

# TONBRIDGE & MALLING BOROUGH COUNCIL

## COUNCIL

31 July 2018

### Report of the Director of Street Scene, Leisure & Technical Services

#### Part 1- Public

#### For decision

## 1 RECYCLING SITE COLLECTION ARRANGEMENTS

### Summary

**This report identifies operational difficulties with the current collection arrangements at the Council's recycling sites, and brings forward temporary additional resources to help address the issue until the implementation of revised recycling site arrangements under the new Recycling Contract.**

### 1.1 Background

- 1.1.1 In partnership with Tunbridge Wells Borough Council, this Council jointly owns and operates two recycling vehicles for the collection of glass and cans from around 100 recycling sites across the two authorities. The vehicles are operated under contract with Veolia, who provide the drivers and recycling bank servicing schedule.
- 1.1.2 The income from the sale of materials is offset against the operating and servicing charges and the net costs are shared equally between authorities. Both Councils then claim their separate recycling credit payments for the materials recycled.
- 1.1.3 When the vehicles were purchased in January 2008 and February 2009 they were initially costed on an eight year life and provision was made for their replacement within the capital renewals budgets for 2015/16 and 2016/17 respectively.
- 1.1.4 At the November 2015 meeting of the Housing and Environmental Advisory Board it was agreed that in recognition of the Council's overall financial position the life of the Council's two recycling vehicles be extended to the end of the existing Waste Services contract in February 2019. The risks associated with the approach were noted by the Board and it was recognised that if there were significant problems with one or both of the vehicles temporary arrangements to service the Council's recycling sites should be progressed.

### 1.2 Current Position

- 1.2.2 The growing unreliability of the existing vehicles has led to problems in delivering the required service over recent months, which is understandable as the vehicles

are now 10 years and 9 years old respectively. Despite taking a number of actions including the hire of an additional vehicle from Veolia, the manual cleansing of recyclate left on the ground at the recycling sites and additional weekend collections, it is clear that more action is required. The additional Veolia vehicle is only available on limited occasions and cannot be guaranteed.

- 1.2.3 The Council is receiving a growing number of complaints from residents, Parish Councils and Members who quite rightly expect the recycling sites to be emptied to meet demand. It is worthy of note that demand for the sites continues to grow reflecting the public's growing commitment to recycling, and it is important that this enthusiasm be encouraged.

### **1.3 Proposal**

- 1.3.1 Having considered a number of options including increasing the number of banks at each site, it is proposed to engage another vehicle to undertake additional collections at the recycling sites to help address the problems. The availability of suitable vehicles to undertake the operation is extremely limited, but a local company, (Lucy & Martin Recycling Company) has recently been identified who could assist. It is the intention to commission the company to undertake additional collections to supplement existing arrangements up until new recycling site arrangements have been implemented through the new Waste Contract. It is anticipated that this will be in 12 months' time. Subject to Council approval the company has confirmed that it could commence the new arrangement approximately one month from placement of an order by TMBC.

### **1.4 Legal Implications**

- 1.4.1 The Council currently has contractual arrangements with Veolia to operate the existing service and has a partnership agreement with Tunbridge Wells Borough Council to provide this service across the two authorities.

### **1.5 Financial and Value for Money Considerations**

- 1.5.1 Whilst the Council has saved money by not replacing the two existing recycling vehicles, it is now recognised that additional financial resource is required. The proposed temporary arrangement will cost £30k and it is the intention that this additional expenditure be met by a supplementary estimate, which will be reflected in the revised revenue budget later in the year.
- 1.5.2 Despite significant research no other company has been identified which can supply a suitable vehicle to meet the Council's needs and timescale, and subject to Member approval, an exemption from standing orders will be sought from the Council's Statutory Officers to appoint the company.

## **1.6 Risk Assessment**

- 1.6.1 There is a clear risk that if temporary arrangements to service the recycling sites are not progressed, the level of service will continue to suffer and the Council will receive a growing number of complaints. The potential risk of the scenario currently facing the service was recognised when the original decision to extend the life of the existing vehicles was made in 2015.

## **1.7 Equality Impact Assessment**

- 1.8 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

## **1.9 Policy Considerations**

1.9.1 Asset Management

1.9.2 Procurement

## **1.10 Recommendations**

**It is RECOMMENDED** that the temporary arrangements outlined in the report to improve the collection arrangements at the Council's recycling sites be agreed, with funding from a supplementary revenue budget.

Background papers:

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Nil

Robert Styles

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