



Rural Area Working Party 17 June 2010

Waste and Street Scene Services: Cleansing Review

Summary

This report provides background to the Waste and Street Scene Services work to improve cleansing standards across St Edmundsbury by utilising existing resources more effectively and efficiently. This includes the towns as well as rural areas.

1. Purpose of the Report

- 1.1 The purpose of the report is to outline why a Cleansing Review is required within Waste and Street Scene Services. The review will form part of a programme of tasks throughout the year which will make a significant contribution to the Council's Corporate Priorities, in particular around improving the cleanliness of the Borough.**

2. Background

- 2.1 The last comprehensive Cleansing Review in St Edmundsbury was carried out in 1995. Since then 8,500 properties, including those on new housing estates, have been built across the Borough. In Haverhill, in particular, a significant change to the layout of the town has been seen.
- 2.2 The old system utilises photocopied maps which are then marked manually to create a cleansing route. This is a very time consuming process. The system is difficult to maintain and does not ensure that resources are being deployed to the best effect.
- 2.3 Cleansing rounds have absorbed years of growth across the Borough leaving some inconsistencies within the current routes and rotas. Current cleansing schedules are shown in Table 1 below.

Table 1 – Current Cleansing Schedules

| Task | Depot | Vehicles | Crew | Frequency |
|---|--------------|-----------------|-------------|------------------|
| Mechanical sweeping – carriageways | Bury | 2 | 2 | 1 – 2 – 8 weekly |
| | Haverhill | 1 | 1 | 1 – 4 – 8 weekly |
| Mechanical sweeping - town centre | Bury | 1 | 1 | daily |
| | Haverhill | 1 | 1 | daily |
| Mechanical sweeping - paths | Bury | 2 | 2 | daily |
| | Haverhill | 1 | 1 | daily |
| Litter picking - rural towns and villages | Bury | 1 | 1 | 20 weeks |
| | Haverhill | 1 | 1 | 13 weeks |
| Litter picking - town centre | Bury | 7 | 7 | 1 – 2 – 8 weekly |
| | Haverhill | 7 | 7 | 1 – 4 – 8 weekly |
| Litter picking – carriageways | Bury | | | p.a. |
| | Haverhill | | | p.a. |
| Havebury cleansing | Bury | 1 | 1 | 4 weeks |
| | Haverhill | 1 | 1 | 4 weeks |
| A14/11 cleansing | Bury | 1 | 1 | daily |

2.4 A trial has recently been started to recycle or compost all street sweepings from urban and rural areas. This will improve the municipal recycling rate and also help to cut mileage in taking this material to a transfer station as the new processing contractor will collect from the depots in Bury and Haverhill. Additionally, this should increase capacity through reducing the time it takes to travel to and from the transfer station.

3. Summary of current rural cleansing rounds across St Edmundsbury

3.1 Supervisors and Cleansing Operatives are working from old maps or in some cases from what they know and have learnt over the years from changes as new developments have been built.

3.2 Additional housing estates and an increase in the routes that are not documented are proving problematic for new cleansing staff and supervisors alike.

3.3 Some rounds are not planned to follow the most efficient route as over the years capacity on rounds has been filled when the need has arisen.

4. How can the current system be improved?

4.1 Integrated Skills Limited (ISL) is a specialist waste management company who have been working with the Borough Council and Forest Heath District Council on redesigning and optimising domestic waste collection rounds. They are the UK agents for a route optimisation software package called 'Routesmart'.

4.2 Routesmart software was purchased by Forest Heath and St Edmundsbury in April 2010 for the round reorganisation project. This has enabled waste collection rounds to be redesigned to accommodate changes in the tipping facilities for residual (black bin) waste. The software is primed with road network and property/facility location data and generates balanced daily zones and detailed routes within them. This software is also capable of redesigning and optimising cleansing routes.

4.3 When cleansing routes have been redesigned issues can be dealt with more effectively by the use of a real time vehicle tracking system. Also, in the event of staff not knowing a route for what ever reason or where changes have been made to the cleansing rounds, routes and maps can easily be printed.

5. What benefits will St Edmundsbury Borough Council get from a Cleansing Review?

5.1 The benefits of a comprehensive review of cleansing operations will include:-

- (a) the cleanliness of the Borough by improving some cleansing frequencies;
- (b) a more efficient and sustainable way of working as all new routes would be planned to enable tipping at the nearest tipping point;
- (c) a reduction in fuel consumption and carbon emissions through route optimisation ie. vehicles travelling the most efficient route;
- (d) an up to date database of routes across the Borough to which new road networks and housing developments can be added;
- (e) new maps/route sheets can be printed at any given time without relying on the knowledge of supervisors or regular crew members; and
- (f) projected growth for any planned new developments can be built in.

6. Benchmarking with other Local Authorities

6.1 Some local authorities have used Routesmart for a Cleansing Review to help improve service delivery.

6.2 ISL has previously delivered training on devising street routes and support for projects in Daventry District Council, Bath and North East Somerset Council and Guildford Borough Council.

6.3 ISL has also completed other street-based routeing projects (winter maintenance) for Rotherham Metropolitan Borough Council and Newcastle City Council.

7. Conclusion

7.1 This report provides an overview of how a Cleansing Review would work using technology, ie by utilising software, and staff on a current project. It is hoped that the Working Party finds this information useful, particularly in shaping its priorities.

8. Recommendation

8.1 The Working Party is asked to note:-

- (i) that rural communities may need to become involved in this process ie. community clean ups, as there may be delays in cleansing as new route schedules go live, which may mean some areas going longer (or indeed shorter) than the current schedule; and

- (ii) the plans for a comprehensive cleansing review taking into consideration that the service has only limited resources available to fund it.

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