

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Service Director
– Business Unit 6

Resident only Permit Scheme for Household Waste Recycling Centres

1. Purpose of report

- 1.1 This report sets out the detail around the recommendation to introduce a resident's only permit scheme for the four household waste recycling centres.

2. Recommendation

- 2.1 That members approve the Option 3 – Introduce a Residents only Permit Scheme as detailed in section 5 of this report.

3. Introduction

- 3.1 As part of the ongoing efficiency work being carried out in BU6, KLOE Place 11- HWRC Efficiency identified cost saving opportunities relating to the operational delivery of our four, HWRC's (Household Waste Recycling Centres). The KLOE highlighted a number of proposals including a recommendation to introduce a resident's only permit scheme for our sites.

4. Consideration of alternative approaches

- 4.1 The following alternative proposals have been considered;

Option 1 – Do Nothing

- 4.2 As changes to the operational management of the four HWRC's has already been put forward by BU6 as a means of reducing revenue expenditure, previously agreed by Cabinet (Cab.8.10.2014/6.1), then not implementing the recommended proposal would result in an ongoing revenue pressure of £100,000 pa for the Business Unit.

Option 2 – Reduce site opening times

- 4.3 Some neighbouring local authorities have elected to reduce the opening hours of their own HWRC's as a means of reducing the management fee associated. I.e. Doncaster, Rotherham and Sheffield.

- 4.4 To understand the implications of this option further in 2016 the service commissioned an independent survey of HWRC users to determine the levels of site activity each day and each hour the sites were open. The survey results have shown that the current hours are appropriate with good usage at all four sites from opening time until closing time. Evidence gathered from a neighbouring authority has also shown that a 2-day per week closure to their sites has not resulted in a reduction in overall waste entering those sites. Instead the sites are now busier on the days they are open resulting in an increase in vehicle movements and queuing, adversely affecting site users and other users of the highway.

Option 3 – Introduce a resident’s only permit scheme

- 4.5 This option would involve restricting access to the four HWRC’s to Barnsley residents only, thereby eliminating cross border use from residents of Rotherham, Doncaster, Sheffield, Wakefield and Kirklees. Further details are found in Section 5.

This report recommends the implementation of Option 3

5. Proposal and justification

- 5.1 This option was developed in response to the reduced opening hours and the consolidation of sites that has taken place in neighbouring authorities over the past 2-3 years, thus driving more waste (and cost) through our own HWRC’s. Site staff were given the discretion to ask for identification from users during industrial action on Sheffield sites and collected up to 30 vehicle registrations of none Barnsley users per day. Continuing checks on an ad hoc basis, particularly on the days when neighbouring authority sites are closed have shown around 6 vehicles from none Barnsley residents trying to use sites, resources do not allow for constant monitoring of all users.
- 5.2 To illustrate the point please see Appendix B, but in summary;
- Sheffield – most sites closed 2 days per week
Doncaster - most sites closed 2 days per week
Rotherham - all sites closed 1 day per week
Wakefield – reduced from 7 sites to 4
- 5.3 The proposal looks to introduce a resident’s only permit scheme which will grant Barnsley residents exclusive use of our four sites. In turn this will prohibit non-Barnsley residents from accessing our sites. Wakefield and Leeds have had a similar scheme in place for a few years and believe it has reduced waste at their sites but had no particular impact on fly tipping which has been rising nationally. Recently Bradford and neighbouring Calderdale councils have introduced similar schemes but the schemes are too new to give much evidential data.
- 5.4 The permit will take the form of a car window sticker (See Appendix C) bearing the vehicle registration number so it is easily visible by staff and once fixed in a vehicle will not be “lost” or “forgotten” by the user.

- 5.5 Starting in January 2017, permits will be issued by site staff on production of a valid vehicle registration document (V5) showing registration in the Barnsley Metropolitan Borough area; no personal details will be recorded. Any vehicle where the driver is not the owner (e.g. company car, mobility vehicle) will be referred to the back office who are used to dealing with these cases as part of the van/trailer permit scheme. A number of recruitment projects have been undertaken by the site contractor and this has created some capacity at sites to deal with the initial extra workload.
- 5.6 The permit will be promoted by word of mouth (site staff), leaflet, press release and website and will be introduced gradually over a period of 3 months before becoming compulsory in later in 2017.
- 5.7 Site staff will have a directory of Barnsley post codes to refer to for queries before passing enquiries to back office and it is anticipated that >95% of permits will be issued on site.
- 5.8 From 6th April 2017 only permitted vehicles or residents carrying valid photo ID showing that they are a Barnsley resident will be allowed to access the sites.
- 5.9 Further information regarding the scheme has been compiled into a Conditions of Use document (See Appendix D) which sets out the basis of the scheme and a series of Frequently Asked Question (Appendix E) has also been produced to assist residents and members.
- 5.10 A briefing pack for members will be produced and issued before the soft launch of the service in January 2017.

6. Implications for local people / service users

- 6.1 From 6th April 2017 local residents will not be allowed to access any of the four HWRC sites without a valid permit or presentation of photo graphic ID (i.e. valid driving license). This is a departure from the existing access arrangements but is designed to reduce the number of non-Barnsley residents using the sites. In turn this will reduce congestion at the sites and reduce the cost of disposing of non-Barnsley household waste.

7. Financial implications

- 7.1 Costs associated with the implementation of the recommended proposal are expected to be minimal and will therefore be contained within the budget envelope of the service.
- 7.2 Based upon our tonnage data it is anticipated that this will reduce waste arising by 5% (saving c£25kpa) and slow down the current rise in residual waste at the sites. This saving will contribute to the previously agreed 2016/17 efficiency saving PL15 Household Waste Recycling Centre (£50,000).
- 7.3 The full financial implications are detailed in appendix A to this report

8. Employee implications

None identified

9. Communications implications

The launch of the service has been discussed with the central communications team who will assist with press releases and supporting media communications including profile raising via social media.

10. Consultations

Cabinet Spokesperson – PLACE
Executive Director – PLACE
BU6 Service Director – PLACE
Communications and Marketing Manager – HR, Performance & Comm's
Strategic Finance Manager – Financial Services

11. The Corporate Plan and the Council's Performance Management Framework

12. Tackling health inequalities

No adverse implication identified.

13. Climate Change & Sustainable Energy Act 2006

No adverse implications identified.

14. Risk management issues

There is a potential risk that this will encourage additional fly tipping. Whilst adjacent authorities have recorded additional fly tipping since the introduction of the permit this is not a direct correlation as the vast majority of authorities, including BMBC, have also witnessed increased fly tipping over the last 2-3 years.

To mitigate this the HWRC service will liaise with Neighbourhood Services to ensure that we have a greater presence in the proximity of the 4 sites around April 2017.

Further mitigation of this is the fly tipping campaign which is raising the profile to reduce fly tipping. In particular fly tipping hotspots are now subject to potential covert surveillance operations.

15. Health, safety, and emergency resilience issues

No adverse implications identified.

16. Compatibility with the European Convention on Human Rights

No adverse implications identified.

17. Promoting equality, diversity, and social inclusion

No changes to the existing site access rules will be made once access has been granted.

18. Reduction of crime and disorder

No adverse implications identified.

19. Conservation of biodiversity

No adverse implications identified

20. Glossary

HWRC – Household Waste Recycling Centre

21. List of appendices

Appendix A – Financial Implications

Appendix B – Summary of HWRC Provision on Neighbouring Authority's

Appendix C – Example of HWRC Permit

Appendix D – Conditions of Use

Appendix E - Frequently Asked Questions

22. Background papers

None supplied

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