

# Overview and Scrutiny Committee



*St Edmundsbury*  
BOROUGH COUNCIL

<b>Title of Report:</b>	<b>Annual Presentation by the Cabinet Member for Operations</b>	
<b>Report No:</b>	<b>OAS/SE/17/029</b>	
<b>Report to and date:</b>	<b>Overview and Scrutiny Committee</b>	8 November 2017
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<b>Purpose of report:</b>	<p>As part of the "Challenge" role, Overview and Scrutiny are asked to consider the roles and responsibilities of Cabinet Members. It is part of the Scrutiny role to "challenge" in the form of questions.</p> <p>Therefore, to carry out this constitutional requirement, at every ordinary Overview and Scrutiny meeting at least one Cabinet Member shall attend to give an account of his or her portfolio and answer questions from the Committee.</p>	

<b>Recommendation:</b>	<p><b>Members of the Committee are asked to question the Cabinet Member for Operations on his portfolio responsibilities, and having considered the information, the Committee may wish to:</b></p> <p><b>1) Make recommendations to the Cabinet Member for Operations for his consideration;</b></p> <p><b>2) Request further information and / or receive a future update.</b></p> <p><b>3) Take any other appropriate action as necessary.</b></p>		
<p><b>Key Decision:</b></p> <p><i>(Check the appropriate box and delete all those that <b>do not</b> apply.)</i></p>	<p><i>Is this a Key Decision and, if so, under which definition?</i></p> <p>Yes, it is a Key Decision - <input type="checkbox"/></p> <p>No, it is not a Key Decision - <input checked="" type="checkbox"/></p>		
<b>Consultation:</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>		
<b>Alternative option(s):</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>		
<b>Implications:</b>			
<i>Are there any <b>financial</b> implications? If yes, please give details</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<i>Are there any <b>staffing</b> implications? If yes, please give details</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<i>Are there any <b>ICT</b> implications? If yes, please give details</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<i>Are there any <b>legal and/or policy</b> implications? If yes, please give details</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<i>Are there any <b>equality</b> implications? If yes, please give details</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<b>Risk/opportunity assessment:</b>		<i>(potential hazards or opportunities affecting corporate, service or project objectives)</i>	
<b>Risk area</b>	<b>Inherent level of risk</b> (before controls)	<b>Controls</b>	<b>Residual risk</b> (after controls)
	Low/Medium/ High*		Low/Medium/ High*
None			
<b>Wards affected:</b>		All	
<b>Background papers:</b> <i>(all background papers are to be published on the website and a link included)</i>		None	
<b>Documents attached:</b>		None	

## **1. Key issues and reasons for recommendation**

### **1.1 Background**

- 1.1.1 As part of its "Challenge" role, the Overview and Scrutiny Committee is asked to consider the roles and responsibilities of Cabinet Members. To carry out this constitutional requirement, at every ordinary Overview and Scrutiny meeting at least one Cabinet Member shall be invited to give an account of his or her portfolio and to answer questions from the Committee.
- 1.1.2 On 9 November 2016, the Committee received a presentation from the Cabinet Member for Operations, Councillor Peter Stevens, summarising the areas of responsibilities covered under his portfolio.

### **1.2 Scrutiny Focus**

- 1.2.1 The scope of this report has been developed to provide the Committee with information on the following key questions identified relating to the operations portfolio:
- a. **Brown Bins:** Has the Council seen a rise in the number of households signing up to the Brown Bin service in the second year?
  - b. **Brown Bins:** What impact has the scheme had on the weight of refuse going to Great Blakenham and has the cost gone up, if so, by how much?
  - c. **Recycling:** How well is the public doing at separating their waste? (i.e. how much is going into the brown bin which should not?)
  - d. **Fleet Management:** What research has been carried out, and how soon do you expect the Council to have electric fleet vehicles?
  - e. **Christmas Fayre:** Whilst this is extremely successful for attracting visitors to the town and the economy, it is very disruptive to residents. Therefore, how much thought is being given to minimising the impact on residents?

### **1.3 Response to Key Questions Set out in the Scrutiny Focus**

#### **1.3.1 Brown Bins (a)**

The changes to the collection of organic waste were introduced in April 2016 following an impending change to the funding arrangements and an expected increase in the organic waste treatment costs.

As a result, the new service was restricted to the inclusion of garden waste only and participation was voluntary and subject to an annual subscription charge.

In West Suffolk, the number of households subscribed to the garden waste collection service is currently 29,622. Across West Suffolk, there has been a net increase in the number of participating households from 2015/16 to 2016/17, which is in line with our own estimates and experiences elsewhere.

In Forest Heath, the subscription number is currently lower than last year but this may be in part due to the change in the number of "on-base" USAF households, which has reduced by 94 (from 943 to 849) due to their ongoing review and disposal of properties.

In St Edmundsbury there has been an increase in 305 household bin subscriptions.

In both Forest Heath and St Edmundsbury, household subscription reflects the urban/rural split with fewer households in urban areas joining the service than in the rural areas, which is probably linked to garden availability and size.

		<b>SEBC</b>	<b>FHDC</b>	<b>West Suffolk</b>
Total No. households <sup>1</sup>		46,949	28,777	<b>75,726</b>
1 April 2016 to 11 December 2016	Household numbers	19,247	10,134	<b>29,381</b>
	% take up	41.00%	35.22%	<b>38.80%</b>
1 April 2017 to 9 October 2017	Households Numbers	19,552	10,070	<b>29,622</b>
	% take up	41.65%	34.99%	<b>39.12%</b>
+/- change in household numbers		+305	-64	<b>+241</b>

Notes:

<sup>1</sup> Estimated based on Office of National Statistics data

### 1.3.2 **Brown Bins (b)**

All residual waste collected from West Suffolk is delivered to the energy from waste facility at Great Blakenham, via a transfer station at Red Lodge.

The quantity of residual waste disposed of increased by 3,798 tonnes (11.62%) from 2015/16 to 2016/17. About 1% to 2% of this increase can be attributed to the annual increase in residual waste that is normally experienced. The remaining increase can be associated with garden being placed in the black bin by those who have not subscribed to the garden waste collection service, in addition to the disposal of kitchen waste from all households.

In terms of the brown bin, there has been a 7,781 tonnes reduction in the quantity of waste collected from 2015/16 to 2016/17. Assuming that the increase in the residual waste is predominately due to organic waste previously collected in the brown bin, 3,983 tonnes of organic waste previously collected is now unaccounted for. Whilst there has been a minor increase in garden waste taken to the household waste recycling centres, residents are changing their behaviours in response to the service change. Councils who have made a similar service change have reported similar residual waste findings to this and the data is in line with the modelling projections we carried out before introducing the scheme.

Black Bins						
	FHDC		SEBC		West Suffolk	
2013/14	12,334		19,4701		31,805	
2014/15	12,555	1.79%	18,824	-3.32%	31,379	-1.34%
2015/16	12,682	1.01%	20,132	6.95%	32,687	4.17%
2016/17	13,993	10.34%	22,492	11.72%	36,485	11.62%

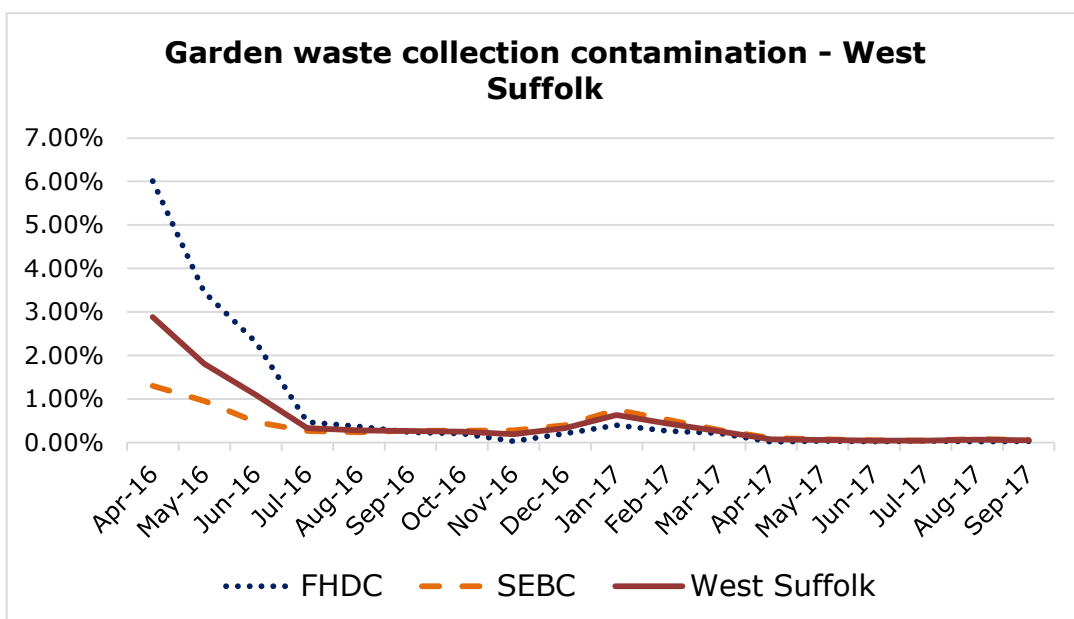
### 1.3.3 Recycling

Since the introduction of the service change, the compost treatment plant operator has been satisfied that the material quality and there have been no significant contamination issues, with residents removing non eligible material as required.

In terms of bins put out for collection, refuse crews inspect bins and determine if the material quality meets the minimum standard required. The table and graph below outlines the percentage of bins not emptied due to contamination reasons.

	April 16 - March 17		April 17 - Sept 17	
	Total bins emptied	% bins not emptied	Total bins emptied	% bins not emptied
FHDC	234,920	0.56%	110,840	0.03%
SEBC	451,914	0.25%	215,282	0.07%
West Suffolk	686,834	0.36%	326,122	0.06%

During 2016/17, 2,438 brown bins were not emptied due to contamination out of 686,834 emptied bins. Most of the contaminated bins can be accounted for by people maintaining the practice of putting food waste in the bin, with food waste, cardboard and pet waste accounting for 75% of bins rejected due to contamination from April 2016 to September 2017. However this practice diminishes as the year goes on and the contamination level of bins has continued to decline.



### 1.3.4 Fleet Management

Fleet Management has, for several years, been exploring the potential for 'alternative fuels' and technology designed to make vehicles less damaging to the environment.

Over the years several electric vehicles (EV) have been trialled (cars and vans) and, whilst they have all been satisfactory in service, some delivered insufficient travel distance range to suit our needs. However, all have proven to be at a cost which would not give us a rate of return to justify the purchase/lease. Models trialled have included: Nissan Leaf; Smart FourTwo; Toyota Prius; Renault Zoe, Nissan eNV200 (Van).

The council has worked with several companies to explore the potential for hybrid technology fitted to our larger vehicles. This has included Hydraulic Regenerative Braking and technology to provide a 'stop-start' system for refuse trucks. Sadly, to date, none of these technologies have come to market in a viable form but we continue to monitor the development of this technology for future use.

On our staff car fleet we are currently operating two Hybrid cars (Kia Niro and Lexus CT) and one full EV car (Mercedes B Class).

On the light commercial fleet we have in the past invested in two systems. The first was the Connaught Hybrid+ Drive system. This was fitted to one vehicle in 2008 but failed in service and the company which provided it folded before it could be rectified.

We later purchased four vehicles (Ford Transit) fitted with the Ashwood Hybrid+ technology. This was slightly more successful but again did not perform for more than a couple of years without requiring high levels of maintenance. The systems were therefore removed and the company which provided them discontinued the product due to ongoing vehicle design changes which necessitated major re-tooling for their product.

We have recently trialled a small EV truck which sadly has not given us the performance required to be useful and we are therefore about to trial a petrol/EV hybrid truck which will hopefully perform better.

The heavy commercial market is still developing with many 'concept' ideas in the pipeline alongside some proven, but prohibitively expensive, 'alternative' fuel systems such as Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), Biomethane etc. Going forward, these will be considered subject to the infrastructure being available to take advantage and ensuring that the investment will provide a return on investment (ROI) for the operation.

It needs to be considered that the average annual mileage for the Councils' light vehicles is around 5,000 which of course means that any cost benefit of new technology has to be quite high to ensure the public finances are not compromised.

For our larger HGV collection vehicles it should be noted that Potential EV or hybrid technologies come with a payload penalty. The weight of any batteries

or accumulators reduces the amount of waste that can be collected (payload), potentially increasing waste miles, number of vehicles, staff and fuel. This continues to present a significant challenge in introducing EV or hybrid technology for these types of vehicles compared to other HGV vehicles (e.g. buses) where payload is not a factor.

Our fleet team continues to monitor these developing technologies.

An example of costs for an EV car compared to currently used small car is:-

<b>Make/Model</b>	<b>Fuel type</b>	<b>Purchase price</b>	<b>Fuel/Battery</b>
Renault Zoe Dynamique Nav 5 door Auto	Electric	£14,830	£900 per year battery rental + electricity charge costs
Ford Fiesta 1.5 TDCi Zetec 5 door	Diesel	£10,233	£480.00 p.a. (Average)
Skoda Fabia 1.4 TDI SE 5 door	Diesel	£9,606	£480.00 p.a. (Average)

Based on a projected three year life and assuming a residual value of 50% of purchase price, the above cars would cost:-

<b>Make/Model</b>	<b>Fuel type</b>	<b>Cost per annum</b>
Renault Zoe Dynamique Nav 5 door	Electric?	£10,115
Ford Fiesta 1.5 TDCi Zetec 5 door	Diesel	£6,556
Skoda Fabia 1.4 TDI SE 5 door	Diesel	£6,243

### 1.3.5 Christmas Fayre

The Christmas Fayre is now in its fifteenth year attracting over 120,000 visitors, 200 coaches and 300 traders to the town. The event has grown from a three day event on Angel Hill car park and the Athenaeum to a four day event encompassing fourteen different areas within the town. After the first year the police acknowledged how successful the event was and have insisted thereafter that the highway through Angel Hill is closed.

Over the year's, additional parking has been found at local businesses and an efficient park and ride service is now in place at Saxham Business Park on Friday, Saturday and Sunday with a capacity for over 1000 cars. We have additional parking at weekends at Greene King and the Priory School and have an exhibitor's car park in Springfield Road.

We do acknowledge that there will be disruption and displacement within the town centre. Parking will remain one of the biggest issues. However, last year was the first that we did not receive any complaints about parking from either residents or visitors.

Over the years communication has improved and we work closely with affected residents associations within the town centre. Last year we worked with the Southgate Residents Association to alleviate parking problems in their area. We managed to get support from local businesses to allow residents to park on their property during the evening and at weekends which was a significant

help.

We have worked with Suffolk County Council on the Moreton Hall Estate to cone off areas where illegal parking has occurred. We have also worked with the local bus companies to encourage residents on the outlying estates to take the bus into town by giving them a free gift if they show their bus ticket. We also promote the event with Albellio Greater Anglia to encourage visitors to travel by train.

We inform the doctor's surgeries, dentists and other fundamental services in the area to ask them to make patients aware of the event. They, in turn, make sure that their patients are aware of the Fayre when they make appointments and that anyone collecting medication has enough to ensure they do not need a repeat prescription during the event. We have a coned off area on Chequer Square which is used for parking for anyone who needs the doctors as an emergency appointment or as a drop off point for patients.

We send a letter to all the schools in the town and ask them to put information on their website and also inform parents that the roads will be busier than normal particularly on the Friday. This ensures that parents are able to leave more time for their journeys to collect their children. We also ensure that local businesses are aware and that they remind their staff that parking will be difficult and to leave extra time to get to work.

Hosting the event over the four days has helped and the Thursday evening is known as 'residents evening'. The Thursday has discounted fairground rides, a schools parade, firework display and free parking after 4pm. It is less busy and not promoted to groups or coaches to encourage residents to attend the event.

Finally if anyone has any special needs or issues during the Fayre we encourage them to contact us as we will always try to help as much as possible.

#### 1.4 **Presentation - (15 Minutes)**

1.4.1 The Cabinet Member at the meeting has also been asked to provide some examples during his 15 minute presentation on the following by:

- Outlining the main challenges which were faced during the last year within the Portfolio:
- Outlining some key successes and any failures during the last year and any lessons learned?
- Setting out the vision of the Portfolio through to 2019 and whether on target to meet that vision?

#### 1.5 **Proposals**

1.5.1 That the Overview and Scrutiny Committee ask questions of the Cabinet Member following his update.