs across Monmouthshire?



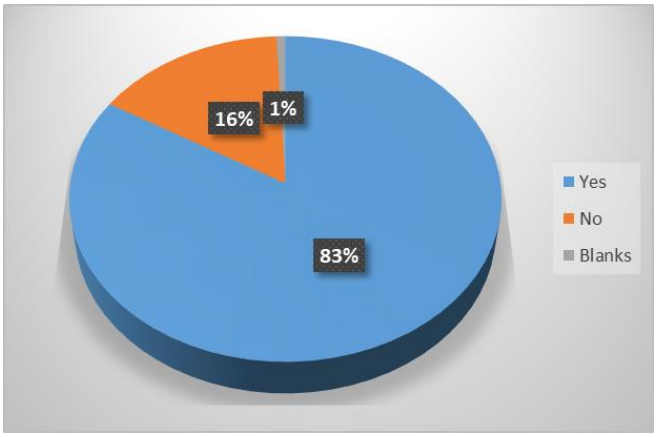
- Any consultation that recommends a reduction in service is unlikely to see an overwhelming positive response. Almost a quarter of respondents did support a reduction in the number of HWRCs in Monmouthshire.

Do you support the recommendation to close the site at 16:00 on Saturday and Sunday?



- Almost three quarters supported sites closing at 16:00 on Saturdays and Sundays.

Do you support the recommendation to close at 16:00 during the winter when visitor numbers are reduced?



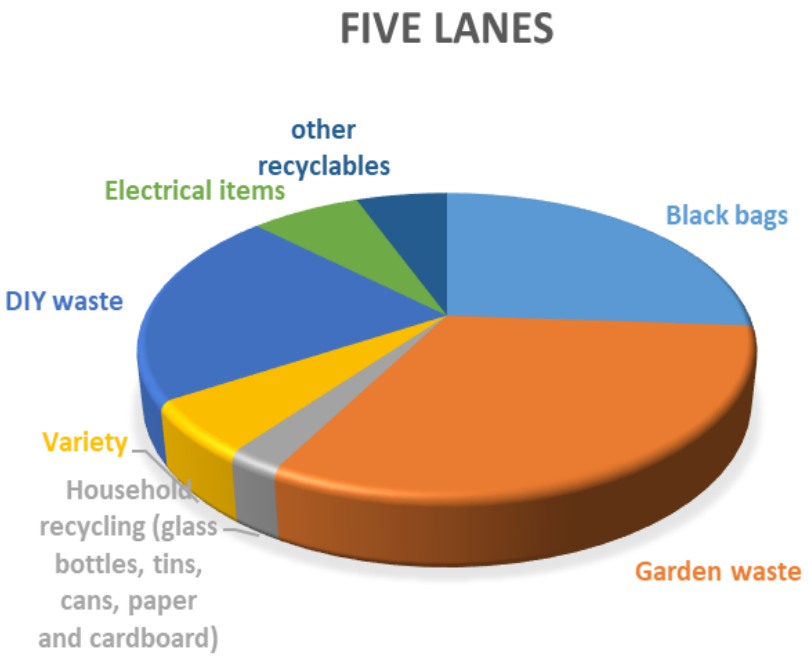
- Overwhelming support for shorter opening hours in the winter

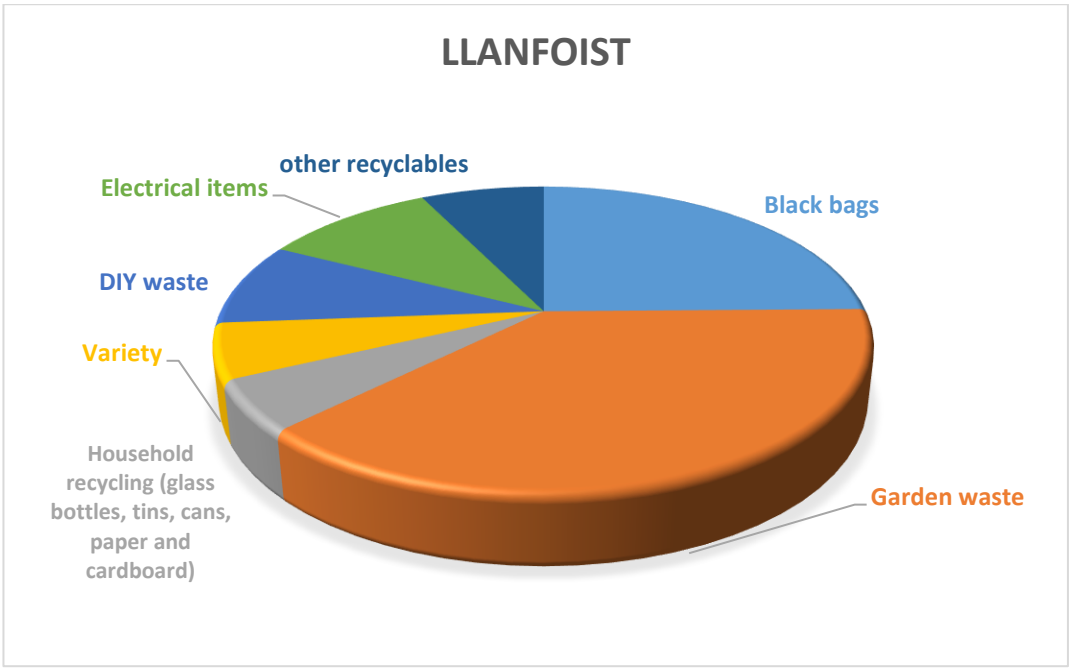
How often do you visit the site to dispose of waste/recycling?

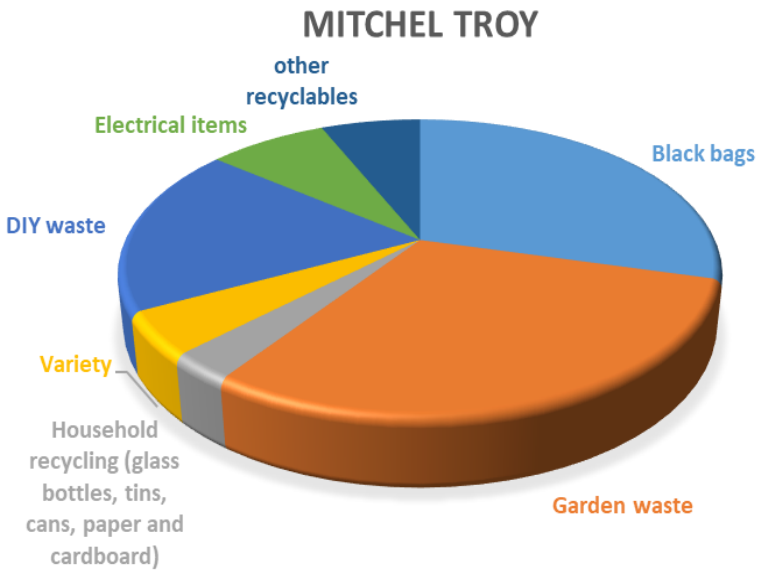
How often do you visit the site	Usk	Mitchel Troy	Llanfoist	Five Lanes
More than once a week	27	14	9	5
Once a week	59	42	27	21
fornightly	20	41	29	48
Monthly	32	50	55	89
Occasionally	22	77	72	158
Never	1	1		3
Total	161	225	192	324

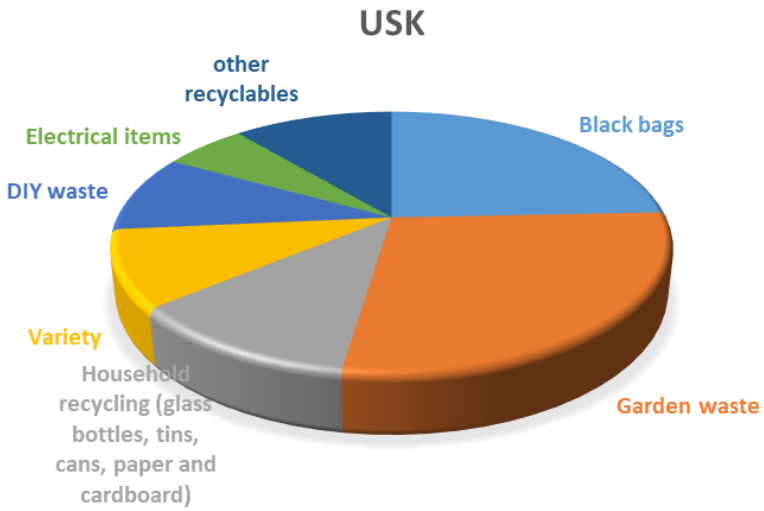
- 17% of Usk visits are more than once a week compared to 6% Mitchel Troy, 5% Llanfoist and 1.5% Five Lanes
- 37% of Usk visits are once a week compared to 19% Mitchel Troy, 29% Llanfoist and 5% Five Lanes
- 14% of Usk visits are occasional compared to 34% Mitchel Troy, 38% Llanfoist and 49% Five Lanes
- Based on the responses at least 71% of the visitors to Usk HWRC were also there the week before depositing waste/recycling.

What material do you mainly bring to site?









- Respondents state that they mainly deposit material that could be collected at the kerbside (approximately 65%) on all sites. This is black bags, garden waste and household recycling.
- The proportion of Usk users stating they mainly bring household recycling to the site is far greater than other sites at 12% compared to 2% in Five Lanes.
- These are the perceptions of site users and do not correspond with site tonnage data. Five Lanes is the most accurate match on perception and actual tonnage with black bags and variety being 33% and current recycling rates of 63%+

3.38 The survey also allowed free typing for other comments:

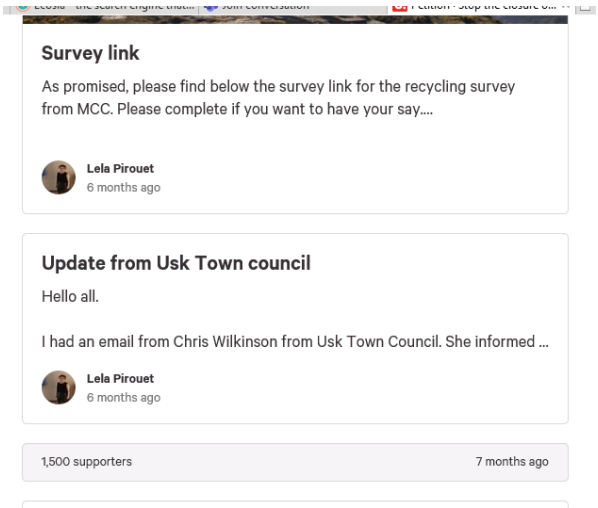
- There was a wide range of comments provided. The majority of comments from Mitchel Troy related to the frequent temporary closures and the need to resolve this issue.

- The majority of Usk users comments related to keeping the site open and flytipping concerns.
- Llanfoist and Five Lanes had a range of comments regarding staff being helpful/unhelpful, flytipping concerns, return to weekly rubbish collections, stop single use plastic bags, free garden waste service, no to sorting black bags, preference to use these sites rather than Usk Mitchel Troy, others requested additional facilities be positioned closer to their towns etc.
- Some confusion and mis-communication is clearly present. One response from Usk was that they preferred to use the split-level ramp in Llanfoist for easy access but could no longer do this since the permits were introduced. They believed as a resident of Usk they could not use Llanfoist. (the resident permits allow residents to use any of the MCC sites)

Rationalisation of HWRC provision and the closure of Usk

3.39 Discussions on future waste provision through Strong Communities and subsequent reports to Cabinet in December 2019 recommended the closure of Usk for a number of reasons.

3.40 It is recognised that the facility at Usk is highly regarded by a large number of local residents. Following the announcement of the planned closure in December 2019 an on-line petition on Change.org saw approximately 1000 signatories sign the petition to keep the facility open these signatories include support from outside of the county. The petition is now closer to 1800 signatures. The consultation process set out was also promoted though this medium.

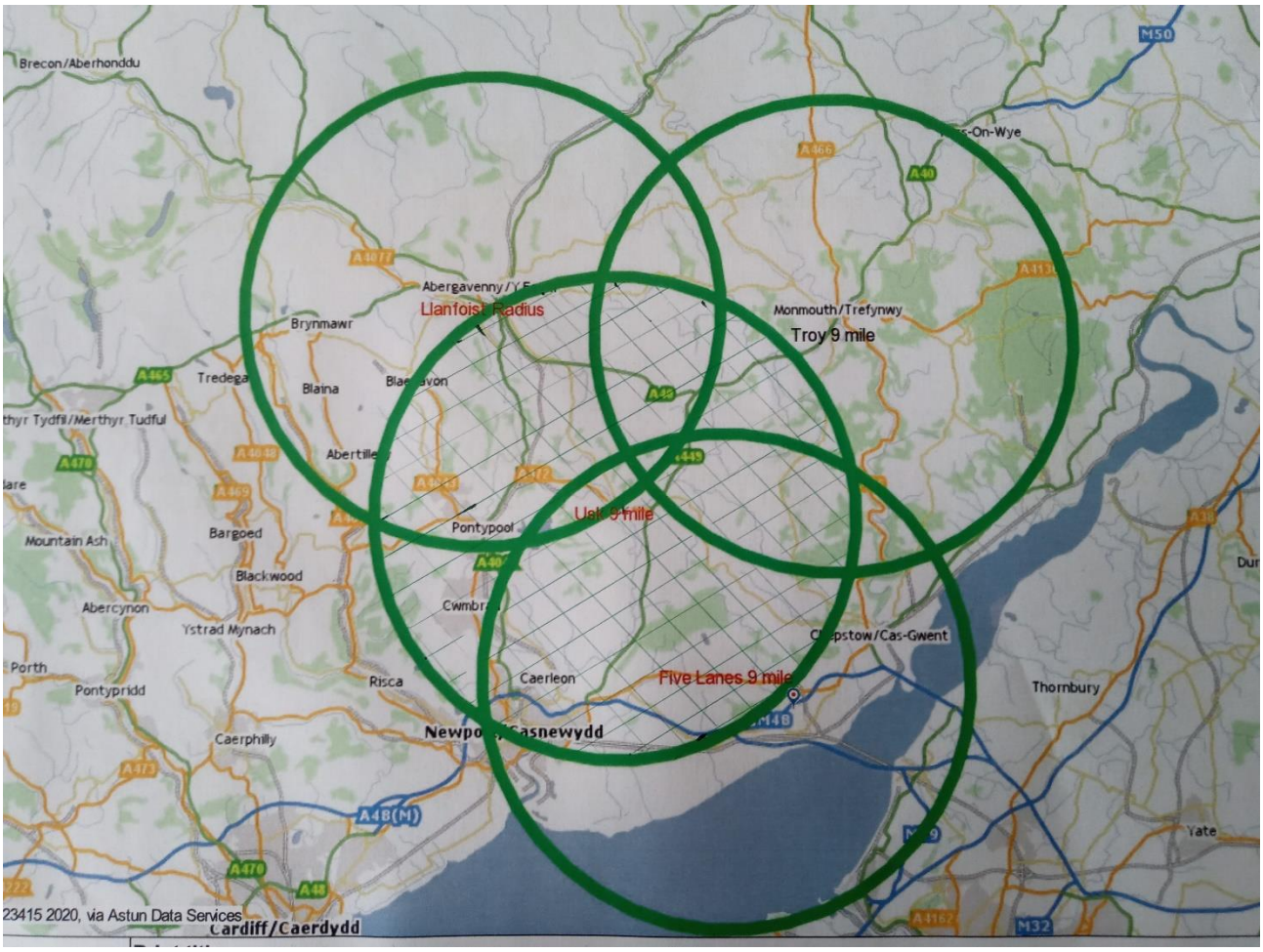


3.41 Usk Town Council have submitted a report to the Council highlighting the reasons why the site should not be closed and potential options that should be reviewed. The report from Usk Town Council is provided as an appendix to this report being considered by the Committee. The report states that Usk does not compare favourably in service provision to the other major towns yet serves a community, including outlying villages of 1987 households. It states that residents of Usk would need to travel a 20 mile round journey to Llanfoist or Five Lanes.

In addition, Usk Town Council have recently established an initiative and a local action group called Save Usk's Recycle Facility (SURF) which welcomes residents to share their views. It is unclear at the time of writing this report if the action group is supporting the data and evidence for closure in the December Report or countering them.

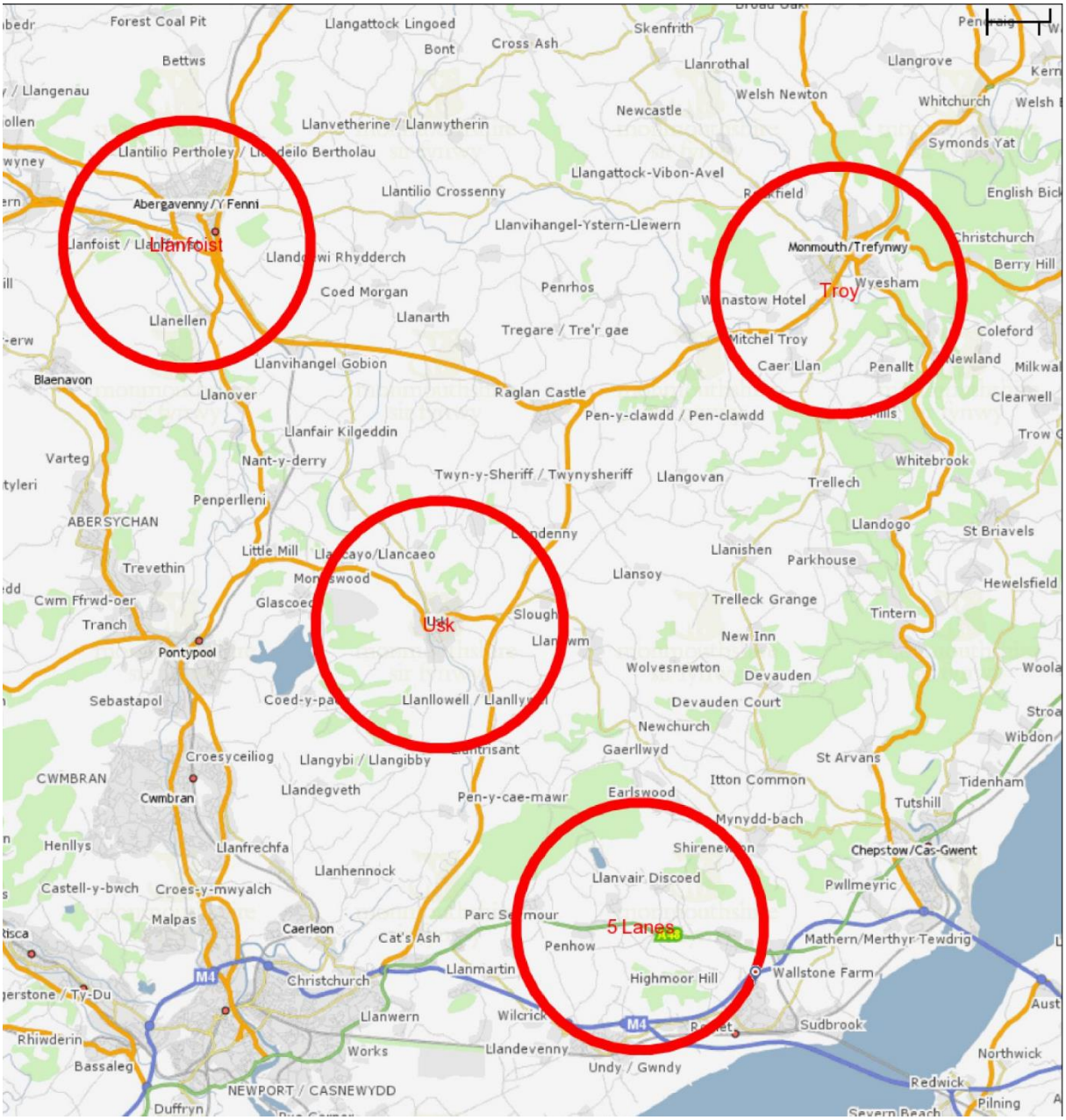
3.42 In order to provide the Strong Communities Select Committee with relevant information pertaining to the matters raised in the Usk town Council report and concerns raised by SURF further information is provided as follows.

Only Abergavenny and Monmouth have an HWRC within the extended town area. Chepstow and Caldicot don't have a facility within their town and residents travel a 15 mile and 10 mile round journey to use Five Lanes. The picture below shows that over 99.9% of residents live within a 9 mile radius of Llanfoist, Five Lanes and Mitchel Troy, the hatched circle is a 9 mile radius of Usk and includes Llanfoist and Five Lanes sites.



The Usk Town Centre Report request that sites should be maintained to service an area as described of 1987 households (a radius of 2.5 miles of Usk). If this coverage of existing sites was replicated it would leave huge areas across the county without services.

2.5 mile radius of exiting sites



3.43 From a wider Wales perspective, Torfaen, Blaenau Gwent and Newport residents are served by a single site in each county. Cardiff's 364,000 residents are served by two sites. Residents in Crickhowell travel a 28 mile round trip to their nearest facility in Brecon or 64 mile round trip to Llandrindod Wells when Brecon is closed.

3.45 The Usk site does not meet current best practice guidelines due to the steps and gantries that are used at the site. The gantries make the site unsuitable for disabled or infirm residents and poor lighting of the gantries leads to complaints and potential slips, trips and falls. The difficulty in keeping the gantries clean along with site staff unable to support residents with material is the reason that Usk has remained closed during Covid 19.

3.46 Lighting and electrics on site need investment and power surges knocked out lighting in the Maryport street carpark several times in November 2019. This work would have been needed to be completed in readiness of winter hours for 2020.

3.47 A near miss with a disabled resident and 44 tonne vehicle occurred when the vehicles used to drive out against the flow of traffic. A Viridor Health and Safety investigation at the time requested that this long standing practice be stopped. The loss of 18 car park spaces to improve the access and egress for the large vehicles was implemented but issues with traversing through a busy carpark with a 44 tonne vehicle remains a substantial risk. Removal of the site would enable an increase in car parking spaces that would be of significant benefit to traders in the town and the car park is frequently full.

3.48 There have been several bumps in the car park with cars waiting for the site. A woman struck by her husband's car on the exit to the site was thankfully not harmed seriously. Several claims for damage for slips, trips and falls on the site have continued to be raised over the years despite the improvements made.

3.49 The links between air pollution and respiratory diseases are well-documented. During peak summer season the site attracted between 170 and 200 additional vehicles through the car park and town each day. The introduction of the booking system (Usk site will only accommodate a maximum of 10 cars per hour post-covid and social distancing) will substantially reduce this impact but any return to normal will again exacerbate these issues.

3.50 A review of service provision based on site use, tonnages and capacity to improve carried out by Eunomia in 2017 clearly identifies the need for further investments in Usk and Troy with particular concerns regarding drainage and Health and Safety at Usk. Even with investment in the drainage required to meet NRW standards, investment in gantries, surfacing and lighting improvements estimated at over £30,000 the site would still be too small to accommodate a wide range of skips and will remain the lowest performing recycling centre in Wales.

3.51 Flytipping is cited as the main concern when any changes to waste services are proposed. There is little correlation between access to HWRCs and fly-tipping and authorities that have closed sites do not report increased fly-tipping as a result.

Reported flytipping:

Flytipping Comparison		
	2019/20	**2020/21**
April	**113**	**119**
May	**115**	**116**
June	**73**	**107**
July	**132**	**129**
August	**54**	**68**

3.52 The data for April to August 2020 shows a spike in June 2020 this is likely to be linked to lockdown restriction lifting as sites across Wales opened at the end of May.

3.53 The increases in fly-tipping are predominantly in Abergavenny and along the border. Of the reported incidences 10 were related to a bin store within 2 minutes of Llanfoist HWRC and occurred in July and August. The Llanfoist site had been open for over a month at this point.

3.54 There has been a reduction in fly-tipping in Monmouth during 2020 compared to 2019 and Usk remains at similar levels.

HWRC and Transfer Station Contract Management

3.55 The existing contract for HWRC management has been operational since 1992 and is due to be retendered. The contract is partnership arrangement Monmouthshire County Council and Viridor and both parties recognise that the existing contract needs to be substantially changed to take account of recycling performance and budget constraints. Viridor have worked with the Council throughout this partnership and have been instrumental in increasing recycling on sites and reducing operational costs despite the original contract being based on landfill.

3.56 Cabinet agreed to retender the service in 2016 and soft market testing was carried out with a good level of market interest. It was clear from the market that clarity of service provision in the tender documentation was key to reducing risk pricing. The tendering process was due to commence in 2017 with conclusion in 2018. Changes to the service provision as a result of the Medium Term Financial Planning budget processes including day closures, rationalisation, household permits and profit sharing mechanisms meant the clarity required by contractors was not available. Ambiguity in tenders can lead to risk pricing, legal challenges or low numbers of tenders and therefore the procurement process has not commenced.

3.57 MCC negotiated with Viridor to reduce the management of sites fee by £40,000 with no indexation of contract for 20/21. This was on the understanding that the contract will be retendered during 2020 and the existing contract was extended until March 31st 2021. This has now been extended until September 2021 to allow for decisions on service provision to be finalised. Abeyance of the decision on Usk and subsequent Covid 19 pressures have delayed progress. Viridor have agreed to support MCC until September 2021 to allow for the tender process to be completed but this is likely to incur additional costs.

3.58 Officers have reviewed the costs and identified options for insourcing. This would give the Council flexibility in service provision going forward but the recent crashes in the recycling market have identified the wider risks of predicting running costs against income generation from recycling. Monmouthshire's total tonnages are very small and the buying and selling power of larger waste management companies offer far less risk in volatile markets.

4.0 OPTIONS APPRAISAL

4.1 Booking System
4.2 HWRC service provision
4.3 Opening hours
4.4 Additional day closures
4.5 HWRC Contract Management

4.1 Booking System

Option 1 : Do Nothing

- Allow residents to visit the site without booking. This would not allow the controls necessary to manage the Covid 19 requirements.

Option 2 : Continuation of booking system

- The data supports the continuation of the booking system. We will work with the neighbouring authorities and Abavus to ensure the system is more intuitive and supports self-servicing at higher levels

4.2 Closure of Usk

Option 1: Do Nothing

- Do nothing is rarely an option. Escalating costs, poor performance, budget constraints, procurement deadlines all necessitate change, coupled with Covid 19 the Do Nothing Scenario is unlikely to be an option for any service going forward.

Option 2: Unmanaged (un-staffed) recycling facility or bring bank system on existing or other site.

- Any permanent waste storage facility would need planning and permitting. While existing sites are usually accepted by neighbouring properties, new sites or changes to existing facilities are usually vehemently opposed. An unmanned facility would only be able to take waste materials that are collected at the kerbside.

- Bring banks were removed in Wales with the roll-out of kerbside collections, historically they attracted fly-tipping and trade abuse and in some areas they became a target for arsonists. Many were on large supermarket sites where there was a physical and CCTV presence that helped control abuse.

- Powys recently closed its unmanaged facilities and garden waste skips due to increased trade abuse and spiralling costs of contamination in skips. Sites accepting potentially hazardous materials tyres, asbestos, paint, waste electrical and electronic equipment (WEEE)etc must be managed and staffed.

Option 3: Managed (staffed) facility with recycling only on present site.

In theory, this would seem an ideal solution to increase recycling. This would potentially work on a large site with a very wide range of recycling facilities but on a site limited by size and capacity the options for a variety of recycling materials are significantly limited.

- A recycling only facility was considered as an option for Usk but the relatively low tonnages through the site would not justify the costs of managing the facilities. The 625 tonne recycling throughput at Usk would equate to staff costs of £115 per tonne compared to £10 per tonne in Llanfoist.

- Any material brought to the site that could not be recycled in the very limited number of skips would be turned away. Residents turning up with carpet/underlay, hard plastics, plastic bags, mixed materials, upholstery, MDF, crisp packets, tetrapaks etc. in any quantity would be advised to visit one of the other sites. If the booking system is retained it would be unlikely that these sites would have been booked by the residents and residents would have to take the waste home again and rebook for another day. This would be a constant source of frustration for the residents.

- Overall residents ranked black bag disposal as the fourth most important issue and 25%+ of residents said they mainly dispose of black bags. It is unlikely that they would feel their expectations regarding, helpful staff, wide range of recycling facilities and proximity of the site was positively managed, if they were not allowed to bring any residual waste (including bulky items) to site.

- Over 60% of waste entering Usk could be collected at the kerbside. Over 60% of the black bag contents, being disposed at Usk, could easily be recycled at the kerbside.

Option 4: Consider other restrictions

- Restricting the quantity of black bags allowed per visit was an approach taken by several Councils. Most had a maximum of 2-4 black bags per visit being the equivalent of a missed kerbside collection. Many residents state they use the sites on a daily/weekly basis and limits are unlikely to be effective. The issue on Usk is not only black bags but any waste material that could be recycled on a larger facility.

- Restricting numbers of visits per year per household is equally difficult to enforce and make equitable and introduces the same issues of restricting vehicle sizes. Different size vehicles, vans/trailers, types of waste brought in etc. Restricting size of vehicle was partly introduced with restrictions on vans/trailers but there are many exemptions.

- Reduce skip size to include additional recycling capacity at Usk. Reducing the size of the skips would necessitate additional closures to remove the popular materials. It will be more expensive to make an increased number of collections of smaller skips and increase the carbon footprint of haulage.

Option 5: Site managed and operated by Usk TC/ third party/ volunteers

- Sites must be permitted to accept waste. Sites must be managed and operated by suitably qualified persons.

- The staffing costs on the site are relatively small compared to the cost of disposal of material throughput. The 1300 tonnes of material entering the site would cost approximately £120,000 to treat (recyclate value netted off).

- Several businesses have shown an interest in using the site and this could be investigated by Usk Town Council as a community led facility.

Option 6: Insourcing to reduce costs

- Insourcing the services has been fully investigated and remains an option dependant on the final tender costs received and the prevailing risks associated with volatility of recycling markets. The flexibility benefits in the Council managing the sites would be reduced if officers are able to negotiate favourable service and variation of provision terms with tenderers but this is not guaranteed.

4.3 **Opening Hours**

Option 1 : Do Nothing
Maintain existing hours, this would be providing an over capacity of 40% based on current figures.

Option 2 : Reduce hours
The reduction in hours will provide savings as set out in report, it will maintain an headroom of 40% capacity with a reduction in site closures in the middle of the day to 2 x 30 min breaks for cleaning down site.

4.4 **Additional day closures**

Option 1 : Do Nothing
Maintain existing hours, this would be providing an over capacity of 40% based on current figures.

Option 2 : Reduce hours
The additional day closures will provide savings as set out in report, it will maintain an headroom of 25% capacity. Greatest savings are achieved with weekend closures but costs are based on mid-week closure.

5.0 EVALUATION CRITERIA

5.1 Measures used to measure the success of the proposals will include.

An increase in the proportion of waste received at HWRCs which was recycled;
A reduction in average operating costs of HWRCs;
Maintenance of fly tipping at or below current levels
Increased levels of residents self-servicing for bookings
Capacity and headroom for bookings maintained at +10%

6.0 REASONS:

6.1 The statutory recycling targets set out by Welsh Government are extremely challenging. It is recognised that increasing recycling can only be achieved by reducing easy options for rubbish disposal. Monthly collections of residual waste, closures of HWRCs, reduced capacity of residual collections are challenging but all deliver higher recycling and better environmental outcomes.

6.2 Changes to the way we operate the HWRCs in Monmouthshire are key to increasing overall recycling rates due to the higher than average volumes of waste that enter the sites. Diverting waste into the domestic kerbside recycling collections will benefit the climate change emergency work with fewer car journeys. Segregating black bags on site will change behaviour and further increase recycling.

6.3 The booking system makes people consider what they are buying and how they will dispose of their rubbish. For the first time there is accurate unequivocal data showing site usage patterns and capacity on sites. Working to known capacity rather than trying to meet perceived demand will ensure the Council can continue to provide more of the services our residents rely on.

6.4 Many residents have said that they now use Freecycle and other services to reuse material that they previously brought to site for disposal. Many have also commented that they think more carefully on the items they purchase since Covid 19. Consideration of the lifecycle, obsolescence and re-use of items is critical in creating a circular economy.

6.5 The costs of providing four recycling sites across the county places huge budgetary constraints on the waste section. A review of service provision based on site use, tonnages and capacity to improve carried out by Eunomia in 2017 in appendix ndicates that Usk and Mitchell Troy are only sustainable long term with significant and costly improvements with particular concern regarding drainage and gantries in Usk.

7.0 RESOURCE IMPLICATIONS:

7.1 Continuation of the booking system is relatively straightforward using the existing portal. The portal is based on a bulky waste booking form and is clunky but sufficient and usable. Improvements are likely to incur some additional costs but as it's used by neighbouring authorities who would also benefit from a bespoke system, these costs may be minimal. Although 80% of customers are self-servicing the increase in telephone enquiries at the Contact Centre is acknowledged. The booking system reduces peaks and troughs on site and this should be reflected in lower tender prices.

7.2 The closure of Usk would provide an in year cashable saving of £40,000 in 2020 and subsequent years in reduced management fees. There are £30,000 unbudgeted costs in reviewing the drainage and upgrading lights, gantries and surfacing should Usk reopen in 2020. There will be increased costs in kerbside collection but through Covid 19 these resources have been quantified and at current collection rates these are managed within existing rounds.

7.3 Revised opening hours of 08:00 to 16:00 in line with continuation of booking system will see a reduction in staffing costs of £140,000 compared to existing provision. These savings are based on MCC operating the service in-house.

7.4 The additional day closure at Llanfoist and Five Lanes will reduce staffing costs by £100,000 based on in-house provision.

7.5 Costs are saved by reduction in agency costs and overtime and should not impact existing staff wages. The existing contract is based on minimum wage while the proposed new contract is based on the living wage. Reductions in hours for staff on site is offset by the increased hourly rate.

7.6 An additional re-use shop at Five Lanes is dependant Welsh Government funding. If successful, the income generation and subsequent profit will be invested in climate change emergency projects.

7.7 Retendering the HWRC and Transfer stations will need resources from the council's legal, finance and procurement departments. At this stage the financial costs are unknown but it is anticipated that a like for like service provision would increase costs. The continuation of the booking system, the closure of Usk and reduced opening hours being included in the tender documents will reduce tender prices and contact costs going forward. Clarity on future service provision will ensure the market can provide the most economically advantageous tender position for MCC. The procurement of a 10 year contract with an estimated value of £15m will be supported through Atebion, clarity on all aspects of the contract will reduce complexity and costs of procurement for all parties.

8.0 WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

8.1 The changes to the services proposed or to be considered further as a consequence of this report have significant positive contributions to make to the Wellbeing Goals. In particular it has strong benefits for a Prosperous Wales, by supporting the ongoing development of a low carbon economy. There is also potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities to reduce the impact that waste has upon our communities.

8.2 There are no significant positive or negative impacts on the protected characteristics, safeguarding or corporate parenting. The principles of Long term, Prevention,

Integration, Collaboration and Involvement have been used throughout the development of these proposals.

8.3 It is clear that the closure of the Usk facility is strongly opposed by a number of local residents and Usk Town Council. Perceived negative impacts on the community of Usk would be offset with improved air quality, additional parking close to the high street for businesses and improved recycling rates across the county.

9.0 CONSULTEES:

Cabinet Member
Strong Communities Select
Soft market testing of the Market
All Member waste awareness days

10.0 BACKGROUND PAPERS:

WLGA Benchmarking Finance Data 2015/16 and 2017/18
Eunomia Study into Monmouthshire County Council HWRC provision
WRAP and HSE – Black bag sorting guidance

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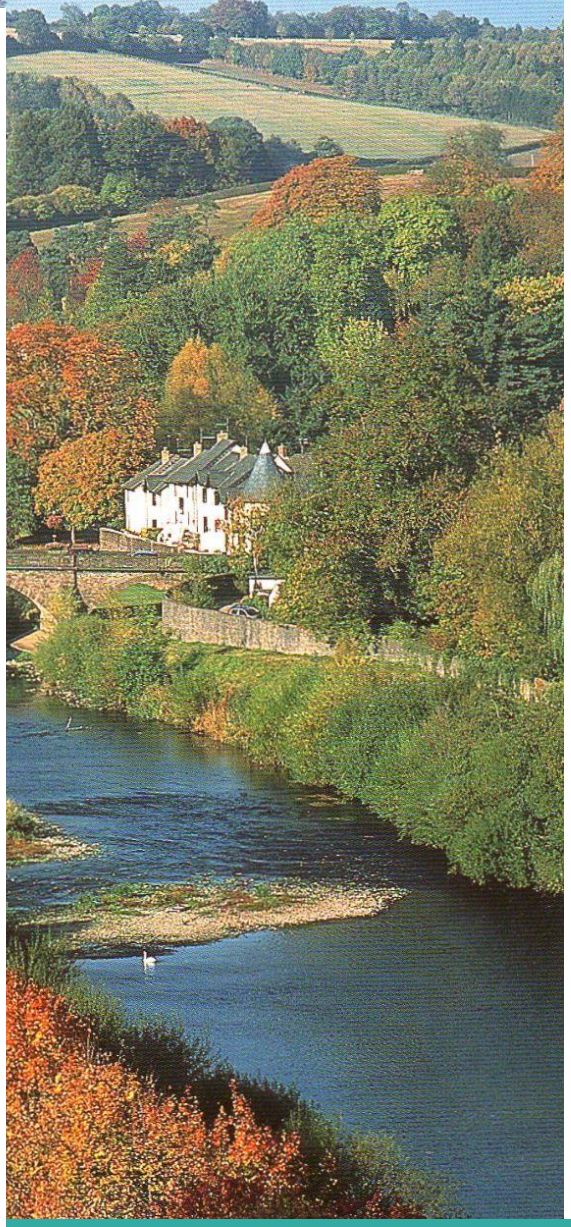
Report to MCC Public Services 2020



SEPTEMBER 18TH **2020**

Usk Town Council
Authored by: Chris Wilkinson

Report to MCC Public Services September 2020

1. Background to this report

In March 2020 MCC announced the proposed closure of the recycling facility in Usk. After protests and the admission, on MCC's part, that there had been little or no consultation with the Town Council or residents, it was agreed that any decision be postponed for six months to allow that consultation to take place.

Later that month we were plunged into the Covid 19 pandemic with the resulting drastic and necessary changes to our normal routines. Originally all four recycling centres in the County closed but the two largest have now re opened with Mitchel Troy and Usk remaining closed. We are told that this is a temporary measure during the pandemic and is constantly being reviewed.

Usk Town Council and its residents are convinced that this is the first step in justifying the closure of our site. The only consultation, to our knowledge, has been an on line survey which was County wide and not specific to Usk, not the consultation that we were promised and expect.

2. Comparisons of the five Monmouthshire towns

Usk is the smallest of the five towns in Monmouthshire yet our rates our comparable to our much larger neighbours. The benefits however do not compare!

All five towns benefit from the basic services from MCC including Planning/emergency planning, Building control, Highways, Education services, kerbside Recycling, Community Hubs & Libraries etc.

Unfortunately, there the similarities and provisions end.

3. **Additional benefits enjoyed by the residents of Abergavenny, Monmouth, Chepstow and Caldicot: -**

Large Leisure centres providing; -

- Swimming pools,
- Saunas,
- Gymnasiums,
- Fitness suites,
- Full programmes of classes for all ages,
- All weather outdoor pitches and courts,
- Children's activities throughout the school holidays

And in addition

- Skate parks.
- Hubs/ Libraries
- Good transport links.

We acknowledge that a small town may not be able to sustain the leisure centres that the other larger towns enjoy, or benefit from Section 106 funding from House Builders or Supermarket Chains, but surely that should be taken into consideration when making decisions that impact significantly on this town.

4. **What additional benefits does Usk have?**

- A Hub/Library (its retention fought for by a group of dedicated locals)
- A Post Office (part funded by UTC)
- A Recycling Centre

No comparison to our neighbouring towns!!

5. **What we do not have: -**

- Any leisure facilities provided by the County Council even on a smaller scale.
- Any play parks/skate parks provided by the County Council.
- Any Children's activities available throughout the school holidays.
- Any decent or reliable transport links even to Abergavenny the site of our nearest hospital.

Usk residents are very resourceful and generous with their time so every leisure activity, every club and society has been funded, is run and maintained by volunteers.

6. The Real issues

MCC are considering closing one of the few benefits that we have.
The demography of Usk is of an ageing population. You acknowledge in your RDLP that 'poor access to community facilities and declining local service provision is a particular issue for rural communities' (well-being goal 5)

Usk residents would have a 20-mile round trip to either Five Lanes or Llanfoist sites, Yes, residents from other areas may well have this distance to travel but we are talking here of the population of a whole town and surrounding villages, upwards of some 1987 households.

In the RDLP Monmouthshire County Council recognises that we are in a climate emergency and that the high volume of car journeys in the County raises carbon emission levels. MCC also commit to strive to limit the increase in global temperatures and support carbon reduction through a variety of measures. (goal 17) Forcing car owners to make avoidable journeys makes a mockery of your objectives.

Your decisions are apparently based on budget pressures which we appreciate, but some measures can only result in more expenditure rather than less. During the time that the local recycling centre has been closed we have sadly seen a rise in fly tipping, this will inevitably increase with a considerable cost to the County Council and to the detriment of our countryside.

7. What do we suggest as a way forward?

The main sources of contention appear to be the perceived misuse of the black bag (household waste) skip, health and safety issues around the stairways and cost effectiveness.

We would like to make the following proposals to mitigate these concerns: -

- Remove the black bag facility if necessary,
- Remove the current large skips and stairways/platforms,
- Replace the current large skips with 4x20 cubic feet builder's skips, (green waste, general non- recyclable waste – mattresses, broken furniture etc.)
- Retain the current glass, metal, wood, plastic, paper etc.
- Retain small/medium electrical,
- Add a re-use/upcycling section
- Possibly add cooking/engine oil container.
- Consider re introducing larger electrical disposal facility.
- Amend opening hours/days (less staff hours and more mobility between sites)

With these changes in place we can deliver on the following: -

- Eliminate the Health and Safety issues
- Eliminate the need for extra large lorries,
- Savings to be had on vehicle fuel and wear and tear for Viridor and MCC
- Reclaim parking spaces
- No food issues
- No black bag issues
- Reduce the likelihood of fly tipping
- Salary savings to Viridor
- Cost savings for MCC
- Manageable
- Reduce carbon emissions across the town and other areas
- Improve statistics on recycling

8. And finally; -

Usk is a beautiful little town attracting many thousands of visitors to the area every year. Its reputation as a town of flowers, the open gardens, the picturesque square and the historic buildings all make it a favourite destination in this wonderful County. We feel that we make a great contribution to the economy of Monmouthshire but receive very little in return.
Monmouthshire County Council have stated recently that their motivation is to help improve lives and build sustainable and resilient communities. Usk Town Council has always worked alongside MCC and been amenable to help, both

practically and financially wherever possible. We believe that to close the re cycling centre would be a mistake that would be counterproductive and deal a further blow to a town that already feels neglected.

Draft Report

Monmouthshire HWRC Compliance and Health & Safety Review

A high-level review of the HWRC network across Monmouthshire, with recommendations on measures that could be adopted to improve health & safety and permit compliance.

WRAP's vision is a world in which resources are used sustainably.

Our mission is to accelerate the move to a sustainable resource-efficient economy through re-inventing how we design, produce and sell products; re-thinking how we use and consume products; and re-defining what is possible through re-use and recycling.

Find out more at www.wrapcymru.org.uk

Document reference (please use this reference when citing WRAP's work):
[WRAP, 2019, Monmouthshire HWRC Compliance and H&S Review, Prepared by Eunomia Research & Consulting Ltd.]

Written by: Emma How and Neil Greenhalgh

Front cover photography: Usk HWRC Site, January 2019

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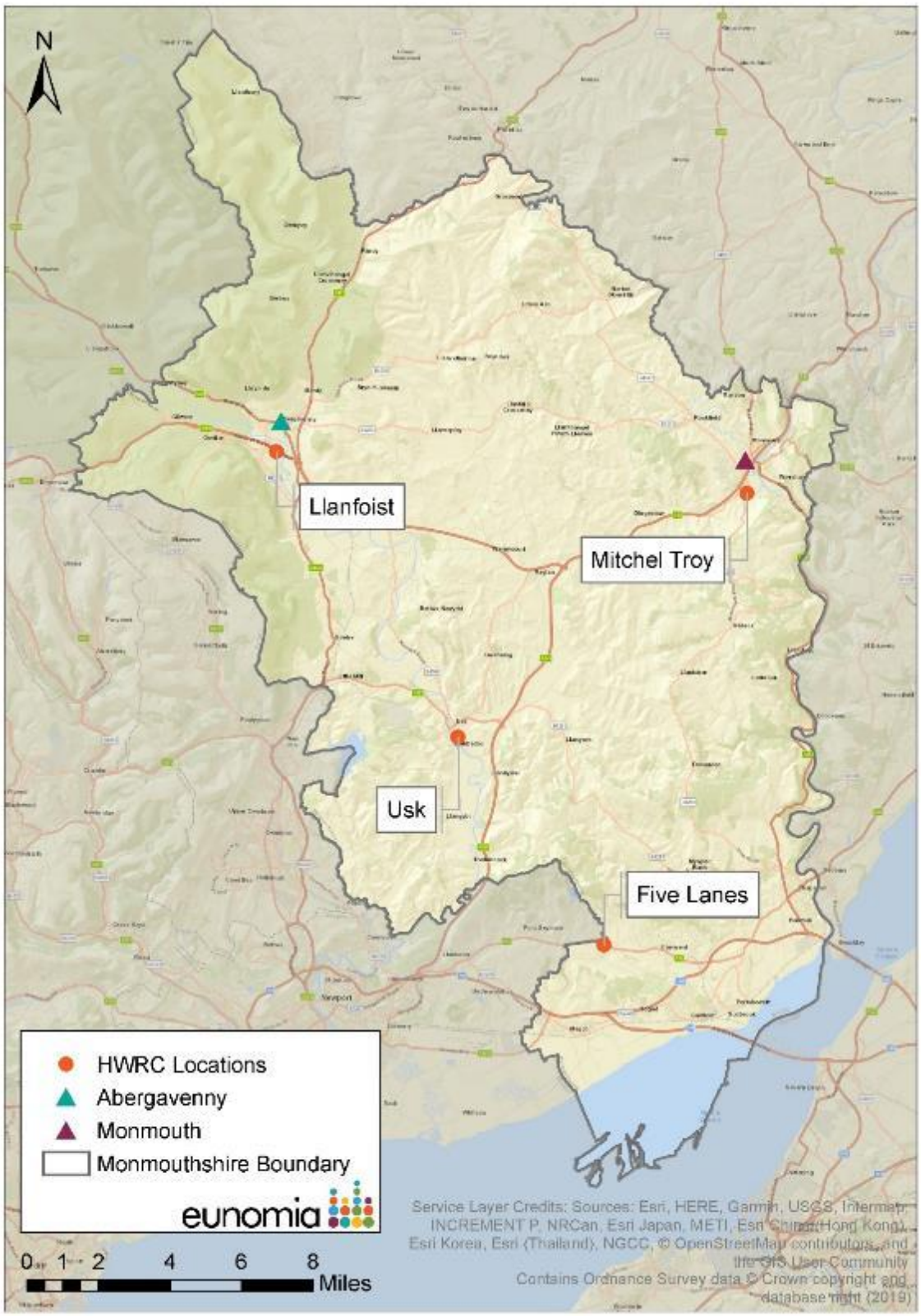
Acknowledgements

The authors would like to thank staff at Monmouthshire County Council and Viridor for their assistance in compiling this report.

1.0 Introduction

Eunomia was commissioned in January 2019 by WRAP Cymru to undertake a compliance and health and safety review of the two Household Waste & Recycling Centres (HWRCs) in Monmouthshire at Usk and Mitchell Troy with a high-level review of the remaining two HWRC sites at Five Lanes and Llanfoist to provide context to the work. Figure 1 shows the locations of the four HWRC within the County.

Figure 1: Locations of HWRC Sites across Monmouthshire



2.0 Background

The HWRC sites at Mitchel Troy and Usk are both small and operationally difficult with the site at Usk raising particular concerns regarding the use of gantries to access the larger waste containers and waste containers being changed over using the adjacent public car park.

The site at Usk is well used by the local population but has the smallest through-put at 8% of the total HWRC throughput for the County and has the lowest recycling rate at below 50%; many householders use the site for the deposit of small amounts of residual waste. The site at Troy is larger (throughput of 17% of total HWRC tonnage) and has adjacent land which may be suitable for expansion/relocation. All sites are run by Dragon Waste a co-owned Viridor and Monmouthshire Borough Council organisation.

In addition, and in order to provide context to the reviews at the Usk and Mitchel Troy HWRCs, a review of the remaining HWRC sites at Five Lanes and Llanfoist was also undertaken.

2.1 Objective

The objective of the work is to provide Monmouthshire CC with a report which contains:

High-level compliance and Health & Safety reviews of the HWRC sites at:

- Five Lanes, Llanvaches, NP6 4AY; and
- Llanfoist, Heads of the Valleys Road (access via Merthyr Road), Llanfoist, Abergavenny, NP7 9AQ.

And more in depth compliance and Health & Safety reviews for the HWRC sites at:

- Mitchel Troy – Off the B4293, Mitchel Troy, Monmouth, NP25 4HX; and
- Usk – Maryport Street Car Park, NP15 1A

2.2 Overall Structure of the Report

The report is structured such that the review of each site can be read as a standalone document.
The report presented here consists of four standalone sections, one for each HWRC site. Each section provides a Health and Safety review of the current operation of the site commenting on site practices, the general operation of the site including the layout, signage, staffing levels and the interaction between the public, contractors, and trade users (where present) of the site.
Included is a basic appraisal of the traffic flows and current routing of vehicles within the public areas of the site, and an appraisal of the general layout of the site paying particular attention to the arrangement of the recycling, reuse and residual waste areas. The general conditions on the site are also commented on.
Together with the observations made during each site visit, each assessment provides a number of potential learning points and recommendations which the council should take into account as it considers the future options for HWRC provision across the county.

3.0 Five Lanes HWRC

3.1 Methodology

3.1.1 Site Visit

A site visit was conducted on the 31st of January 2019 between 9:30am and 11:00am by Emma How, Specialist Technical Advisor, Eunomia Research & Consulting to assess the site in terms of site Operational Health and Safety (OH&S) systems and practices. Emma was accompanied by Anne Tucker (Waste Data Flow Manager, Monmouthshire County Council); and Rhys Lloyd (HWRC Supervisor, Viridor).

As a part of the site visit conversations were conducted with relevant staff to understand issues relevant to the site, and to understand what operational changes might already be being considered going forwards.

Observations were made which, where possible, included:

- how householders use the site;
- material deposit, storage and dispatch;
- use of plant and equipment;
- how traffic and plant movements are managed.

The site visit also took into account site related activities outside of the permitted boundary such as:

- traffic/pedestrian movements;
- site access (user and service vehicles); and
- how traffic / pedestrian movements are managed.

3.1.2 Data Gathering

The observational information gathered during the site visit was assessed alongside a desktop review of the information provided by the Council and Viridor. Based on initial discussions with the Council at the project inception meeting, the information provided for the Five Lanes HWRC site included:

- Five Lanes HWRC Site Environmental and Emergency Plan (FLN 2999);
- Five Lanes HWRC Site Safety Plan (FLN 2000);
- Five Lanes Transfer Station Site Lease Plan (FLNTS001);
- Five Lanes Quarry, Caerwent – Revised plans incl. gate;
- Five Lanes TS Site Drainage & Ducts (FL/01/016);
- Five Lanes Transfer Station Risk Assessment (which includes assessment of HWRC provisions); and
- Five Lanes TS Setting Out and Contractor's Area (FL/01/08);
- Five Lanes Environmental Permit:
    - Transfer Station Waste Disposal Licence, Five Lanes Quarry, Caerwent (PHD/JLR/10th December, 1992. TS/WDL/5LANE);
    - WP3599FY V002 Variation Notice; and
    - WP3599FY V008

On-site observations made during the site visit were considered in the light of current best practise on HWRC operations and safety and in the context of the site characteristics (physical and operational constraints)[1]. Best practice characteristics of other sites were compared to the notes and photographs taken during the site visit.

[1] *WASTE 26 – Managing Health & Safety at Civic Amenity Sites – Issue 1 2015;* https://wishforum.org.uk/wp-content/uploads/2017/02/WASTE-26-.pdf

A key element of site safety is the management of the pedestrian movements and traffic flows in relation to site patrons both public and commercial, along with the movement of large vehicles and site plant. The interaction between all of these was observed and reviewed, and has been commented upon.

All of the on-site operations including the handling of materials by the public and site staff, plant and equipment operation, and arrangements for the removal of materials were assessed for their operational health & safety implications. Where possible this was done by direct observation however time constraints meant that much of the information relating to plant and equipment operation was obtained via interviews with staff.

3.1.3 Report

The intention of this report is to provide a document which draws together the elements of the project - the site visit and review of available documents – to provide a number of potential learning points and recommendations which the council should take into account as it considers the future options for HWRC provision across the county.

3.2 Traffic Assessment

3.2.1 Access to the Site

The HWRC has good access from the highway (A48), Figure 2 shows the site and its access road in relation to the A48. Access is via a dedicated private gated access road which also serves the WTS (Figure 3). The access road is shared between traffic using the HWRC (cars, trailers and light vans) and that using the WTS (HGVs). During the time of the site assessment the site was quiet with no traffic queuing to enter the site. However, it is understood that at times when the HWRC is most busy site staff are deployed to manage HWRC user traffic on the access road to enable traffic to access the site safely. The access road is sufficiently long that traffic accessing the site has not queued onto the A48.

Figure 2: Overview of Five Lane HWRC and WTS Site showing site access road (Google Maps 08/02/2019)

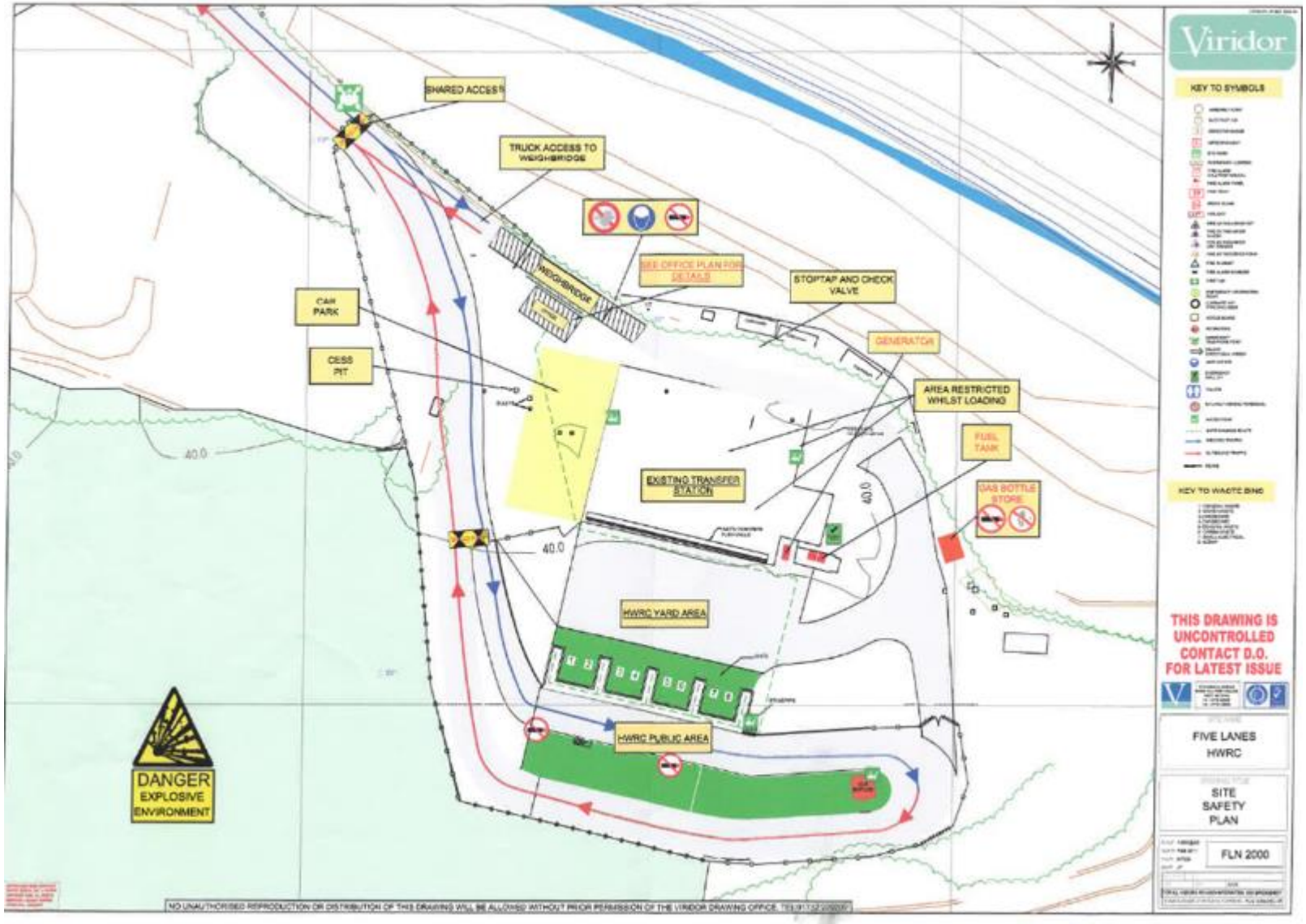
Figure 3: Five Lanes Site Entrance Gate and Site Information Boards (E.How 31/02/2019)

3.2.2 Site Description

Figure 4 (Viridor Site Safety Plan FLN 2000) shows the current layout and path of traffic on the site.

The site consists of a Waste Transfer Station area which includes site office and weighbridge, waste storage shed, staff parking, and loading yard located in the northern side of the site and the Household Waste Recycling Centre which consists of a HWRC Yard Area and HWRC Public Area and is located to the south of the site. A former landfill is located at the west of the site whilst an area of unmade ground on the eastern side of the site is currently used for empty container storage. The HWRC is of split-level design.

Figure 4: Five Lanes HWRC Site Safety Plan (Viridor, FLN 2000)



3.2.3 Vehicle Movements

The most hazardous activity on HWRC sites is the movement of vehicles in the proximity of pedestrians. Of all vehicle movements, reversing is the most hazardous. During the visit HWRC traffic flows were observed at first hand.

The HWRC benefits from a dedicated one-way system. Figure 4Figure 5 shows in-bound traffic flows in blue whilst out-bound traffic flows are shown in red.

HWRC and WTS traffic enter the site via a share access then separate by the site office and weighbridge with WTS traffic continuing to the left of the building across the weighbridge and HWRC traffic passing to the right-hand side of the building, past the staff parking area and HWRC Yard Area before continuing up a access ramp to the HWRC Public Area. Figure 5 shows the main site entrance (left of the picture), the site office (green cabin), staff parking and entry/exit roads to/from the HWRC Public Area from the bottom of the access ramp to the HWRC Public Area.

Figure 5: Main site entrance, site office, staff parking and HWRC entry/exit (E. How 31/02/2019)

The HWRC is of split-level design with separate public and operational areas. On entry to the HRWC Public Area users are able to park to unload their vehicles into eight roll-on roll-off 40 cubic yard open top containers. These containers are provided for the deposit of wood (x2), small electricals, general waste (x2), garden waste, cardboard and scrap metal. Public access to these containers is by gated walkways of integrated construction with asphalt surfacing. Once a container is full a member of site staff closes and locks the walkway gate and directs site users to alternative containers whilst the container is changed over from within the HWRC Yard Area.

A designated crossing point is provided for to enable access to a small cordoned off area of the lower part of the site which is accessed via a flight of concrete steps. This area is marked by suitable signage as Staff Only. Site staff take smaller items such as waste oils, batteries and textiles from site users and separate them into appropriate containers within this area (Figure 6). This area of the site is cordoned off using movable plastic barriers along its lower boundary to prevent users from accessing the area themselves however the cordon is not sufficient to prevent users accessing the area.

Figure 6: Staff Only Area

Continuing down the ramp past the Scrap Metal container users turn right on to the lower area of the HWRC Public Area where a range of site level bins and containers are provided for users to deposit materials.

Suitable specialist containers are provided for the storage of gas bottles; TVs and monitors; oils; automotive batteries; plasterboard; water-based paints and fluorescent lamps. It is understood from interview with the site supervisor that in order to service these containers site staff deploy temporary traffic management (cones and a chain) at the top of the out-going ramp to prevent site users from accessing the lower area of the site until the operation has been completed.

Designated parallel parking bays of sufficient length are provided on both the raised (Figure 7) and lower sections (Figure 8) of the site to enable users to park and unload their materials into the designated containers. The use of parallel parking bays reduces the need for site users to reverse their vehicles as they travel around the site.

Figure 7: Raised Section of The HWRC Public Area showing parallel parking bays and one way system. (E. How 31/02/2019)

Figure 8: Lower Section of The HWRC Public Area showing parallel parking bays and one way system. (E. How 31/02/2019)

Users exit the HWRC via the one-way system and re-join the shared access with the WTS traffic just to the left of the site office/weighbridge before exiting the site via the access road

on to the A48. A 5mph speed limit is in force on the site with signs located at strategic points on site and at the site entrance and are located at a height that ensures that they are not obscured by traffic.

3.3 Operational H&S Review

3.3.1 Location

The HWRC is co-located with the Five Lanes Waste Transfer Station (WTS). The site (HWRC and WTS) is located to the north west of Caldicot on the A48. The total area of the site is 0.76 hectares.

3.3.2 Access Road

Metalled roadway with good drainage on approach to site. The road is quiet road leading to site entrance road is quiet as it only serves the Five Lanes HWRC and WTS. There is good allowance for vehicles to enter site without impeding A48 main road.

3.3.3 Opening Times

Five Lanes HWRC is currently operational between 0800 and 1800 7 days a week and closed on Christmas Day, Boxing Day and New Year's Day.

3.3.4 Staffing

The HWRC public area is staffed by two operatives at all times. These staff members assist the public in using the HWRC and control user traffic movements. Additional staff are deployed in the WTS (plant operator) and Site Office (weighbridge operator and admin); there is a Site Supervisor who has overall responsibility for the site.

3.3.5 Site Activities

There is separation and bulking of materials but no processing. The site accepts trade waste and trade recyclables at the WTS only. There is an operational weighbridge on the site and all site activities are carried out within the permit boundary.

3.3.6 Tonnage throughput

The current HWRC tonnage throughput for the year 2017/18 is provided in Table 1.

Table 1: Tonnage Throughput 2017/18

Stream	**Tonnes**
Recycling	
Automotive batteries	9
Card	109
Mixed cans	2
Mixed glass	39
Other Scrap metal	247
Paper	46
Plastics	2
Textiles & footwear	
Mineral Oil	1
Mixed tyres	
Paint	2
Plasterboard	80
Vegetable Oil	1

Stream	Tonnes
WEEE - TVs & Monitors	30
WEEE - Fluorescent tubes and other light bulbs	0
WEEE - Fridges & Freezers	51
WEEE - Large Domestic App	42
WEEE - Small Domestic App	125
Wood	760
Green garden waste only	1,421
Rubble	1,001
Sub Total	**3,967**
Re-Use	
Gas bottles	4
Textiles & footwear	41
Books	6
Sub Total	**51**
Residual	
Civic amenity sites waste : Household	1,921
Sub Total	**1,921**
Total	**5,939**
Re-use & Recycling Rate (Including plasterboard & rubble)	**68%**
% residual	**32%**

3.3.7 Neighbours

The site is in a rural location with no immediate neighbours.

3.3.8 Traffic Separation

Traffic separation is currently in place on the site. There is segregation of HWRC user vehicle from HWRC service vehicles via the split-level design and also via traffic management procedures currently in operation to enable container servicing on the lower public area of the site.

3.3.9 Dust, Noise & Odour

No dust or odour problems were observed.

3.3.10 Site Surface

The vehicular and pedestrian areas of the site are either laid to asphalt (road way and lower public area) or concrete (container access walk ways in the upper public area). No pot-holes or areas of concern were noted.

3.3.11 Site Drainage

Drainage was not observed to be an issue on the site. Review of the site drainage plan indicates that suitable and sufficient drainage is in place on the site.

3.3.12 User Pedestrian and Vehicle Movements

Road markings including directional arrows, no-entry, exit and parking bays are well defined meaning that users are able to easily navigate the site safely.
Pedestrians and users vehicles were not adequately separated in the two main areas of the site – there were no barriers between pedestrians and users vehicles. **Consideration**

should be given to the installation of barriers or bollard to separate the pedestrian walk-way from the parking bays as is provided at the Llanfoist HWRC.

3.3.13 General Site House Keeping

The site was clean and tidy with no windblown litter observed on verges, boundary fencing or under/behind containers.

3.3.14 Site Signage

Both off-site and on-site signage was observed to be clear, in good condition and at an appropriate height so that it was not obscured by traffic.

3.3.15 Containers and Storage Areas

Various containers are provided for the deposit of a range of materials. All containers where observed to be in good serviceable condition.
A storage area for large domestic appliances was provided which was observed to be in a tidy state.

3.4 Conclusions

The site is a well-managed modern HWRC site which was observed to be serving the needs of users whilst providing a safe environment for both users and site staff.

The aspects of the site that have the potential to have a negative impact on the Health and Safety on-site are:

- Site users gaining access to the Staff Only restricted area of the site – more likely at busy times when the site operatives may be busy with other site users;
- Site users gaining access, either on foot or driving, to the lower section of the site, by circumventing the traffic management arrangements (cones and chain) whilst containers in that area are being serviced; and
- Users of the HWRC being required to sharing access to the site with large vehicles using the WTS.

3.5 Recommendations

- Although no reports of users circumventing the traffic management system where recorded during the site visit interview the author feels that the site and the site staff would benefit from having a more permanent gate or barrier installed at the point where staff currently deploy the temporary traffic management (cones and chain) to ensure that site users do not enter the lower portion of the site whilst containers are being serviced in the area. This additional security would provide site staff with additional flexibility if they were required to attend another area of the site whilst a container was being changed and it reinforces to users that the area is closed for use.
- The Staff Only area would benefit from barriers of a more permanent nature to stop users from access it from the lower area of the site. However, this must be balanced against the operational requirements in servicing this area.

4.0 Llanfoist HWRC

4.1 Methodology

4.1.1 Site Visit

A site visit was conducted on the 31st of January 2019 between 12:35 and 13:40 by Emma How, Specialist Technical Advisor, Eunomia Research & Consulting to assess the site in terms of site Operational Health and Safety (OH&S) systems and practices. Emma was accompanied Anne Tucker (Waste Data Flow Manager, Monmouthshire County Council); Pete Somer (Operations Manager, Viridor) and Jason Edwards (Area Charge Hand, Viridor).

As a part of the site visit conversations were conducted with relevant staff to understand issues relevant to the site, and to understand what operational changes might already be being considered going forwards.

Observations were made which, where possible, included:

- how householders use the site;
- material deposit, storage and dispatch;
- use of plant and equipment;
- how traffic and plant movements are managed.

The site visit also took into account site related activities outside of the permitted boundary such as:

- traffic/pedestrian movements;
- site access (user and service vehicles); and
- how traffic / pedestrian movements are managed.

4.1.2 Data Gathering

The observational information gathered during the site visit was assessed alongside a review of the information provided by the Council and Viridor. Based on initial discussions with the Council at the project inception meeting, the information provided for the Llanfoist HWRC site included:

- Safe Operating Procedure: Handling & Disposal of Helium Balloon Cylinders (140529) as an example of a Safe Operating Procedure document
- Optional Scheme Layout (200807)
- Site Survey Plan (201001)
- Site Lease Plan (201302)
- Site Drainage Plan (20080924)
- Fire Risk Assessment (20140530)
- Llanfoist Site Plan (20141128)

On-site observations made during the site visit were considered in the light of current best practise on HWRC operations and safety and in the context of the site characteristics (physical and operational constraints)[2]. Best practice characteristics of other sites were compared to the notes and photographs taken during the site visit.

A key element of site safety is the management of the pedestrian movements and traffic flows in relation to site patrons both public and commercial, along with the movement of large vehicles and site plant. The interaction between all of these was observed and reviewed, and has been commented upon.

[2] *WASTE 26 – Managing Health & Safety at Civic Amenity Sites – Issue 1 2015;* https://wishforum.org.uk/wp-content/uploads/2017/02/WASTE-26-.pdf

All of the on-site operations including the handling of materials by the public and site staff, plant and equipment operation, and arrangements for the removal of materials were assessed for their operational health & safety implications. Where possible this was done by direct observation however time constrains meant that much of the information relating to plant and equipment operation was obtained via interviews with staff.

4.1.3 Report

The intention of this report is to provide a document which draws together the elements of the project - the site visit and review of available documents – to provide a number of potential learning points and recommendations which the council should take into account as it considers the future options for HWRC provision across the county.

4.2 Traffic Assessment

4.2.1 Access to the Site

Figure 9 shows the site and its access road in relation to the surrounding road infrastructure. The HWRC has good access from the highway; the Heads of the Valleys Road (A465) via Merthyr Road; and has a separate entrance and exit from the Llanfoist WTS (Figure 10 and Figure 11). A separate entry and exit is provided for traffic accessing the WTS, weighbridge and HWRC service yard (Figure 12).

During the time of the site assessment the site was quiet with no traffic queuing to enter the site. It is understood that the access road is sufficiently long that traffic accessing the site has not queued beyond the roundabout by the adjacent McDonalds outlet and certainly not as far at the Heads of the Valleys Road.

Figure 9: Overview of Llanfoist HWRC and WTS Site showing site access road (Google Maps 08/02/2019)

Figure 10: Llanfoist HWRC Public Entrance showing Site Sign and Traffic Information (E.How 31/02/2019)

Figure 11: Public Exit from the Llanfoist HWRC (E.How 31/02/2019)

Figure 12: Separate Llanfoist WTS and HWRC Service Entrance / Exit (E.How 31/02/2019)

4.2.2 Site Description

Figure 13 (Viridor Site Survey Plan LLA 001) shows the current layout on the site. The dimensions of the site were not available however the site area (WTS and HWRC) is estimated at 0.97ha.

Figure 14 shows the site consists of an administration area which includes site office and weighbridge, public education centre buildings and staff parking in the north western portion of the site. The Household Waste Recycling Centre public area is located in the north-eastern portion of the site whilst the HWRC service area and WTS materials storage shed and container storage area is located within the red boundary line. The HWRC is of split level design.

Figure 13: Llanfoist Site Survey Plan (LLA001) (Viridor)

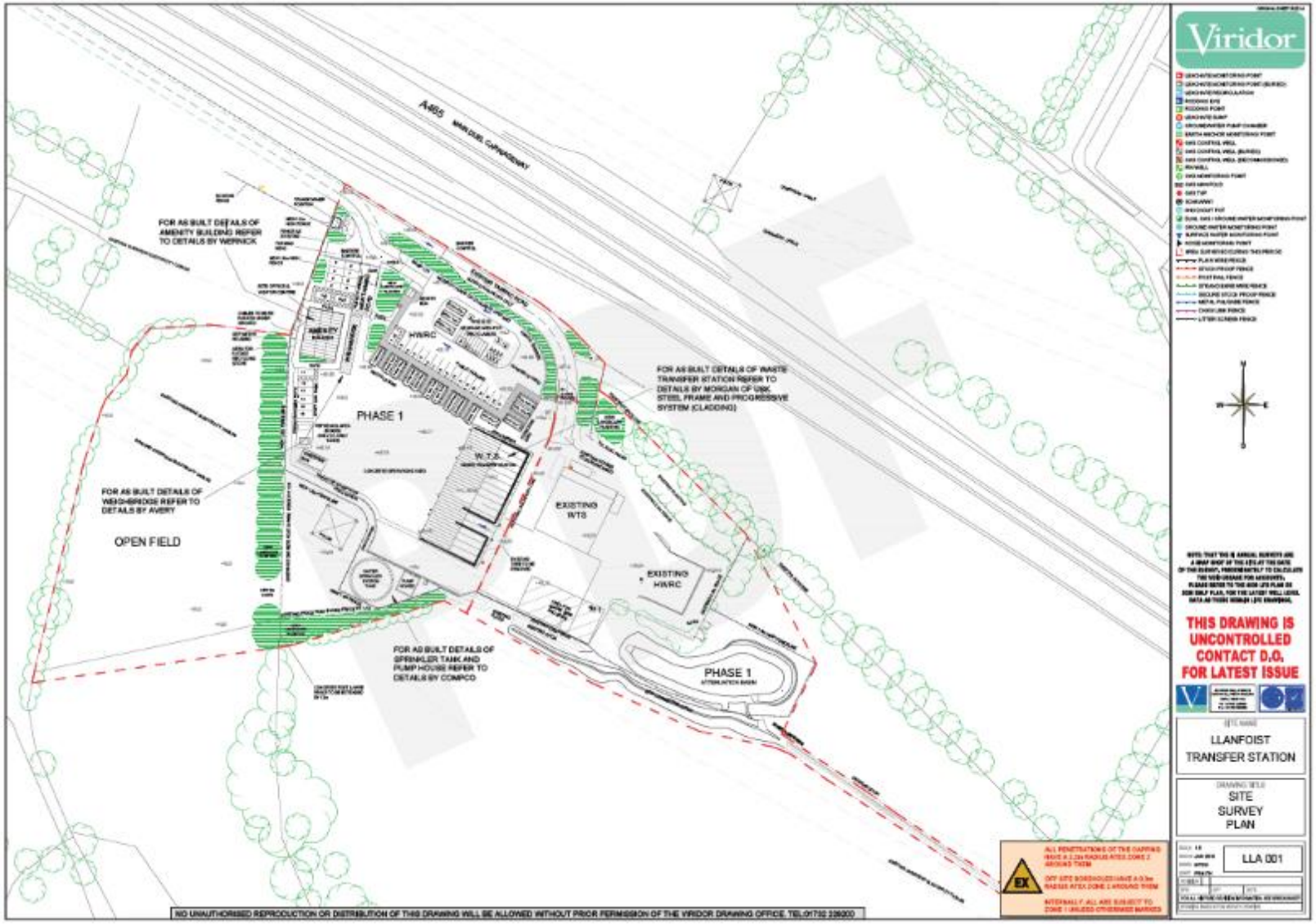


Figure 14: WTS Area (Free Map Tools[3])

4.2.3 Vehicle Movements

The most hazardous activity on HWRC sites is the movement of vehicles in the proximity of pedestrians. Of all vehicle movements, reversing is the most hazardous. During the visit HWRC traffic flows were observed at first hand.

The HWRC benefits from a dedicated one-way system and separate entry/exit from the WTS. The HWRC is of split-level design and is separated in to public and operational areas.

On entry to the HRWC public area users are able to park to unload their vehicles into a variety of roll-on roll-off 40 cubic yard open top containers (Figure 15).

Dedicated walk ways with protective bollards (Figure 16) and a dedicated disabled parking bay (Figure 17) are provided for HWRC users. Users must reverse either into or out of the parking bays; best practice is to reduce reversing therefore **consideration should be given to providing parallel parking bays. In considering this option it should be recognised that while parallel parking mitigates the risks associated with reversing, their installation will reduce the number of parking spaces which will reduce user throughput. This is likely to increase the risks associated with queuing traffic - especially at peak times, users rushing and being less safe, as well as being less engaged to separate recyclates.**

Containers are provided for the deposit of wood, small electricals, general waste, garden waste, cardboard, plastic, paper (closed ro-ro), bulky waste and scrap metal. Public access to these containers is by walkways of integrated construction with reinforced concrete surfacing Figure 18). Once a container is full a member of site staff closes the access to the container by placing a temporary barrier across the entrance and directs site users to alternative containers whilst the container is changed over from within the HWRC Yard Area.

[3] *Free Map Tools, accessed 6th December 2017.* https://www.freemaptools.com/area-calculator.htm

The site would benefit from the use of lockable gates at the container access points as is in operation at the Five Lanes HWRC.

Figure 15: Main User Area Showing Parking Bays (E.How 31/02/2019)

Figure 16: User Parking and Pedestrian Walkway (E.How 31/02/2019)

Figure 17: Disabled User Parking (E.How 31/02/2019)

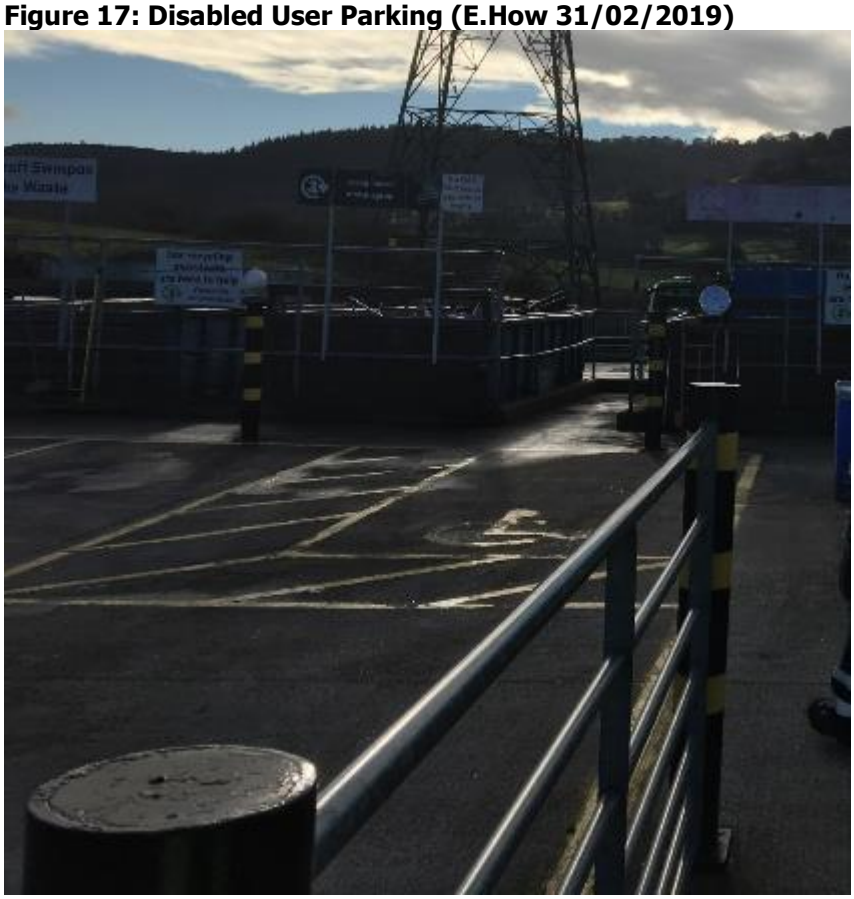


Figure 18: Pedestrian Access to Recycling Containers (E.How 31/02/2019)

A central covered area is provided opposite the rollon-rolloff containers for users to deposit a range of smaller materials such as textiles, batteries and also plasterboard and large WEEE (Figure 19). Currently there is no dedicated pedestrian route from the parking bays to this area and this combined with the need for users to either reverse in to or out of the parking bays increases the risk to pedestrian from reversing vehicles. **As already noted, consideration should be given to remarking the parking bays to enable parallel parking. Again, as previously noted, in considering this option the risks associated with lower user throughput including those associated with queuing traffic, users rushing and being less safe, should be considered.**

Figure 19: Central Covered Area

It is understood from interview with the operations manager that in order to service these containers site staff close the site at the entrance and allow users already on site to compete their visit before service vehicles enter the site to service this area. Users are not permitted to enter the site until the operation has been completed.

Users exit the HWRC via the one-way system. A 5mph speed limit is in force on the site with signs located at strategic points on site and at the site entrance at a height that ensures that they are not obscured by traffic.

4.3 Operational H&S Review

4.3.1 Location

The HWRC is co-located with the Llanfoist Waste Transfer Station (WTS). The site (HWRC and WTS) is located on a new mixed-use development just south of Abergavenny, off the Heads of the Valleys Road (access via Merthyr Road), Llanfoist, Abergavenny, NP7 9AQ.

4.3.2 Access Road

Metalled roadway with good drainage on approach to site. The road leading to site entrance road also serves a number of other premises. The road terminates at the site.
There is a good allowance for vehicles to enter site without impeding the Heads of the Valleys Road.

4.3.3 Opening Times

Llanfoist HWRC is currently operational between 0800 and 1800 7 days a week and closed on Christmas Day, Boxing Day and New Year's Day.

4.3.4 Staffing

The HWRC public area is staffed by two operatives at all times. These staff members assist the public in using the HWRC and control user traffic movements. Additional staff are deployed in the WTS (plant operator) and Site Office (weighbridge operator and admin); there is a Site Supervisor who has overall responsibility for the site.

4.3.5 Site Activities

There is separation and bulking of materials but no processing. The site accepts trade waste and trade recyclables at the WTS only. There is an operational weighbridge on the site and all site activities are carried out within the permit boundary.

4.3.6 Tonnage throughput

The current HWRC tonnage throughput for the year 2017/18 is provided in Table 2.

Table 2: Tonnage Throughput 2017/18

Stream	**Tonnes**
Recycling	
Automotive batteries	11
Card	120
Mixed cans	5
Mixed glass	34
Other Scrap metal	232
Paper	38
Plastics	1
Textiles & footwear	35
Mineral Oil	5
Mixed tyres	
Paint	2
Plasterboard	147
Vegetable Oil	
WEEE - TVs & Monitors	30
WEEE - Fluorescent tubes and other light bulbs	0
WEEE - Fridges & Freezers	48
WEEE - Large Domestic App	33
WEEE - Small Domestic App	113
Wood	774
Green garden waste only	1,289

Stream	Tonnes
Rubble	1,358
Sub Total	**4,456**
Re-Use	
Gas bottles	4
Textiles & footwear	
Books	4
Sub Total	**8**
Residual	
Civic amenity sites waste : Household	1,946
Sub Total	**1,946**
Total	**6,411**
Re-use & Recycling Rate (Including plasterboard & rubble)	**70%**
% residual	**30%**

4.3.7 Neighbours

The site is in an edge of town location with a number of immediate neighbours including a residential home for the elderly, hotel, commercial properties and retail outlets.

4.3.8 Traffic Separation

Traffic separation is currently in place on the site. There is segregation of HWRC user vehicle from HWRC service vehicles via site design (split level) and via the deployment of a traffic management system and traffic bollards.

4.3.9 Dust, Noise & Odour

No dust or odour problems were observed.

4.3.10 Site Surface

The vehicular and pedestrian areas and areas of waste storage are laid to asphalt and reinforced concrete hard standing. No pot-holes or areas of concern were noted.

4.3.11 Site Drainage

Drainage was not observed to be an issue on the site. Review of the site draining plan indicates that suitable and sufficient draining is in place on the site.

4.3.12 User Pedestrian and Vehicle Movements

Clear signage at the site entrance together with road markings including directional arrows and parking bays are provided. **The markings for the parking bays were worn in places and would benefit from being repainted.**

Pedestrian and vehicles were adequately separated in the main area of the site by prominent black and yellow bollards which were located at the end of each parking bay.

The arrangement of the parking bays means that site users must either reverse into or out of a parking bay. **Consideration should be given to providing parallel parking bays instead. In considering this option the risks associated with lower user throughput including those associated with queuing traffic, users rushing and being less safe, should be considered**

4.3.13 General Site House Keeping

The site was clean and tidy with no windblown litter observed on verges, boundary fencing or under/behind containers.

4.3.14 Site Signage

With the exception of the sign for the small electricals container, in general, both off-site and on-site signage was observed to be clear, in good condition and at an appropriate height so that it was not obscured by traffic. **The sign for the small electricals container should be replaced.**

4.3.15 Containers and Storage Areas

Various containers are provided for the deposit of a range of materials. All containers where observed to be in good serviceable condition.
A covered storage area for large domestic appliances and containers for smaller containers such as textile banks was provided which was observed to be in a tidy state.

4.4 Conclusions

The site is a well-managed modern HWRC site which was observed to be serving the needs of users whilst providing a safe environment for both users and site staff.

The aspects of the site that have the potential to have a negative impact on the Health and Safety on-site are:

- Site users reversing into/out of the parking bays.
- Site users gaining access to the rollon-rolloff containers when they are being changed over.

4.5 Recommendations

- The site would benefit from having the current parking bays repainted, ideally to enable parallel parking. However, in considering this option the risks associated with lower user throughput including those associated with queuing traffic, users rushing and being less safe, should be considered.
- The site would benefit from the installation of gates on the entrances to the rollon-rolloff container walkways as is the case at the Five Lanes HWRC. This additional security would provide site staff with additional flexibility if they were required to attend another area of the site whilst a container was being changed and it reinforces to users that the container is closed for use.

5.0 Mitchel Troy HWRC

5.1.1 Site Visit

A site visit was conducted on the 31st of January 2019 between 14:15 and 15:00 by Emma How, Specialist Technical Advisor, Eunomia Research & Consulting to assess the site in terms of site Operational Health and Safety (OH&S) systems and practices. Emma was accompanied Anne Tucker (Waste Data Flow Manager, Monmouthshire County Council); and Pete Somer (Operations Manager, Viridor).

As a part of the site visit conversations were conducted with relevant staff to understand issues relevant to the site, and to understand what operational changes might already be being considered going forwards.

Observations were made which where possible which included:

- how householders use the site;
- material deposit, storage and dispatch;
- use of plant and equipment;
- how traffic and plant movements are managed.

The site visit also took into account site related activities outside of the permitted boundary such as:

- traffic/pedestrian movements;
- site access (user and service vehicles); and
- how traffic / pedestrian movements are managed.

5.1.2 Data Gathering

The observational information gathered during the site visit was assessed alongside a review of the information provided by the Council and Viridor. Based on initial discussions with the Council at the project inception meeting, the information provided for the Mitchel Troy HWRC site included:

- Site Survey – Mitchel Troy (Site Survey of 13/06/2011);
- LRS Site Survey – Mitchel Troy (Mitchel Troy HWRC, Site Report 23/01/2014);
- Mitchel Troy HWRC Operations, Development and Management Plan (Viridor Permitting Team, November 2012);
- Site Emergency & Safety Plan (Viridor TRO 2000);
- Mitchel Troy HWRC site permit and variation notice (EPR/DP3099FV/V005); and Mitchel Troy HWRC Traffic Management Plan (Viridor, 08/09/2017).

On-site observations made during the site visit were considered in the light of current best practise on HWRC operations and safety and in the context of the site characteristics (physical and operational constraints)[4]. Best practice characteristics of other sites were compared to the notes and photographs taken during the site visit.

A key element of site safety is the management of the pedestrian movements and traffic flows in relation to site patrons both public and commercial, along with the movement of large vehicles and site plant. The interaction between all of these was observed and reviewed, and has been commented upon.

All of the on-site operations including the handling of materials by the public and site staff, plant and equipment operation, and arrangements for the removal of materials were assessed for their operational health & safety implications. Where possible this was done by

[4] *WASTE 26 – Managing Health & Safety at Civic Amenity Sites – Issue 1 2015;* https://wishforum.org.uk/wp-content/uploads/2017/02/WASTE-26-.pdf

direct observation however times constrains meant that much of the information relating to plant and equipment operation was obtained via interviews with staff.

5.1.3 Report

The intention of this report is to provide a document which draws together the elements of the project - the site visit and review of available documents – to provide a number of potential learning points and recommendations which the council should take into account as it considers the future options for HWRC provision across the county.

5.2 Traffic Assessment

5.2.1 Access to the Site

Figure 20 shows the site and its access road in relation to the surrounding road infrastructure.

The HWRC has adequate access from the highway, the B4293, and has a separate entrance and exit from the adjacent Highways Depot.

During the time of the site assessment the site was quiet with no traffic queuing to enter the site. It is understood that the access road is not sufficiently long to allow traffic accessing the site to queue and that during site operations such as container servicing and compaction (using the roller-packer) users are turned away from the site.

Figure 21 shows the top set of access gates to the site; a further set of gates are located at the beginning of the access road. These gates enable the site to be closed to users when site operations are being undertaken during opening hours.

Figure 20: Overview of Mitchel Troy HWRC showing site access road (Google Maps 11/02/2019)

Figure 21; Top Entrance Gate (E.How 31/01/2019)

5.2.2 Site Description

Figure 22 (Viridor Site Safety Plan TRO 2000) shows the current layout and path of traffic on the site. The site is arranged in a horse-shoe shape with a central operational area which houses a rail operated roller-packer machine.

The site is of split level design which enables users to access the six rollon-rolloff containers from the top section of the site. There is a Highways Depot to the west and below the site.

5.2.3 Vehicle Movements

The most hazardous activity on HWRC sites is the movement of vehicles in the proximity of pedestrians. Of all vehicle movements, reversing is the most hazardous. During the visit HWRC traffic flows were observed at first hand.

The HWRC benefits from a dedicated one way system. Figure 22 shows in-bound traffic flows in blue whilst out-bound traffic flows are shown in red.

Users enter the site via the dedicated access road and continue past the plasterboard and rubble containers are the roller-packer machine before continuing up the ramp to upper level of the site where roll-on roll-off 40 cubic yard open top containers are provided for the deposit of scrap metal, wood, cardboard, general waste and garden waste (Figure 25).

Users may also park on the lower area of the site, in the area in front of the roller-packer machine (Figure 23) to access containers in the pedestrian area of the site which is located to the west of the one-way system.

Parking bays are marked out for users in both the lower and upper sections of the site. The configuration of parking bays in the lower parking area require users to reverse either into or out of the parking bay. Users are encouraged to reverse park to reduce the risks associated in reversing out into the flow of traffic. Parking bays in the upper area of the site are marked out parallel to the traffic flow.

Public access to all containers is either within the pedestrian area (western area of the site) or mainly via marked walkways. Some areas of the site such as the plasterboard and rubble containers have no segregated marked walkways. However, the risk to users is considered to be low because it is likely that they will be shielded by the vehicle they are unloading.

Once a container is full or the roller-packer (Figure 24) is required to compact materials in one or more of the rollon-rolloff containers, a member of site staff prevents further users from accessing the site. Once the site is empty the gates are closed and the required operation undertaken.

It is understood that the site is closed between four and five times per day at peak times for compaction to take place. This operation can take up to 45 minutes to complete as the roller-packer machine, which was installed in 1993, operates slowly. In addition, between three and four container changes per day can be required at peak times; taking between 25 and 30 minutes to complete each time. Where possible these two operations are undertaken at the same time to reduce down-time however there can still be a considerable amount of site down time during peak times. This causes frustration for users as the nature of the surrounding road infrastructure means that it is unsafe for traffic to queue leading to staff turning users away from the site. Downtime therefore needs to be minimised as much as possible.

Users exit the HWRC via the one-way system. A 5mph speed limit is in force on the site with signs located at strategic points on site and at the site entrance at a height that ensures that they are not obscured by traffic.

Figure 22: Mitchel Troy HWRC Site Safety Plan (Viridor TRO 2000)

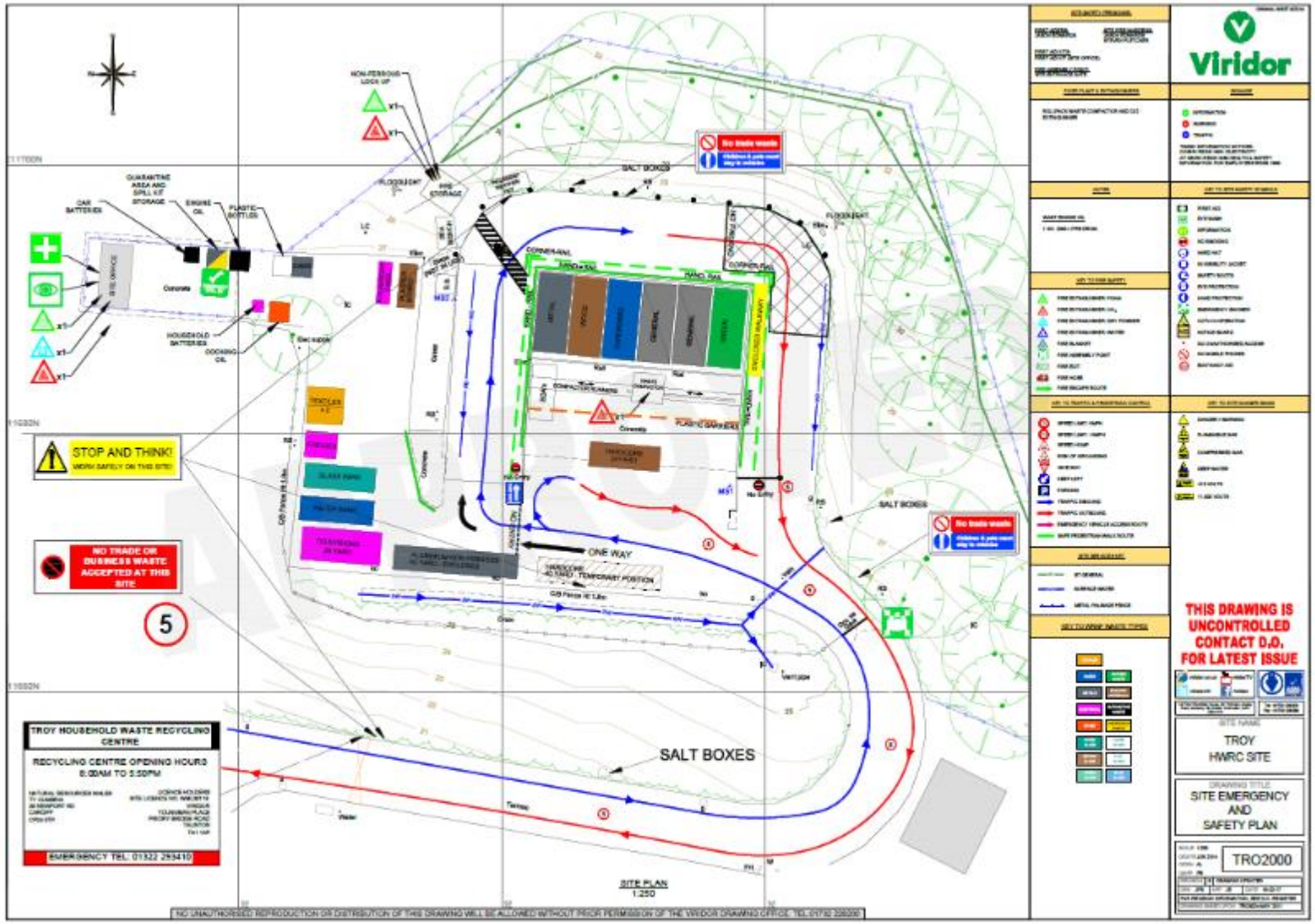


Figure 23: User vehicles Parked in front of the Roller-Packer machine (to the right) (E.How 31/01/2019)

Figure 24: Roller-packer Machine Located in the Centre Service Area (E.How 31/01/2019)

Figure 25: User Vehicles Parked in Parallel Bays and Dedicated Pedestrian Walkway (E.How 31/01/2019)

5.3 Operational H&S Review

5.3.1 Location

The HWRC is located on land at Mitchel Troy (national grid reference SO 50764 11682). The site lies to the north east of the village of Mitchel Troy and to the south-east of the town of Monmouth along the B4293 road.

5.3.2 Access Road

Metalled roadway (B4293) with adequate drainage. The road to the site rises steeply from the B4293 and takes the user up into the site via a sharp left-hand bend. The road provides access for both users and service vehicles; the road terminates at the site.
The allowance for vehicles to enter the site without impeding the B4293 is insufficient. There is a bend on the B4293 at the point where the site access road leaves/joins it and this together with the current speed limit of 60mph means that turning right into the access road when travelling from the direction of Monmouth can be challenging.

5.3.3 Opening Times

Mitchel Troy HWRC is currently operational between 0800 and 1800 7 days a week and closed on Christmas Day, Boxing Day and New Year's Day.

5.3.4 Staffing

The HWRC is staffed by two operatives who are on site during operating hours. The Area Charge Hand who looks after both Mitchel Troy and Usk HWRCs is on hand throughout the day. The staff members assist the public in using the HWRC and control user traffic movements.

5.3.5 Site Activities

There is separation and bulking of materials but no processing. Trade waste is not accepted on the site and there is no weighbridge. All site activities are carried out within the permit boundary.

5.3.6 Tonnage throughput

The current HWRC tonnage throughput for the year 2017/18 is provided in Table 3.

Table 3: Tonnage Throughput 2017/18

Stream	**Tonnes**
Recycling	
Automotive batteries	11
Card	110
Mixed cans	0
Mixed glass	42
Other Scrap metal	153
Paper	25
Plastics	2
Textiles & footwear	
Mineral Oil	1
Mixed tyres	
Paint	1
Plasterboard	60
Vegetable Oil	
WEEE - TVs & Monitors	21
WEEE - Fluorescent tubes and other light bulbs	1
WEEE - Fridges & Freezers	42
WEEE - Large Domestic App	33
WEEE - Small Domestic App	97
Wood	455
Green garden waste only	698
Rubble	282
Sub Total	**2,033**
Re-Use	
Gas bottles	3
Textiles & footwear	21
Books	3
Sub Total	**27**
Residual	
Civic amenity sites waste : Household	1,859
Sub Total	**1,859**
Total	**3,919**
Re-use & Recycling Rate (Including plasterboard & rubble)	**53%**

Stream	Tonnes
% residual	47%

5.3.7 Neighbours
The site is in a rural location with no immediate neighbours except for the adjacent Monmouthshire Council Highways Depot.

5.3.8 Traffic Separation
Traffic separation is currently in place on the site. There is segregation of HWRC user vehicle from HWRC service vehicles via site design (split level area) and via the deployment of a traffic management system.

5.3.9 Dust, Noise & Odour
No dust or odour problems were observed.

5.3.10 Site Surface
The vehicular and pedestrian areas and areas of waste storage are laid to asphalt and reinforced concrete hard standing. No pot-holes or areas of concern were noted.

5.3.11 Site Drainage
Drainage was not observed to be an issue on the site. A drainage plan for the site was not available however the Viridor Operations Manager believes that suitable and sufficient drainage is in place on the site.

5.3.12 User Pedestrian and Vehicle Movements
Clear signage at the site entrance together with road markings including directional arrows, parallel parking bays (along the top section of the site) and pedestrian walkways. **These markings are worn in places and would benefit from being repainted.**
Pedestrian and vehicles were not adequately separated in the main areas of the site – there were no traffic barriers between pedestrians and user vehicles. **Consideration should be given to installing traffic barriers or bollards to separate pedestrians from user vehicles.**

There is limited separation between site users and the roller-packer machine which is located in the central service area of the site. This service area is cordoned off by movable traffic barriers but it is difficult to see how an alternative solution could be installed without impeding the timely changeover of the rollon-rolloff containers. In addition the configuration of the rollon-rolloff containers for user loading means that the roller-packer is required to redistribute the contents to allow the containers to be filled evenly. Consideration should be given to alternative arrangements with regards to how these containers are filled. Clearly the current container configuration makes the best use of the available space, however to minimise down-time associated with the use of the roller-packer (up to 5 x 45 minutes per day at peak times) and to reduce the need to turn users away from the site **consideration should be given to replacing the roller-packer machine with compaction units and closed rollon-rolloff containers for general waste, cardboard, garden waste and wood and locating the scrap metal container to the last container position, currently the garden waste container, where its long side can be accessed by the yellow metal walkway already provided.**
An alternative option would be for a modern roller-packer machine to be installed that is capable of operating at a quicker speed however there would still be down time associated with its use.

5.3.13 General Site House Keeping
The site was clean and tidy with no windblown litter observed on verges, boundary fencing or under/behind containers.

5.3.14 Site Signage
In general, both off-site and on-site signage was observed to be clear, in good condition and at an appropriate height so that it was not obscured by traffic.

5.3.15 Containers and Storage Areas
Various containers are provided for the deposit of a range of materials. All containers where observed to be in either reasonable or good serviceable condition.

5.4 Conclusions
The site is a well-managed but suffers from space constraints that mean that at peak times it is failing to meet the needs of users.

The aspects of the site that have the potential to have a negative impact on the Health and Safety on-site are:

- The potential for site users to park and or queue up at the bottom gate or along the B4293 whilst the site is closed for operational reasons; and
- Site users reversing into the flow of traffic from the parking bays in front of the roller-packer.

5.5 Recommendations

- The site would benefit from having compaction units on the general waste, cardboard, garden waste and wood containers and the relocation of the scrap-metal container to the current location of the garden waste container. Although an alternative option would be for a modern roller-packer machine to be installed that is capable of operating at a quicker speed there would still be down time associated with its use.
- In addition, the site would benefit from having the road markings refreshed especially at the lower section of the site where they are most worn.

6.0 Usk HWRC

6.1.1 Site Visit

A site visit was conducted on the 31st of January 2019 between 11:45 and 15:30 by Emma How, Specialist Technical Advisor, Eunomia Research & Consulting to assess the site in terms of site Operational Health and Safety (OH&S) systems and practices. Emma was accompanied Anne Tucker (Waste Data Flow Manager, Monmouthshire County Council); Pete Somer (Operations Manager, Viridor) and Jason Edwards (Site Supervisor, Viridor).

As a part of the site visit conversations were conducted with relevant staff to understand issues relevant to the site, and to understand what operational changes might already be being considered going forwards.

Observations were made which where possible, which included:

- how householders use the site;
- material deposit, storage and dispatch;
- use of plant and equipment;
- how traffic and plant movements are managed.

The site visit also took into account site related activities outside of the permitted boundary such as:

- traffic/pedestrian movements;
- site access (user and service vehicles); and
- how traffic / pedestrian movements are managed.

6.1.2 Data Gathering

The observational information gathered during the site visit was assessed alongside a review of the information provided by the Council and Viridor. Based on initial discussions with the Council at the project inception meeting, the information provided for the Usk HWRC site included:

- Usk Site Boundary Plan (USK TS 14000);
- LRS Site Survey – Usk (Usk HWRC, Site Report 23/01/2014);
- Usk HWRC Operations, Development and Management Plan (Viridor Permitting Team, August 2014);
- Site Emergency & Safety Plan (Viridor USK 2000); and
- Usk HWRC site permit and variation notices (various)

On-site observations made during the site visit were considered in the light of current best practise on HWRC operations and safety and in the context of the site characteristics (physical and operational constraints)[5]. Best practice characteristics of other sites were compared to the notes and photographs taken during the site visit.

A key element of site safety is the management of the pedestrian movements and traffic flows in relation to site patrons both public and commercial, along with the movement of large vehicles and site plant. The interaction between all of these was observed and reviewed, and has been commented upon.

All of the on-site operations including the handling of materials by the public and site staff, plant and equipment operation, and arrangements for the removal of materials were assessed for their operational health & safety implications. Where possible this was done by

[5] *WASTE 26 – Managing Health & Safety at Civic Amenity Sites – Issue 1 2015;* https://wishforum.org.uk/wp-content/uploads/2017/02/WASTE-26-.pdf

direct observation however times constrains meant that much of the information relating to plant and equipment operation was obtained via interviews with staff.

6.1.3 Report

The intention of this report is to provide a document which draws together the elements of the project - the site visit and review of available documents – to provide a number of potential learning points and recommendations which the council should take into account as it considers the future options for HWRC provision across the county.

6.2 Traffic Assessment

6.2.1 Access to the Site

Figure 26 shows the site and its access road via the car-park in relation to the surrounding road infrastructure. The yellow area of hatching has been provided to enable HGVs servicing the site to leave through the car park using a more direct and safer route than following the car-park one-way system.

Figure 26: Location of Usk HWRC (Blue star)

The HWRC has adequate access from the highway; Maryport Street; although this is through the public carpark using its one –way system.

During the time of the site assessment the site was quiet with no traffic queuing to enter the site. It is understood that the car-park one-way system is sufficient to accommodate queues from the HWRC at peak times without users queuing back out on to Maryport Street.

Figure 27 shows the new access gates to the additional operational area within which users can park their vehicles to unload before entering the site on foot.

These gates also enable the site to be closed to users when site operations are being undertaken during opening hours; the additional area enables HGVs to manoeuvre more easily.

Figure 28 shows the original site entry/exit which is now a pedestrian access only.

Figure 27: External Site Gates looking towards the public car-park. (E.How 31/01/2019)

Figure 28: Usk Site Pedestrian Access to the Permitted Area

6.2.2 Site Description

Figure 29 (Viridor Site Safety Plan USK 2000) shows the current layout and path of service traffic on the site.

Users enter the site on foot carrying there materials. An additional member of staff has been deployed to assisted users with their materials so that there are now two staff members available at all times.

Containers are arranged around the edges of the site with access to the roll-on roll-off 40 cubic yard open top containers for garden waste, wood, general waste and scrap metal all accessed via stepped metal gantries (Figure 30). The surface of the steps and walk ways of these gantries have recently been upgraded from perforated metal treads to solid checker-plate treads to reduce the risk of users slipping, tripping or falling. Whilst this is an obvious improvement over the previous material **consideration should be given to incorporating metal risers into the gaps between the treads** to prevent feet being caught between them when ascending the stairway.

Due to space constraints the site is unable to accommodate materials such as rubble or plasterboard and this material is currently not accepted.

Figure 29: Usk HWRC Site Plan

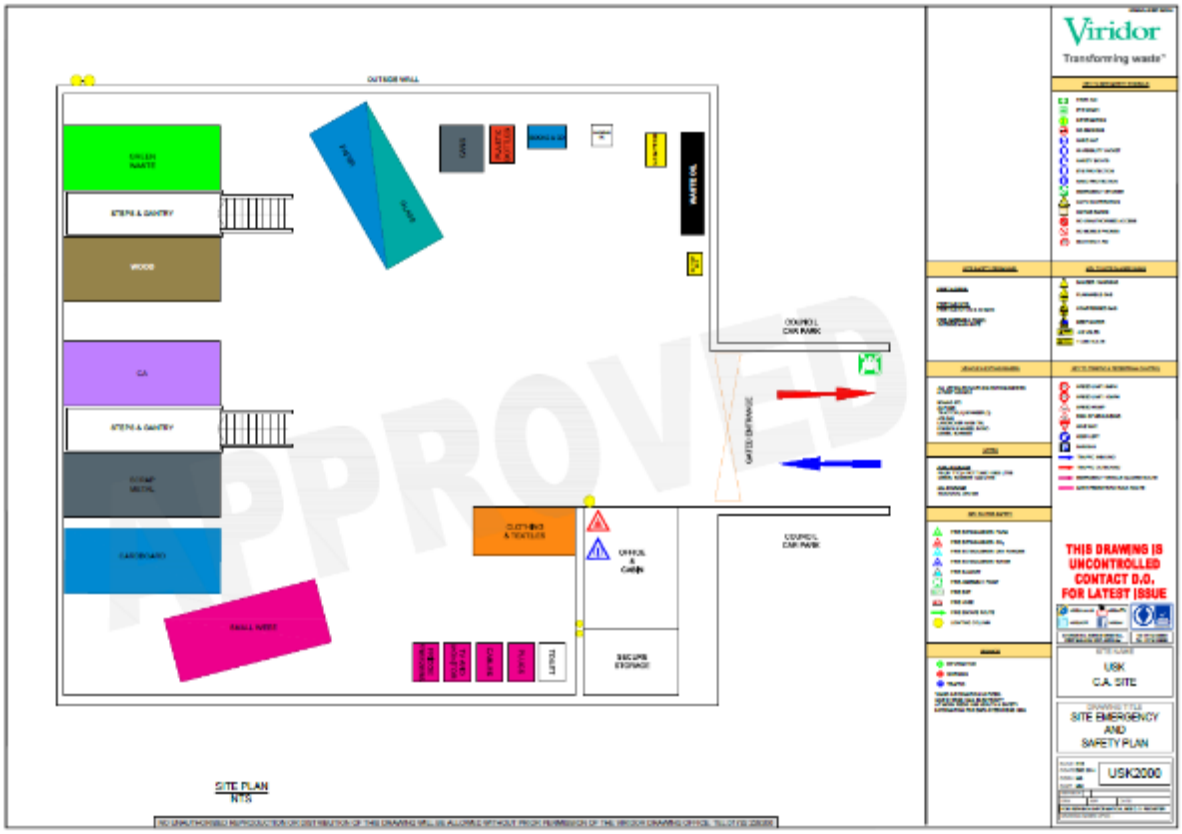


Figure 30: Containers Accessed via Stepped Metal Gantries (E.How 31/01/2019)

6.2.3 Vehicle Movements

The most hazardous activity on HWRC sites is the movement of vehicles in the proximity of pedestrians. Of all vehicle movements, reversing is the most hazardous. During the visit HWRC traffic flows were observed at first hand.

The HWRC is a pedestrian only site with users parking in the newly designated parking area just outside of the permitted boundary. Marked parking bays are provided in the additional operational area however they are now faded and require refreshing (Figure 31).

Figure 31: Marked Parking Bays in the Additional Operational Area

Once a container is full a member of site staff prevents further users from accessing both the additional operational area of the site and the site itself. Once the site and the additional operational area are empty the service vehicle enters the additional operational area and the gates are closed and locked and the required operation undertaken.

It is understood that the site is closed between two and three times per day at peak times for container exchanges to take place. This operation can take up to 20 minutes for rollon-rolloff containers. There can be a considerable amount of site down time during peak times which causes queuing in the public carpark. It is understood from conversation with the Site Supervisor and Operations Manager that only empty containers are manoeuvred outside of the permitted area and that all waste movements are contained within the permitted area.

Once the operation has been completed the service vehicle leaves the site and travels across the carpark via the designated HGV exit lane.

A 5mph speed limit is in force in the public car park and in the additional operational area with signs located at strategic points and at a height that ensures that they are not obscured by traffic.

6.3 Operational H&S Review

6.3.1 Location

The HWRC is located on land at Usk (national grid reference SO 37557 00738). The site lies to the rear of the Maryport Street (North) Carpark.

6.3.2 Access Road

Access to the site is directly through the Maryport Street (North) car park which is has a metalled surface. User traffic uses the carparks one-way system to enter and exit the site. A dedicated exit route for site service vehicle has been installed within the carpark. Drainage details for the carpark are not available although surface drains where observed during the site visit.

The allowance for vehicles to enter the site without impeding the flow of the carpark is insufficient. User traffic queues back into the car-park at peak times. However, traffic queues do not reach Maryport Street.

6.3.3 Opening Times

Usk HWRC is currently operational between 0800 and 1800 7 days a week and closed on Christmas Day, Boxing Day and New Year's Day.

6.3.4 Staffing

The HWRC is staffed by two operatives who are on site during operating hours. The Area Charge Hand who looks after both Mitchel Troy and Usk HWRCs is on hand throughout the day. The staff members assist the public in using the HWRC and control user traffic movements.

6.3.5 Site Activities

There is separation and bulking of materials but no processing. Trade waste is not accepted on the site and there is no weighbridge on site.
All site activities are carried out within the permit boundary including changing of rollon-rolloff containers.

6.3.6 Tonnage throughput

The current HWRC tonnage throughput for the year 2017/18 is provided in Table 4.

Table 4: Tonnage Throughput 2017/18

Stream	**Tonnes**
Recycling	
Automotive batteries	2
Card	118
Mixed cans	
Mixed glass	47
Other Scrap metal	164
Paper	54
Plastics	2
Textiles & footwear	
Mineral Oil	5
Mixed tyres	20
Paint	7
Plasterboard	
Vegetable Oil	
WEEE - TVs & Monitors	37
WEEE - fluorescent tubes and other light bulbs	1
WEEE - Fridges & Freezers	45

Stream	Tonnes
WEEE - Large Domestic App	43
WEEE - Small Domestic App	86
Wood	467
Green garden waste only	366
Rubble	
Sub Total	**1,465**
Re-Use	
Gas bottles	2
Textiles & footwear	16
Books	5
Sub Total	**22**
Residual	
Civic amenity sites waste : Household	1,608
Sub Total	**1,608**
Total	**3,095**
Re-use & Recycling Rate (Including plasterboard & rubble)	**48%**
% residual	**52%**

6.3.7 Neighbours

The site is the centre of the town of Usk. Private car parking for adjacent businesses is situated to the north of the site; the Maryport (North) public car park which is owned and operated by Monmouthshire Council is situated to the east of the site; domestic and commercial premises are located to the west of the site; and an area formerly designated as part of the Maryport (North) car park is located to the south of the site.

6.3.8 Traffic Separation

During 2017 traffic separation was improved on the site with the designation of the car parking area directly to the south of the site re-designated as parking for HWRC site users only and gates installed to delineate the new area from the rest of the public car-park. Site users may park in one of six designated user spaces and carry their items onto the site. Figure 32 shows the current permitted area of the site in red whilst the extended area of operation (additional operational area) is shown in green.

Figure 32: Usk Site Viridor Plan (USK 2000)

6.3.9 Dust, Noise & Odour

No dust or odour problems were observed.

6.3.10 Site Surface

The vehicular and pedestrian areas and areas of waste storage are laid to asphalt and reinforced concrete hard standing. A number of areas of concern were noted in the additional operational area which accommodates the parking bays for users to park whilst they off load their materials and walk them into the site. Consideration should therefore be given to resurfacing the additional operational area.

Figure 33: Area within the Designated Parking Area that require Resurfacing

6.3.11 Site Drainage

Drainage is understood to be of concern. A drainage plan for the site was not available. In addition it is understood that the drainage channel in the designated user carpark, which is currently blocked, will be filled in by the council thus reducing drainage capacity.
The Viridor Operations Manager believes that there is an interceptor which drains into the car-park drainage system however the car-park drainage system is likely to drain to a surface water drainage system and not to a foul sewer system (i.e. public sewer). Schedule C. 6 of the site permit states that:

All drainage from surfaced areas shall discharge via a trapped gulley system to an appropriately sized oil/petrol interceptor. Discharge from the interceptor shall be either to a public sewer or via a sub-soil irrigation system laid as shallow a depth as possible. The design of the soakaway must conform to B.S.6297 and no part of the soakaway system is to be sited within 10 meters of any watercourse. The oil / petrol phase of the discharge shall be disposed of at a waste disposal site, licenced to receive such waste[6]*.*

Drainage of surface water from the HWRC directly into the surface water drainage system would not conform to the requirements as set out in the site permit and provided above. **Therefore, further investigation to determine the status of the drainage arrangement should be undertaken.**

[6] *Usk CA Site, Waste Management Licence 4/93*

6.3.12 User Pedestrian and Vehicle Movements

Clear signage at the site entrance to the site indicate that the site accepts foot traffic only. On arrival users are directed by signs to the adjacent designated parking area.

6.3.13 General Site House Keeping

The site was clean and tidy with no windblown litter observed on verges, boundary fencing or under/behind containers.

6.3.14 Site Signage

In general, both off-site and on site signage was observed to be clear, in good condition and at an appropriate height so that it was not obscured by traffic.

6.3.15 Containers and Storage Areas

Various containers are provided for the deposit of a range of materials. All containers where observed to be in either reasonable or good serviceable condition.

6.4 Conclusions

The site is a well-managed but suffers from space constraints that mean that at peak times it is failing to meet the needs of users.

The aspects of the site that have the potential to have a negative impact on the Health and Safety on-site are:

- Users having to queue around the public car-park at peak times when containers are being serviced;
- The risks associated with the use of stepped metal gantries to access waste containers remains although it has been reduced with the upgrading of the gantry surface and deployment of an additional staff member to assist users;
- Risk associated by users reversing into/out of the parking bays in the additional operational area;
- The uneven surface of part of the additional operational area; and
- Although not a Health & Safety issue per se the status of the drainage arrangements for the site is a concern with regards to compliance with the site permit.

6.5 Recommendations

- The constraints of the site mean that it will not be possible to remove the stepped gantries if the site continues to use the current complement of containers and, deploying smaller containers that are accessible from ground level will necessitate an increase in the number of container changes required which increase the risks associated with HGV movements through the public car-park and users queuing. However, it is noted that 52% of waste deposited at the site is residual waste therefore by removing the option for users to deposit this material at the site the tonnage throughput and therefore the number of users will be reduced thus reducing the overall risks associated with the site.
- Resurfacing and remarking the parking area in the additional operational area.
- Determining the arrangements for drainage on site and the potential for improving these to ensure compliance with the site permit.

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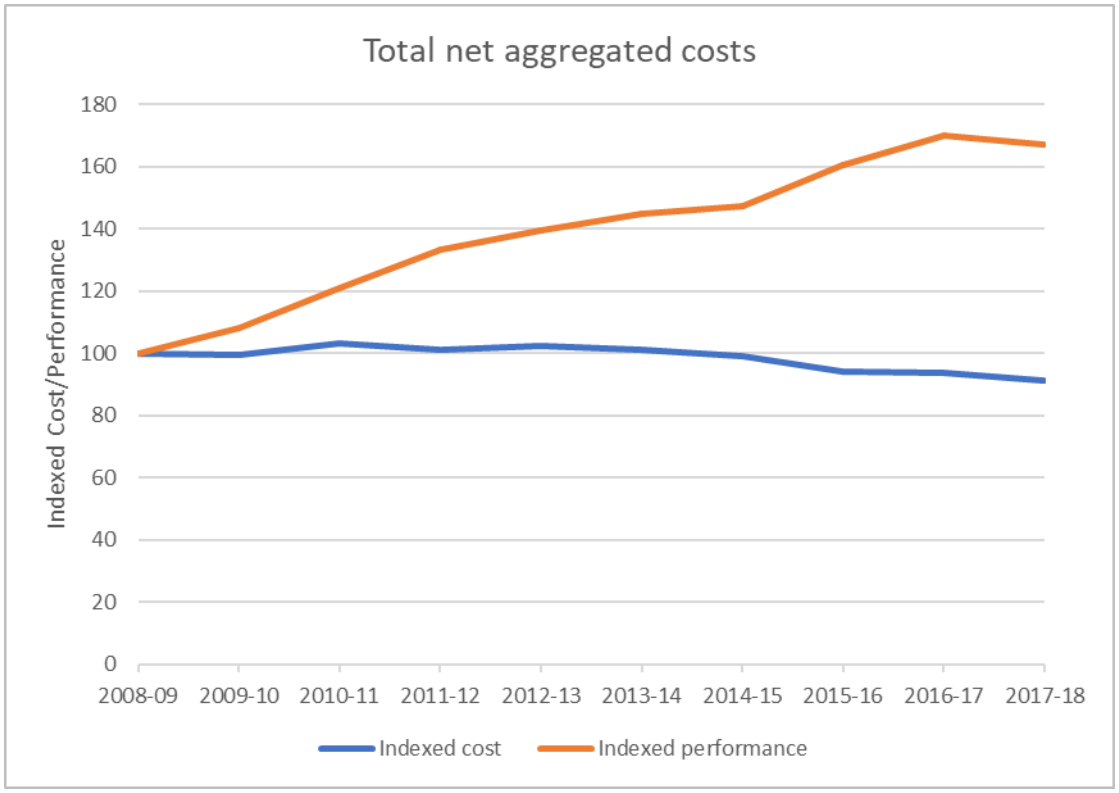
Waste Finance Data Report 2017-18

June 2019

Executive Summary

1. Continuing the work begun in 2008/09, the WLGA Waste Improvement Programme has, with the support of all 22[1] Welsh local authorities, undertaken an analysis of the waste finance data for financial year 2017-18.

2. The 2017-18 finance data shows that the recycling rate for Wales decreased for the first time. Dropping from 63.8% in 2016/17 to 62.7%. During this time Net and Gross costs both decreased slightly, dropping by less than 1%. The graph below plots the indexed net cost of MSW waste services from 2008/9 to 2017/18 with indexed performance over the same time period.



3. The data supplied by authorities via WastedataFlow has undergone a quality assurance process by the Waste Improvement Programme. Data was subsequently analysed using the WLGA's financial modelling tool. The results of the modelling work are included in the body of this report. Where possible, comparisons have been drawn with data from previous years.

[1] Partial data received from Denbighshire (Residual, Dry Recycling & Food waste). Remainder has been estimated using 2016/17 expenditure

4. Whilst a high level analysis is provided in some places the report does not analyse national or local differences. Explaining *why* changes have occurred is a role for the benchmarking process and is presented to Local Authority officers during the annual waste finance seminars, a role for the wider Waste Improvement Programme run by the WLGA in partnership with the WG Collaborative Change Programme.

Key Findings

5. Between 2016/17 and 2017/18 recycling performance has decreased by 1.1 percentage points. Expenditure in real terms (adjusted for inflation) reduced over the same time period.

6. In 2017/18, gross expenditure decreased slightly from £281.6m to £280.6m, a decrease of 0.5%. CPI for the 12 months to April 2018 was 2.83% so this represents a greater reduction in expenditure in real terms.

7. Net expenditure on waste services was £242.5m increasing by just 30k compared to 2016/17.

8. The difference in gross and net expenditure was smaller in 2017/18 due to slightly less income being received from trade waste services.

9. Overall net expenditure on household waste services[2] (Dry Recycling, Organic, Residual, CA and Bring) decreased by 0.6% in 2017/18 to £231.2m. This represents a decrease in expenditure of just £1.3m compared to the 2016/17 figure of £232.5m.

10. Investment in organic waste services has decresed very slightly in 2017/18. Expenditure decreased by 1.1% to £48m. During this period an additional 11,744 (10%) tonnes of food waste was collected compared to 2016/17.

11. Expenditure on residual waste services decreased slightly from £85m to £84m demonstrating the benefits of increased recycling, composting and reducing frequency of collection.

12. Kerbside dry recycling costs increased slightly by £1m overall to £55.8m in 2017/18. During the same period, the mass of dry recyclate collected also increased slightly by 517t.

13. HWRC expenditure decreased from £43 to £42m in 2017/18. At the same time the proportion of Household waste received at HWRCs remained the same at 31%.

[2] figure excludes: trade waste, clinical waste, procurement of waste treatment, Consultants fees, awareness raising costs and costs associated with other MSW which are recorded elsewhere

14. Between 2016/17 and 2017/18 bring site expenditure decreased by £83,000, a reduction of nearly 6%. During the same period mass collected via the bring site network reduced by 2,933 tonnes (15%) continuing a longer term trend.

15. The table below demonstrates the differences in net expenditure on the household service elements:

	16-17	**17-18**	**% change**	**Performance change[3]**
Dry recycling	£54,728,683	£55,816,228	+2.0%	+0.2%
Residual waste	£84,753,568	£83,799,039	-1.1%	-3.4%
Organic waste	£48,462,082	£47,940,387	-1.1%	-0.6%
CA/HWRC	£43,226,539	£42,364,126	-2.0%	-2.2%
Bring	£1,419,204	£1,335,542	-5.9%	-15.5%
Total	**232,590,076**	**£231,255,322**	**-0.6%**	**-2.3%**

16. Overall re-use, recycling and composting rates have decreased for the first time from 63.8% in 2016/17 to 62.7% in 2017/8. Changes to how the end destination of wood is reported and a reduction in Incinerator Bottom Ash (IBA) due to the closure of a facility, led to a 1.5 percentage point decrease in overall recycling rate.

17. However, the the amount of material recycled at the kerbside (i.e from household recycling collections) actually increased slightly. These changes are summarised below.

	Tonnes Recycled & recycling % points contributed to recycling performance 16-17	**Tonnes Recycled & % points contributed to recycling performance 17-18**	**Change**
Kerbside Dry recycling & Composting	504,326 31.7%	504,955 32.6%	+0.9%
IBA & Metals from IBA	97,144.32 6.1%	84,092 5.4%	-0.7%

[3] % difference in tonnage collected between 2016/17 and 2017/18

Contents

Introduction

The Waste Improvement Programme is funded by the Welsh Government and has been in existence since 2007. This followed on from a programme where all authorities underwent a 'peer review' of waste management services. Initially focusing on assessing services in Welsh local authorities and sharing good practice.

Work is currently targeted at supporting authorities in increasing efficiency of waste management activities. This includes the collection of financial data on delivering MSW waste services and the benchmarking of cost variations to identify how services can be delivered at lower cost whilst improving performance.

Process

All costs are based around the waste management Revenue Outturn (R/O) of each authority, giving a control figure to cross reference to.

Local Authority waste expenditure data has always been collected consistently (in line with the Best Value Accounting Code of Practice). Wastedataflow (a database for collecting tonnage data from waste activities) has been adapted in Wales to accept tonnage data and waste financial data creating a single point of data entry. Once tonnage data and finance data is entered into the system a series of reports can be generated.

As in previous years, data extracted from WasteDataFlow required a cleansing to remove nomalies. This process took place between September 2018 and April 2019. It is envisaged a similar period of data validation will be required in future years. Work is undertaken by the Waste Improvement team in conjunction with individual local authorities.

In some cases Local Authority figures in isolation may appear anomalous and may not present the whole picture; this can be due to apportionment. Apportionment may take place between shared services and between the collection, transfer and treatment process.

During summer 2019 WLGA will convene a working group of finance and waste officers from a range of authorities to review the guidance and methodology to help ensure consistency of reporting.

Detailed Findings

Total Service Data

1. From the data it can be seen that overall gross expenditure on waste services during 2017/18 was £280,596,845 (£242,506,879 net of income). This represents a decrease of £1,034,452 when compared to the 2016/17 figure of £281,631,297 a drop of 0.5%.

2. Total expenditure continues to fall following a period of significant investment, supported by the SWMG (Sustainable Waste Management Grant)[4]. The amount of direct support has been reducing over recent years and local authorities have also reduced expenditure as a result of severe budget cuts.

3. Between 2016/17 and 2017/18 the income local authorities received from selling dry recyclables increased by 4% from £6,812,851 to £7,068,417 in 2107/18

4. Figure 1 shows how net expenditure on all waste services has changed in the nine years since the finance project began. Costs have been adjusted for inflation and are indexed using the 2008/09 data as a baseline. It can be seen that expenditure in real terms has remained stable over the last nine years, but has fallen for the last three. During the same period recycling rates have increased significantly, from 35.6% in 2008/09 to 62.7% in 2017/18. However, this is lower than the 63.8% achieved in 2016/17.

5. This decrease was due to two main factors. First, changes to the the reporting of wood recycling to better account for rejected material has led to a decrease of 0.8 percentage points overall. Secondly, the amount of Incinerator Bottom Ash has declined by 0.7 percentage points due to the closure of a facility and and associated increase in waste sent to landfill for a small number of authorities. However, the amount of waste recycled and composted from the kerbside actually increased slightly, increasing by 0.9 percentage points.

[4] Between 2015/16 and 2017/18 this was the Single Revenue Grant (SRG)

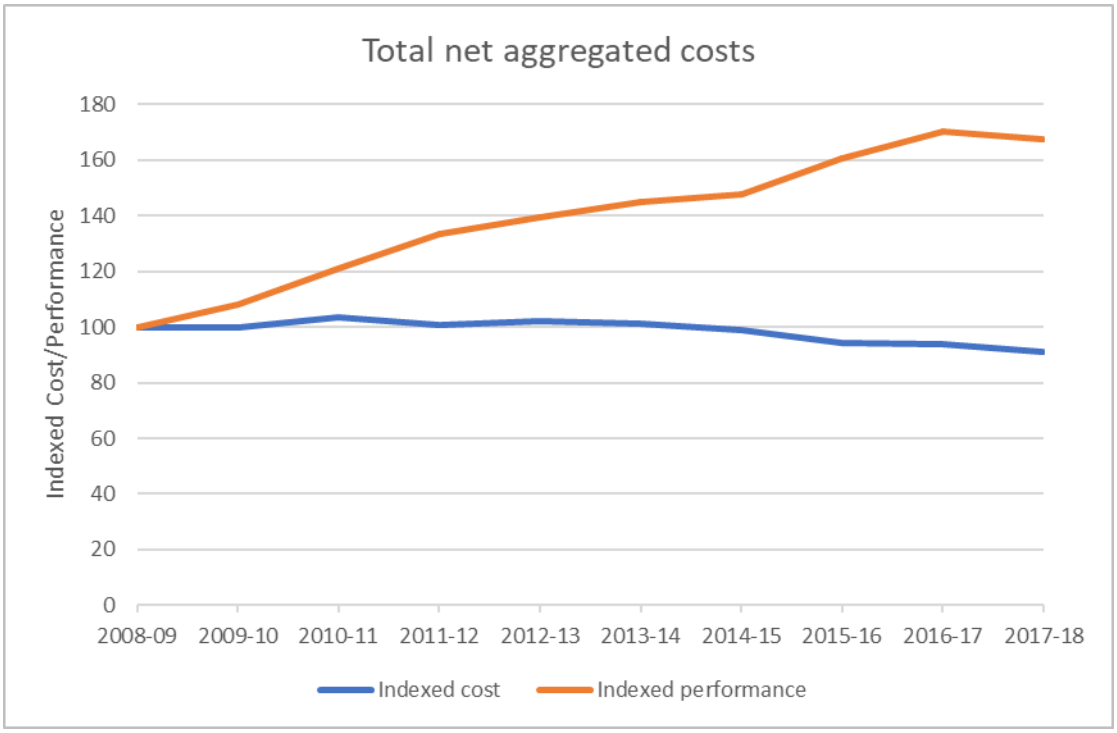


Figure 1 – Total net costs

6. The total amount of SRG allocated to local authorities in 2017/18 totalled £61.8m of this £58m was allocated against waste services.

7. 10 out of 22 local authorities have demonstrated a reduction in expenditure compared to 2016/17. The data collection exercise does not determine "why" these changes have been made, but it is intended, via the CSS facilitated benchmarking process to further investigate the factors affecting service costs.

Use of Grants[5]

8. The graph in Figure 2 below shows total net expenditure on waste services for each local authority during financial year 2017/18. Contribution made by grant allocation is represented as 'hatched' area. Expenditure is shown on a cost per household basis.

[5] Grants = Sustainable Waste Management / Single Revenue Grant plus other grants received e.g. procurement support, SCIF, RCAF,

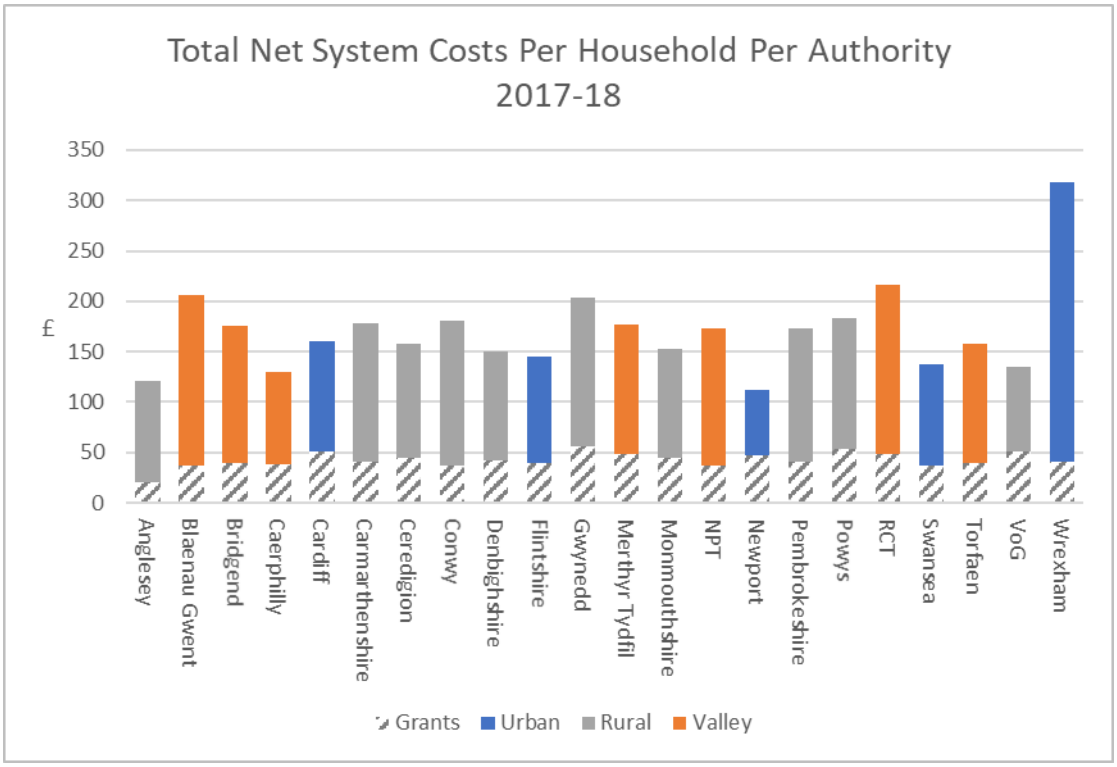


Figure 2 – Total System Costs per household 2017/18

9. This graph demonstrates that on a per household basis, grants are distributed fairly evenly across the group. As the graph shows only revenue grants, (capital grants are not shown) authorities that attribute a greater proportion of Single Revenue Grant (SRG) to capital projects will exhibit a lower value for revenue grant per household relative to the group as a whole, whilst authorities in receipt of additional grants, such as RCAF, SCIF and PFI payments, may exhibit higher relative levels of grant.

10. The majority (96%) of total net expenditure results from the provision of services directly to the householder: Dry Recycling, Organic Waste, Residual Waste, CA and Bring sites.

Waste Collected by LAs

11. The following graphs show the proportion of wastes managed for each of the services provided by mass. This provides context against which the costs can be assessed.

12. Kerbside residual waste and waste collected from HWRC (Residual and Recycling) are the largest sources, each accounting for 31% of household waste.

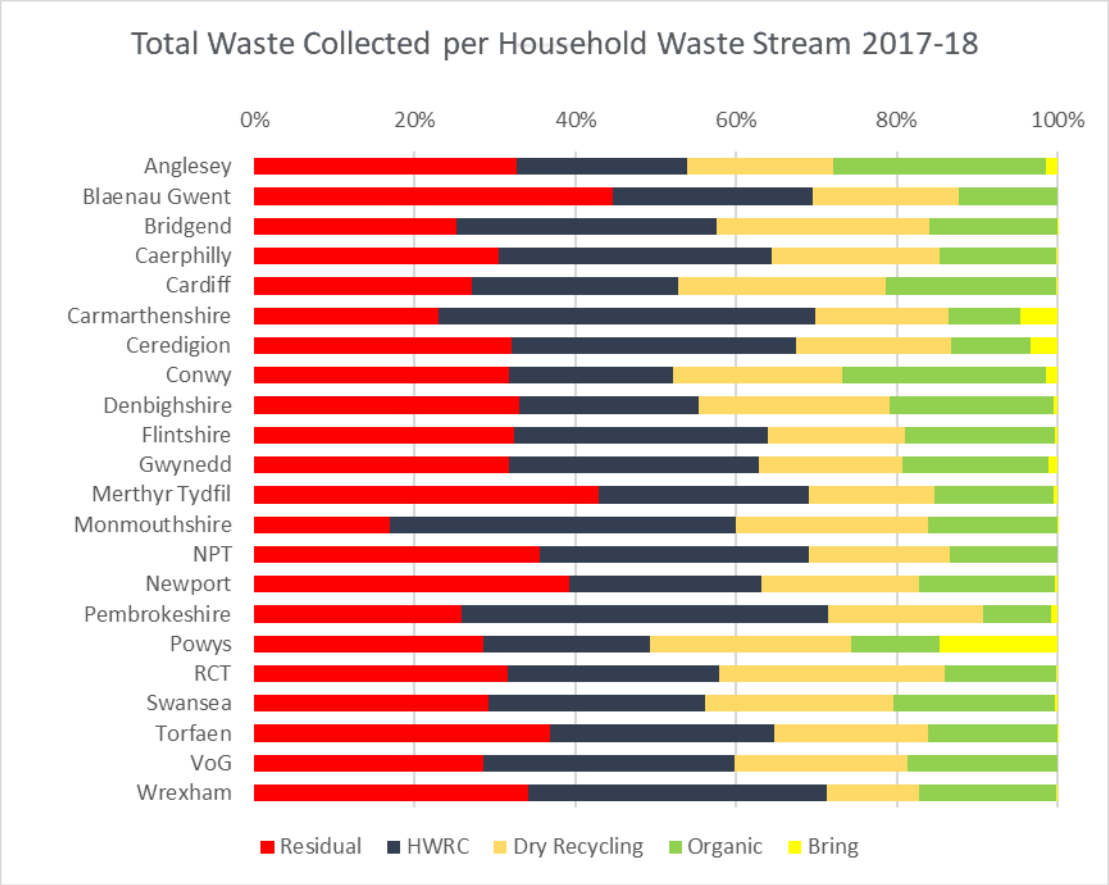


Figure 3 - Source of waste collected[6]

13. Figure 4 below shows the proportion of overall expenditure taken up by each of the household waste service areas. Residual waste remains the biggest area of expenditure accounting for between 21% and 47%. This is a wide variation seemingly influenced by the tonnage of residual waste collected and the availability of treatment options post collection. For example Monmouthshire collected the least residual waste per household in this year and was able to send all residual waste to EfW as part of Prosiect Gwyrdd. HWRC accounts for 19% of total expenditure whilst handling a significant proportion (31%) of all household waste collected. This suggests that HWRC is proportionally a cheaper way of collecting material.

[6] Does not include trade, clinical, bulky or other MSW.

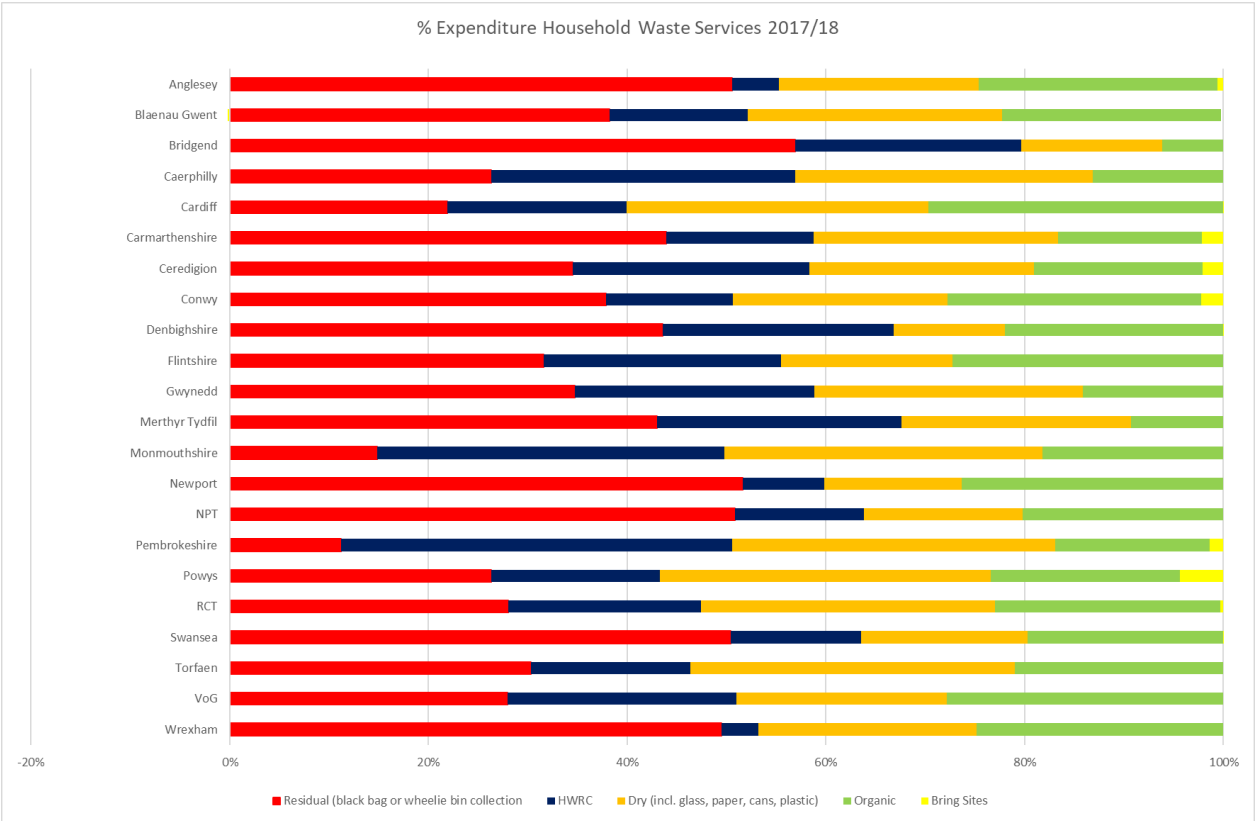


Figure 4 – Expenditure by waste service

14. The following data compares expenditure on household waste services across Welsh local authorities. *The Household Waste Service cost is defined as the aggregated total of cost associated with Kerbside dry recycling, Kerbside food waste, kerbside green waste, HWRCs, bring sites and residual waste.* Each element includes costs of collection, transfer, treatment and disposal of waste. Costs associated with trade waste, trade recycling, clinical waste, bulky waste, procurement of waste treatment, other MSW and awareness raising costs are not included.

15. Graphs show costs on both a per household and per tonne basis. In addition, colour coding of graph indicates whether authority is classified as Urban, Rural or Valleys, further colour coding for dry recycling services indicates the collection service profile of the authority. Level of grant allocated to each service area by local authorities is shown as the 'hatched' area of the chart. As incomes generated by services will tend to differ according to type of services in place, expenditure net of income received is shown in the graphs. In addition to cost data, performance, in terms of % MSW re-used, recycled and composted is shown, denoted by the green dashes on the chart.

16. It is not possible to differentiate between SRG and other smaller grants when allocated against service area in WDF. Therefore grant contribution shown in the following graphs includes other grants in addition to SRG.

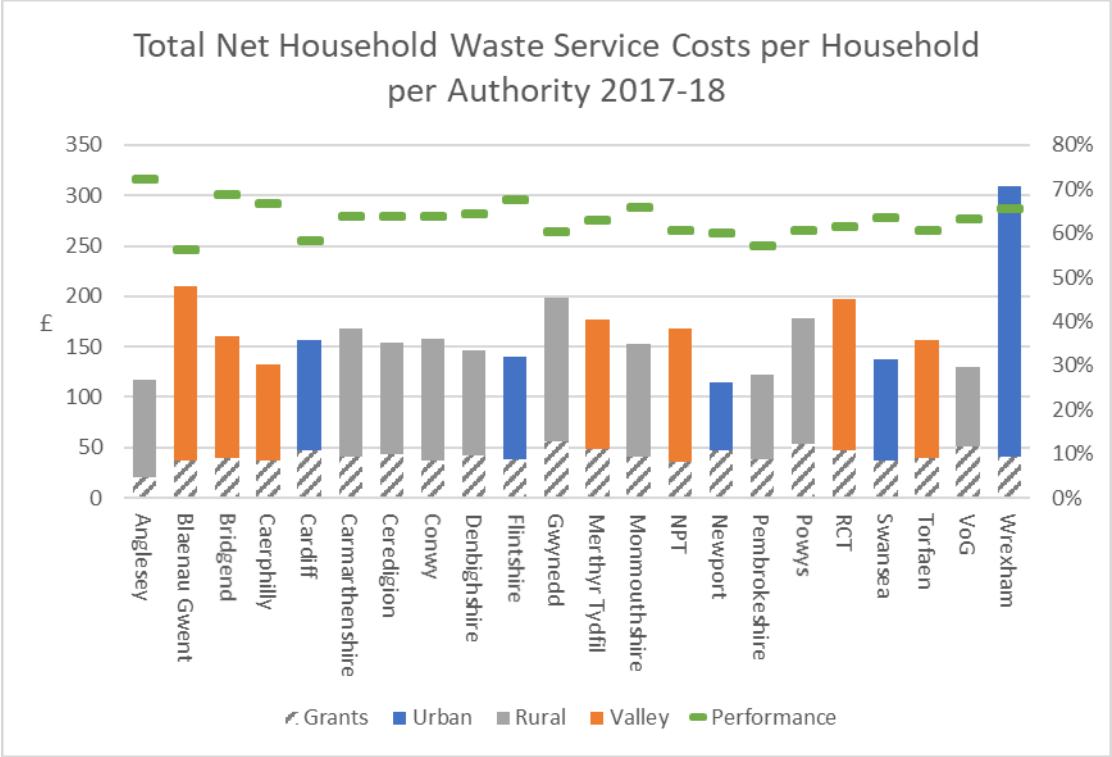


Figure 5 - Total household waste service cost per household

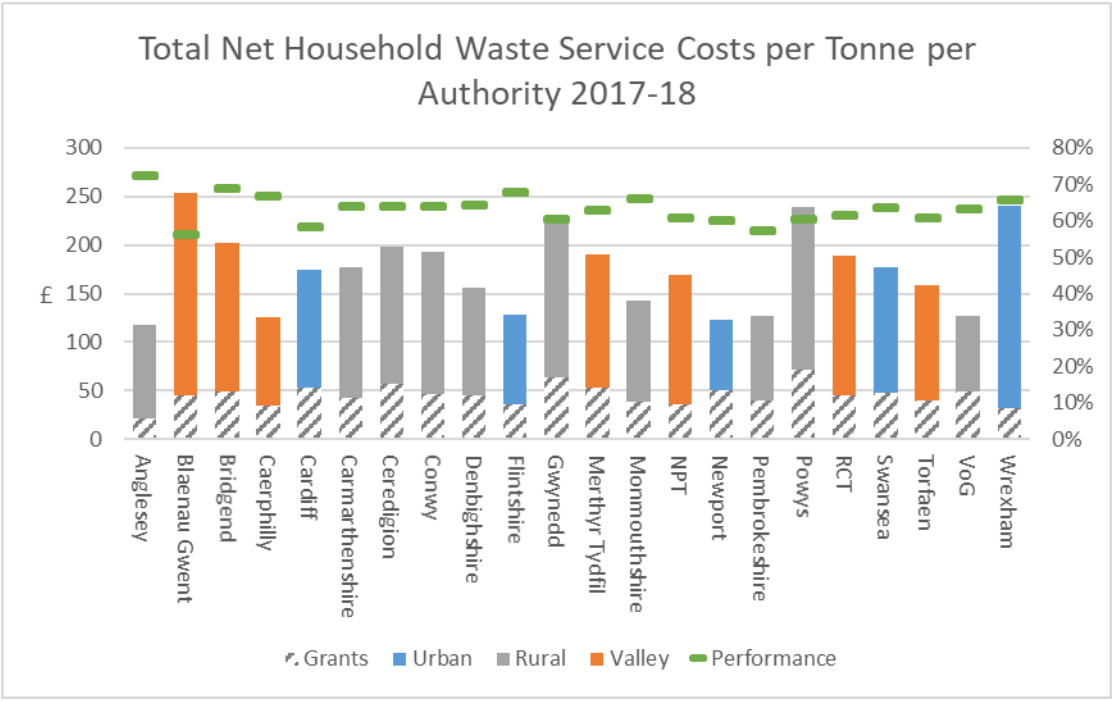


Figure 6 – Total household waste service cost per tonne

17. Overall net expenditure on household waste services during 2017/18 was £231,255,322. This represents a decrease in costs of £1,334,755 compared to 2016/17, a decrease of 0.5%. During the same period, the overall recycling rate for Wales decreased from 63.8% to 62.7%.

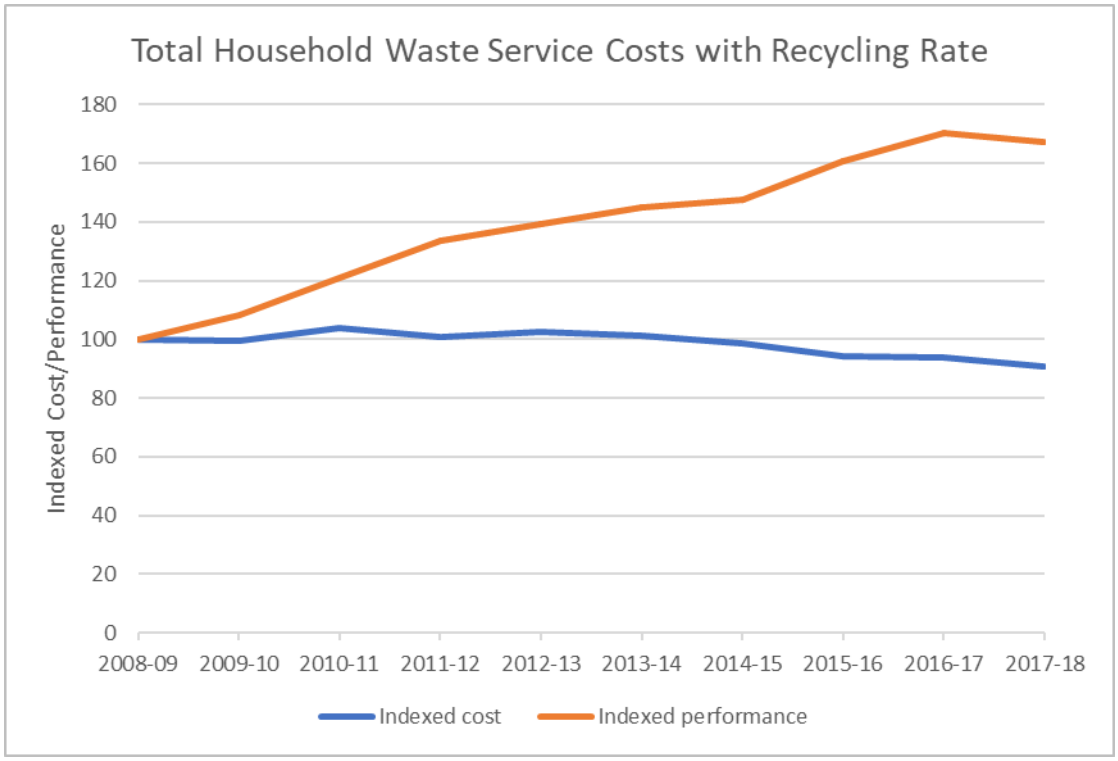


Figure 7 – Household waste service cost since 2008/09

18. The longer term trend in household waste service costs is shown in Figure 7. It can be seen that costs, adjusted for inflation, have remained farily stable since 2008/09 but in 2017/18 have reduced for the third consecutive year. Recycling rates have increased significantly over the same period but dropped by 1.1 percentage points in 2017/18.

Dry Recycling

19. The following graphs show costs associated with dry recycling services provided by authorities on both a cost per household and cost per tonne basis. Service performance, in terms of mass of dry recyclate collected as a proportion of total MSW, is also shown as orange lines on the chart, plotted using the axis on right hand side of graph.

Total dry recycling service cost

20. Figure 8 & Figure 9 show the total cost of providing a kerbside recycling service. Costs shown are net of any income received. Data includes costs of collection, transfer, treatment and disposal of recyclate. Colour coding denoting type of collection system in place by authority and contribution made by grant is retained, the contribution is higher compared to overall expenditure due to grant expenditure being targeted towards recycling services and prohibited from residual waste services.

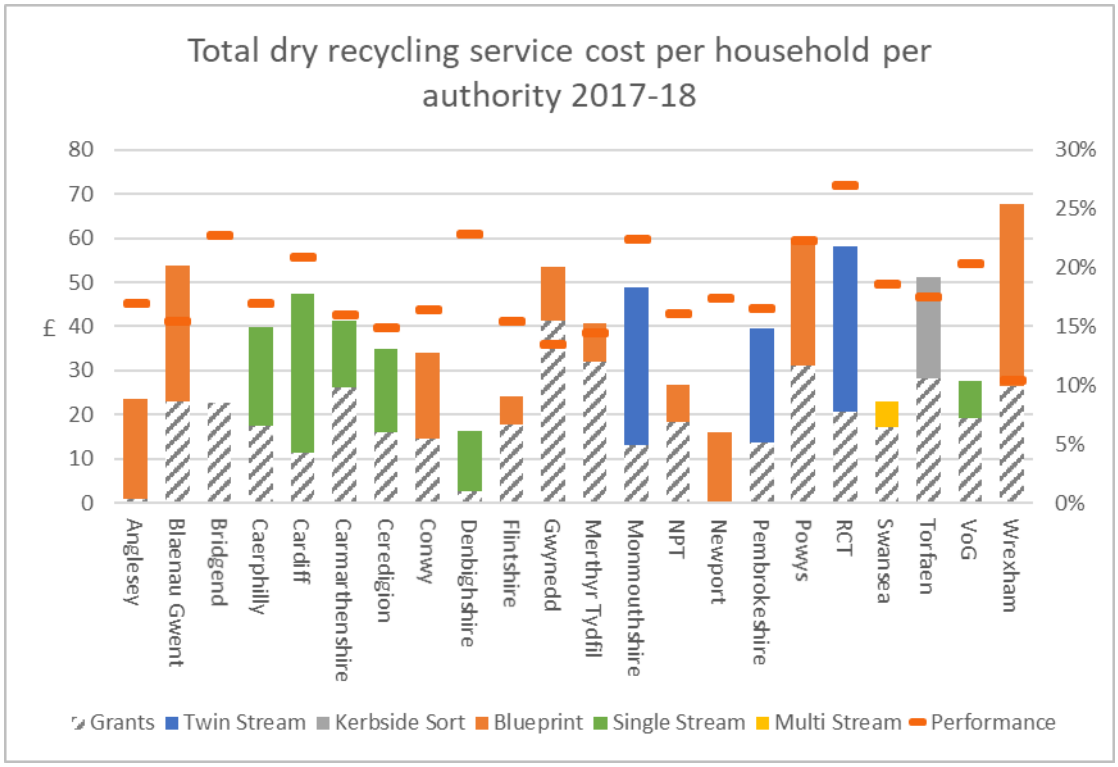


Figure 8 – Dry recycling service cost per household

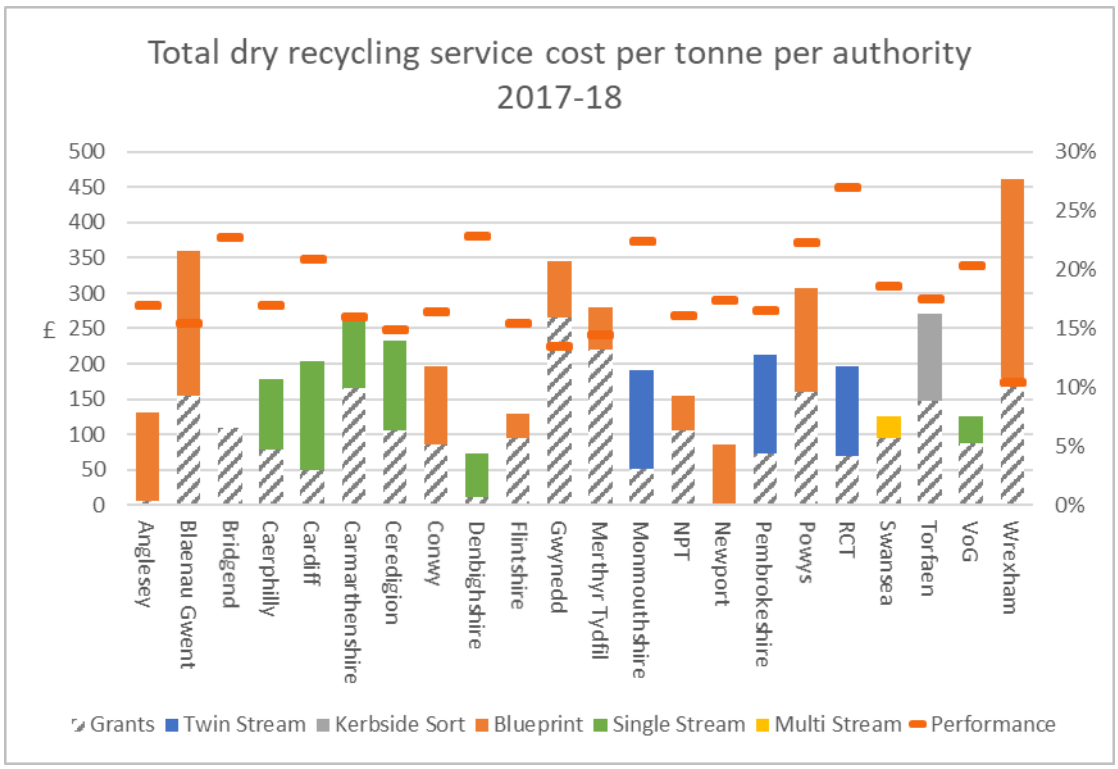


Figure 9 – Dry recycling service cost per tonne

What are the graphs telling us?

21. Both cost and performance vary significantly. Ideally, services should deliver high performance, in terms of mass recycled, whilst exhibiting the lowest cost possible. For example, Bridgend's dry recycling service makes a significant contribution to their overall recycling rate, with 23% of total MSW being collected via their kerbside collection scheme, whilst service cost is one of the the lowest seen across the group at £22.70 per household. What we want to see is a high value recorded against performance (orange line) and a low value recorded for service cost (solid bars) – the wider the gap the more effective and efficient the service.

22. On occasion, the grant figure allocated against a particular service area is greater than the actual net cost of the service itself. This normally occurs when an additional source of income is allocated against a service. E.g. sale of dry recyclate collected via kerbside dry service. To avoid anomalous results being displayed within the charts, the data shown will always be the net service cost excluding the grant portion. When the grant allocated for a particular service is greater than the net service cost, the lower figure is used and the grant contribution assumed to be 100% of the net figure.

23. The range of values seen in the data is smaller than in 2016/17. However, the median cost per household has increased from £36.60 to £39.60 per household. The median cost per unit mass also increased from to £195.90 to £196.90 per tonne.

24. From the core data it is also possible to compare 2017/18 overall dry recycling service expenditure with that of 2016/17, in addition it is also possible to compare the grant contribution to dry recycling services over the same period:

	16/17	**17/18**	**% change**
Dry recycling	£54,728,683	£55,816,228	+2%
Grant (SRG)[7]	£26,259,994	£26,670,226	+1.6%

25. Expenditure on dry recyclate services increased by 2% during 2017/18. Whilst expenditure did increase the mass of material collected also increased over the same period. Mass collected increased by 517 tonnes, an increase of 0.2%. It can be seen that almost 50% of expenditure on dry recyclate services is supported by grant funding.

[7] This shows the proportion of overall grant that local authorities choose to allocate to individual services. The overall grant received by local authorities in 2017/18 has decreased.

26. The longer term trend in kerbside dry recycling costs is shown in Figure 10 can be seen that expenditure in 2017/18, whilst still above the 2008/09 baseline, has decreased in the last year.

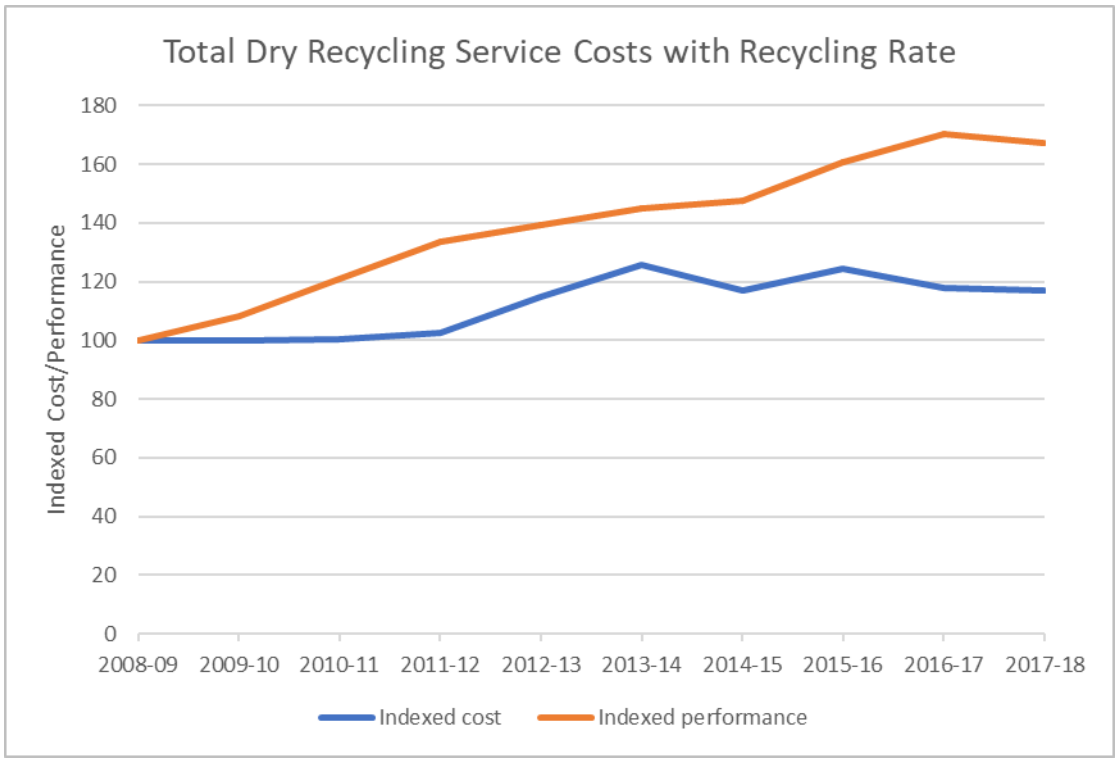


Figure 10 – Kerbside dry recycling cost since 2008/09

Collection

27. From the data it is possible to plot the individual component costs of the service. Graphs in 11 & 12 show the dry recycling collection cost on both a per household and per tonne basis net of any income. Collection systems vary across the group, colour coding shows what type of collection system was in place during 2017/18.

28. Costs arising from the collection of the dry recyclate itself makes up the majority of overall service cost; accounting for 80% of the service cost in 2017/18.

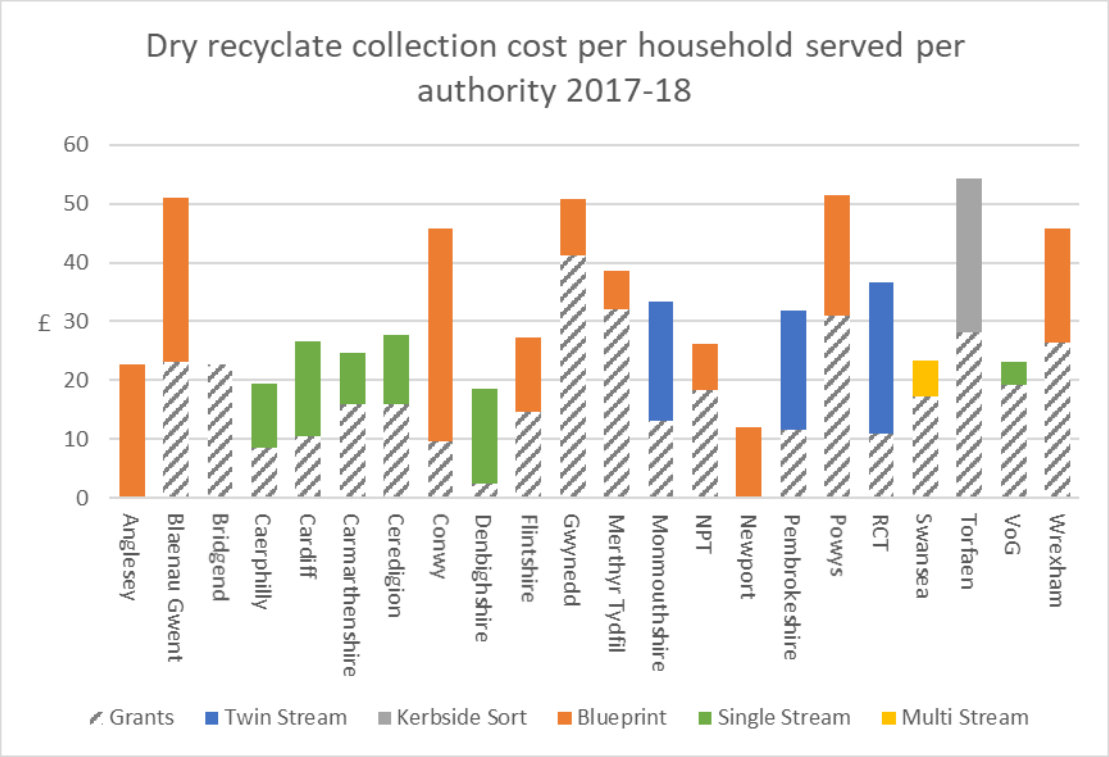


Figure 11 – Dry recyclate collection cost per household served

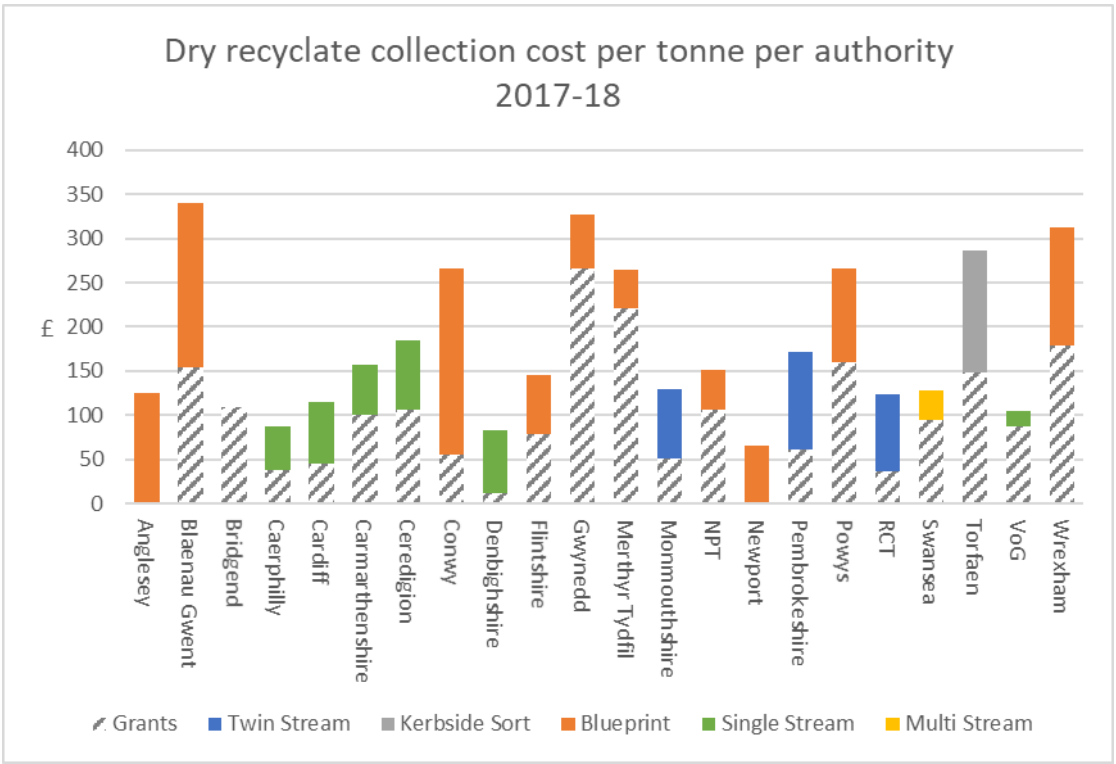


Figure 12 – Dry recyclate collection cost per tonne collected.

Transfer costs

29. According to data provided, few authorities incur costs from transfer of recyclate following its collection. In some cases contractual arrangements mean that these costs are included with treatment costs. Transfer costs that are incurred are low relative to overall service cost. For brevity, charts detailing transfer costs are not contained within the body of the report, but are available on request.

Treatment costs

30. Figure 13 & 14 show the costs incurred from treatment of collected dry recyclate. Costs are shown both as a cost per household served and a cost per tonne. Treatment cost can be defined as the cost of handling and/or segregating materials collected, such as treatment of materials at a MRF.

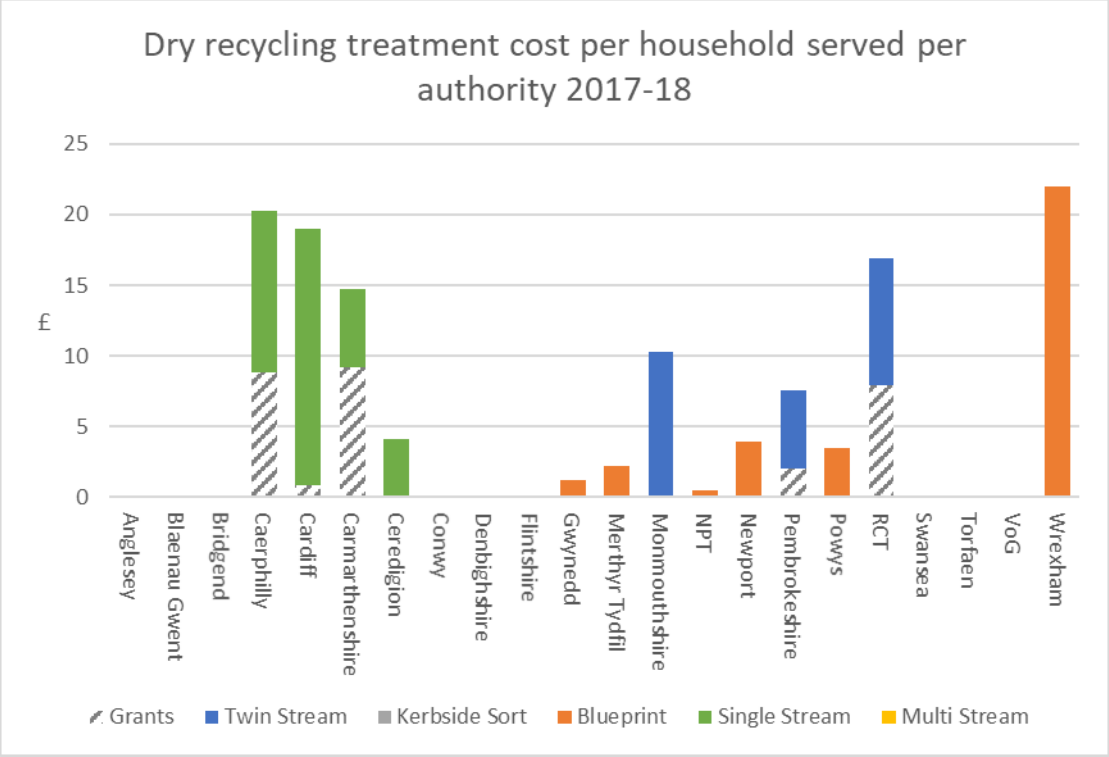


Figure 13 – Dry recycling treatment cost per household served

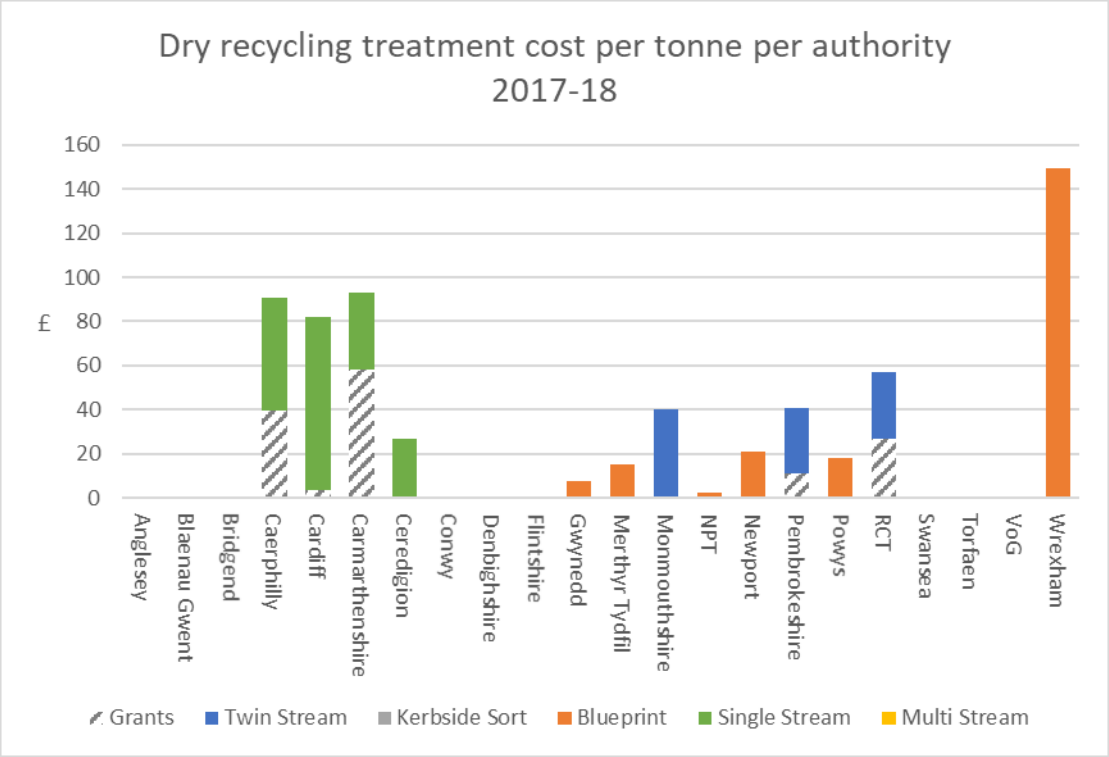


Figure 14 – Dry recycling treatment cost per tonne

31. It can be seen that there is a wide variation in treatment costs across the group. This likely reflects the differing recycling systems and contractural arrangements in place across Wales, with authorities employing differing treatment, methodologies depending on the collection system used. (e.g. MRF, Sorting/Bailing only etc).

32. A number of authorities exhibit a negative cost for treatment activities and therefore no bar is present (these are Blaenau Gwent, Conwy, Denbighshire, Flintshire, Swansea Torfaen and Vale of Glamorgan). This occurs when the income received from the sale of the recyclate treated is greater than the cost of treatment activities themselves.

Income

33. Charts in Figure 15 & 16 show the amount of income received from the sale of collected materials on a per household served and per tonne basis. Incomes vary significantly across the group and reflect the differing service configurations and the differing contractual arrangements in place for the treatment of the material collected. As stated previously, income overall from the sale of dry Recyclate increased by 4% in comparison to the previous year.

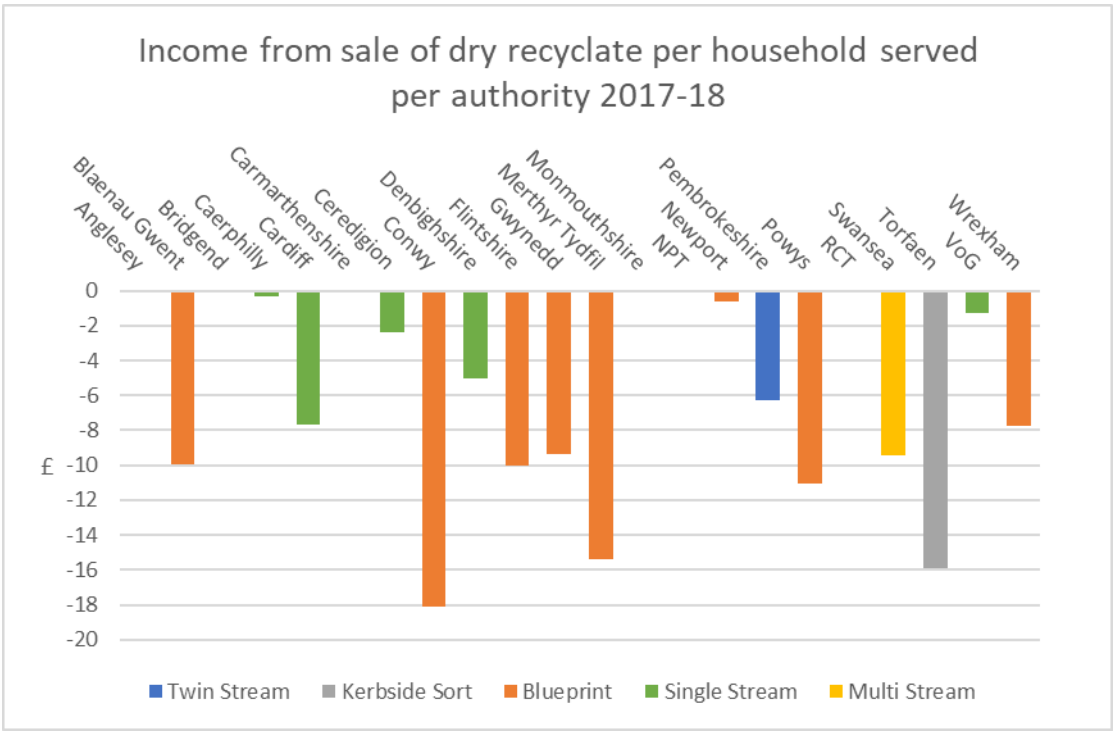


Figure 15 – Income from sale of dry recyclate per household served

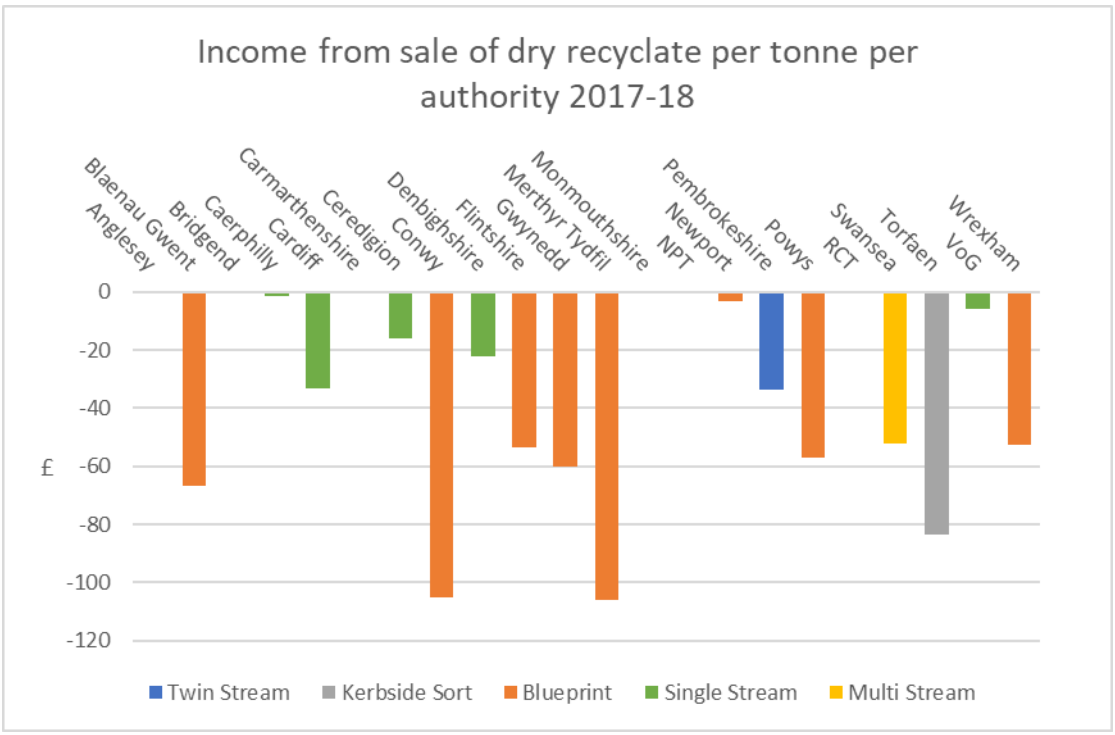


Figure 16 – Income per tonne from sale of dry recyclate

Organic Waste Services

34. Data is split across three headings covering food-only collections, green-only collections, and co-mingled green and food collections. In 2017/18 2 authorities, Monmouthshire and Wrexham collected food and green waste co-mingled, although in Wrexham the 2 streams are kept separate for treatment. Caerphilly also collected a small amount of co-mingled food and green waste.

Food waste only

35. The total cost of providing food waste collection are shown in Figure 17 (cost per household served) and Figure 18 (cost per tonne collected). The performance of the service (i.e. the contribution of recycled food to overall recycling performance) is shown on the right-hand axis and can be seen as the orange lines on the chart. It should be remembered that in practice food waste is often collected with other waste streams- usually Dry Recycling for kerbside sort authorities. In these cases the figures are calculated using apportionment.

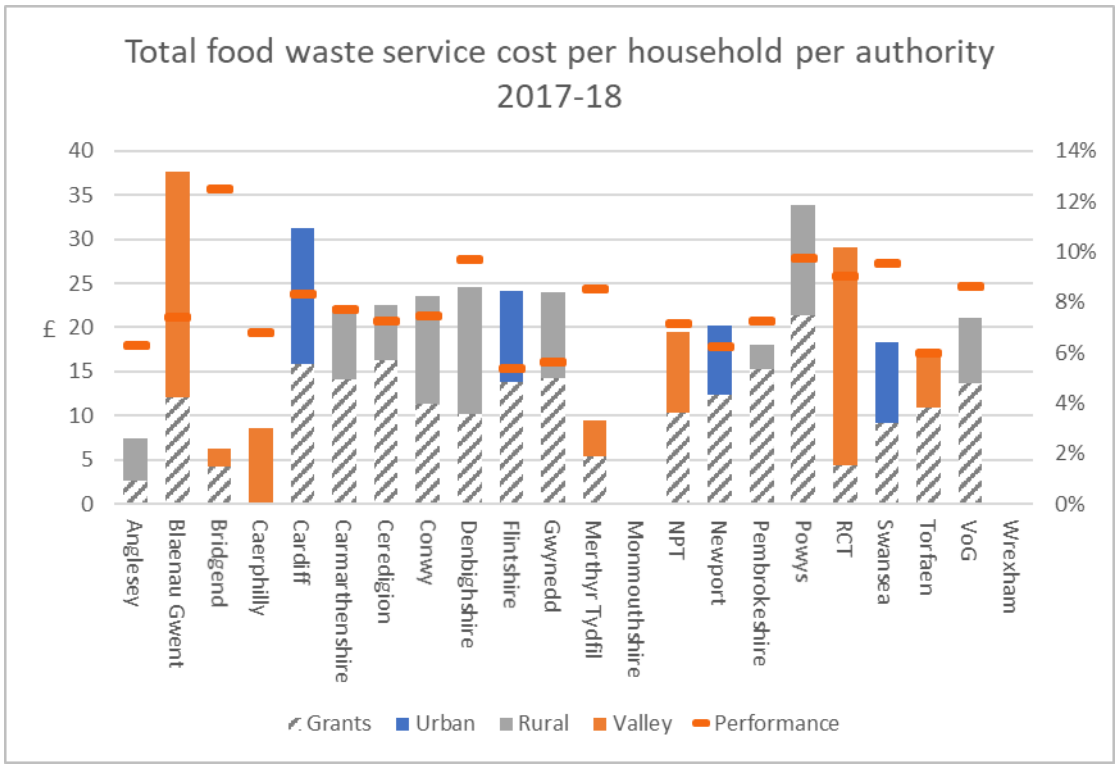


Figure 17 – Food waste service cost per household served.[8]

[8] In some charts Wrexham shows a cost per tonne but no cost per HH due to Wrexham collecting food waste together with green waste but treating them separately.

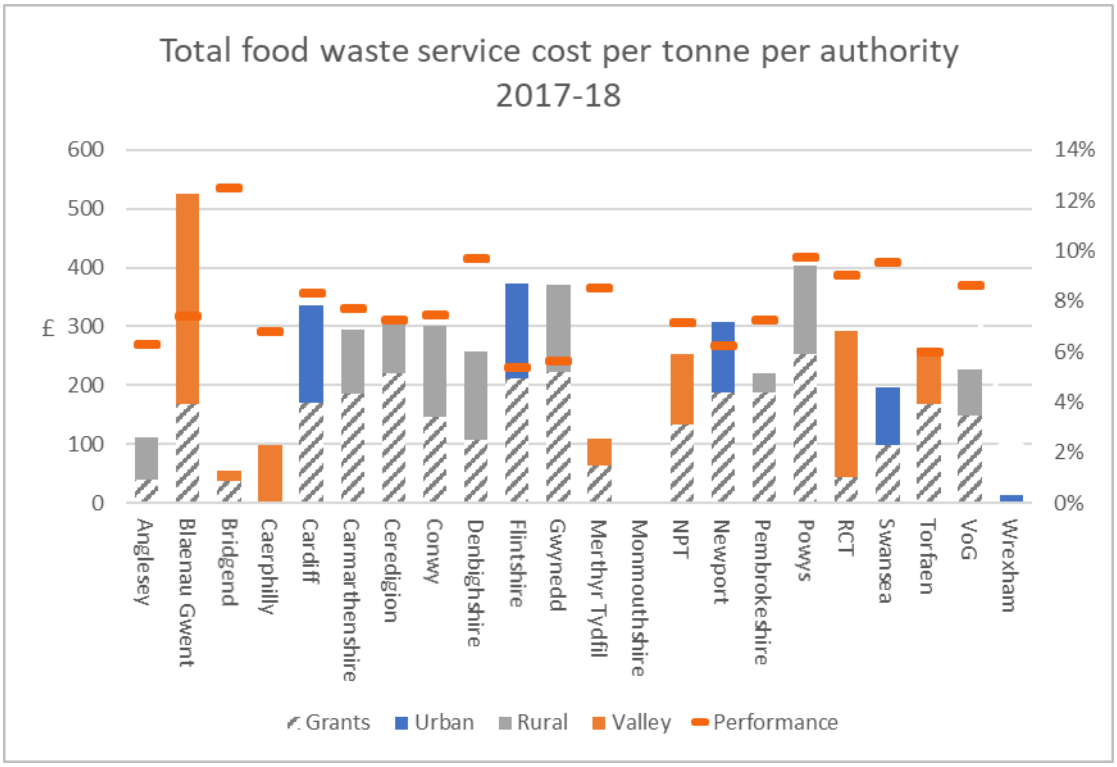


Figure 18 – Food waste service cost per tonne

36. Both cost and performance vary across the group. There is wide variation in yield as % of total MSW, from 5.4% to 12.4%, little difference to 2016/17. However, food waste recycled as % of MSW has increased overall. Greater divergence between cost bar and performance bar is likely to signify a higher performing service. For example, the service operated by Bridgend, exhibits both a low cost and high yield. Food waste increased its contribution to overall recycling from 6.4% in 2016/17 to 7.3% in 2017/18. Tonnage increased by 11,500t and similarly median costs also increased suggesting a rise in the cost of food waste services when compared to 2016/17. Caerphilly and Carmarthenshire now collect food waste separately and not co-mingled with green as previously the case in 2016/17.

Green waste only

37. The total net cost of providing separate green waste collection are shown in Figure19 (cost per household served) and 20 (cost per tonne collected). It is important to note that the cost is divided by the total number of households not the number of users or subscribers. The performance, in terms of the contribution of recycled food to overall recycling performance is shown on the right-hand axis and can be seen as the orange line on the chart.

38. During 2017/18 Bridgend, Carmarthenshire, Denbighshire, Gwynedd, Monmouthshire and Pembrokeshire were charging residents for the kerbside collection of garden waste. Powys did not collect garden waste at the kerbside.

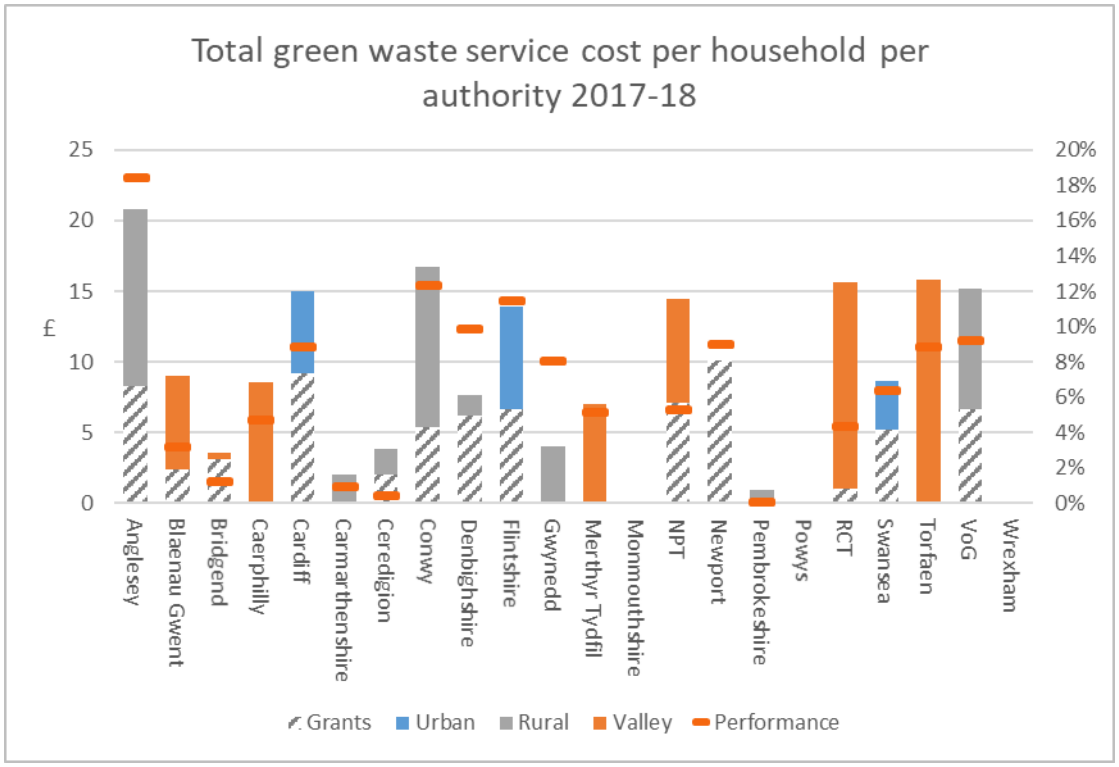


Figure 19 – Green waste service cost per household served.

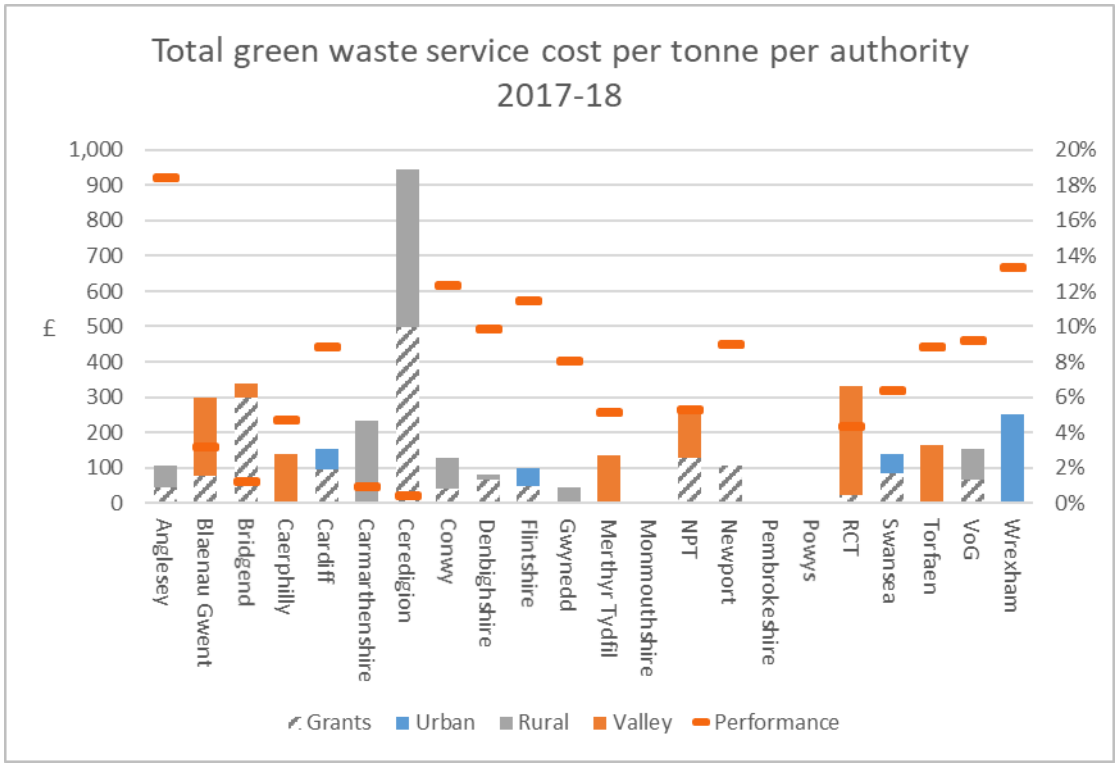


Figure 20 – Green waste service cost per tonne

39. Again, a wide variation in both costs and performance can be seen across the group. The divergence between cost and performance data seen for authorities like Conwy, Anglesey and Flintshire would suggest that they are relatively efficient services. There is a clear link between authorities collecting the most incurring highest costs. Gwynedd and Carmarthenshire both introduced charges this year; Gwynedd's net costs dropped significantly but contribution to recycling also dropped in line with this. It is not possible to compare Carmarthenshire's drop in costs as they didn't previously provide a separate garden waste service. Ceredigion's costs appear to be high in comparison to other LAs on a per tonne basis, mainly because of the relatively low tonnage of garden waste that is collected at the kerbside.

40. Variations seen in yield and therefore cost per tonne/household are likely influenced by a number of factors such as rurality, property type and whether charging is in place.

Co-mingled food and green waste

41. Some authorities co-collect the food and green waste fractions. The total cost of providing this combined food and green waste service are shown in figure 21 (cost per household served) and figure 22 (cost per tonne collected). The performance of the service, as mass collected as % of total MSW, is shown on the right-hand axis and can be seen as the orange line on the chart.

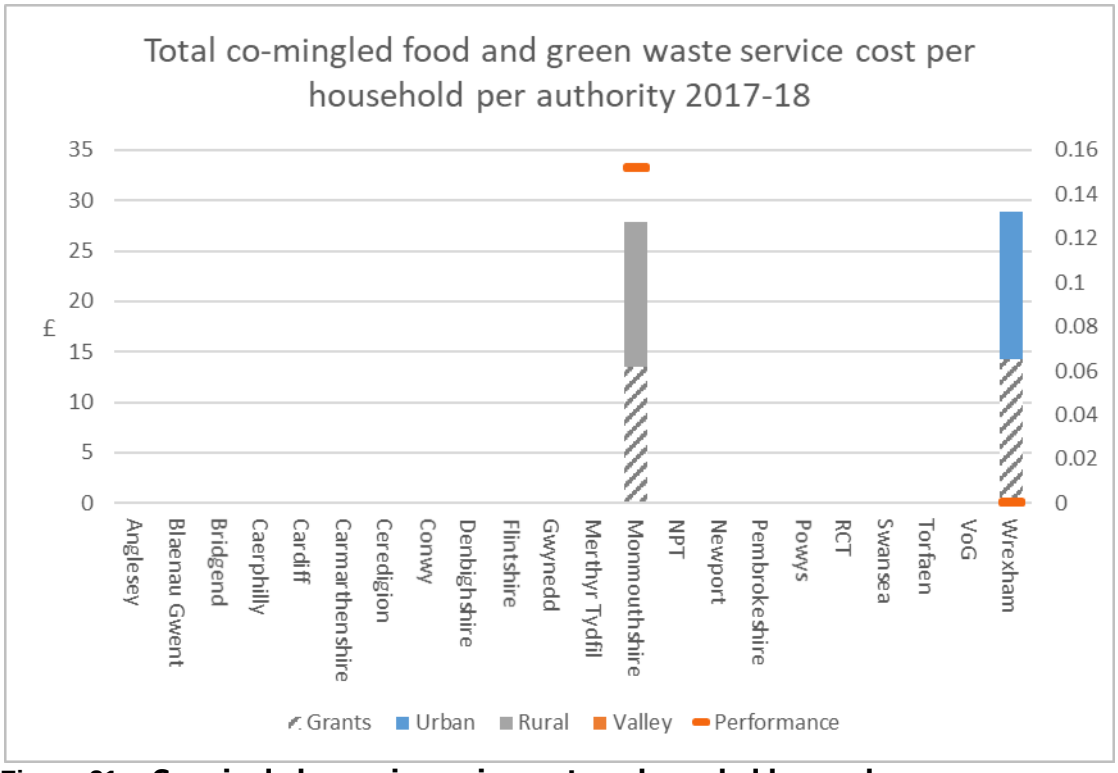


Figure 21 – Co-mingled organic service cost per household served.

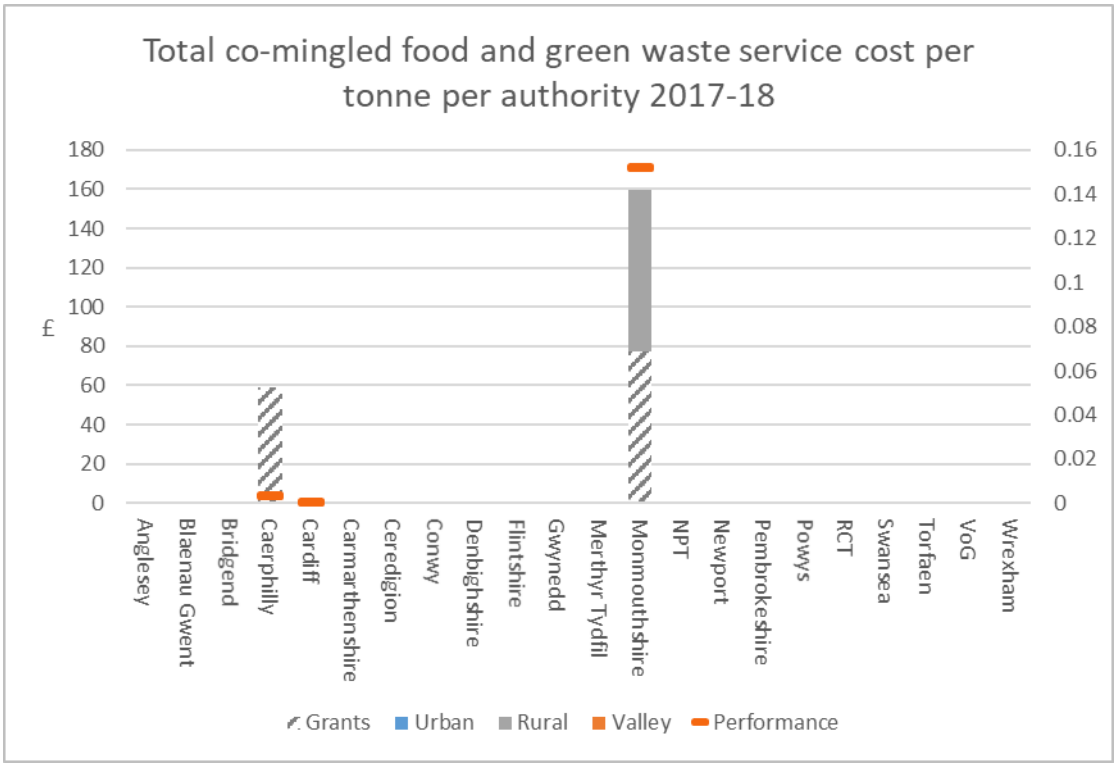


Figure 22 – Co-mingled organic service cost per tonne

42. For all organics collections it can be seen that there are wide variations in costs across the group. The variation in costs is most pronounced when comparing on a per tonne basis. Low yields from new services especially from chargeable green waste services, coupled with elevated start-up costs results in some authorities exhibiting higher service costs.

43. If all costs associated with various organic collection services are aggregated, it is possible to compare total expenditure in 2016/17 with that of 2017/18:

	16/17	**17/18**	**% change**
Organic	£48,462,082	£47,940,387	-1.1%
Grant (SRG)	£24,222,438	£22,509,146	-7.07%

44. Food waste services are now well established by local authorities, fewer changes are being made to services therefore costs are becoming more stabilised. Performance in terms of total organic waste mass collected from the kerbside decreased by 1,272 tonnes following an increase of 4,227 in 16/17.

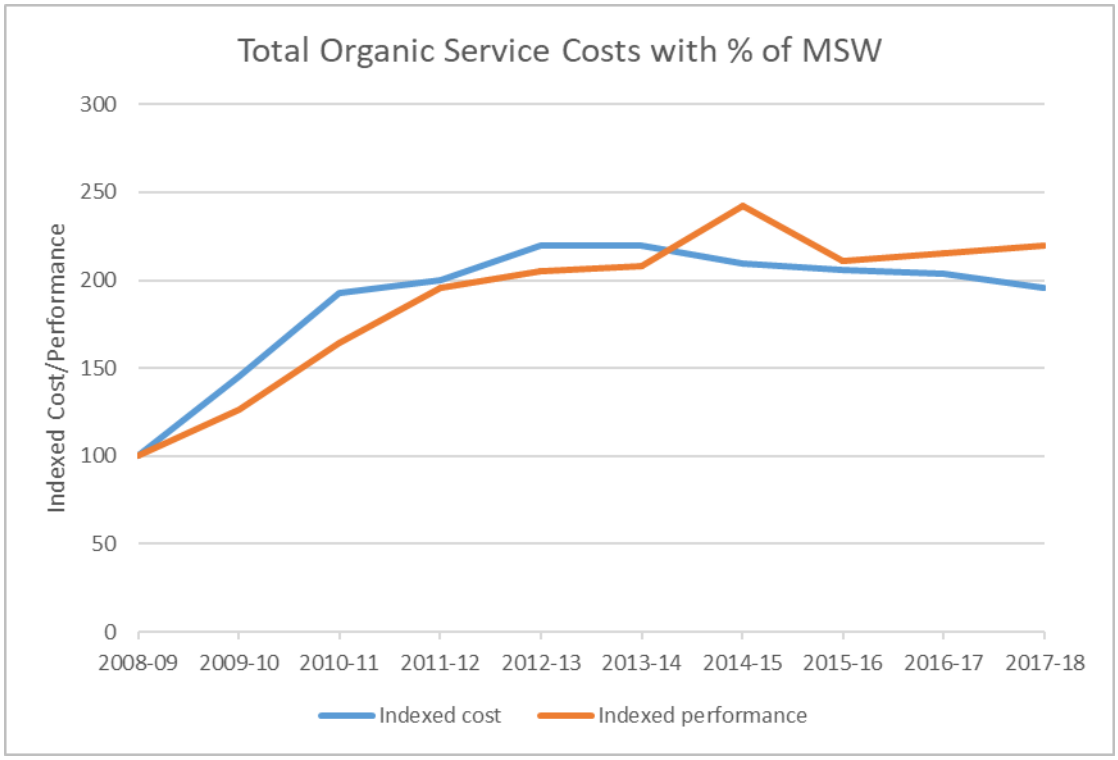


Figure 23 – Organic waste costs since 2008/09

45. The longer term trend can be seen in Figure 23. The nine years since 2008/09 have seen significant investment in organic waste services. A rapid expansion of food waste services took place with virtually all Welsh households now served by a collection scheme. This expansion of services has seen the total mass of organic waste, as a proportion of total MSW rise greatly over the same period as shown by the orange line in figure 23. However the mass organic waste collected at the kerbside decreased in 2017/18 by 0.6% despite an increase of nearly 15,000t of garden waste and 11,744t of food waste from separate collections. The drop in organics collected could be due to initial service changes i.e authorities moving from co-mingled to separate collections. More authorities introducing charging and restricting the frequency and capacity of garden waste collections is also likely to effect tonnages.

    Cost of organic waste service decreased by 1.1% but due to inflation of 2.83% this represents a greater reduction in expenditure in real terms.

Collection costs

46. From the core data, it is possible to further break down the whole system costs and examine the various constituent costs such as collection, transfer and treatment.

Separate food waste collection

47. The food waste collection cost is shown in Figure 24 (cost per household served) and Figure 25 (cost per tonne collected). Caerphilly and Carmarthenshire now collect food waste separately and not co-mingled with green as previously the case in 2016/17.

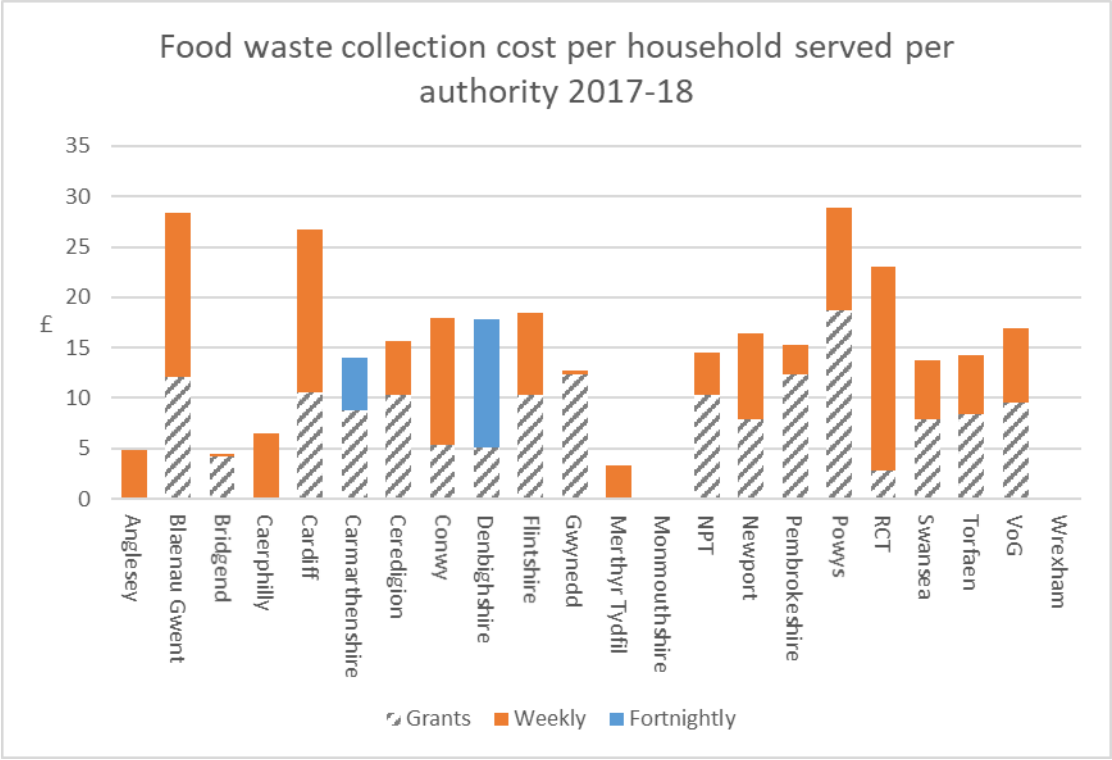


Figure 24 – Food waste collection cost per household served.

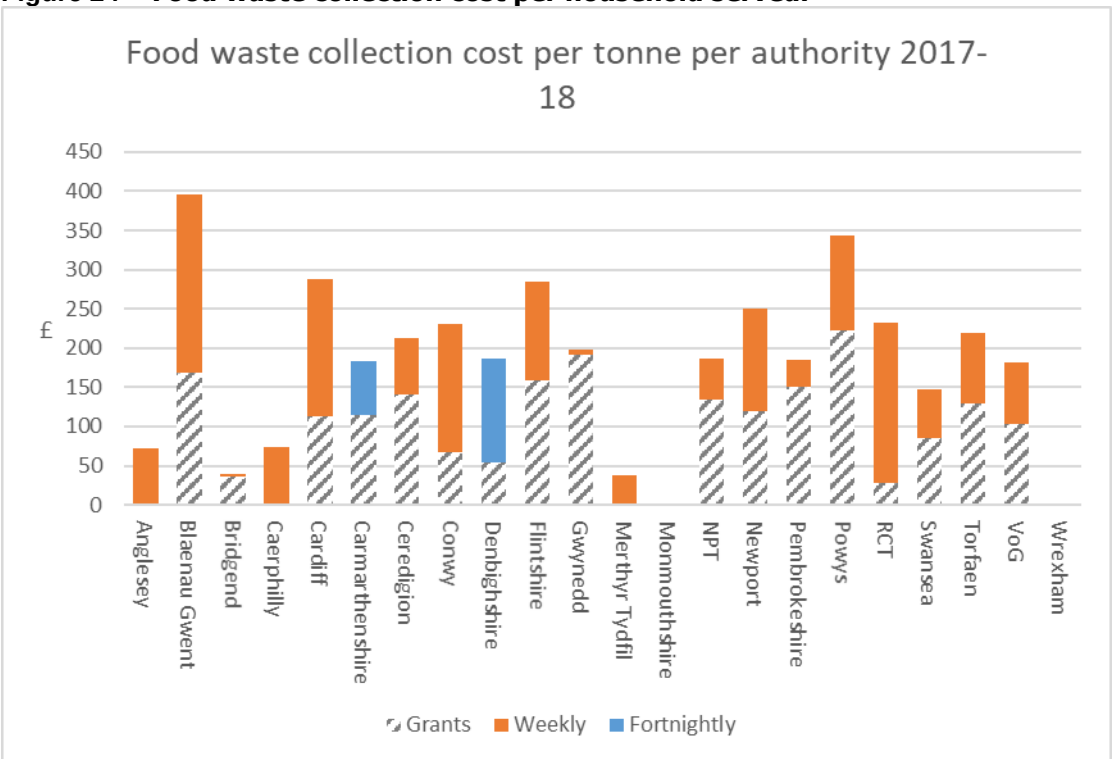


Figure 25 – Food waste c ollection cost per tonne

Separate green waste collection

48. The green waste collection cost is shown in Figure 26 (cost per household served) and Figure 27 (cost per tonne collected).

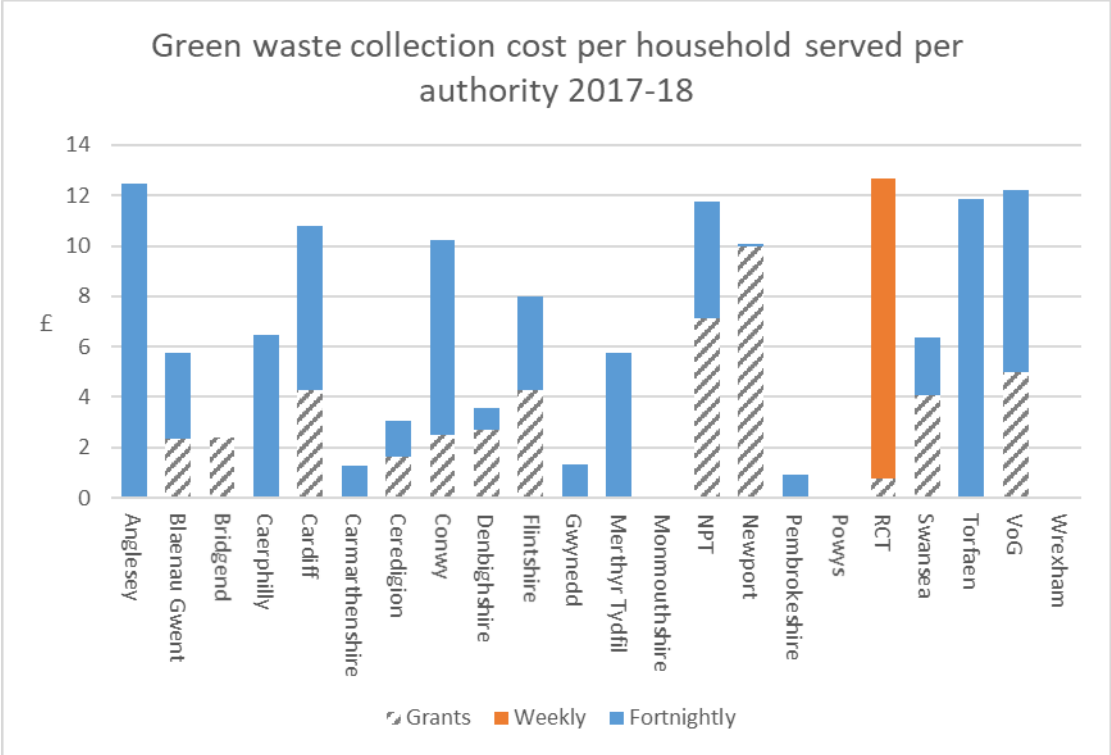


Figure 26 – Green waste collection cost per household served.

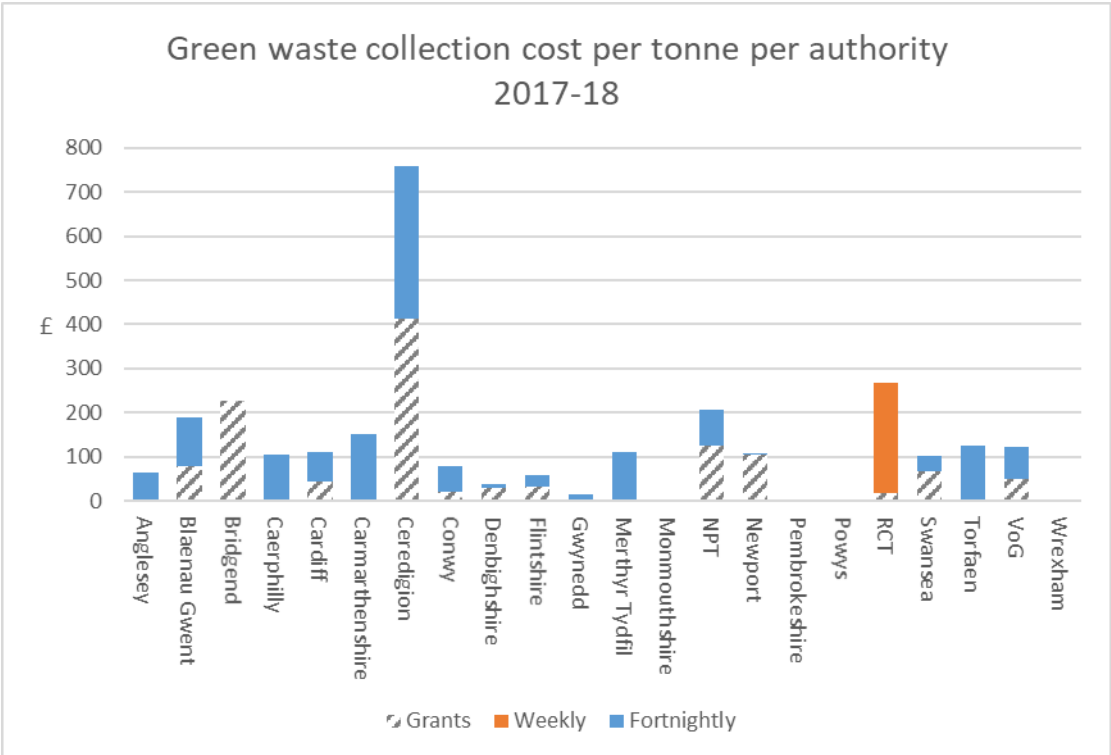


Figure 27 – Green waste collection cost per tonne

Combined food and green waste

49. Costs for authorities collecting food and green waste fractions together are shown in Figure 28 (cost per household served) and Figure 29 (cost per tonne collected). Colour coding denotes frequency of collection.

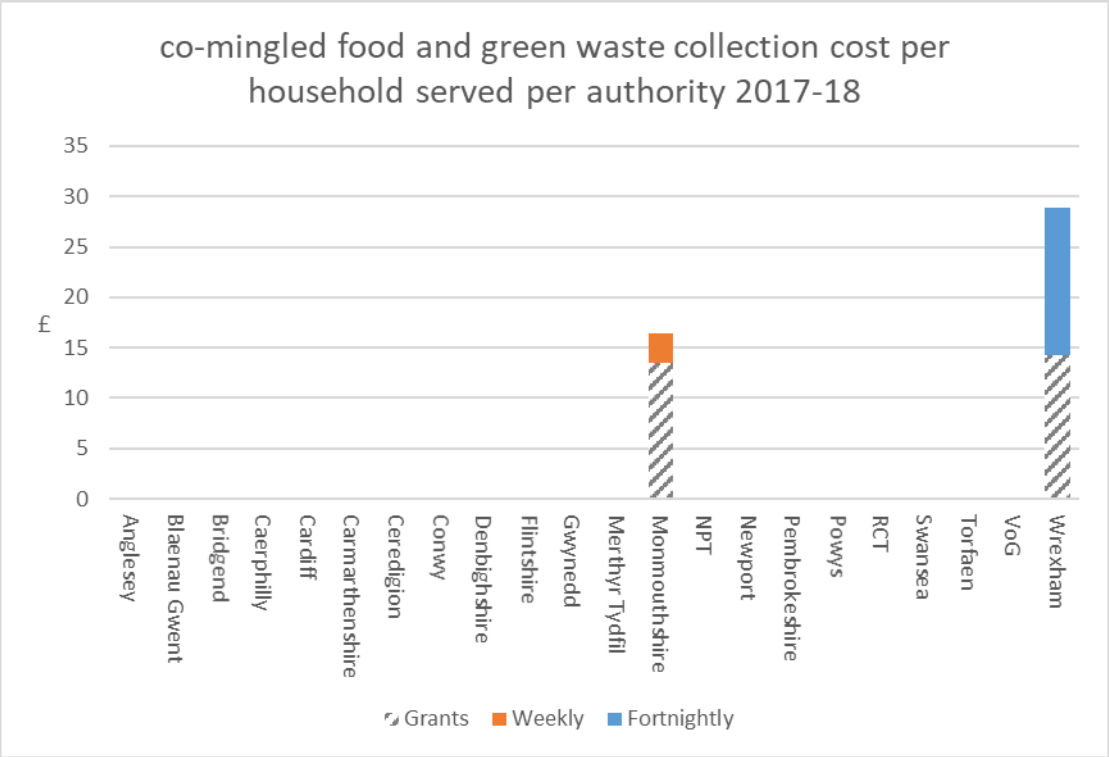


Figure 28 – Combined food and green waste collection cost per household served.

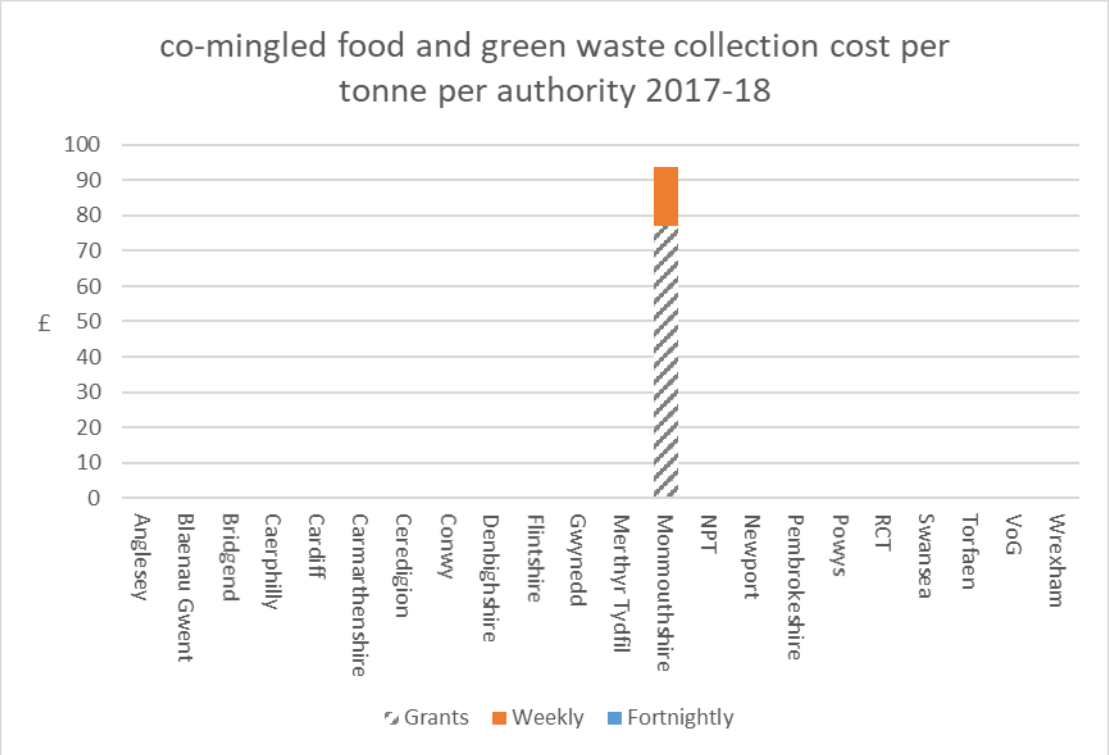


Figure 29 – Combined food and green waste collection cost per tonne

50. It can be seen that for all organic waste services, collection costs are by far the greatest contributor to overall service cost, contributing to 71% of the total service cost. It is also important to note that Monmouthshire and Wrexham collect food and green waste co-mingled although in Wrexham the 2 streams are kept separate for treatment.

Treatment Costs

51. Organic material collected at the kerbside will require some form of treatment. Costs incurred will be dependent on several factors including overall mass sent for treatment and treatment methodology employed. Additional regulation applies to food waste requiring in-vessel treatment to be undertaken. This additional requirement is likely to result in higher unit treatment costs for both food waste and combined food and green waste services compared with those for segregated green waste.

Separate food waste

52. The food waste treatment cost is shown in Figure 30 (cost per household served) and Figure 31 (cost per tonne collected).

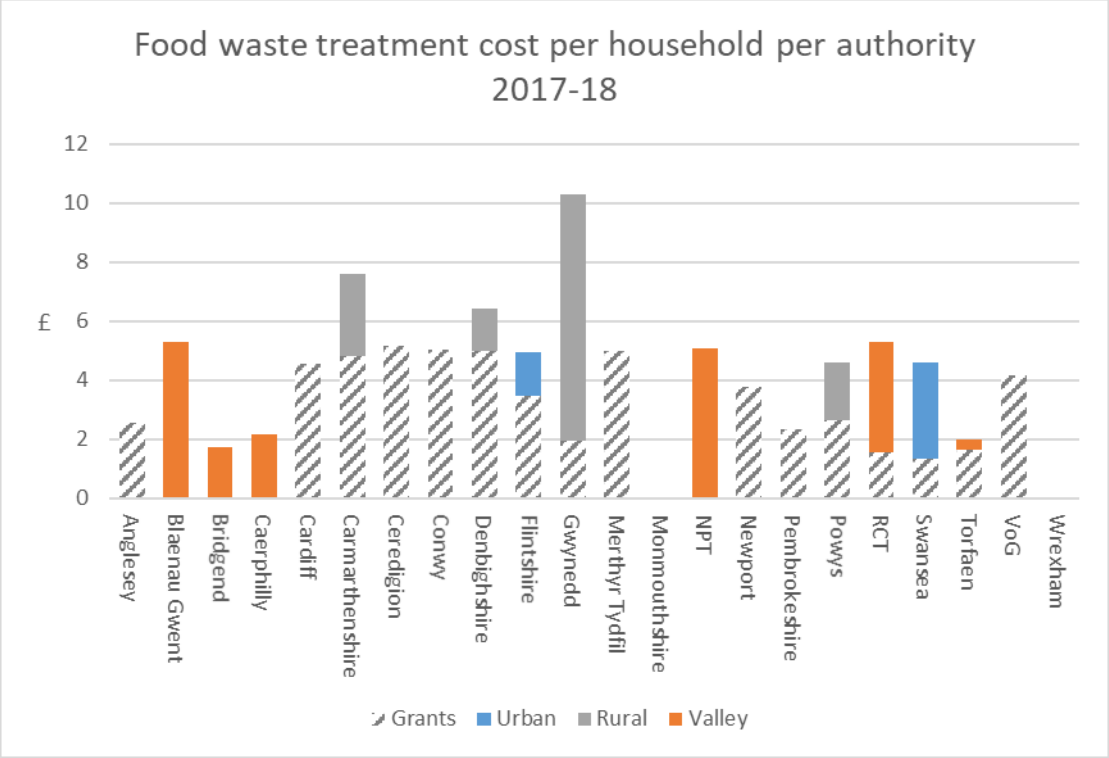


Figure 30 – Food waste treatment cost per household served.

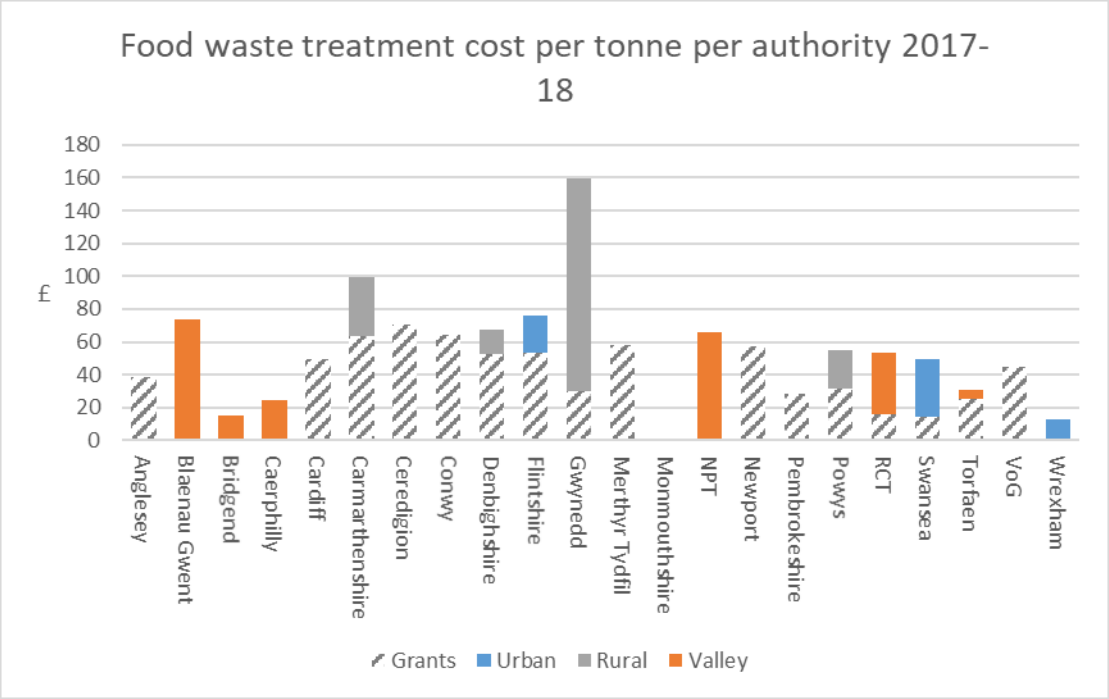


Figure 31 – Food waste treatment cost per tonne

Separate green waste

53. The green waste treatment cost is shown in Figure 32 (cost per household served) and Figure 33 (cost per tonne collected).

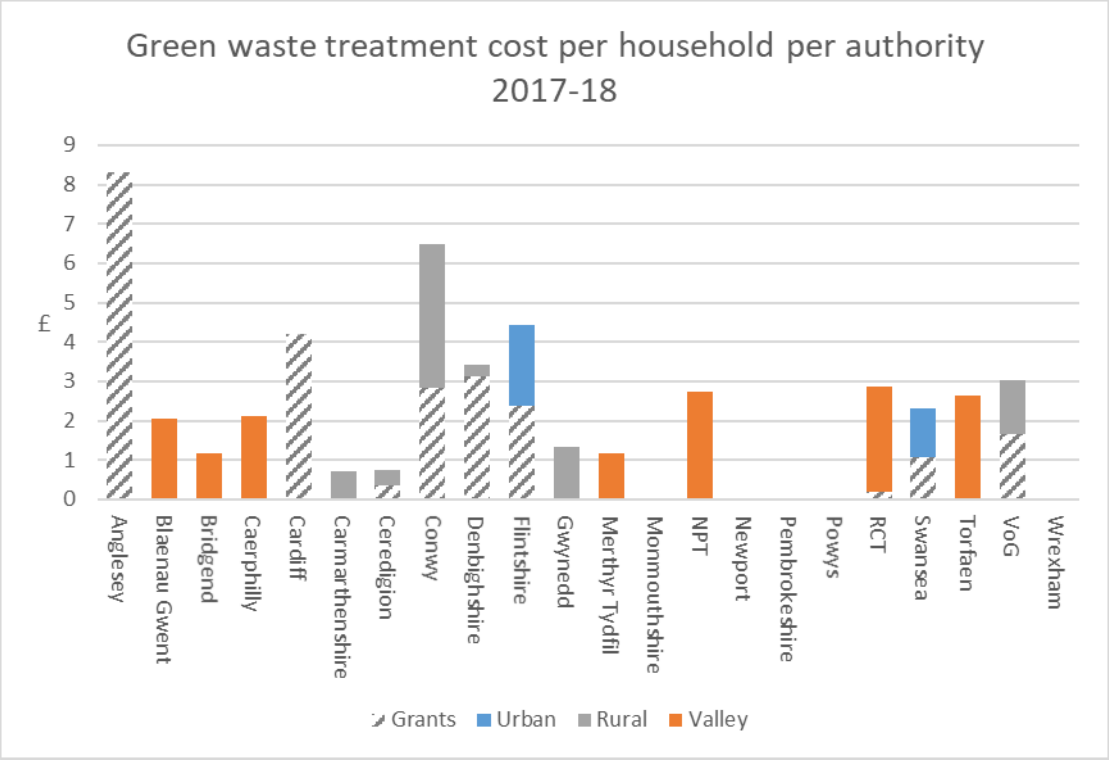


Figure 32 – Green waste treatment cost per household served.

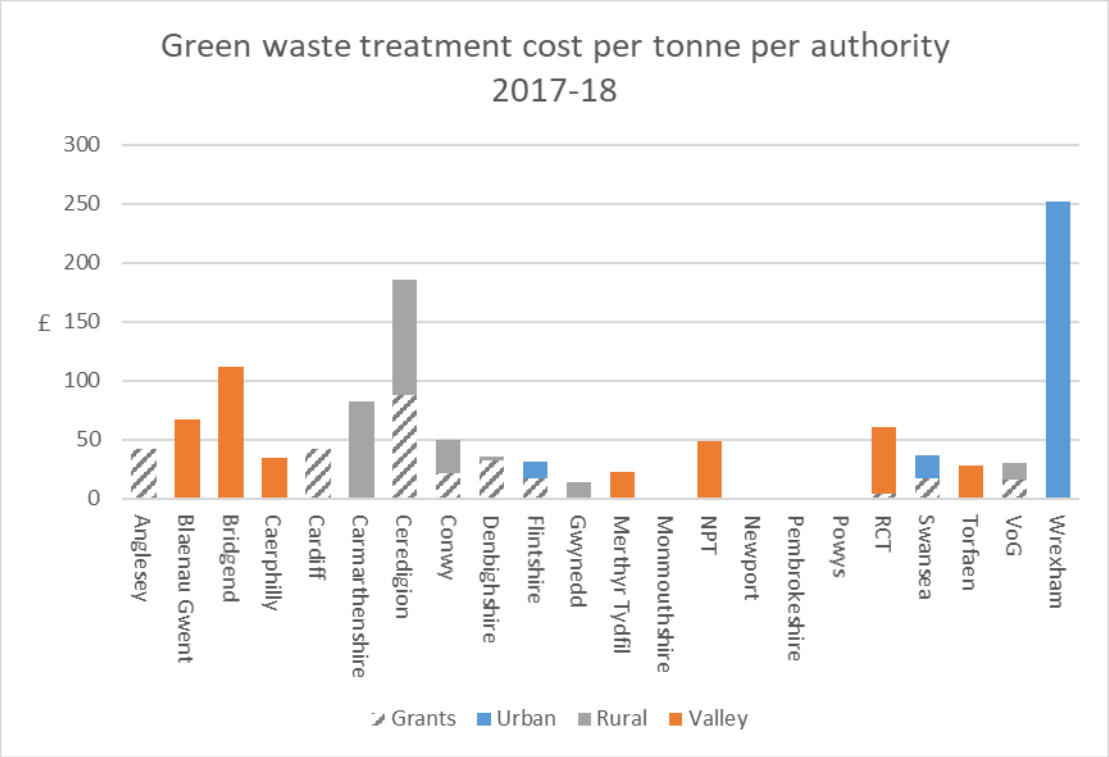


Figure 33 – Green waste treatment cost per tonne

54. Wide variation exists across the group for green waste treatment costs, mainly due to the variation in tonnage collected between LAs. The group average is £50 per tonne.

Combined food and green waste

55. Treatment Costs for authorities collecting food and green waste fractions together are shown in Figure 34 (cost per household served) and Figure 35 (cost per tonne collected).

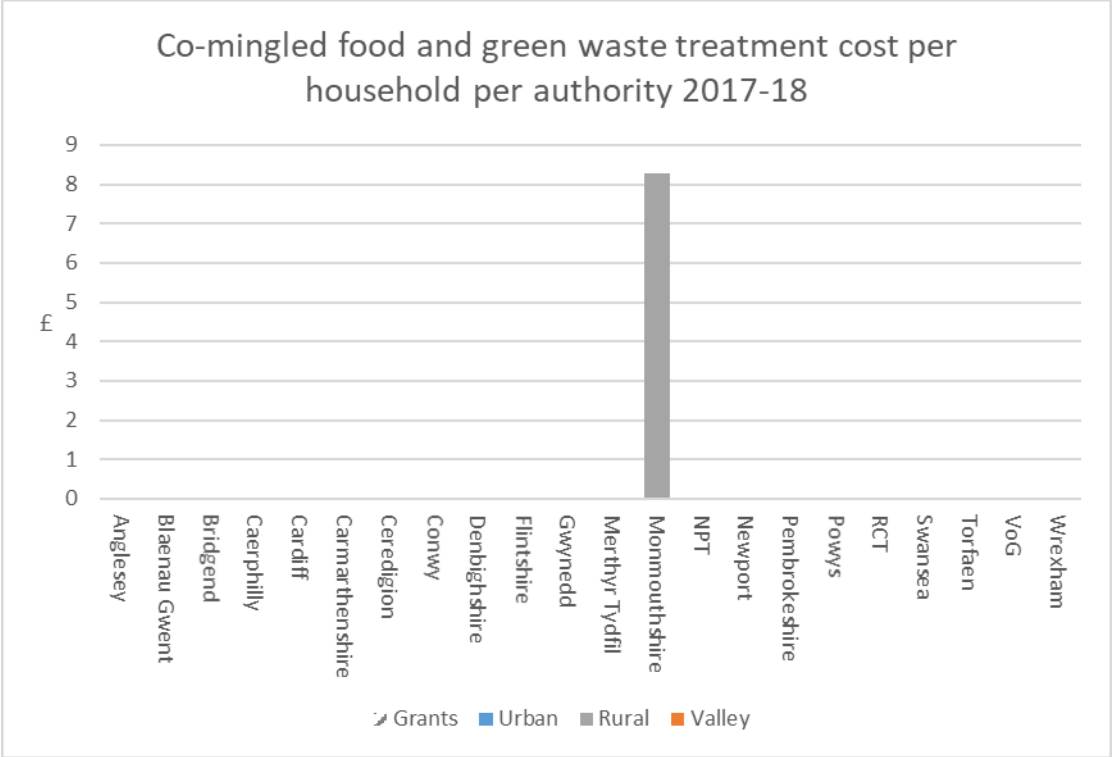


Figure 34 – Combined food and green waste treatment cost per household served.

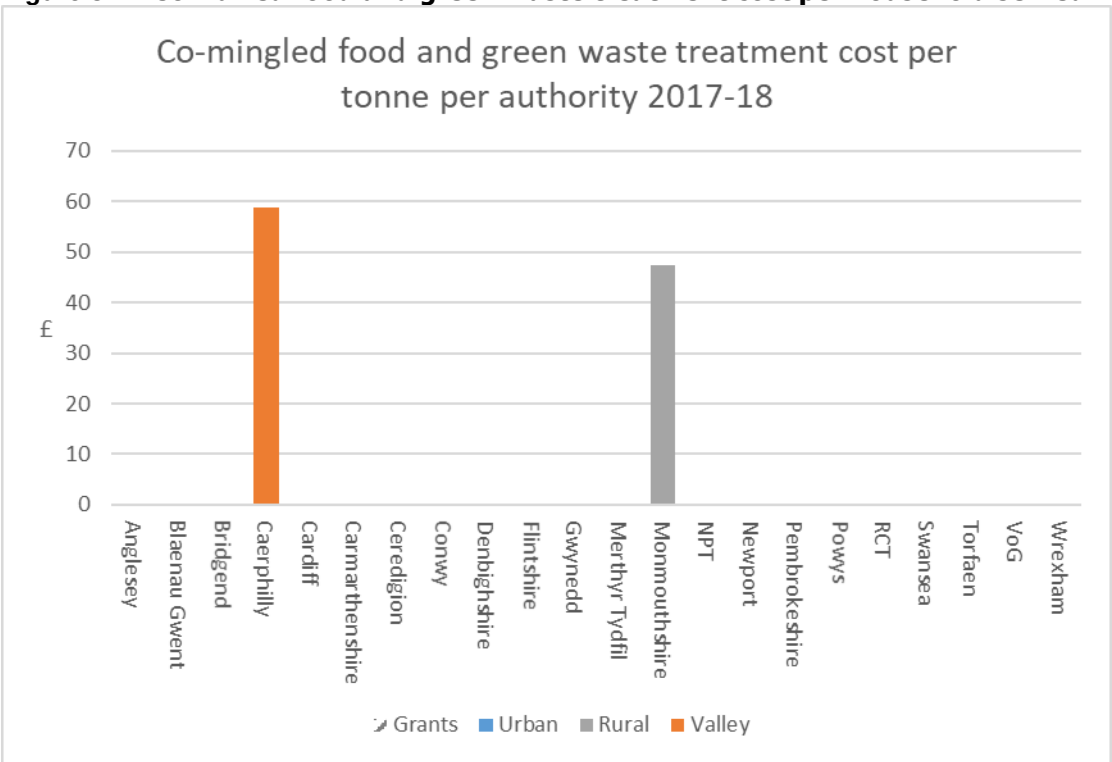


Figure 35 – Combined food and green waste treatment cost per tonne

Transfer, disposal and Income

56. A number of authorities are required to transfer collected material to treatment facilities. Costs incurred are relatively low in comparison with overall service cost, so for brevity are not included in main report. Similarly, costs incurred from disposal of non-compostable material (contamination) and incomes generated by organic waste services are low, data is therefore not included in main report.

Combined kerbside recycling & composting services

57. In order to provide efficient services many authorities offer collections of more than one waste stream using the same vehicles and crew. For example, many authorities routinely collect food waste and dry recyclate together, albeit in separate compartments, on the same vehicle. As costs for more than one service area are shared as a result, local authorities are required to make a reasonable apportionment of costs between services to enable them to complete their annual financial returns. Whilst the apportionments made are reasonable, there is a potential for error to occur. It is therefore useful to consider the combined costs of all services delivered at the kerbside in order to mitigate any potential error from apportionment.

58. Figure 36 and 37 below show the aggregated costs for all kerbside recycling services offered by local authorities. i.e. the aggregated total cost of dry recycling, food waste, green waste and combined food & green waste services. Not included are residual waste services and other smaller scale activities such as bulky waste, trade waste and clinical waste collections.

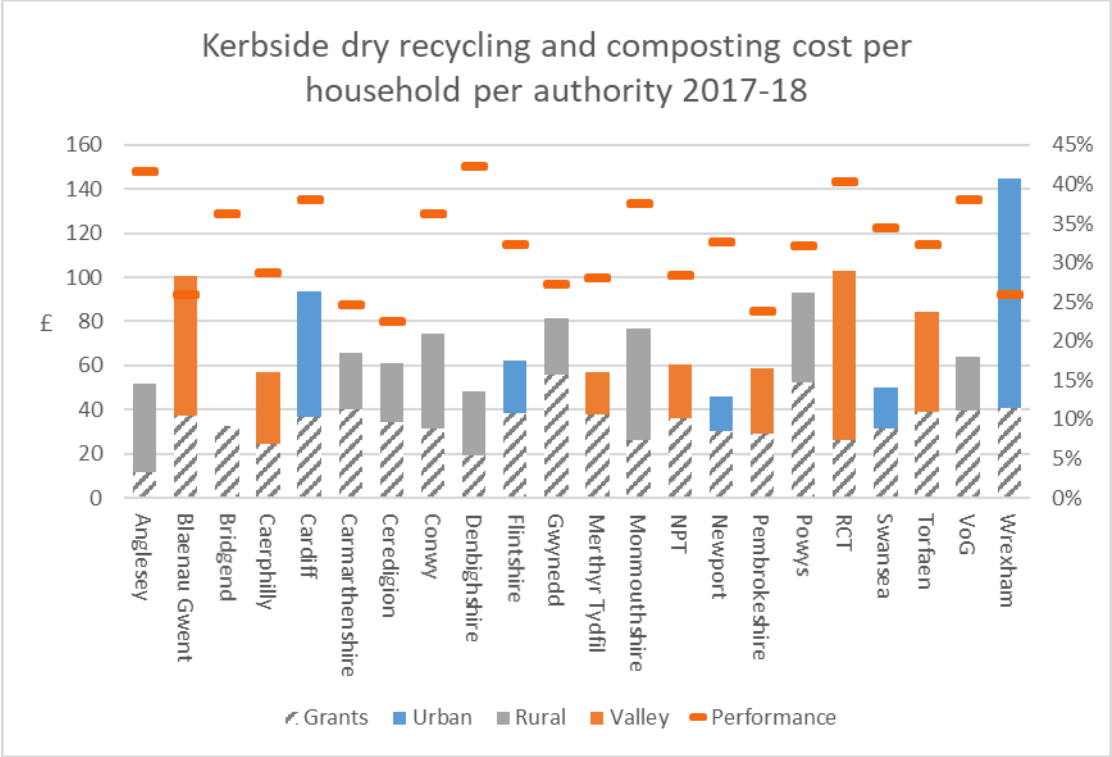


Figure 36 – Kerbside recycling and composting services – per household

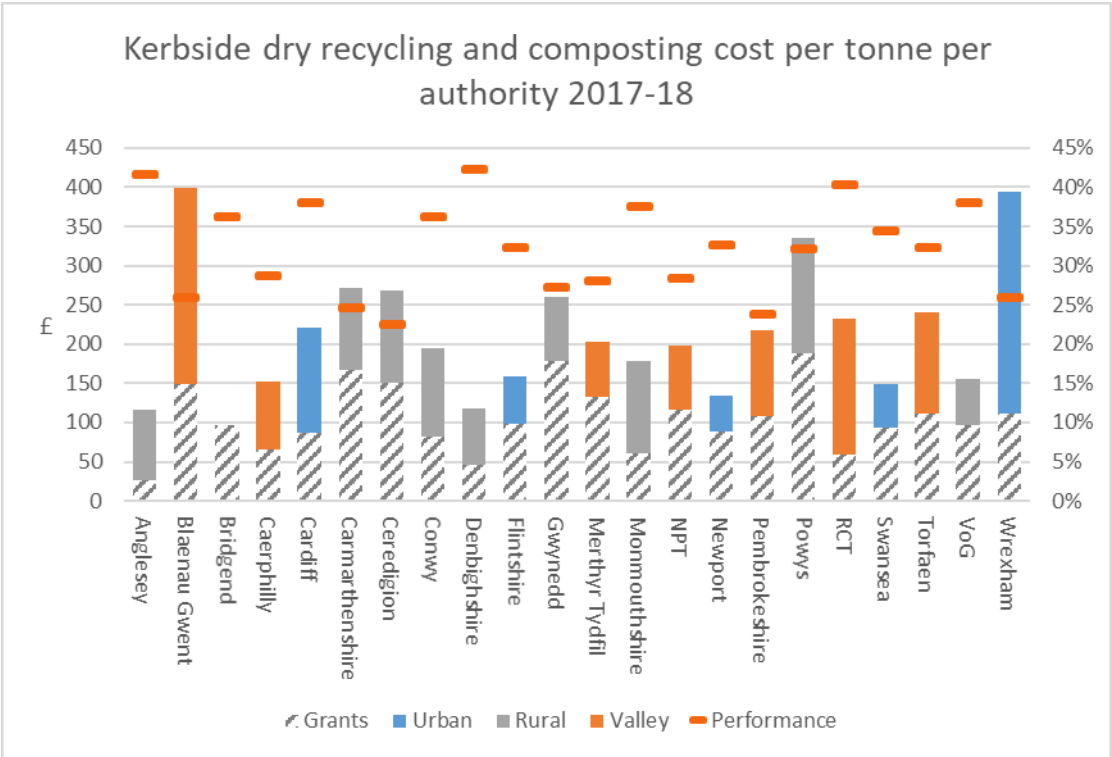


Figure 37 – Kerbside recycling and composting services – per tonne

59. Some variations in costs can be seen across the group, though most authorities are exhibiting combined service costs of less than £70 per household with a group median of £63.08, a drop of £4.46 per hh from 2016/17. Performance also varies across the group with between 22% and 42% of total MSW diverted via kerbside collection of material. Most local authorities range between £51.70per HH - £102.80per HH.

Residual Waste

60. The charts below show the aggregate cost of providing collection, transfer, treatment and disposal of residual waste. They show service costs net of any income (where applicable).

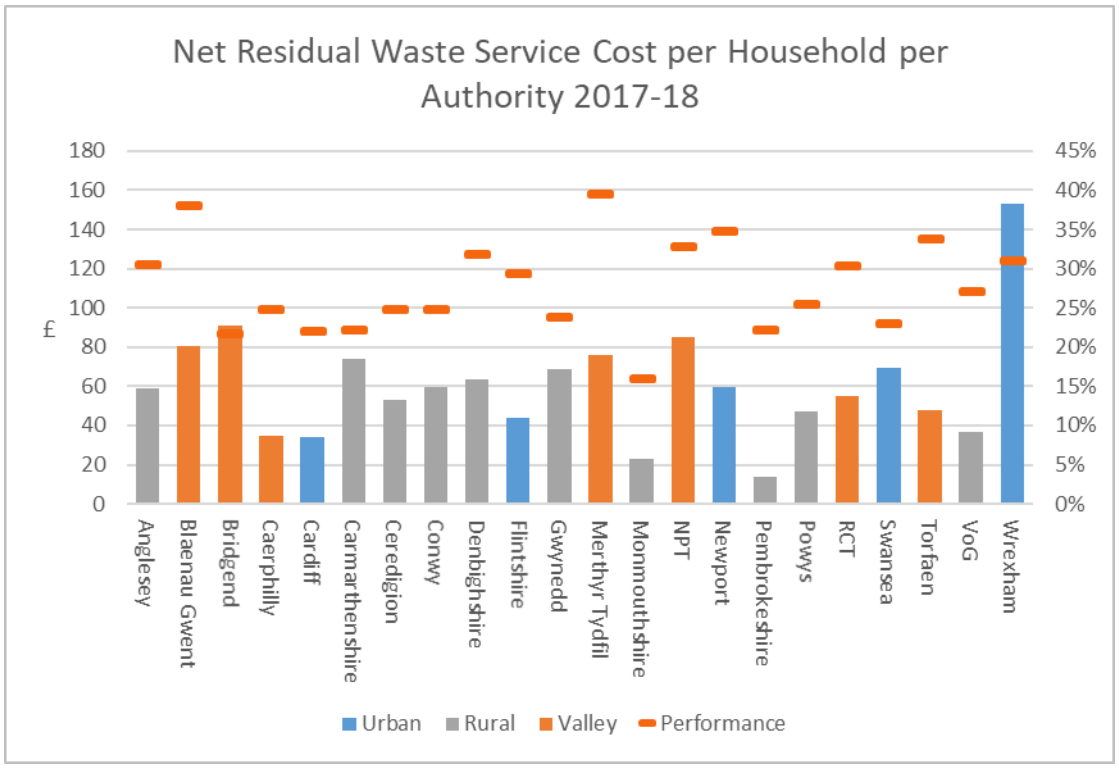


Figure 38 – Residual waste service cost per household

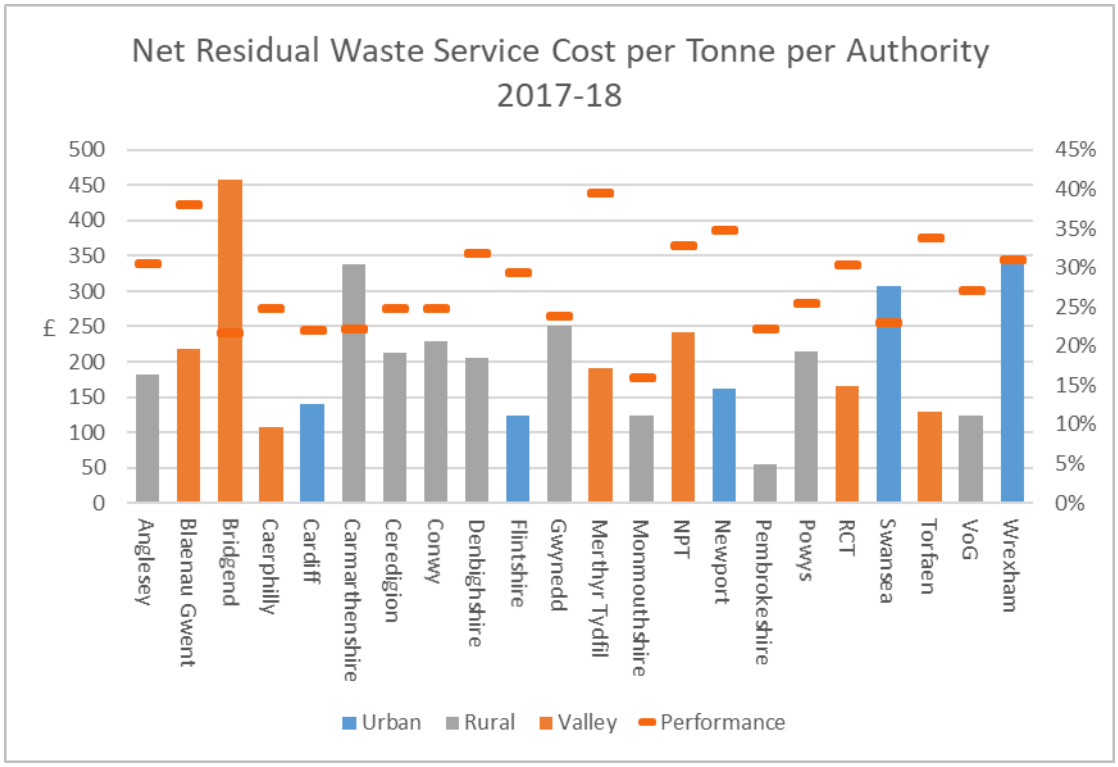


Figure 39 – Residual waste service cost per tonne

61. Performance data shows the proportion of MSW collected from the kerbside that is residual waste. Therefore, lower figures indicate a better performing service overall i.e. greater proportion of the total waste arisings is recycled. For example, Monmouthshire operated a low cost residual waste collection service relative to the group. Performance data indicates that the proportion of total MSW that is residual is one of the lowest across the group.

62. From the core data it is also possible to compare 2017/18 overall residual waste service expenditure with that of 2016/17:

	16/17	**17/18**	**% change**
Residual waste	£84,753,568	£83,799,039	-1.1%

63. 2017/18 saw a decrease in residual waste service costs, with net expenditure decreasing by almost £1m when compared to the previous year. In 2017/18 residual waste collected decreased by 14,230t. In 2017/18 all 22 Welsh authorities collected residual waste on at least a fortnightly basis, with Conwy trialling 4 weekly collections.

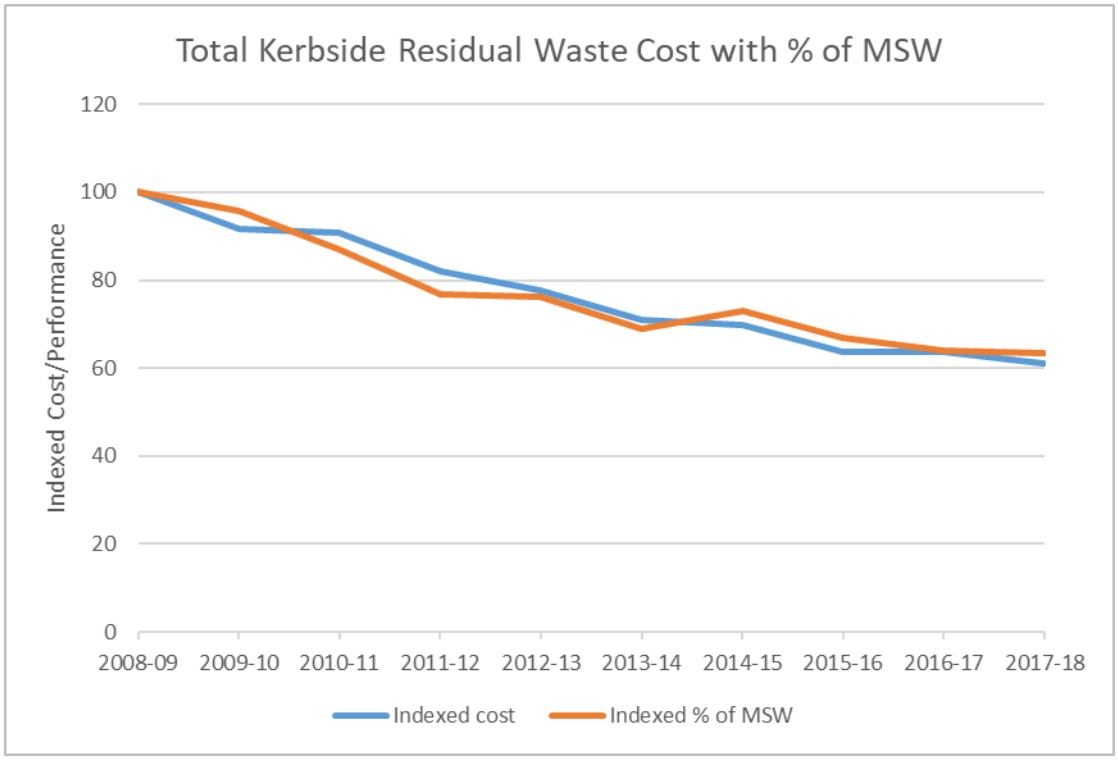


Figure 40 – Kerbside residual waste cost since 2008/09

64. The trend over the last nine years is shown in Figure 40. It can be seen that residual waste collection costs have dropped significantly since 2008/09 and continues to fall. However since 2015/16 the rate of fall is decreasing. This is likely to be linked to the plateauing of recycling performance.

Collection costs

65. The following graphs show residual waste collection costs.

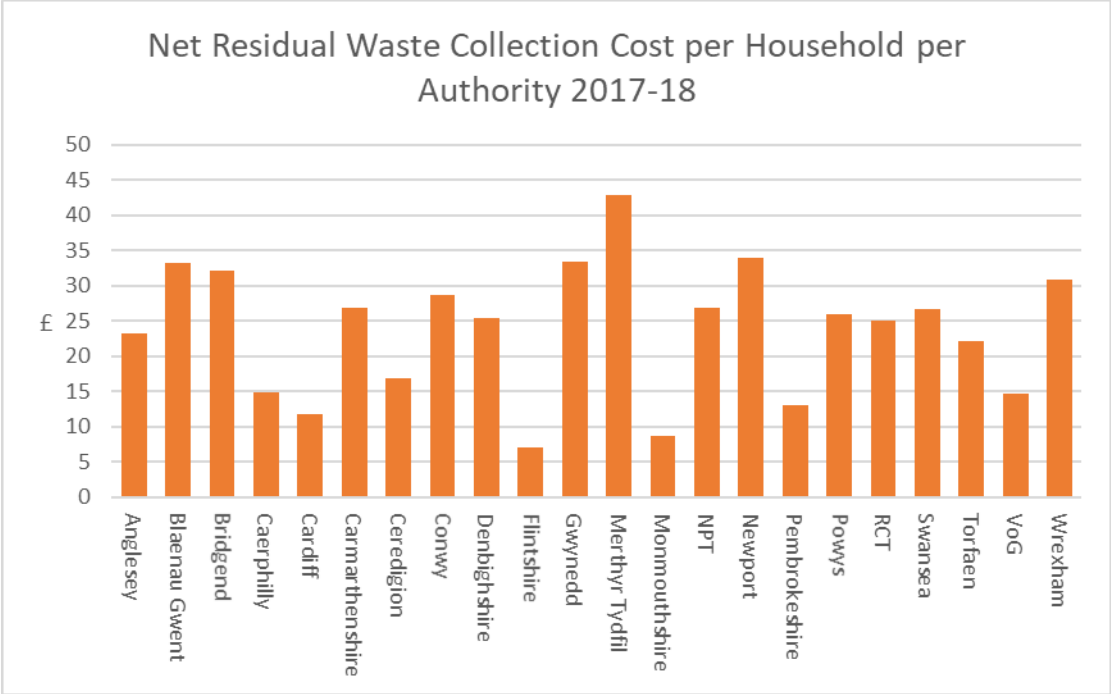


Figure 41 – Residual waste collection cost per household

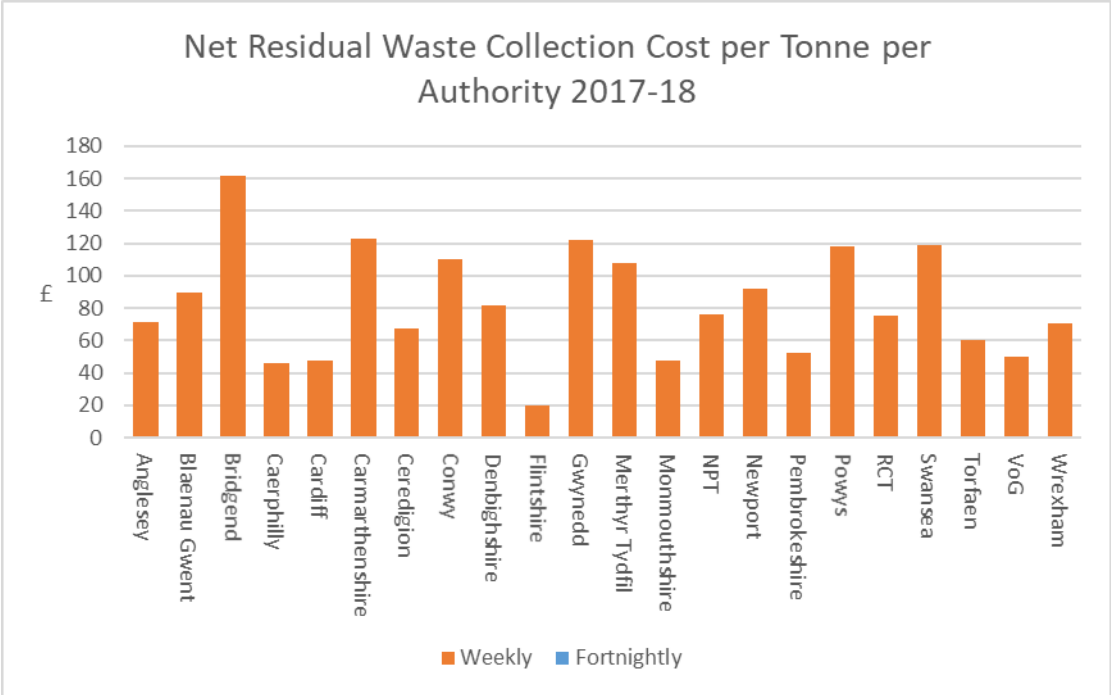


Figure 42 – Residual waste collection cost per tonne

Transfer costs

66. A significant number of authorities are required to transfer residual waste collected prior to onward treatment or disposal. Costs incurred are shown in Figure 43 and 44.

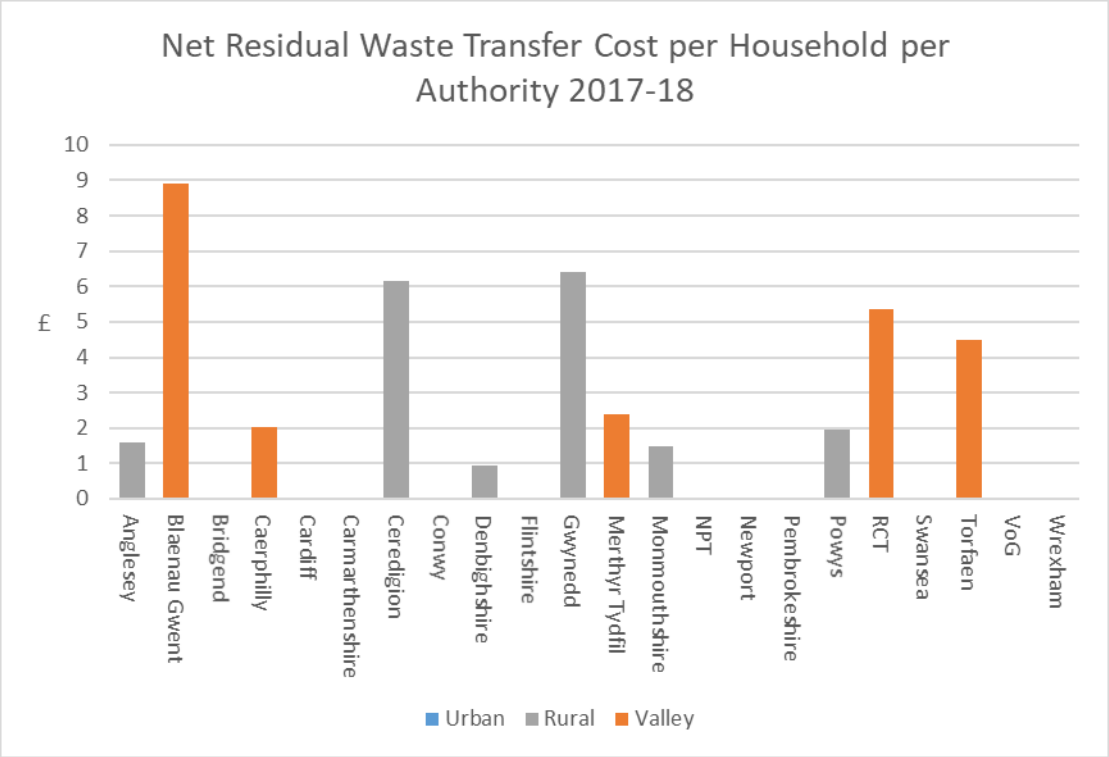


Figure 43 – Residual waste transfer costs per household

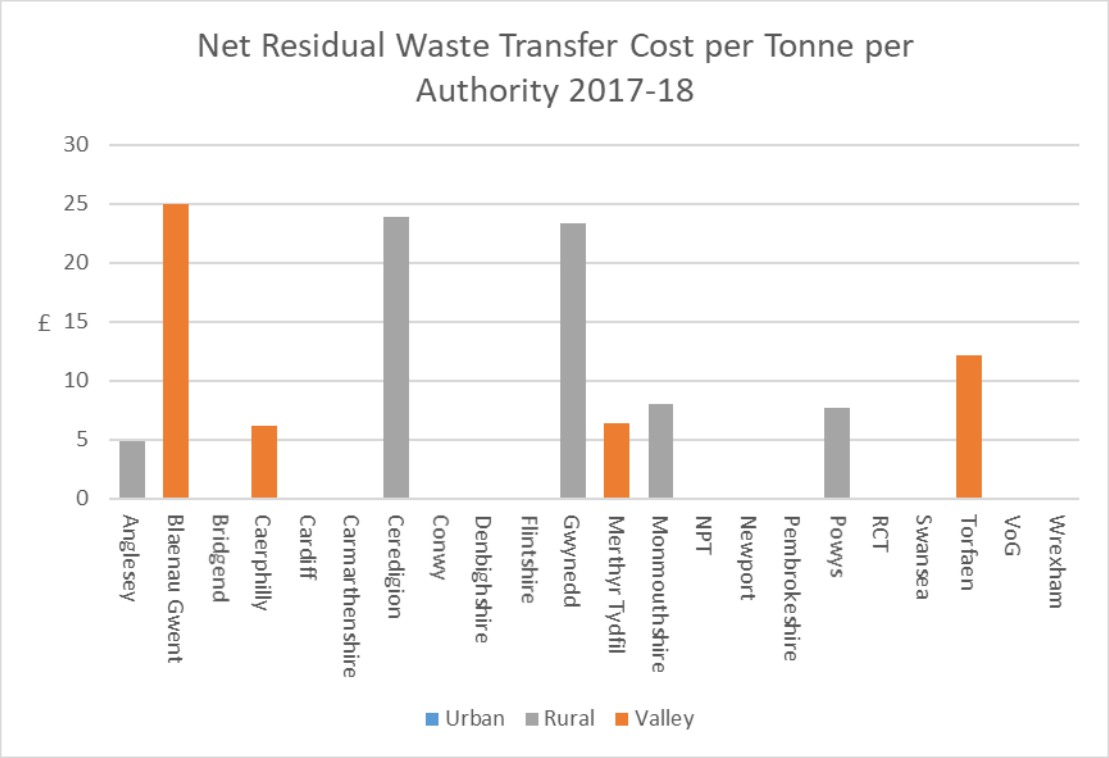


Figure 44 – Residual waste transfer cost per tonne

Treatment / processing costs

67. A growing number of authorities are adopting treatment technologies for managing their residual waste. Those authorities which exhibit treatment costs are shown in Figure 45 &46.

68. The cost of treatment or processing waste is shown. At present 17 authorities incur costs for treatment of residual waste at a combined net cost of £34.9m. Treatment costs have increased by £1.2m from £33.7m in 2016/17 to £34.9m in 2017/18. In some cases not all residual wastes are treated. The ongoing procurement of treatment facilities will mean that a continuing growing number of authorities are likely to incur waste treatment costs in the future.

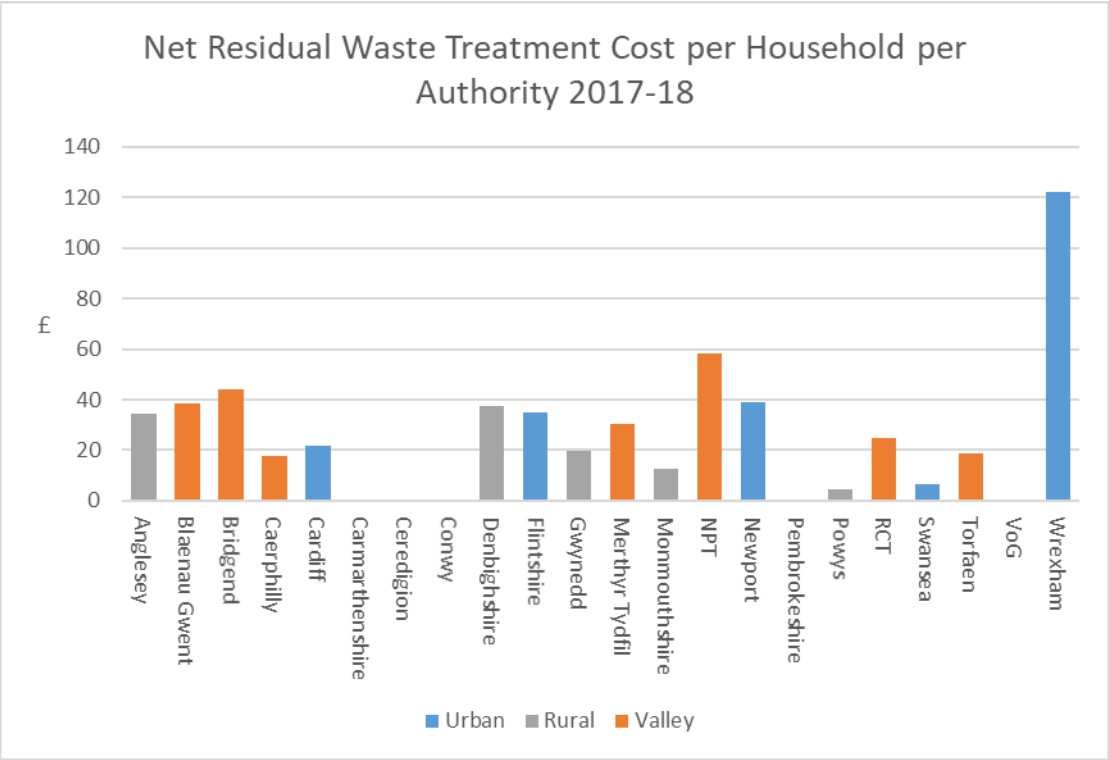


Figure 45 – Residual waste treatment cost per household

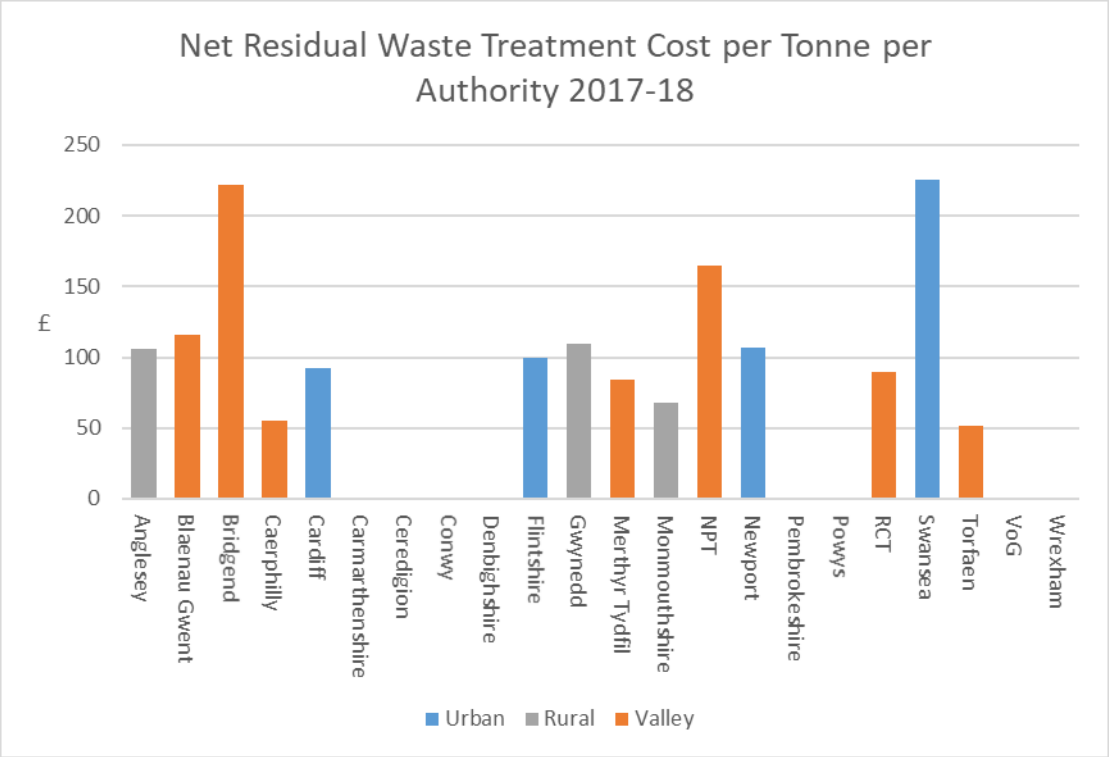


Figure 46– Residual waste treatment cost per tonne

Disposal

69. Figure 47 & 48 show the cost of disposing of the residual waste collected. These are generally based on fixed price contracts and costs will vary based upon local circumstances (such as availability of landfill options nearby), length of contract and date of contract commencement. Data is shown on a cost per household basis and as a cost per tonne.

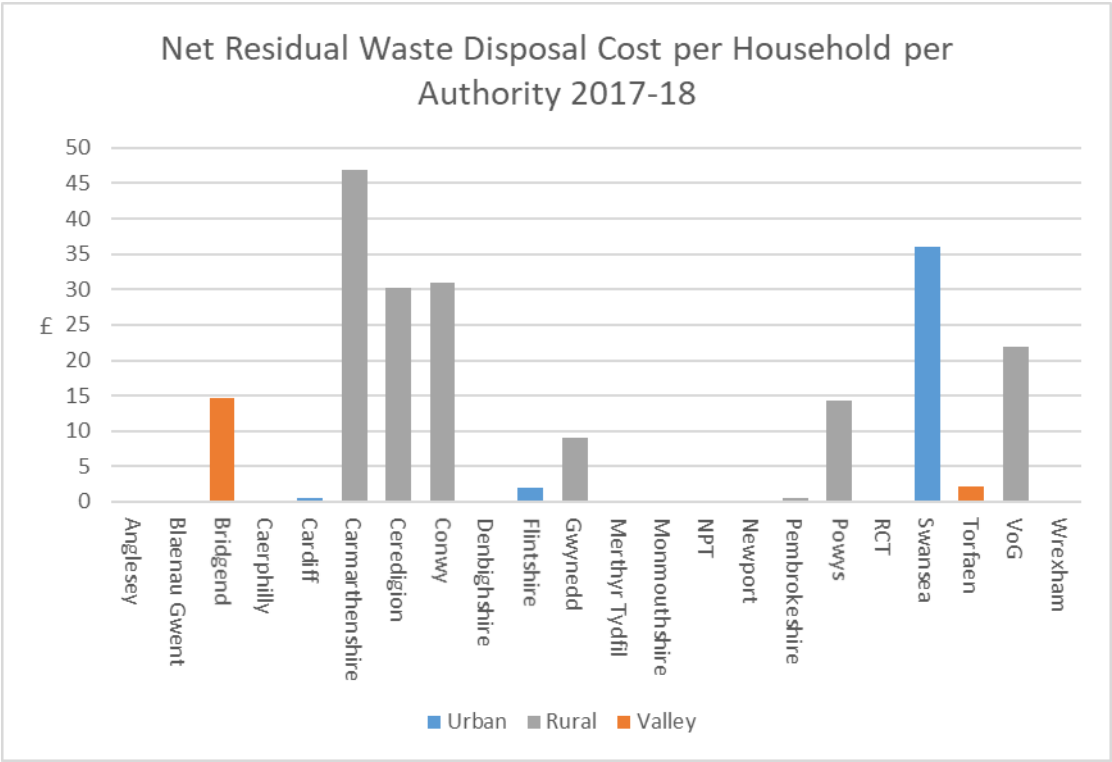


Figure 47 Disposal cost per tonne of Residual waste

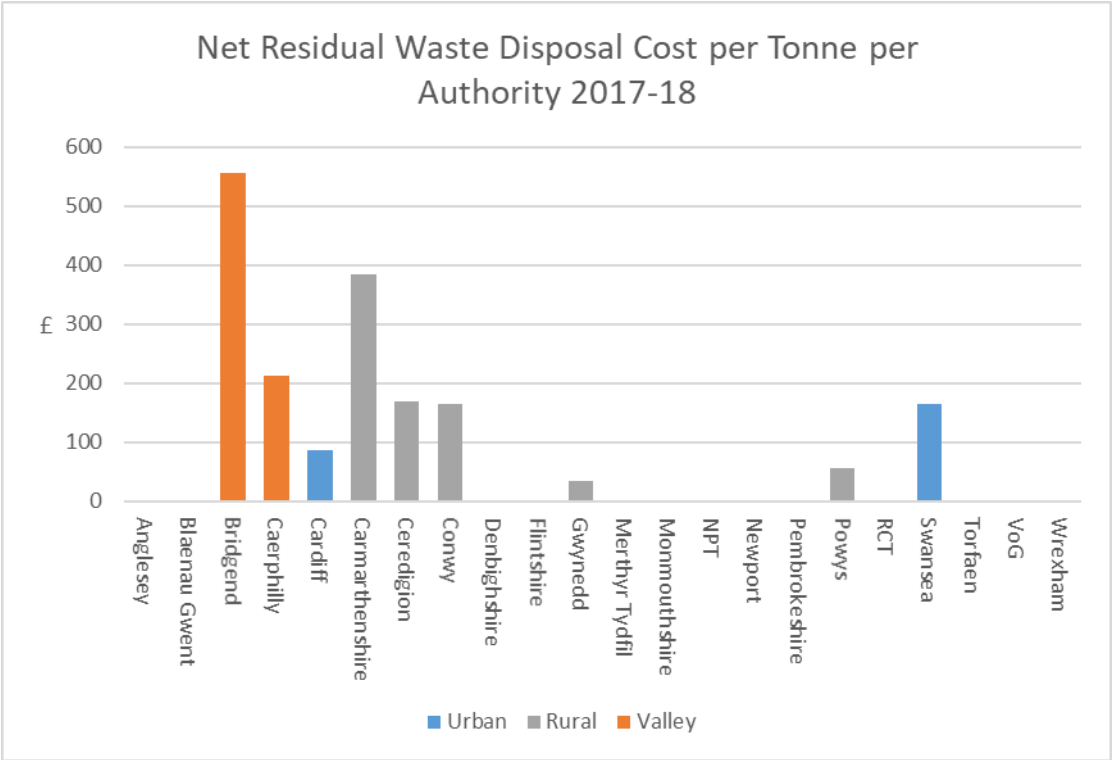


Figure 48 Disposal cost per tonne of Residual waste

Household Waste Recycling Centres

70. As before, cost is shown on the left-hand axis whilst performance, in terms of mass recycled via HWRC network as a proportion of total MSW, is shown on the right. Costs shown include both recycling and residual fractions dealt with at HWRCs.

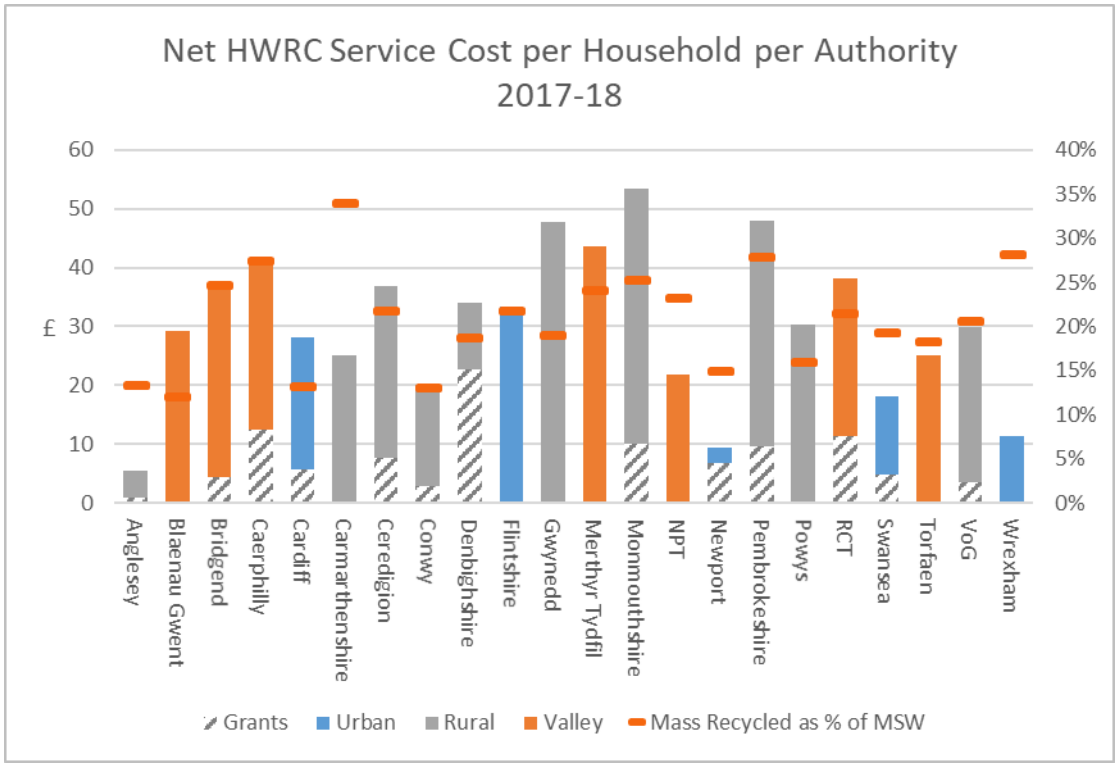


Figure 49 – HWRC site service cost per household

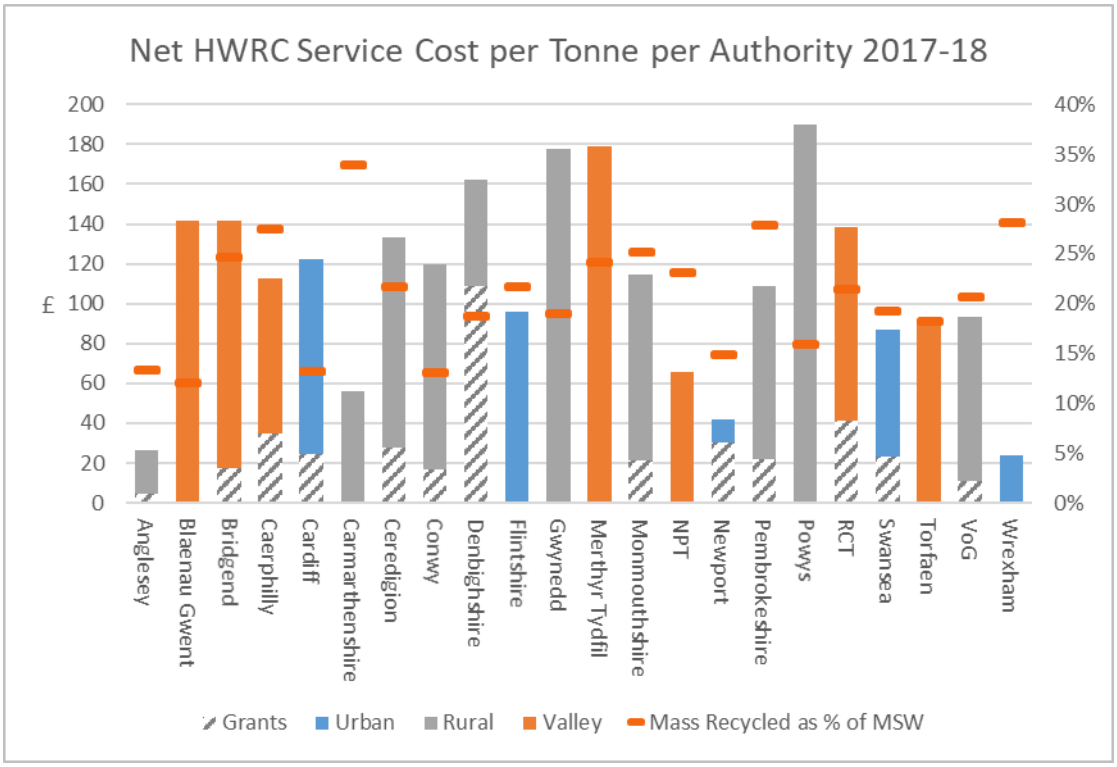


Figure 50 – HWRC service cost per tonne

71. Performance data indicates that contribution made by HWRCs to overall recycling rates can be considerable. In the case of Carmarthenshire, Pembrokeshire, Wrexham and Monmouthshire 25% or more of total MSW is recycled via HWRCs. Once again, divergence between cost and performance bars is likely to indicate a more efficient service. Wrexham, where cost per household and cost per tonne indicators are around the lowest of authorities, yet with 28% of total MSW recycled through HWRC site network, they are amongst the highest performing authorities. 2017/18 shows an increased variation in the contribution to recycling performance with authorities ranging from 12% to 34%.

72. From the core data it is possible to compare 2016/17 overall HWRC service expenditure with that of 2016/17:

	16/17	17/18	% change
HWRC	£43,226,539	£42,364,126	-2.0%
Grant (SRG)	£7,395,356	£7,064,027	-4.5%

73. It can be seen that expenditure on HWRCs decreased in 2017/18 which was likely due to closure of 3 sites and a 3% reduction in throughput of both recycling and residual waste. However during this time the proportion of MSW received at HWRC has remained unchanged at 31% since 16/17.

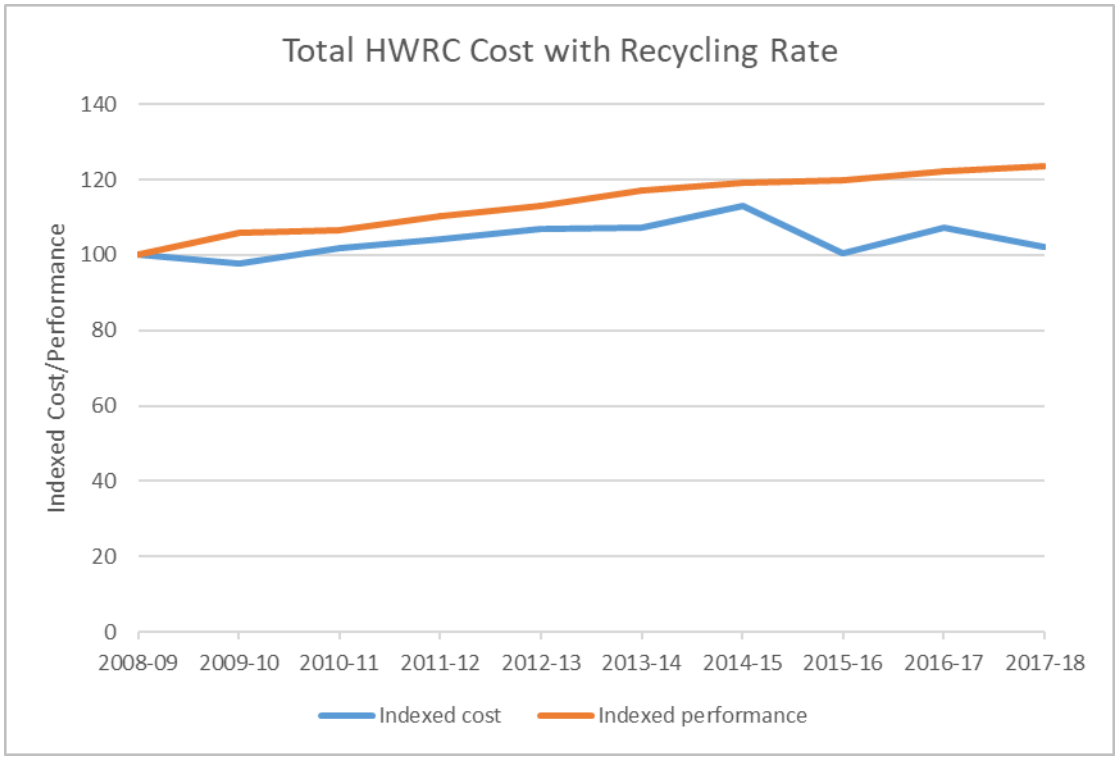


Figure 51 – HWRC site expenditure since 2008/09

74. Over the longer term, it can be seen that expenditure in 2017/18 is very close to the 2008/09 baseline. The mass of material re-used, recycled or composted via the HWRC site network as a proportion of total MSW has improved over the same period.

Bring Sites

75. The figures shown reflect the service cost divided by number of households (Figure 52) and by mass collected (Figure 53).

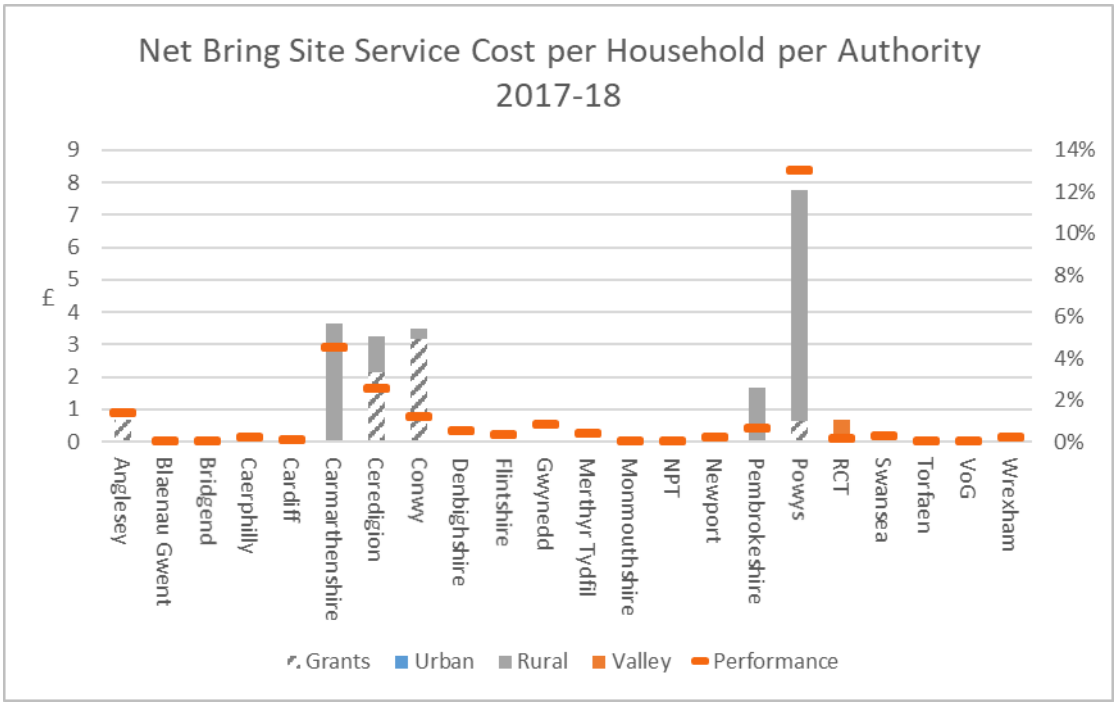


Figure 52 – Bring site costs per household

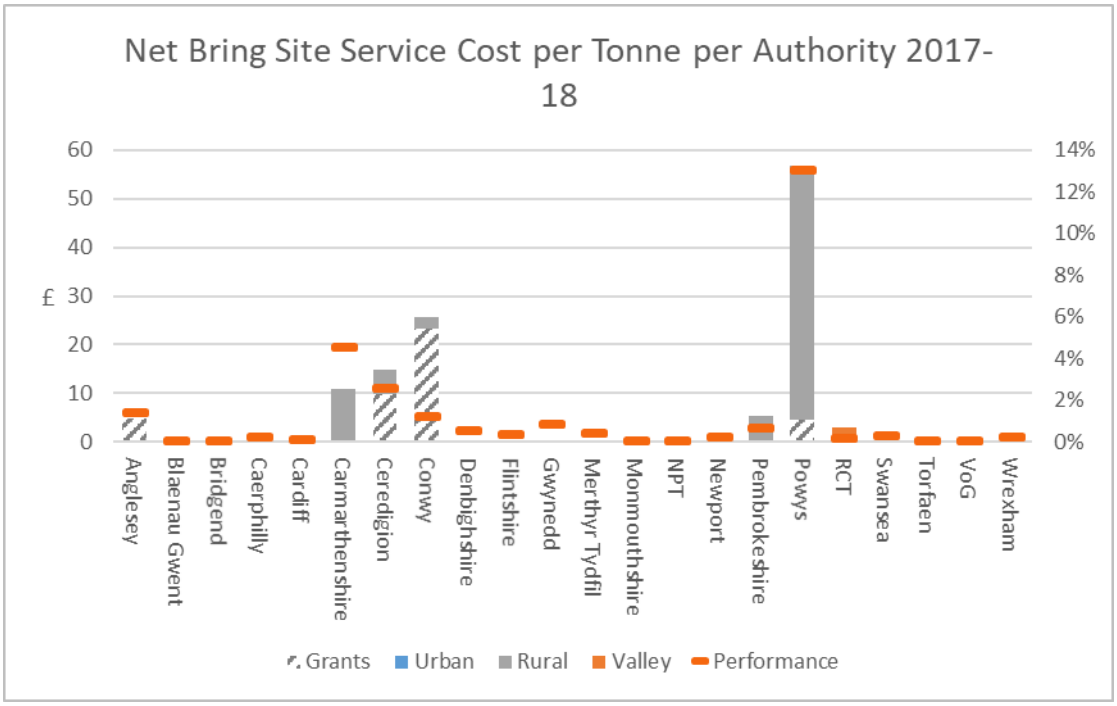


Figure 53 – Bring site costs per tonne

76. It can be seen that both cost and performance vary widely across group. This largely reflects the differening levels of provision across authorities. However in some cases the costs of collecting these waste are included by other services such as HWRC.

77. From the core data it is possible to compare 2017/18 overall Bring site service expenditure with that of 2016/17:

	16/17	**17/18**	**% change**
Bring	£1,419,204	£1,335,542	-5.9%
Grant	£451,427	£329,624	-27%

78. It can be seen that bring site expenditure decreased by nearly 6%. In 2017/18 authorities allocated less grant to bring site services, a decrease of 27%. During the same period, mass collected via the bring site network reduced by 2,933 tonnes (15%) continuing a longer term trend.

79. It is likely that mass of material collected via bring site network is reducing due to comprehensive kerbside collection systems and it is likely the number of sites will decrease due to high levels of contamination in recycling from bring sites. However Bring sites do continue to make a significant contribution to recycling rates for some authorities. Powys and Carmarthenshire collected 5% and 15% of MSW respectively from Bring sites.

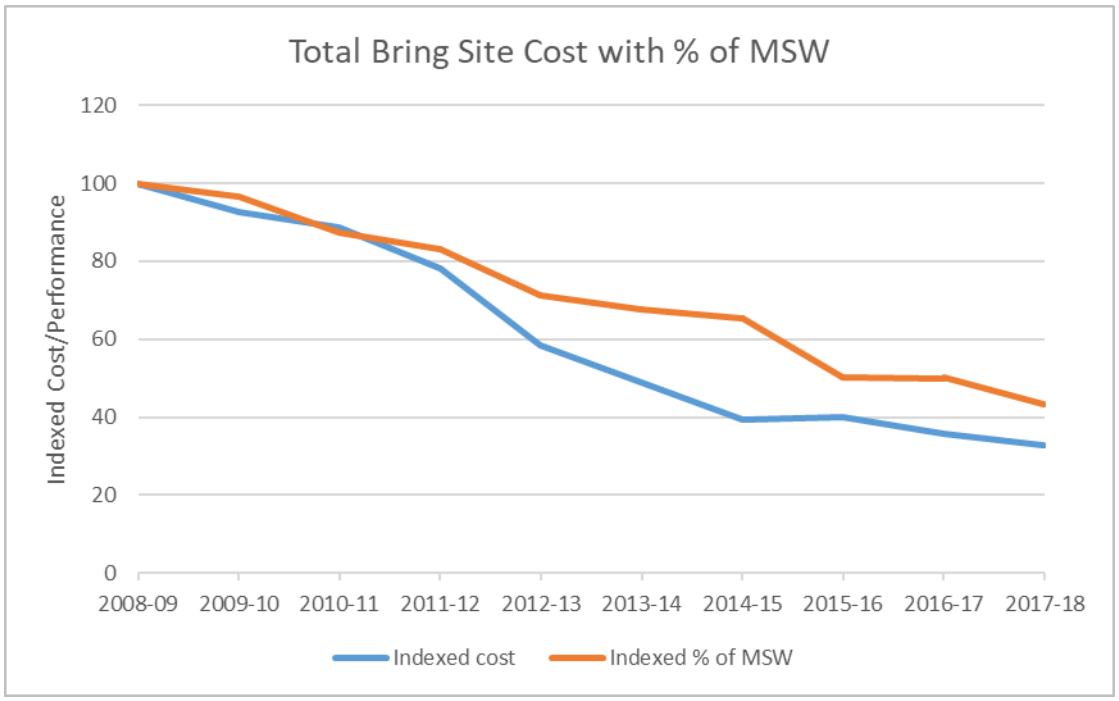


Figure 54 – Bring site expenditure since 2008/09

80. Once again the trend over the longer term can be examined. Both expenditure and mass recycled via the bring site network have fallen steadily since 2008/09.

Trade Waste Service

Figure 55 shows the total trade waste service cost (net of income).

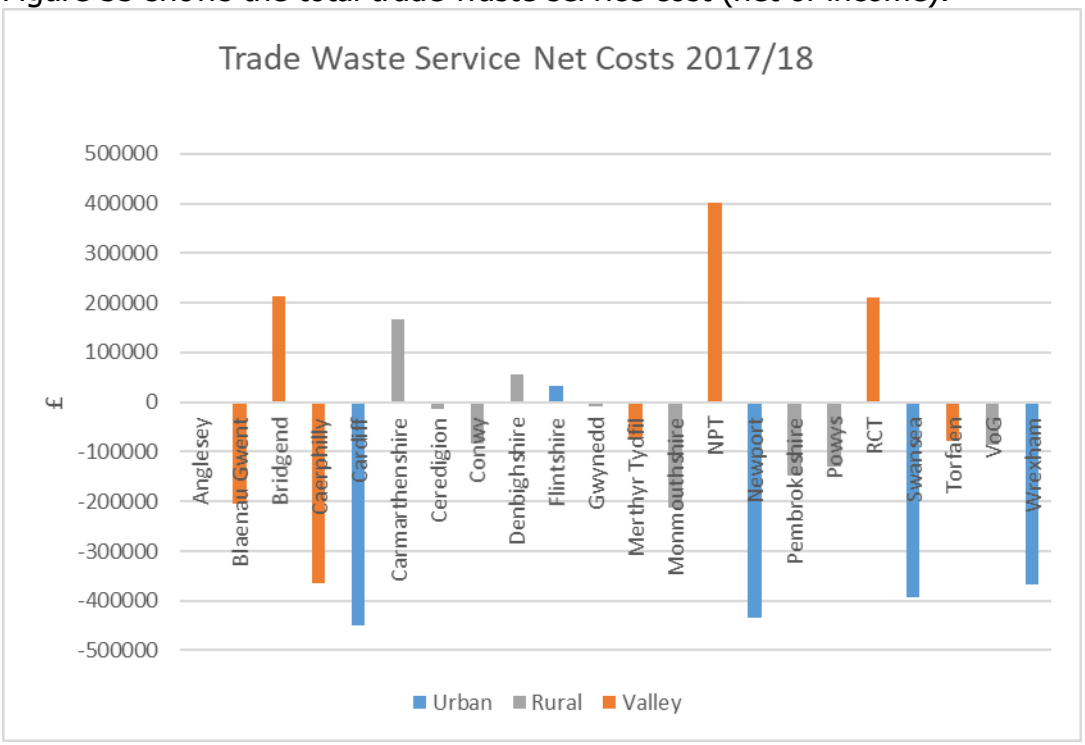


Figure 55 – Trade waste service cost[9]

81. Some trade waste services are operated by collecting trade waste co-mingled with household waste: tonnages and associated costs are often apportioned from average bin weights therefore costs shown above may not be wholly representative of true service cost. All but 6 authorities operate a surplus where income received exceeds expenditure.

Nappy and other AHP Collections

82. Currently eight authorities provide a collection service for nappies and other AHP that is separate from residual waste and other hygiene/clinical collections; six of these authorities send the waste to be treated. Costs per tonne associated with such services are shown in Figure 56. Cost per tonne remains high and varies significantly from £21.97per tonne -

[9] More detailed information on Trade Waste services can be obtained from the Trade Waste Benchmarking Group which is facilitated by Waste Improvement Programme.

£1,158per tonne. Variation in costs could be due to a number of factors including; staff and vehicles dedicated to the service, haulage costs, tonnages collected, in house versus contractor service costs etc.

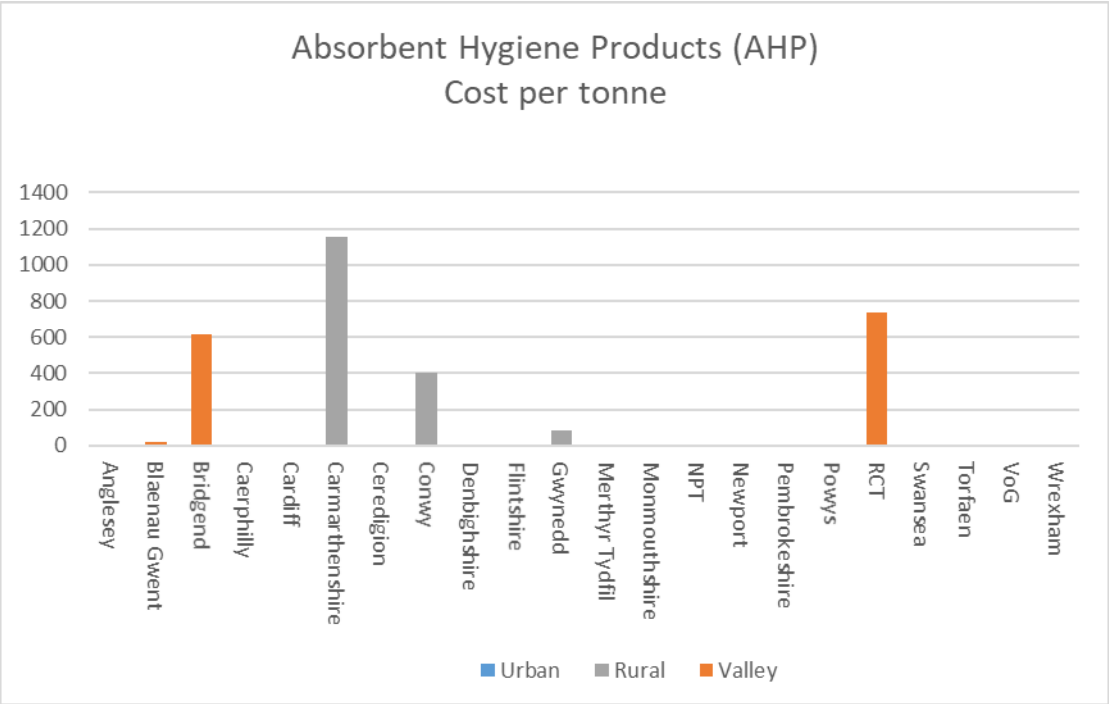


Figure 56 – Nappy/Absorbent Hygeine Products (AHP) Cost per tonne

Clinical Waste

83. Nine authorities provided clinical waste collection and these costs are included in Figure 57. These costs include clinical waste collections on behalf of Local Health boards as well as other separate hygiene collections.

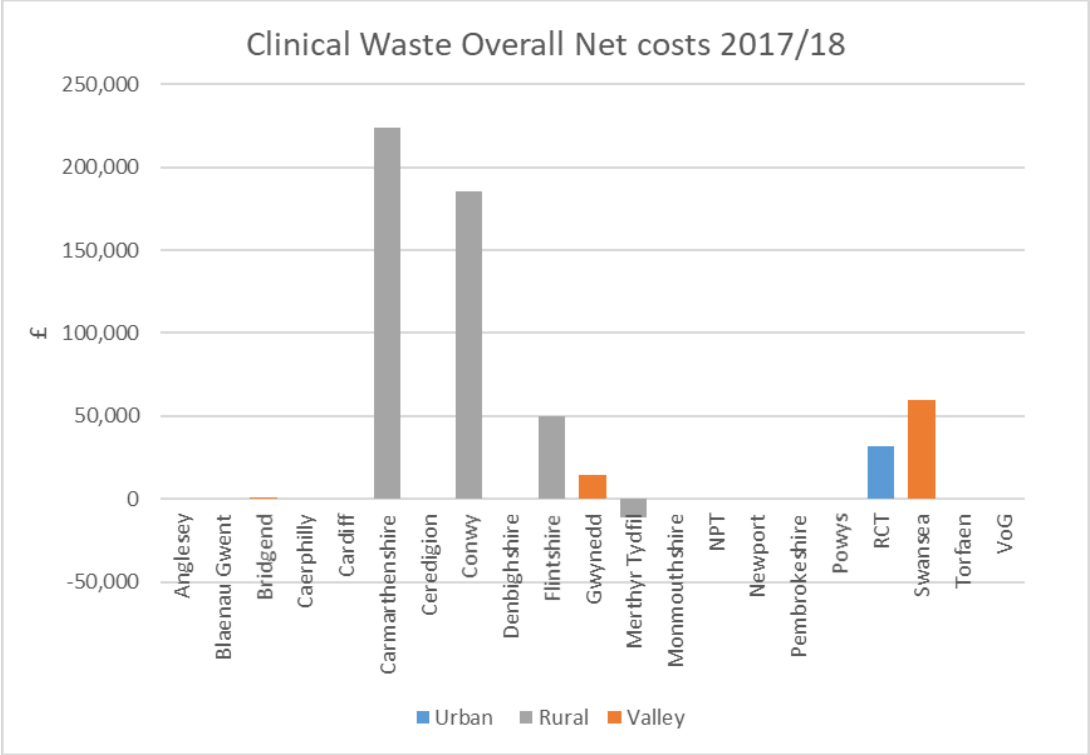


Figure 57- Clinical waste Costs

The Next Stage – Improvement Groups

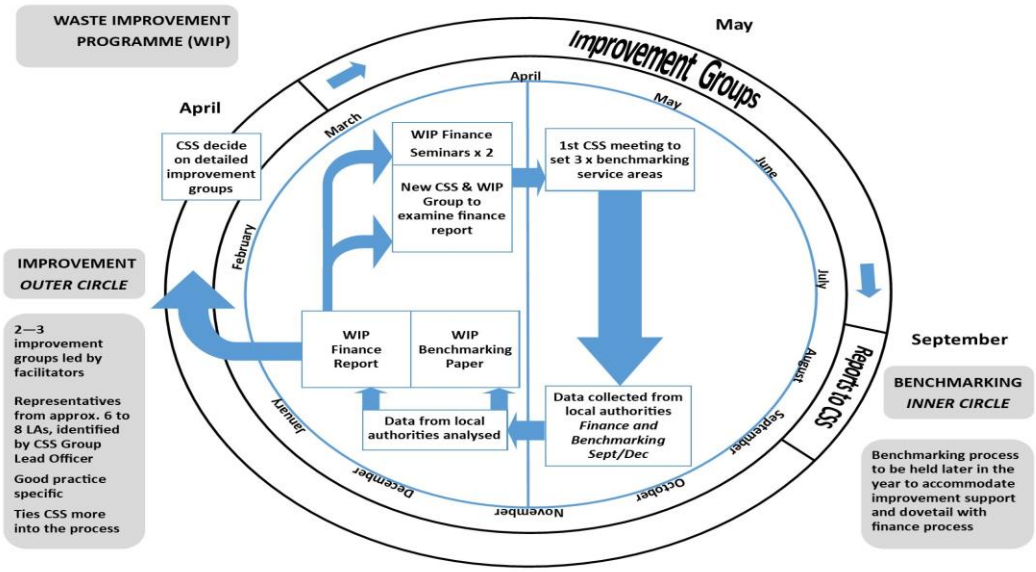
1. The Annual Waste Finance Report is a quantitative report to track expenditure over time. Authorities also receive an individual financial summary report detailing their own authority's Waste Expenditure and their position relative to the other Welsh authorities.

2. These are intended to form the basis for further analysis in the benchmarking work. Shortly after three benchmarking papers will be available to authorities with more detailed analysis of collection costs in the three main waste collection services Residual, Dry Recycling and Food Waste.

3. Following the completion of these reports the improvement phase begins which seeks to use the findings from the data to contribute to service improvement. WIP will facilitate Improvement groups consisting of local authority officers which will meet to consider findings and make recommendations or identify next steps.

4. The aim of this is to utilise the knowledge and experience of LA officers to make recommendations for service improvements. This replaced the previous process whereby the data was used to devise recommendations which were then monitored annually by the Wales Audit Office.

5. This process is illustrated in the diagram below:



6. CSS Heads of Waste met in May 2019 to agree two topics for further analysis by officer groups

    1. Issues with fly tipping data and development of Fly-tipping Enforcement Performance indicator
    2. Consistency and methodology of Finance and benchmarking data

The groups will meet summer 2019 and report back to CSS Heads of Waste in September.

WLGA Waste Finance Project 2015-16
Local Authority Bulletin – Monmouthshire

OVERVIEW

- Monmouthshire's overall net expenditure on household waste services (Residual, Dry recycling, Organic, CA and Bring sites) for 2015/16 was **£4,960,719**.
- This represents an expenditure of **£123.90** household per annum (£2.38 per household per week).
- When compared with the other local authorities in Wales on a per household basis, Monmouthshire are ranked as second lowest cost out of 22 authorities (median expenditure per household is £161.40, lowest expenditure £118.80).
- Overall expenditure on household waste services has **reduced by 7%** when compared to 2014/15.

INDIVIDUAL SERVICES

Dry Recycling

- Total Net service cost; £30.70 per household.
  Ranked 6th out of 22, median cost £39.20, Lowest cost £9.20

- Collection cost; £20.20 per household.
  Ranked 4th out of 22, median cost £30.70, Lowest cost £9.20

- Post collection costs (Transfer, Treatment & Disposal) £10.60 per household.
  Ranked 15th out of 22. Median cost is £9.60, lowest cost -£6.70. (£6.70 income per household).

- Service collected a total of 10,590 tonnes, which equates to 257kg per household. Ranked 3rd of 22 authorities. Median mass per household 183kg, highest mass 328kg.

Organic Wastes

Monmouthshire were one of 4 authorities operating a combined food waste and garden waste collection service form the kerbside.

- Total net service cost; £29.70 per household served.
  Ranked 3rd of 4, median cost £27.40, lowest cost £21.50

- Collection Cost; £12.10 per household served,
  Ranked lowest cost of 4, median cost £14.20, lowest cost £12.10.

- Post collection costs; £17.70 per household.
  The 3rd lowest cost out of 4, median cost £13.50, lowest cost £8.70.

- Service collected a total of 7,604 tonnes per annum, which equates to 185kg per household. Ranked 2nd of 4 authorities. Median mass per household 162kg, highest 233kg.

HWRC Sites

- Total net service cost; £32.40 per household.

- Ranked 15th lowest cost out of 22, median cost £28.63, lowest cost £13.58.

- HWRC sites handled 21,745 tonnes of waste at an average of 528kg per household per annum. (Ranked highest out of 22, median 290kg, highest 528kg). Of this total, 13,695 tonnes was recycled which represents a diversion rate of 63% (Ranked 19th of 22, median 77%, highest 100%).

Residual Waste

- Total net service cost; £27.50 per household served.
  Ranked 2nd of 22, median cost £62.15, lowest £20.89.

- Collection Cost; £8.18 per household served
  Ranked 2nd out of 22, median cost £24.80, lowest £7.62.

- Post collection costs; £19.32 per household.
  Ranked 3rd of 22, median cost £35.49, lowest £3.89.

Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Carl Touhig **Phone no: 01633 644135** **E-mail: carltouhig@monmouthshire.gov.uk**	**Please give a brief description of the aims of the proposal – The proposal sets out the measures necessary to increase recycling, maintain budgets and rationalize services. It includes the closure of Usk HWRC, opening hours aligned to capacity and continuation of booking system.**
Name of Service area **Neighbourhood Services**	**Date 02/09/2020** **Version 2**

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Closing Usk HWRC will reduce the volume of traffic entering Usk to dispose of waste that can be recycled at the kerbside. Reduced town centre air pollution will benefit all ages, especially the young and the older who are more vulnerable to the health impacts of air pollution	There are perceived negative impacts that closure of Usk will impact negatively on older residents without vehicles.. Older people are less familiar with online booking systems and the use of this system may negatively impact them. People who work may struggle to access sites if site opening hours are restricted.	99.99% of residents visiting the site do so in vehicles and changes to lay out in 2018 dicouraged walk-ins. This was due to the HSE guidance on pedestrians and vehicles sharing space on waste sites should be deterred. The booking system has been used over 15,000 times since its introduction and 80% of users self-service. The contact centre is available to book in for those without access to a smart phone, tablet or computer. The sites will be open on the weekends and at 8am 3 days per week. The booking system ensures residents are not joining long queues and at present the maximum waiting time on site is under 15 minutes. There was overwhelming support for reduced hours on weekends and in the winter in the public consultation.
Disability	The booking system ensures that no-one waits in long queues and that visitors are assured access. Llanfoist, Five Lanes and Mitchel Troy have vehicle ramp to improve access for disabled residents. Usk does not have suitable access for disabled or infirm residents and is accessed via metal steps and gantries.	Longer journey times accessing Llanfosit, Five Lanes or Mitchel Troy from Usk. During Covid we have been unable to assist residents depositing waste and it is unknown how long this situation will continue.N	Usk is equi-distance between Llanfoist and Five Lanes at 10 miles. The additional journey time to site will be offset by reduced waiting times on site and easy access to skips.
Gender reassignment	N/A		

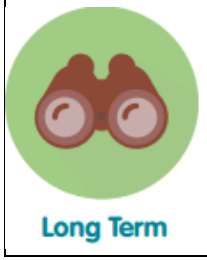
Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Marriage or civil partnership	N/A		
Pregnancy or maternity	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		
Poverty	*N/A*	Increased milage costs may impact negatively on families living in poverty.	Through Covid 19 there has been a substantial increase in households using kerbside services. Kerbside collections increase recycling, reduce unnecessary costs and journeys to HWRCs for residents.

2. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Higher recycling rates support the creation of jobs and creates wealth within the circular economy.	The booking system will allow residents to visit at times that are convenient and guarantee quick turn-around. This reduces down-time on the site and for visitors.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	The proposed measures will increase overall recycling rates and reduce residual waste, reducing our carbon footprint. The proceeds from the re-use shop and proposed new re-use shop will be invested in projects to tackle the climate emergency, such as tree planting.	Maintaining the positive behavioural changes in the ways people manage waste.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Closure of the Usk HWRC will improve air quality in the town centre, which will reduce health problems such as asthma, heart and lung disease. In addition, removing heavy vehicles from the Usk car park will make the car park safer	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Any changes to waste collections and infrastructure are challenged with accusations of increased flytipping. There is no data correlation between closure of facilities and increased flytipping. Closing Usk HWRC will reduce traffic in the town making the roads safer for pedestrians and more attractive and safe for visitors.	Anti-litter and flytipping campaigns are running locally and nationally. Continuing with the booking system will avoid problems of queuing traffic affecting surrounding roads
A globally responsible Wales Taking account of impact on global well-being when considering local	Recycling is a key driver for Wales and the Circular Economy agenda places Wales as a world leader in	Reducing, reusing and recycling waste reduces consumption of resources and reduces carbon

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
social, economic and environmental wellbeing	sustainability and the well-being of future generations.	emissions, reducing our impact on global climate change
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	N/a	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Reliance on transport to visit HWRCs makes Wales less equal- good kerbside collections with high recycling rates benefit all.	Continue to improve the collections infrastructure and increase materials recycled at the kerbside

8. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Balancing short term need with long term and planning for the future	The proposal sets out the direction of waste for the next contract term of 10 to 15 years. Making decisions now will guide the services we need and can afford for the long term.	A full range of options to mitigate any negative impacts are included in the main report.

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Working together with other partners to deliver objectives	We have consulted with stakeholders and residents on the proposals. We have worked closely with Viridor as our current contractor to manage the sites during this period of uncertainty and worked with Welsh Government and the 21 other Welsh authorities and Hereford and Forest of Dean to ensure the reopening of HWRCs does not impact on neighbouring authorities.	Continue to work with neighbouring authorities and Welsh Government on waste changes that may impact wider than MCC. Continue to investigate a Wales-wide network of HWRCs that are not affected by cross border waste constraints.
 Involving those with an interest and seeking their views	We have consulted with residents and their views have been taken into consideration within the report. The consultation was promoted through social media including on the Change.org petition to keep Usk HWRC open. We have met with the Town Council regarding the proposals to close Usk. Many of the recommendations have been taken through Member Workshops, Strong Communities Select and Cabinet previously and will be returning through these functions.	There was a reliance on generic consultations in the original report recommending the closure of Usk in 2019 as the report sought much wider decisions. This was accompanied by robust data to suppot the decision taken. Although the recommendation remains the same but there is recognition that a consultation with residents specifically on proposed changes to HWRCs prior to Cabinet 2019 would have been beneficial.
 Putting resources into preventing problems occurring or getting worse	The booking system substantially reduces queing times on site. Improvements in the system will be investigated to drive up the current self-servicing from 80% to 90% and reduce pressure on the Contact Centre. HWRCs have not contributed positively to the recycling efforts in Monmouthshire and have undermined the work of kerbside recycling residents. Restrictions on HWRCs will maintain the positive behavior changes experienced through Covid19;	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Considering impact on all wellbeing goals together and on other bodies	.These decisions impact directly on Monmouthshire residents but improving recycling rates in Monmouthshire will help support a globally responsible Wales.	

4. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	Maintaining a comprehensive kerbside recycling scheme means that all residents of all income levels can recycle substantial quantities of household waste free of charge, without needing a car to go to a HWRC		
Safeguarding	N/A	*.Safeguarding is about ensuring that everything is in place to promote the well-being of children and vulnerable adults, preventing them from being harmed and protecting those who are at risk of abuse and neglect*	
Corporate Parenting	N/A		

5. What evidence and data has informed the development of your proposal?

The report includes data from
Wastedataflow on recycling rates,
WLGA Benchmarking data on performance and costs,
MCS internal data sets on site usage and booking system, flytipping,
Eunomia and WRAP on HWRC provision in Monmouthshire,
Public consultation on Future Provision of Waste Services
Resource Futures compositional analysis .

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

.The changes to the services proposed or to be considered further as a consequence of this report have significant positive contributions to make to the Wellbeing Goals. In particular it has strong benefits for a Prosperous Wales, by supporting the ongoing development of a low carbon economy. There is also potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities to reduce the impact that waste has upon our communities.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible

8. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this

process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Cabinet	Dec 19	*Closure of Usk was put in abeyance awaiting additional compositional analysis and data collectiom*
2	Stong Communities Select	Sept 20	Inclusion of consultation and additional data.
3	Cabinet	Oct 20	

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Household waste recycling centres

Household Waste Recycling Centres

- Covid 19 closed all sites on 23rd March
- Llanfoist and Five Lanes reopened May 26th with booking system
- Decision made to take all materials on site
- 80% slots were booked per day for first two weeks
- Bookings have declined since opening
- Bookings decreased to 65% capacity in July and 58% in August
- Extra capacity also available within current operating hours as currently have two hours downtime built in
- Mitchel Troy opened 15th September
- Usk remains closed due to Covid 19 guidelines and restrictions

HWRC

June 2019 visitor numbers

Usk was not counted but tonnages would suggest average 170 cars per day

Mitchel troy	Total number of entrants in June:			7184				
Average	Tuesday	Wednesday	Friday	Saturday	Sunday			
8am - 9am	30	16	24	24	25		Average per day	342.0952
9am - 10am	26	25	37	49	37			
10am - 11am	30	33	42	38	45			
11am - 12pm	42	30	35	49	52			
12pm - 1pm	30	35	34	49	37			
1pm - 2pm	24	25	20	41	50			
2pm - 3pm	30	36	35	37	43			
3pm - 4pm	32	30	28	41	42			
4pm - 5pm	21	24	18	36	27			
5pm - 6pm	14	20	19	23	18			
Average Total:	277	274	292	387	375			

Five Lanes	Total entrants in June:		9736				
Average	Monday	Tuesday	Wednesday	Friday	Saturday	Sunday	
8am - 9am	20	17	20	22	38	34	389.4533
9am - 10am	38	27	33	43	43	39	
10am - 11am	41	39	42	50	42	56	
11am - 12pm	39	40	37	36	44	61	
12pm - 1pm	27	36	30	33	45	60	
1pm - 2pm	41	29	39	50	48	49	
2pm - 3pm	46	42	38	53	47	47	
3pm - 4pm	35	30	32	45	42	49	
4pm - 5pm	33	33	28	40	41	38	
5pm - 6pm	21	20	18	25	19	17	
Average Total:	339	311	314	397	407	451	

Llanfoist	Total entrants in June:		16598				
Average	Monday	Tuesday	Thursday	Friday	Saturday	Sunday	
8am - 9am	28	31	76	50	49	35	663.92
9am - 10am	42	53	98	70	63	63	
10am - 11am	40	65	97	81	76	108	
11am - 12pm	41	50	102	81	82	125	
12pm - 1pm	28	57	85	72	81	131	
1pm - 2pm	41	42	85	69	72	116	
2pm - 3pm	37	42	83	69	71	91	
3pm - 4pm	33	43	75	56	59	81	
4pm - 5pm	27	32	59	60	64	58	
5pm - 6pm	21	22	37	29	36	30	
Average Total:	338	436	796	636	654	839	

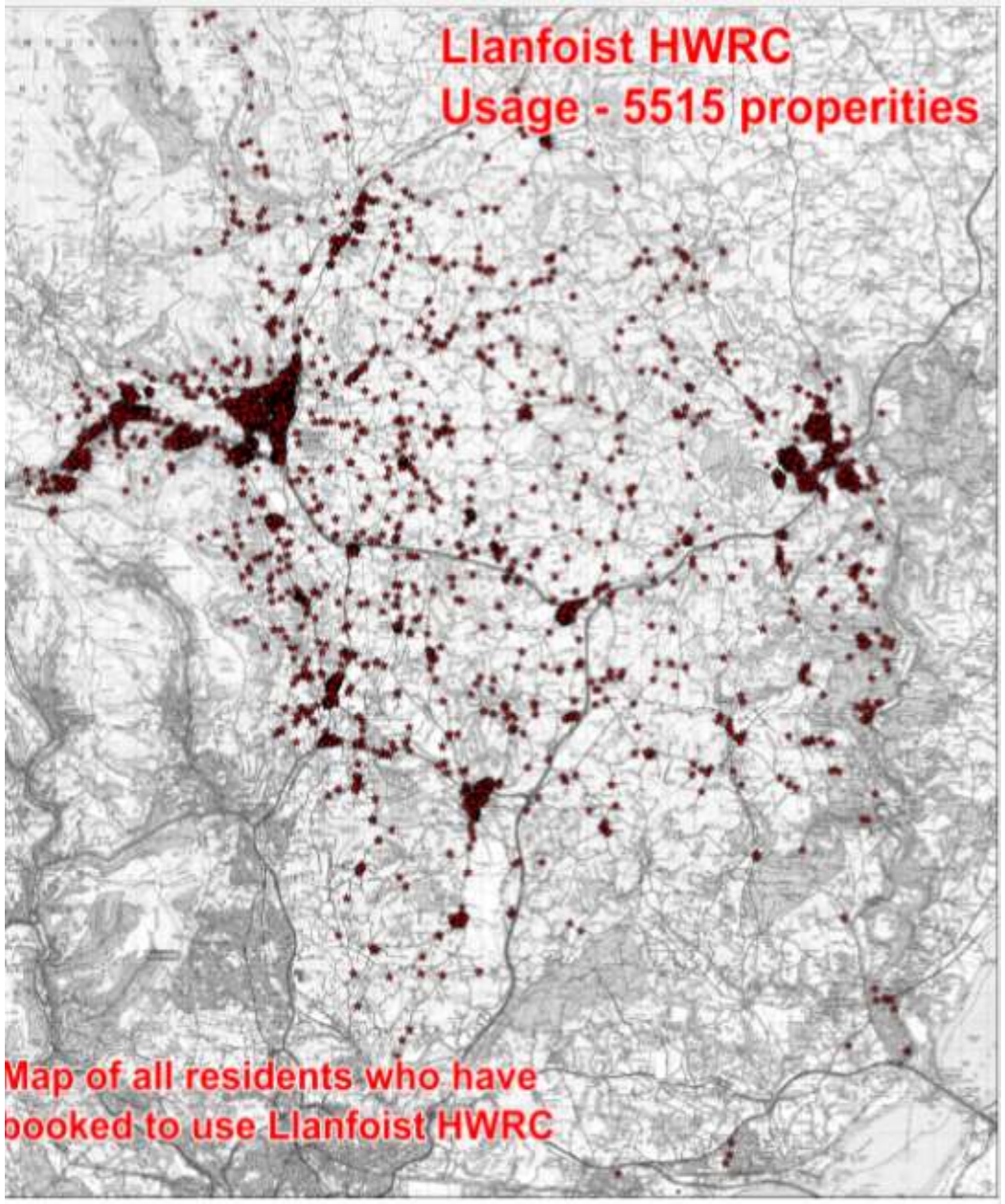
HWRC

- Booking system usage - Llanfoist 360 slots available per day including van and trailers, booking required 72hrs in advance

02/07/2020	**19**	16/07/2020	**327**	30/07/2020	**307**	13/08/2020	**289**	27/08/2020	**296**
03/07/2020	**145**	17/07/2020	**316**	31/07/2020	**301**	14/08/2020	**310**	28/08/2020	**302**
04/07/2020	**179**	18/07/2020	**303**	01/08/2020	**110**	15/08/2020	**253**	29/08/2020	**250**
05/07/2020	**170**	19/07/2020	**222**	02/08/2020	**127**	16/08/2020	**176**	30/08/2020	**238**
06/07/2020	**163**	20/07/2020	**253**	03/08/2020	**201**	17/08/2020	**216**	31/08/2020	**210**
07/07/2020	**226**	21/07/2020	**270**	04/08/2020	**164**	18/08/2020	**130**	01/09/2020	**201**
08/07/2020	**0**	22/07/2020	**0**	05/08/2020	**0**	19/08/2020	**0**	02/09/2020	**0**
09/07/2020	**294**	23/07/2020	**315**	06/08/2020	**296**	20/08/2020	**294**	03/09/2020	**265**
10/07/2020	**288**	24/07/2020	**311**	07/08/2020	**303**	21/08/2020	**259**		
11/07/2020	**241**	25/07/2020	**298**	08/08/2020	**249**	22/08/2020	**203**		
12/07/2020	**230**	26/07/2020	**243**	09/08/2020	**211**	23/08/2020	**197**		
13/07/2020	**233**	27/07/2020	**238**	10/08/2020	**241**	24/08/2020	**243**		
14/07/2020	**262**	28/07/2020	**251**	11/08/2020	**170**	25/08/2020	**172**		
15/07/2020	**0**	29/07/2020	**0**	12/08/2020	**0**	26/08/2020	**0**		

HWRC

- Llanfoist Visits



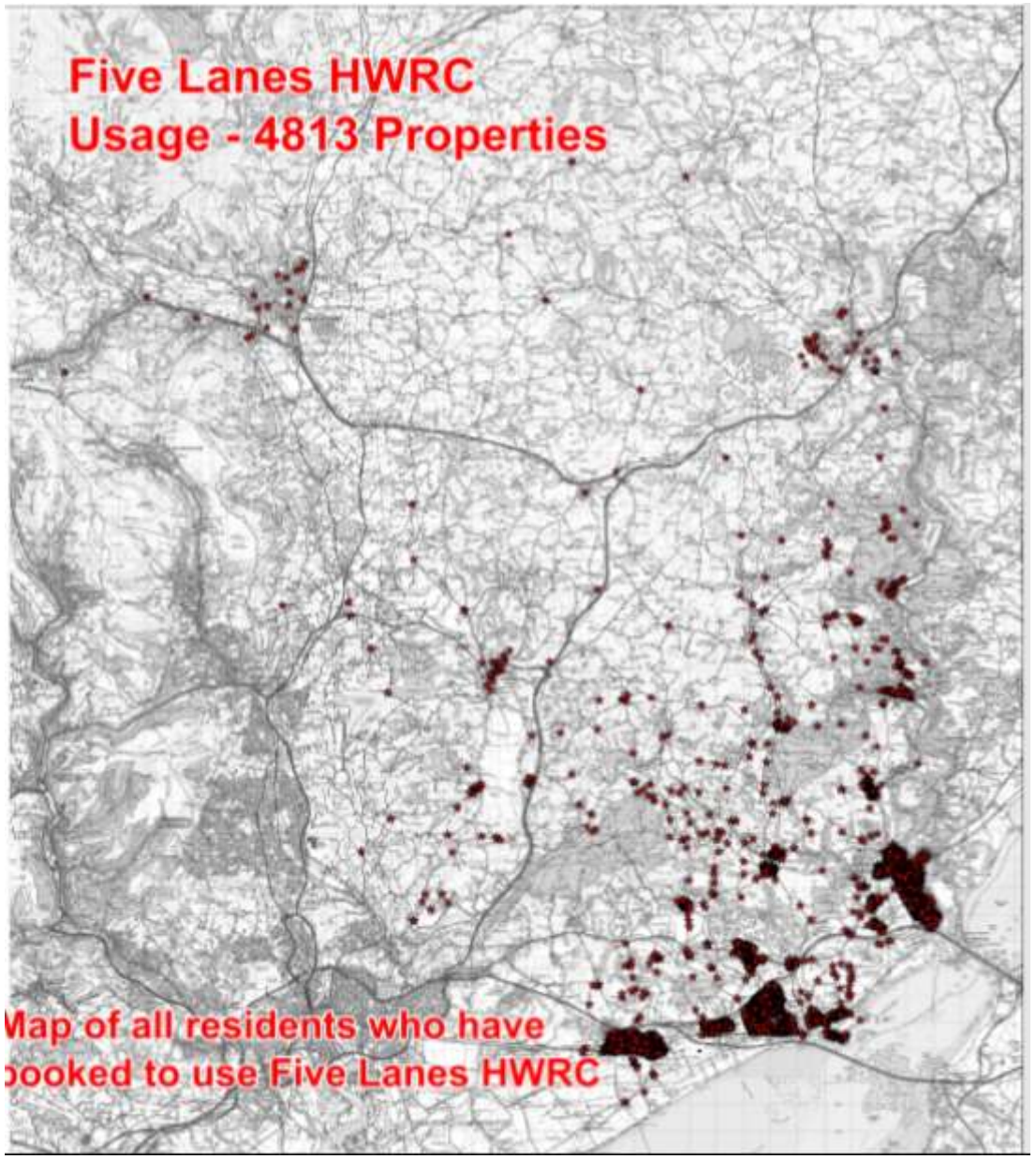
HWRC

- Booking system usage - Llanfoist 360 slots available per day including van and trailers, booking required 72hrs in advance

03/07/2020	**123**	17/07/2020	**319**	31/07/2020	**263**	14/08/2020	**284**	28/08/2020	**284**
04/07/2020	**109**	18/07/2020	**213**	01/08/2020	**106**	15/08/2020	**169**	29/08/2020	**218**
05/07/2020	**136**	19/07/2020	**172**	02/08/2020	**89**	16/08/2020	**129**	30/08/2020	**125**
06/07/2020	**137**	20/07/2020	**167**	03/08/2020	**148**	17/08/2020	**151**	31/08/2020	**133**
07/07/2020	**128**	21/07/2020	**197**	04/08/2020	**117**	18/08/2020	**121**	01/09/2020	**115**
08/07/2020	**186**	22/07/2020	**219**	05/08/2020	**139**	19/08/2020	**96**	02/09/2020	**137**
09/07/2020	**0**	23/07/2020	**0**	06/08/2020	**0**	20/08/2020	**0**	03/09/2020	**0**
10/07/2020	**250**	24/07/2020	**302**	07/08/2020	**273**	21/08/2020	**253**		
11/07/2020	**181**	25/07/2020	**217**	08/08/2020	**195**	22/08/2020	**137**		
12/07/2020	**191**	26/07/2020	**187**	09/08/2020	**155**	23/08/2020	**136**		
13/07/2020	**160**	27/07/2020	**174**	10/08/2020	**162**	24/08/2020	**175**		
14/07/2020	**219**	28/07/2020	**157**	11/08/2020	**122**	25/08/2020	**119**		
15/07/2020	**209**	29/07/2020	**184**	12/08/2020	**110**	26/08/2020	**103**		
16/07/2020	**0**	30/07/2020	**0**	13/08/2020	**0**	27/08/2020	**0**		

HWRC

- Five lanes Visits



Household Recycling Centres

Opening hours and booking-in system

<u>Booking-in system</u>

- Llanfoist and Five Lanes reopened with a booking in system
- Very well received by public and site staff
- We would like to keep it on a permanent basis and are taking this decision through Scrutiny and Cabinet

<u>Opening hours</u> – decision also going through Scrutiny and Cabinet

Cabinet agreed a review in Sept 2019….options that have been considered are:

Option 1) 8 hour day (8am – 4pm): estimated cost £690k (estimated saving £140k)

Option 2) Close an extra day at Llanfoist and Five Lanes: £730K (estimated saving £100K)

Option 3) Both: £640k (estimated saving £190K)

Current estimated staffing costs based on MCC pay rates: £830k

Household Recycling Centres

Second reuse shop at Five Lanes

- Circular economy bid has been submitted for the buildings to house a re-use shop at Five Lanes
- Will find out in October if we have been awarded the money
- Does not include cost of groundworks and installation so further funding bid will be necessary to cover costs and get up and running.

Recommendations to Scrutiny and Cabinet:

To rationalise the service provision of HWRCs:

- continuation of the booking system
- Full closure of Usk HWRC
- revised opening hours 08:00 to 16:00
- additional day closure at Five Lanes and Llanfoist

- This will inform our specification for the service which needs to be re-tendered as soon as possible for contract start date October 2021.

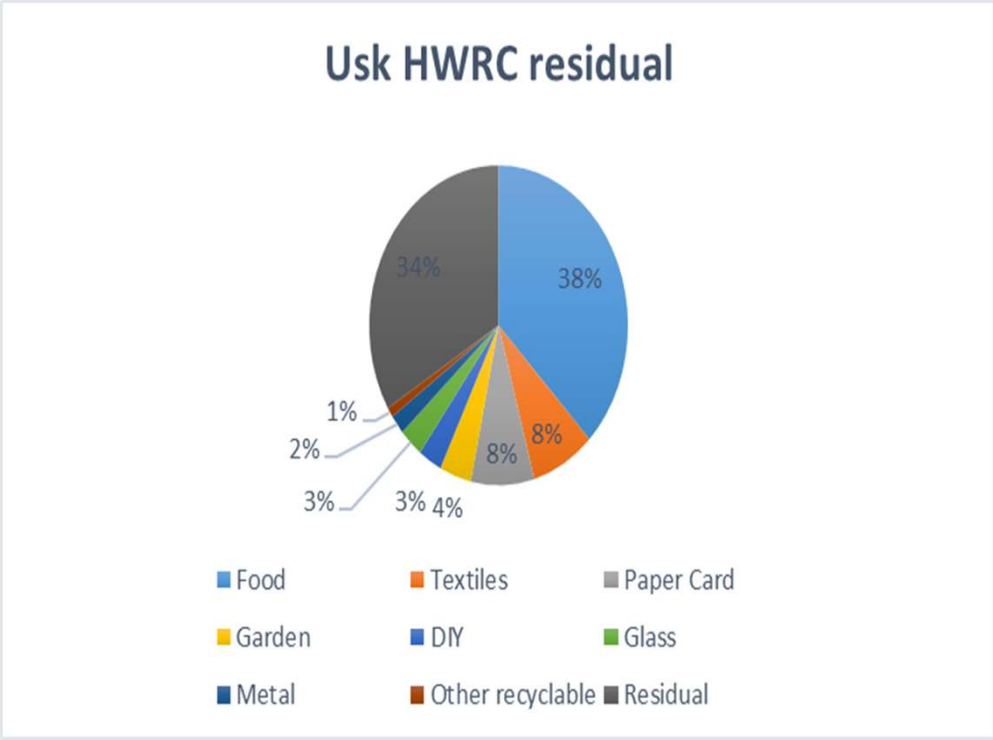
Usk Recycling Centre

Usk Recycling Centre

- Decision to close Usk from March 31st 2020 taken in December 2019
- Decision in abeyance awaiting further options review and consultation
- Officer recommendation to scrutiny and cabinet remains at the full closure of Usk

Usk Compositional analysis of residual waste

- 2019 and 2020 compositional analysis of Usk residual skip
- Over 52% of material entering Usk is deposited in the residual skip compared to 39% in Five lanes
- Material deposited as residual that could be recycled at the kerbside is proportionally higher than at the other sites
- Higher number of black bags with more recyclable material inside



HWRC options and EQIA

Build another site in Usk – quotes for Mitchel Troy £1.5m to move to lower area. Already own the land and it's a waste site – unaffordable for Usk given low usage, planning issues with moving waste facilities, cost etc

Unmanned facility on site or elsewhere in Usk – Powys removed unmanned facilities as they were prone to abuse from traders, flytipping, cost of clearing, permits and planning issues. Wales moved from bring banks as kerbside recycling rolled out. The only materials that could be stored at unmanned sites are collected at kerbside

Recycling only – disposal of black bags ranked 4th in importance, in Usk it was 5th
Not reflective of actual on site usage data, residents could become agitated if no facilities available for certain items

EQIA – Usk poor recycling performance, too small, not suitable for infirm (ramps, lighting, loading access), drainage and H&S issues flagged, cars and vehicles adding to air pollution in TC, discourages uptake of kerbside collections etc, takes 6% of the waste but equates 17% of staff costs

HWRC Survey Responses

Five Lanes Count	330
Llanfoist Count	206
Mitchel Troy Count	233
Usk Count	182
Grand Count	951

What is most important to you – Ranked 1 being lowest and 5 being highest

Helpful staff	4256
Wide range of facilities for recycling	4218
How far I have to travel to site	4102
Black bag/rubbish is accepted	3889
Area for putting items aside for re-use/resale	3686
Ease of access to skips on site e.g. No steps	3585
A reuse shop on site open to the public	3342
Stopping business waste being brought to site	3047
Commercial vehicles are restricted e.g. Vans and trailers	2953
Area for sorting black bags on site (to increase recycling)	2651

Wide range of facilities for recycling	515
Helpful staff	469
How far I have to travel to site	467
Area for putting items aside for re-use/resale	417
Black bag/rubbish is accepted	391
Stopping business waste being brought to site	390
Commercial vehicles are restricted e.g. Vans and trailers	383
A reuse shop on site open to the public	332
Ease of access to skips on site e.g. No steps	314
Area for sorting black bags on site (to increase recycling)	312

HWRC Survey Responses

How often do you visit the site

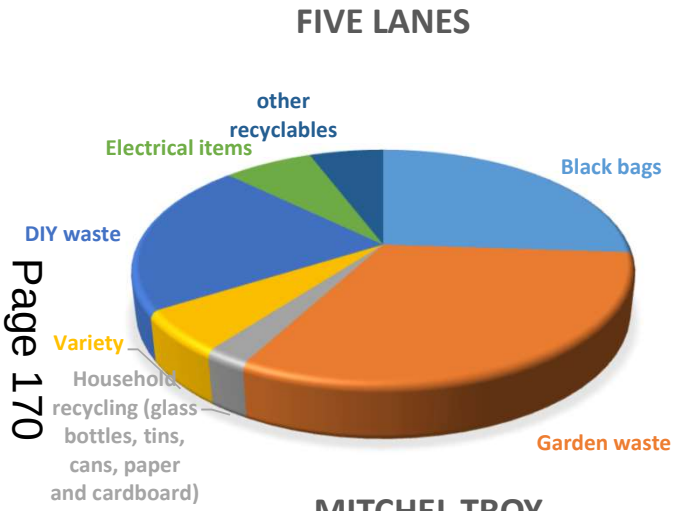
How often do you visit the site	Usk	Mitchel Troy	Llanfoist	Five Lanes
More than once a week	27	14	9	5
Once a week	59	42	27	21
fornightly	20	41	29	48
Monthly	32	50	55	89
Occasionally	22	77	72	158
Never	1	1		3
Total	161	225	192	324

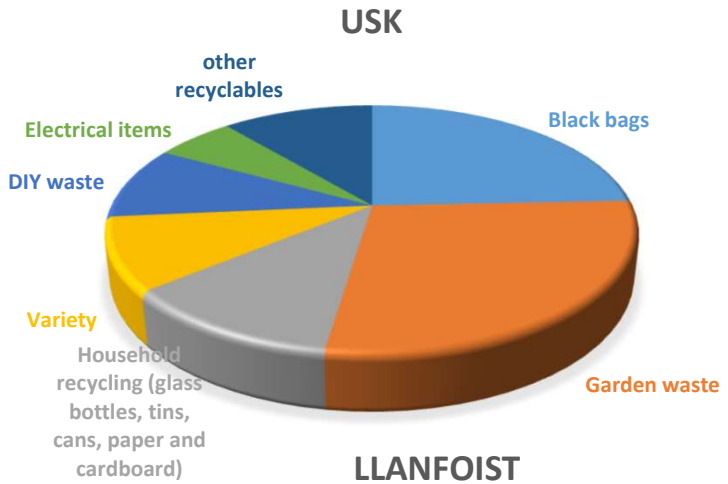
17% of Usk visits are more than once a week compared to 6% MT, 5% LL and 1.5% FL

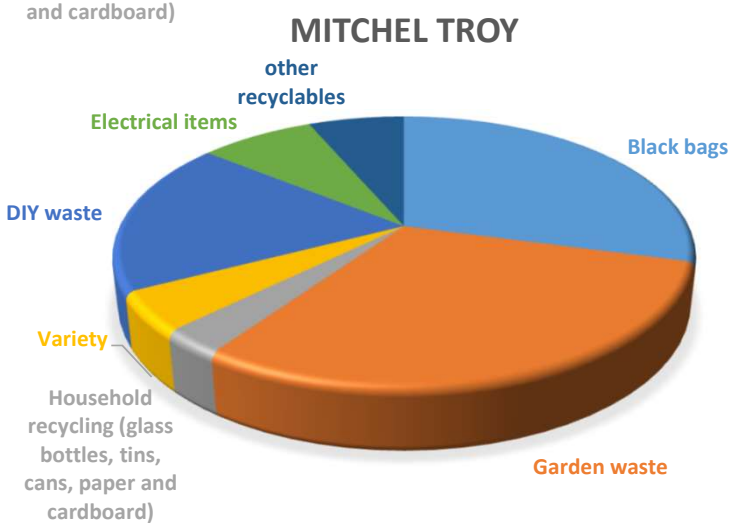
37% of Usk visits are once a week compared to 19% MT, 29% LL and 5% FL

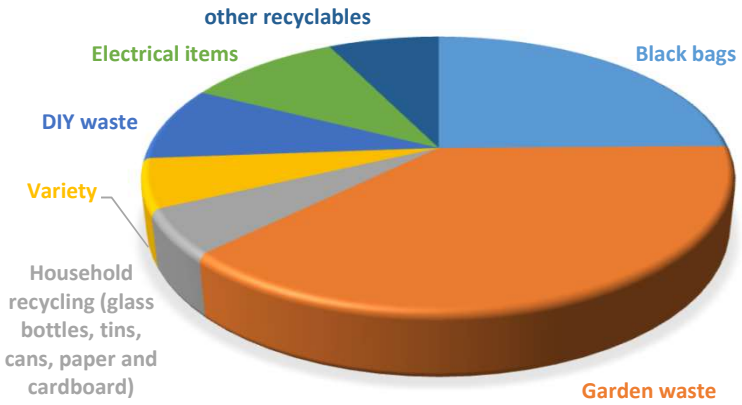
14% of Usk visits are occasional compared to 34% MT, 38% LL and 49% FL

HWRC Survey Responses

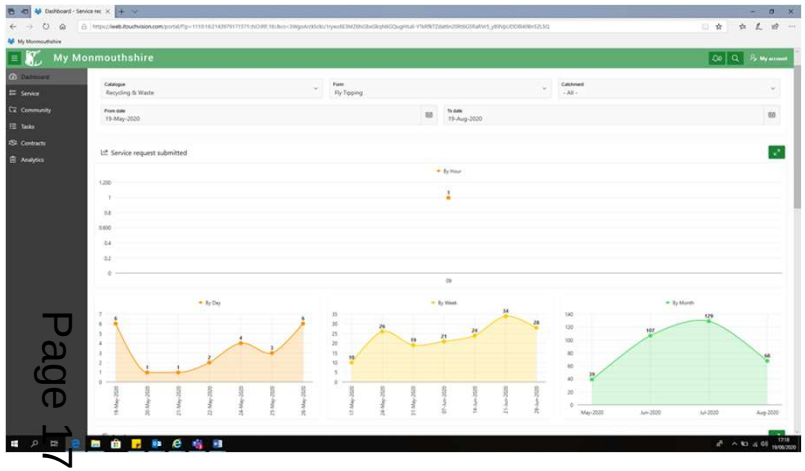


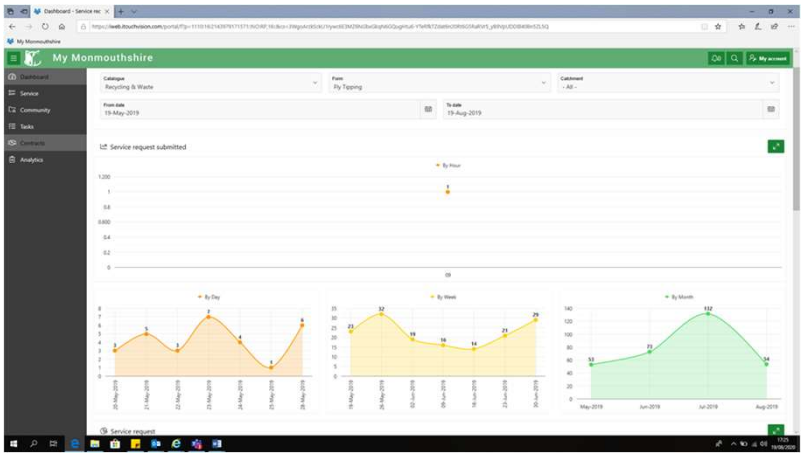






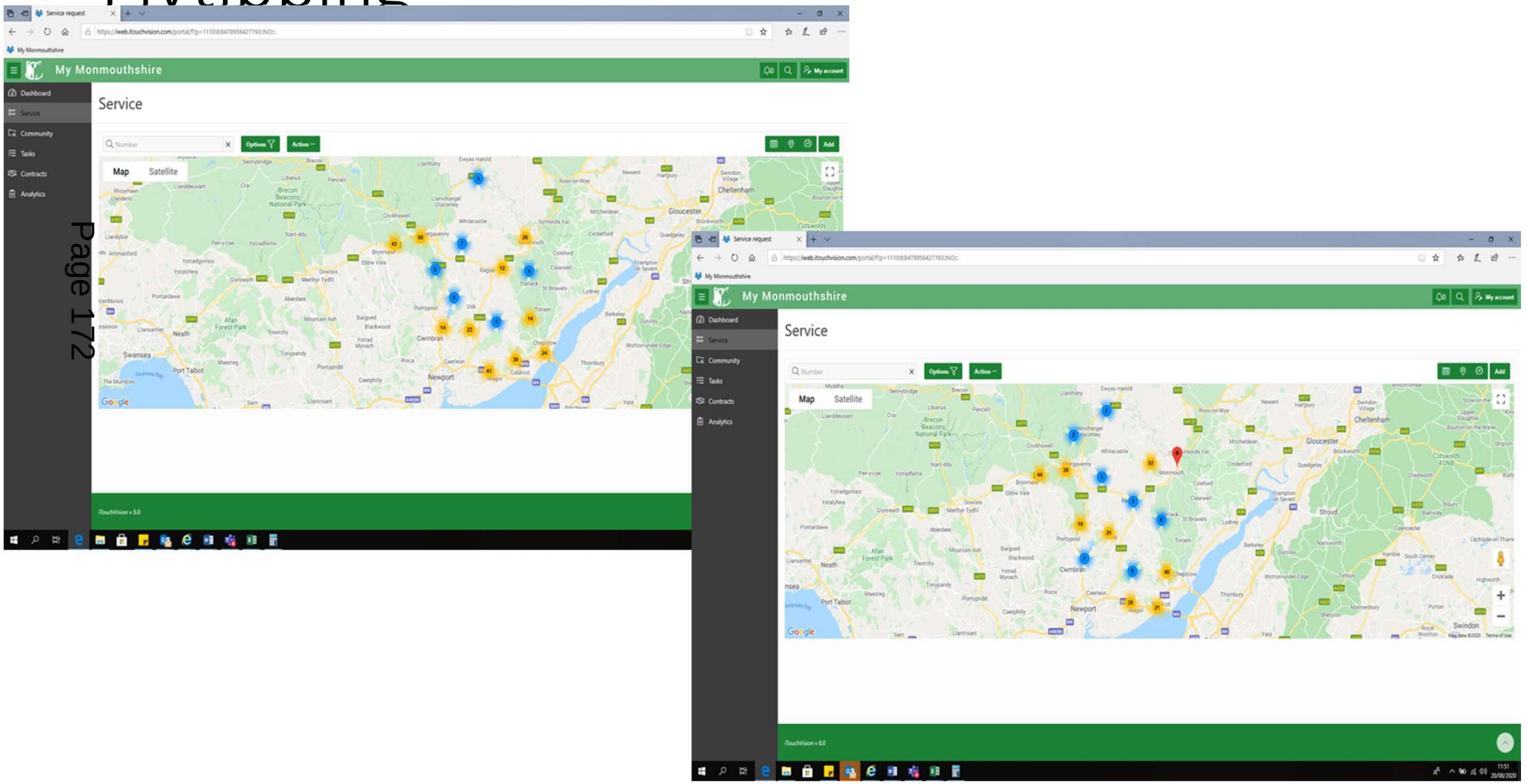
Flytipping





Year on Year comparison for April, May, June, July, August
2020/21 – Apr 119, May 116, Jun 107, Jul 129, Aug 68 = Total = 539 (-10 for verified data)
2019/20 - Apr 113, May 115, Jun 73, Jul 132, Aug 54 = Total = 487

Flytipping


Service request
My Monmouthshire
Service
Dashboard
Service
Community
Tasks
Contracts
Analytics
Map
Satellite
Options
Action
Add
Cheltenham
Gloucester
Swansea
Port Talbot
Newport
Cwmbran
Google

Questions?

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monmouthshire
sir fynwy

SUBJECT:	**GARDEN WASTE COLLECTION SERVICE**
MEETING:	**STRONG COMMUNITIES SELECT COMMITTEE**
DATE:	**28TH SEPTEMBER 2020**
DIVISION/WARDS AFFECTED: ALL	

1. PURPOSE:

1.1 The waste and recycling service provision across the County must continually evolve to meet challenging statutory targets, volatile markets and increasing costs. This reports sets out measures that will be necessary to achieve national statutory recycling targets, minimise budget pressures and provide sustainable garden waste services going forward. Following the review commissioned by Cabinet on 20/12/19, this report has full findings of the review for consideration, including changing frequency of collection and change of container for garden waste.

2. RECOMMENDATIONS:

2.1 That the Strong Communities Select Committee conducts pre-decision scrutiny of this report and through its scrutiny, considers any further recommendations it may wish to make to the Cabinet. The recommendations for Cabinet are:

i) To approve the change of frequency of collection of garden waste from weekly to fortnightly.
ii) To approve the change of container from an 80 litre garden waste bag to a 240 litre wheeled bin.
iii) To consider and approve the charge levied for the future service.

3. Key Issues: Delivery of garden waste service

3.1 The chargeable garden waste collection service has now been in operation for over 7 years. The service commenced at £8 per permit per annum and is now £18 for a nine month seasonal service and is planned to remain so for the 2021 season. The price increases have reflected a reduction in grant funding from Welsh Government that helped subsidise the scheme and a better understanding of cost of delivering the service over several years.

3.2 The garden waste service is highly regarded by our 11,600 customers and provides a cost effective alternative to taking garden waste to the household waste recycling centres.

3.3 Prior to December 2018, garden waste was co-collected and mixed with food waste and sent to for disposal at an in-vessel composting facility. Due to co-collection the costs were

apportioned by an estimated percentage. In 2018 the council secured a long term food waste treatment contract with a substantially lower gate fee, producing electricity at a Bridgend Anaerobic Digestion plant.

3.4 A separate garden waste treatment contract with a local Abergavenny based company was also secured in 2018. This means that both material streams have been collected separately in 2019 for the first time and therefore collection costs can be accurately determined.

3.5 This year's garden waste service collection costs have been calculated at circa £660,000 per annum against income generated at £330,000. Subsidising garden waste collections across Wales is commonplace. For many authorities it is the only way of achieving the recycling targets and as such services are heavily subsidised. For many residents without transport it is the only way of sending garden waste for treatment.

3.6 Balancing the potential recycling fines against the cost of providing the service is clearly important as is providing a highly regarded service at an affordable price.

Options for Consideration

3.7 Option A – weekly reusable bags

The modelling within Appendix 1 demonstrates that if we were to remove the full level of subsidy for the current weekly reusable bag service, an annual charge of £36.28 per permit would need to be introduced to fully cover collection costs.
Option A: income required to cover cost of service delivery £660,000.

3.8 Option B – fortnightly wheeled bin

The modelling demonstrates that the introduction of a fortnightly service using wheeled bins would require an annual charge to the customer of £29.62 per bin to fully cover costs. This is achieved through a reduction in the number of collection vehicles and crew members.
Option B: income required to cover cost of service delivery £500,000.

3.9 Option C - fortnightly bags

The modelling demonstrates an annual charge of £28.82 per permit would be required.
Option C: income required to cover cost of service delivery £525,000.

3.10 Option D - weekly wheeled bins

The modelling demonstrates an annual charge of £53.63 per bin would be required.
Option D: income required to cover cost of service delivery £650,000.

3.11 The figures quoted above are based on retaining our current customer base.
A fall in customer numbers however, will pose a financial risk as again, we will see a shortfall in income compared to cost of delivery. Therefore, for each option, we may need to consider an additional increase in cost to cover any potential shortfall.

3.12 With this in mind, we have modelled the charges we would need to impose to cover costs with a 15% decrease in customer numbers. These are shown highlighted in red within appendix 1 and would bring the 'Option A' weekly bag charge to just under £43 and the 'Option B' fortnightly bin option charge to £35. The £35 for fortnightly bins would bring us closer in cost to our neighbouring authorities currently charging for garden waste collection. (These charges are included for comparison in appendix 5).

3.13 The cost per litre for all four options has been included within Appendix 2. It shows that the fortnightly wheeled bin service represents best value for money for the customer, with a lower annual charge and a lower price per litre than the weekly reusable bag service, which as shown, costs nearly twice as much per litre in comparison.

3.14 It has been identified that delivering garden waste collections as a stand-alone service with reusable bags (Options A and C) requires very large rounds with increased manual handling for crews, which, could become a potential concern for their health and well-being. Prolonged exposure could bring increased risk of muscular-skeletal injury for our collection crews and we need to mitigate this as far as possible. The manual handling issue would be exacerbated even further with the fortnightly bag 'Option C' as each resident would potentially have twice the amount of bags out for collection each week, we therefore feel that Option C is not operationally acceptable and should not be considered further.

3.15 Fortnightly collections, using 240 litre wheeled bins (Option B), is best practice and would reduce manual handling for crews therefore reducing risk of injury whilst providing adequate storage for residents.

3.16 Consultation with service users in 2018 (Appendix 6) was 50/50 on the acceptance of wheeled bins as an option, they are likely be more acceptable in comparison to the increased costs of permits for the bagged service.

3.17 A second consultation has been developed to gather feedback on proposals. This has been sent to all current garden waste customers and pushed out on social media channels for all residents, results will be published and made available to members following the closure on the 25th of September 2020.

3.18 New vehicles for the garden waste service need to be procured as soon as possible to replace our current 2012 plate Refuse Collection Vehicles (RCVs) in time for delivery March 2021 therefore a decision is pressing.

4. OPTIONS APPRAISAL - Delivery of garden waste service

4.1 Appendix 2 provides an overview of the four options modelled for the garden waste collection service. Some of the key factors included in Appendix 2 are outlined below:

- **Manual handling issues created by garden waste bags** – The garden bags have always been one of the heaviest waste streams to collect due to the composition of the garden waste, exacerbated once the waste becomes wet. When the garden waste was co-collected with food waste prior to 2018 the manual handing issues were mitigated through reduced exposure to our crews. The collection rounds were

arranged so that only around a quarter of properties on each collection round were garden waste customers meaning only food boxes were collected from the majority of households. Following the change of garden waste service to a seasonal standalone service, the collection crew on those vehicles only collect garden waste which could lead to an increase in muscular skeletal issues within our workforce. Wheelie bins will alleviate these manual handling issues and will be beneficial for our workforce in the future.

- **Cost** – As outlined above the garden waste service has traditionally been heavily subsidised by the authority but while the garden waste was co-collected with food waste it was difficult to accurately determine the cost of collection of the garden waste. Now the garden waste is collected separately the costs involved with garden waste are much clearer. To continue the service into 2021 with all subsidy removed the cost per bag will need to be £36.28, this is a significant increase from the £18.00 that was charged in 2020. All of the modelled options for 2021 are a significant increase from 2020 but moving to a wheelie bin service would offer our customers the best value for money. As outlined in Appendix 2 due to the increased capacity of a wheelie bin the cost per litre is much better than the current service.

- **Environmental impact** – The current garden waste service has many issues in terms of its environmental impact, the garden waste bags are replaced very regularly, at the moment we are selling around 17,000 bags per annum, and of these around 12,000 are replaced each year. The average lifespan of a wheelie bin is 10 years, and could be re-used, they would become an asset to the authority, if a customer decided not to renew the service we would collect the bin from them and have the ability to re-sell that bin to a new customer. The current service also relies heavily on permits being printed and sent to each customer each year. A wheeled bin service would not require any permits to be printed, each bin would be fitted with a microchip that would be read by the collection vehicle at point of collection, and it would inform the crew if the bin is a valid customer. The wheeled bins will also be made from 90% recycled material. This is beneficial from a cost and future generation's wellbeing basis.

- **Receptacle size** – The current garden waste bags we sell to our residents are beneficial for our residents who currently receive an assisted collection.
  A potential disadvantage to moving to a wheeled bin service may be that some of our residents may struggle to move a large bin to and from their garden. This could lead to an increase in assisted collection requests that would put pressure onto our collection crews.
  As an alternative to wheelie bins for our more vulnerable customers we would continue to offer the reusable bag, this would be taken on a case-by-case basis and we would work with our residents to find the best solution to meet their needs. This would also allow us to utilise the current stock of bags that we have in storage.

  The benefit to a larger storage receptacle would be an increased winter storage capacity for the residents who struggle during the winter non-collection months. Residents would be able to fill their bin during the non-collection months and when the service resumed in March it would be collected. During the Covid-19 outbreak

that we have experienced this year we had to suspend the Garden Waste collection service to protect the other key services our residents rely on, if we had wheelie bins in place it would have been much easier to help our customers. They could have continued to fill their bin during lockdown and when services were resumed, the bin would have been emptied with very little disruption for our customers. As a non-statutory service garden waste is going to always be one of the first services to be stopped during an emergency and a wheelie bin could be a valuable asset to our customers moving forward if we do experience additional spikes with the current pandemic or other emergencies in the future.

4.2 Attached as appendix 5 is a comparison of the proposed garden waste service offered by neighbouring authorities.

5. EVALUATION CRITERIA

5.1 The criteria used to evaluate the success of these proposals include: a reduced level of subsidy for the garden waste service; customer retention rate; reduction in staff sickness absence resulting from manual handling injuries; lower fuel costs and reduced CO2 emissions from less frequent collections collecting a higher volume of waste

6. REASONS

6.1 Long term exposure to lifting the current garden waste bags may lead to muscular skeletal issues and injuries and the transition to a wheelie bin collection service would eradicate the possible problem.

6.2 The increased costs associated with reducing the subsidising of the garden waste collection service can be offset but giving our customers a larger capacity for their garden waste. This will a better value for money service.

6.3 Reducing the environmental impact of the garden waste collection service is important for working toward the Council's policy commitment to reduce its carbon emissions and the wellbeing of future generations.

7. RESOURCE IMPLICATIONS

7.1 If the authority proceeded with Option B there would be no financial impact on the service. The cost of the wheeled bins would be spread over 5 years and would be paid for from savings generated from not having to provide permits or bags.

7.2 All other savings generated via reduced collection frequency and the unit price increase will need to be re-aligned within the recycling and waste department to offset investment in other service changes such as the roll-out of the Polypropylene recycling bags and manage the existing extreme financial budget pressures.

7.3 These changes will be made in line with the roll out of polypropylene recycling bags approved by cabinet in 2017 meaning that the operatives affected would be redeployed in line with Monmouthshire's protection of employment policy.

8.0 WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

8.1 The changes to the services proposed or to be considered further as a consequence of this report have significant positive contributions to make to the Wellbeing Goals. In particular it has strong benefits for a Prosperous Wales, by supporting the ongoing development of a low carbon economy. There is also potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities to reduce the impact that waste has upon our communities. There are no negative impacts on the Well-being Goals.

8.2 The potential that larger wheeled bins could be difficult for older people or those with disabilities to move was identified. An alternative option identified as highlighted in the body of the report. There are further no significant positive or negative impacts on the protected characteristics, safeguarding or corporate parenting. The principles of Long term, Prevention, Integration, Collaboration and Involvement have been used throughout the development of these proposals (see Appendix 4).

9.0 CONSULTEES:

Enterprise DMT 2nd Dec 2019
Strong Communities Select Committee March 21st and 15th October 2019
Cabinet member

10.0 BACKGROUND PAPERS:

Appendix 1 - Garden waste service cost modelling
Appendix 2 - Options appraisal for garden waste service
Appendix 3 - Equality and Future Generations Evaluation
Appendix 4 - Garden Waste service comparison with neighbouring authorities
Appendix 5 – Results from 2019 public Garden Waste consultation

11.0 AUTHOR:

Dewi Lane, Senior Collections Officer, Neighbourhood services (Recycling and Waste)

12.0 CONTACT DETAILS:

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E-mail: dewilane@monmouthshire.gov.uk

Garden waste modelling

Option A

Current service 2019/20

No of permits	No of customers	Fortnightly Litreage	Total bags
1	7099	160	7099
2	3248	320	6496
3	784	480	2352
4	301	640	1204
5	121	800	605
6	44	960	264
7	3	1120	21
8	8	1280	64
9	2	1440	18
10	7	1600	70
	11617		18193

Annual Costs	Current
Vehicles	96875
Receptacles	20000
Staff	313095.8904
Veh maint and fuel	200000
system costs	5000
Permits	25000
TOTAL	**659970.8904**
Required charge to cover costs	**£36.28**
Required charge to cover costs with 15% reduction in customers	**£42.68**

Option B

Proposed fortnightly wheeled bins 2021/22

Equivalent bin allocation	No of customers	Fortnightly Litreage	Total bins
1.0	7099	240	7099
2.0	3248	480	6496
2.0	784	480	1568
3.0	301	720	903
4.0	121	960	484
4.0	44	960	176
5.0	3	1200	15
6.0	8	1440	48
6.0	2	1440	12
7.0	7	1680	49
	11617		16850

Annual Costs	Proposed
Vehicles	74350
Receptacles	64800
Staff	249876.712
Veh maint and fuel	105000
system costs	5000
Permits	**499026.712**
TOTAL	
Required charge to cover costs	**£29.62**
Required charge to cover costs with 15% reduction in customers	**£34.84**

Option C

Proposed fortnightly bags 2021/22

No of permits	No of customers	Fortnightly Litreage	Total bags
1	7099	160	7099
2	3248	320	6496
3	784	480	2352
4	301	640	1204
5	121	800	605
6	44	960	264
7	3	1120	21
8	8	1280	64
9	2	1440	18
10	7	1600	70
	11617		18193

Annual Costs	Proposed
Vehicles	74375
Receptacles	40000
Staff	249876.7
Veh maint and fuel	105000
system costs	5000
Permits	50000
TOTAL	**524251.7**
Required charge to cover costs	**£28.82**
Required charge to cover costs with 15% reduction in customers	**£33.90**

Option D

Proposed weekly

Equivalent bin allocation
1.0
1.0
1.0
2.0
2.0
2.0
3.0
3.0
3.0
4.0

Annual Costs
Vehicles
Receptacles
Staff
Veh maint and fue
system costs
TOTAL

wheeled bins 2021/22

No of customers	Fortnightly Litreage	Total bins
7099	240	7099
3248	240	3248
784	240	784
301	480	602
121	480	242
44	480	88
3	720	9
8	720	24
2	720	6
7	960	28
11617		12130

Proposed
96875
35533.3333
313095.89
200000
5000
650504.224

£53.63

£63.09

Fortnighly Wheelie bins

	costs
Vehicle - 26t/18t	45000
Vehicle - 7.5t	13125
Spare allocation (1/2 26t, 1/3 van)	16225
Bins (pru-borrowed over 8 years)	64800
Staff 3 drivers, 5 loaders	217000
Cover staff (50 days per employee)	32876.71
Vehicle maint and fuel	105000
Management/office staff	75000
Delivery crew - 2 men	52000
Delivery vehicle	10000
system costs	5000
costs	636026.7

One-off Implementation	50000

Current

Vehicle - 26t x 2	45000
Vehicle - 18t	22500
Vehicle - 7.5t	13125
Spare allocation (1/2 26t, 1/3 van)	16250
Bags	20000
Staff 4 drivers, 6 loaders	272000
Cover staff (50 days per employee)	41095.89
Vehicle maint and fuel	200000
Management/office staff	75000
system costs	5000
permits	25000
costs	638095.9

Fortnightly bags

Vehicle - 26t x 2	45000
Vehicle - 7.5t	13125
Spare allocation (1/2 26t, 1/3 van)	16250
Bags	40000
Staff 4 drivers, 6 loaders	217000
Cover staff (50 days per employee)	32876.71233
Vehicle maint and fuel	105000
Management/office staff	75000
system costs	5000
permits	50000
costs	524876.7123

Weekly Wheelie bins

Vehicle - 26t x 4	45000
Vehicle - 7.5t x2	45000
Spare allocation (1/2 26t, 1/3 van)	16250
bins	35533.33333
Staff 3 drivers, 5 loaders	217000
Cover staff (50 days per employee)	32876.71233
Vehicle maint and fuel	105000
Management/office staff	75000
system costs	5000
permits	50000
costs	520410.0457

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Options Appraisal Garden Waste Collection Service

	Recepticle	Frequency of collection	Cost per container	Annual capacity (Litres)	Comparative cost per 80 litres
Option A	Bags	Weekly	£36.28	3120	£0.93
Option B	Wheeled bin	Fortnightly	£29.62	4800	£0.49
Option C	Bags	Fortnightly	£28.82	1600	£1.44
Option D	Wheeled bin	Weekly	£53.63	9360	£0.46

Positives
Service is familiar to our residents
Manual handling issues are removed
Permits no longer required due to microchips in bins
Storage issues reduced
Best value for money
Increased capacity from bags
Bins will not need to be replaced as frequently as bags
The cost of this service is cheaper than weekly collection
Permits no longer required due to microchips in bins
Storage issues reduced due to needing fewer bins than bags
Bins will not need to be replaced as frequently as bags
Manual handling issues are removed

Negatives
Service costs will double from the current level
No increase in capacity for the extra cost
Manual handling issues remain leading to increased risk of muscular skeletal issues within our collection teams
Increased cost from current
Too large for some customers
A significant increase in cost from current
No increase in capacity for the extra cost
Storage issues for double amount of bags
Each customer will need to double the amount of bags
Double the amount of bags replaced each year
Double amount of permits printed each year
Manual handling issues increase further
Collection rounds become very large
Extremely expensive
Capacity will be too much for most customers
Too large for some customers

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Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Dewi Lane **Phone no: 01291 691309** **E-mail: dewilane@monmouthshire.gov.uk**	**Please give a brief description of the aims of the proposal – Garden Waste Cabinet report.** **Moving the garden waste collection service to a wheelie bin receptacle and fortnightly frequency**
Name of Service area Neighbourhood Services - Waste	**Date** **27/7/20**

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal does not have any positive impacts on older people with mobility issues.	The introduction of wheelie bins could have an adverse impact on older people in Monmouthshire with mobility issues who rely upon this service.	Any negative impacts caused to older residents with mobility issues arising from the introduction of wheelie bins will be mitigated by the offer of the continued use of the existing assisted collection process. Another mitigation that will be made available is to offer those adversely affected, the continuation of the current brown bag service.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	The proposal does not have any positive impacts for people with disabilities.	The introduction of wheelie bins could have an adverse impact upon the people of Monmouthshire with disabilities who rely upon this service.	Any negative impacts caused to older residents with disabilities arising from the introduction of wheelie bins can be mitigated by the offer of the continuing use of the existing assisted collection process. Another mitigation that will be made available is to offer those adversely affected the continuation of the current brown bag service.
Gender reassignment	none	none	
Marriage or civil partnership	none	none	
Pregnancy or maternity	The proposal does not have any positive impacts for single pregnant women. There would be no difference with the brown bags or wheelie bins	The bags or wheelie bins would potentially be just as difficult to manoeuvre for single pregnant women.	Any negative impacts caused to single pregnant women arising from the introduction of wheelie bins can be mitigated by the offer of the use of the existing assisted collection process.
Race	none	none	
Religion or Belief	none	none	
Sex	none	none	
Sexual Orientation	none	none	
Welsh Language	All promotional material is bi-lingual	none	

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Poverty	The proposed change to the garden waste service has increased value for money compared with current service.	The introduction of a wheelie bin will have an increased cost up from the current £18 that was charged in 19/20. People living in poverty may not be able to afford this service.	The increased cost of the wheelie bins is largely due to the removal of the £300,000 subsidy currently applied to the bags, if this subsidy continues there will be little to no increase to the cost of introducing and wheeled bin. The increased price of a wheeled bin is modelled to fully cover the collection cost of the garden waste service. We can also work with residents who may not be able to afford the service to offer other options, these can include utilizing HWRC's and home composting.

2. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Recycling and the circular economy will help create a more prosperous Wales. More jobs, better quality exports, more wealth. The increase in cost for a wheelie bin may lead to a reduction in participation in the garden waste service leading to a lower recycling rate. The introduction of wheelie bins could also lead to an increase in participation, some residents during the consultation have indicated they currently do not use the service but a wheeled bin	This can be mitigated with an advertising campaign promoting the new bins as an asset to the resident, the increased capacity, value for money and winter storage could increase the amount of customers using the service.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	would convince them to use the service due to increased capacity	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Recycling is crucial in improving the environmental impact of waste. Reuse contributes to the circular economy and the reuse shops income is used to support climate change program	Providing better services at the kerbside will reduce the need for residents taking waste to sites as single car journeys
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	The introduction of wheelie bins will have health benefits for our collection staff, it will improve their manual handling problems and promote health and wellbeing in the workplace.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	High quality waste services are key in reducing the impact of waste on communities	Managing waste as a resource, tackling fly tipping and litter and the environmental crimes that blight communities
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Wales is a leader in recycling. Higher quality recycling that takes account of proximity principles and encourages manufacturing places Wales at the forefront global responsibility. By reducing collections of Garden waste to fortnightly it will reduce the emissions from the collection vehicles and reduce the road risk of the collection vehicles.	Continue to investigate treatment opportunities for recycling in Wales and grow the reuse shops using waste as a resource at a local level
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	none	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Recycling services can be used by all residents. Creation of jobs in recycling gives greater life chances to all in securing employment.	The use of assisted collections and the continuation of bags for certain residents will allow all resident who want to use the service to be able to use the service.

3. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Balancing short term need with long term and planning for the future	Recycling has been identified as a national priority in Wales. Increasing recycling and reducing the use of raw material is key to one planet living. Reducing access to easy waste disposal and increasing access to easy recycling is a priority.	
 Working together with other partners to deliver objectives	We will continue to work with partners across Wales to deliver high quality recycling and promote the circular economy	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Involving those with an interest and seeking their views	All residents were given the opportunity to consult on the proposals in this report in 2019. The results of the report are attached in appendix 6.	Residents views on waste changes and full consultation on trials backed up with robust data will continue to shape decisions going forward
 Putting resources into preventing problems occurring or getting worse	Recycling waste and increasing reuse has a quantifiable benefit on reducing carbon. Climate change is continuing and the impacts will be felt by the most disadvantaged first.	Improve services at the kerbside and for reprocessing in Wales to reduce waste miles and treat waste in line with the proximity principles.
 Considering impact on all wellbeing goals together and on other bodies	Recycling positively impacts on the environmental, social and economic wellbeing goals.	Improve the quality and quantity of recycling available to Wales and the UK reprocessing markets.

4. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?

Social Justice	Reuse supports social justice and provides low cost reusable items for all. Recycling creates wealth from waste and access to jobs across a wide range of industries.	*none*	
Safeguarding	none	.none	
Corporate Parenting	none	none	

5. What evidence and data has informed the development of your proposal?

The evidence for the proposal has been shaped by the consultation with our residents in 2019. We have also used financial and operational modelling to ensure the most efficient service possible. We have also used data of our health and safety record to inform our collection methods moving forward.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

.The proposals have been taken to Strong Communities Select on several occasions as part of the equality and future generations evaluation. Recycling positively impacts on social, environmental and economic future of Wales and supports long term sustainability. We understand there is a risk introducing this new service but with effective communication with our residents and customers we can mitigate these issues. We will continue to work with our customers on and individual basis to ensure the service can be accessed by all, we will do this with the use of assisted collections and the extension of the bagged service.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible
Review success of interventions against increased recycling	**Quarterly ongoing**	**Waste team**

8. **VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Cabinet	**Dec 2019**	*Cabinets asked to review more options and carry out consultation*
2	**Scrutiny**	**Sept 2020**	
3	**Cabinet**	**October 2020**	

Price Comparison with neigbouring Authourities

Authourity	Recepticle	Collection Period	Cost
Forest of Dean	240l Wheeled bin	Fortnightly	£39
Hereford	Single use sacks	Weekly	£4
Gloucester	240l Wheeled bin	Fortnightly	£44
Powys	240l Wheeled bin	Fortnightly	£35
Powys	120l Wheeled bin	Fortnightly	£30
Newport	240l Wheeled bin	Fortnightly	£0
Torfean	240l Wheeled bin	Fortnightly	£0
Monmouthshire Proposed	240l Wheeled bin	Fortnightly	£35

Comments
Discount for residents receiving housing benefit

Special Issues
50x80l White sacks can be purchase instead of a wheelie bin. This has to be applied for, currently less than 100 people using that service.
No alternative, if resident cannot store bin they cannot have service
45l Paper sacks offered to hard to reach properties
Hessian sacks offered as alterative for hard to reach props, assisted collections must place bin as close to highway as poosible and bin must be visable

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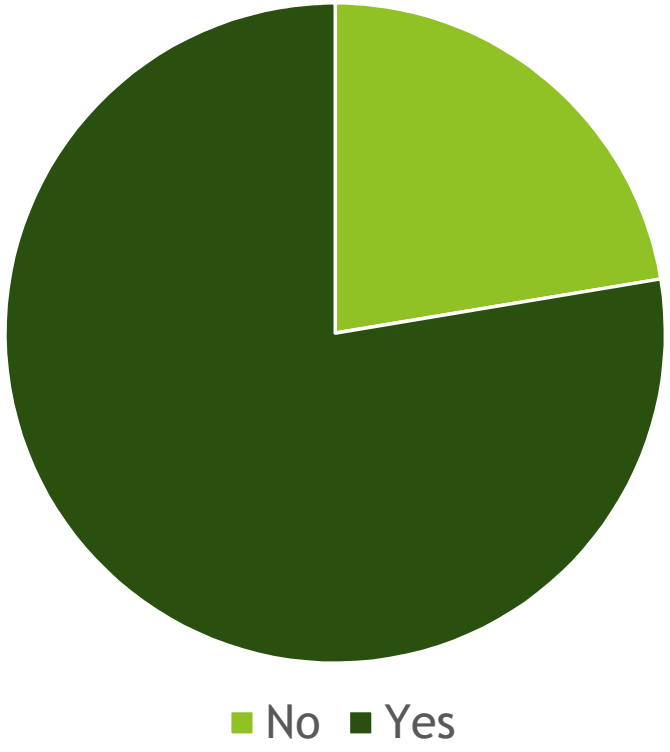
Garden Waste Consultation Responses 2019

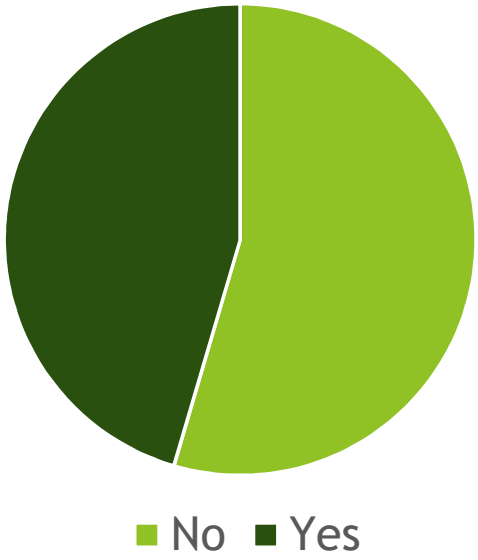
Do you currently use the Garden Waste Service?



If no, Why not?

To expensive for size of bag
Cost
The price increase of the permits was so rapid. £9 to £18 in 4 years.
Cost
Cost
Too expensive, no collection for autumn leave fall. This was an included service in council tax and has now become an extra luxury service. We previously had 5 bags during autumn.
Since it changed to the limited seasons rules. It was expensive enough paying for two bags to put out weekly after council tex but I felt the fact that it would only be seasonal (with no Christmas tree collection) was very poor.
The cost of the permit.
Have an acre for my garden and that's too much to go in any bags
Too expensive not to be all year round
Too costly
Too expensive.
I tried to manage without it because of cost.
Having to pay for this service which was originally free
Cost size of bags no service through winter
We take it to the recycling centre in Monmouth
No need
I pay council tax. When the garden waste is mixed in with my normal waste at the centre then why should I pay extra? Ridiculous. They go up every year and you don't even collect all year round! Forcing more money out of people. £200 a month tax I pay to y
Cost
We take it direct to Usk recycling depot
Yes too expensive for less time
Cost
i have just bought two permits for 2019 but would rather use a wheelie bin as it is easier
I home compost
Applying this year
When a few became payable, our budget is already very tight.
Too expensive
the bags were not tough enough for garden waste
too expensive i already pay rates
Too expensive

Are you happy with current Garden Waste Service



If no, Why not?

TOTALLY UNFAIR AND WE HAVE TO PAY THIS ONTOP OF COUNCIL TAX

It should start in February. I have had to take a car load of waste to the tip every week in February. These tips have been very busy because if this and it is not an environmentally sound method of disposing of garden waste

Bag to small

Bags do not last well and quickly break/get holes/ handles split apart.
Permit sometimes falls out so collection is not made.
Expensive.

Increased cost for reduced service

Prone to neighbors steeling permit with bag

Now a seasonal service but the same price as the former year-round service. This means that leaves which are gathered in the late autumn are not collected. Additionally you do not now collect Christmas trees

Need to collect Xmas trees on 2 days of the year.

I've never had to pay elsewhere and restricting the months doesn't seem sensible as Nov and Feb are often tidy the garden months. Also I'm having hassle with this app trying to get my permits - can't find how. All in all feeling very frustrated wasting an

Because garden waste just doesn't stop on the days you stop collecting it, with our weather conditions plants continue to grow or die during the 4 months you don't collect, resulting in fillings bags and trips to the tip. We also use our brown bag for al

Would prefer large container - wheeled bin.

I strongly object to being charged for this service. The cost is excessive and is anextension to council tax. Given the high cost of council tax we should not need to pay more
Bags are heavy and difficult to carry when full. Bin men never put bags back w

Expensive. Poor bags

Preferred the 12 month collection; we have guinea pigs whose used bedding (sawdust and straw) we put in with our garden waste. 3 months of no collection is a lot of used bedding.

Needs to be a collection for a longer period, especially due to warmer weather. It’s now February & I need to mow grass which will need collection.

Loose base tends to get thrown away with first collection of new bag. Then less robust.

A collection after Christmas would be useful. Not always possible to cut back shrubs /hedges etc by November especially with warmer autumns and extended growing season.

I think it should be a house permit against more than one bag

I am happy with the actual service but would like it to continue through November. There are so many autumn leaves which need collecting.

Cost

The cost does not seem to be value for money when collections are not year round. Our bags are often blown away so we have to go hunting for them which is frustrating when we have a front wall (low height) that they could be put over.

Because other councils have wheelie bins for garden waste.

The bags reduced in capacity so no longer large enough to fit all of the garden waste in.

Cost, limited amount.

It should be free. Also, I’m constantly having to clean up after collections as the operatives are quite happy to spill the contents over the road.

I appreciate that the volume of waste in winter months is lower but the lack of collections is an issue . Even fortnightly collections would be preferred.

I need it for 12mths of the year not 9 - I own 4 rabbits 4 guinea pigs and pets aren't seasonal. Also the bags stopped just as all the leaves were dropping from the trees and I ended up slipping on wet leaves which I wouldve been sweeping up & puttin

Having to pay

Bags ever smaller and service reduction

Permit falls out of bags and bags disintegrate and rip easily.

I would need two bags and I feel with the cost of the council tax at £219 per month this should amply cover the cost of the bags.

I do not like that it does not continue in the winter months. It can be difficult to get to a recycling centre so I have a collection of garden waste building up over the winter.

the permit system is OK - its the bags I have an issue with - see below comments on wheelie bins.

However I think that garden waste permits should not attract a separate fee - costs should be included in the general community charge

Shouldn't have to pay

See last comment

Only for 9 months a year if you do gardenong you know you have waste all year not to mentoon christmas tree collection cancelled

I garden all year round. Bags are too small.

It’s expensive considering it’s Mar-Nov.

They often get lost because the bags aren’t robust enough.

I would like it all year round

I find the bags difficult to keep/use.

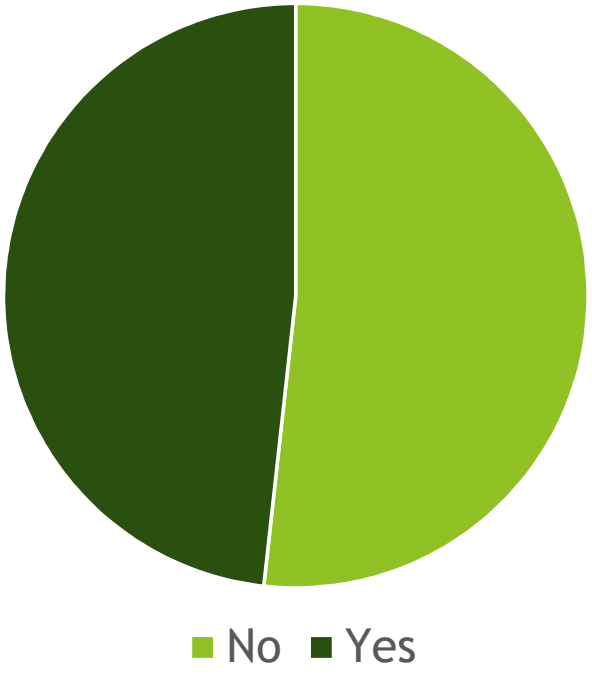
They can rot, and generally look abit untidy after a years use.

I also don’t think they are big enough. I’ve got a small garden, and I need at least 3 to do the lawn properly. I end up having to take bush clippin

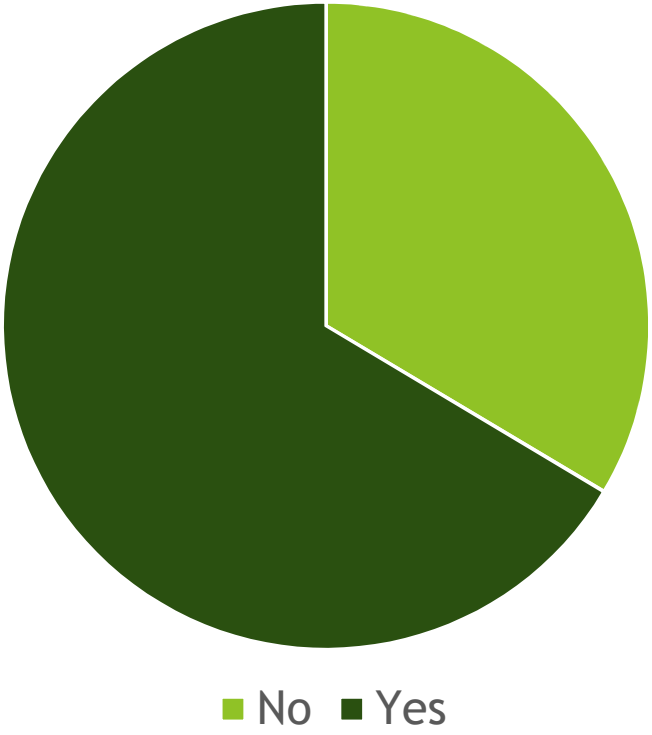
The permit system is fine but the bags disintegrate far too quickly

Having to pay for this service which was originally free

Do you want a Wheeled bin for your Garden Waste?



Would you prefer longer term contracts?



Would you pay extra for a winter service?