



**Waste Transfer Options - Establishing the potential impact on WCA services of delivering residual waste to Javelin Park**

<b>Committee</b>	Gloucestershire Joint Waste Committee
<b>Committee Date</b>	<b>13 October 2015</b>
<b>Significant Decision</b>	No
<b>Responsible Officers</b>	Steve Read, Head of Service, Gloucestershire Joint Waste Team (01823 625707; <a href="mailto:steve.read@gloucestershire.gov.uk">steve.read@gloucestershire.gov.uk</a> );
<b>Main Consultees</b>	None
<b>Purpose of Report</b>	To explain the work that is being carried out to find the most sustainable method of delivering residual waste to Javelin Park and to provide assurance that GCC will cover demonstrably reasonable additional costs for the district partners.
<b>Recommendations</b>	<b>It is recommended that the Committee:</b> a. Notes the report
<b>Resource Implications</b>	None

**1. Background**

- 1.1. From autumn 2018 residual waste will have to be delivered to the new facility at Javelin Park for energy recovery.
- 1.2. In areas of the county that are more distant from the Javelin Park facility it can be more cost effective to bulk and haul waste via a transfer station. The working assumption is that Gloucester City and Stroud DC would deliver direct to the facility and that Cotswold DC and Forest of Dean DC would continue to be bulked and hauled as happens now. Action 4.3 of JWC Business Plan 2015-18 is to assess costs/benefits of residual waste transfer to the site from Cheltenham BC and Tewkesbury BC.
- 1.3. The likely options are: either build a transfer station proximate to Swindon Road Depot or for the boroughs' RCVs to direct deliver to the new facility. The former involves a substantial capital project and ongoing revenue costs of operation and haulage, the latter would mean RCVs covering greater distances to tip which may impact on both daily pass rates and vehicle wear and tear and therefore, potentially, the number of vehicles and crews required.
- 1.4. In either case there is a benefit over using landfill as the vehicles would remain on a hard standing to tip and this will reduce wear and tear on the vehicles.

- 1.5. The Environmental Protection Act 1990 section 52(10) places a duty on the County Council to “pay to a waste collection authority a reasonable contribution towards expenditure reasonably incurred by the waste collection authority in delivering waste to a place which is unreasonably far from the waste collection authority’s area”. If it becomes clear that it would be more cost effective for residual waste to be bulked and transferred then clause 52(10) of the EPA 1990 falls away because the WDA will then be providing a place for waste to be deposited in its area.
- 1.6. Operating within a Joint Committee will help ensure that a holistic view of the project can be developed, this will include; assessing the environmental impact, service considerations, costs and benefits. Once this full picture is developed a transparent, fair, sustainable and optimal solution can be identified and agreed.
- 1.7. A prudent assumption about the extra costs of haulage by either means was factored into the financial analysis of the Javelin Park Project and the indicative costs are within this envelope.

## **2. The Process**

- 2.1 The project needs to establish if Javelin Park is unreasonably far from the WCA area. Work needs to be done in an open and transparent way so that the JWC can be satisfied that a holistic view of the options is considered. Ubico will need to be heavily involved and the work will include;
  - a. Establishing the current baseline costs for delivering to Wingmoor Farm (and a small amount from TBC to Hempsted).
  - b. Establishing the environmental impact of delivering to Wingmoor Farm (and a small amount from TBC to Hempsted).
  - c. Travel times for delivery to Javelin Park need to be verified and compared to existing travel times for Wingmoor Farm/Hempsted.
  - d. Any impacts on the customer service need to be considered e.g. bin emptying may have to happen early in the morning.
  - e. If the new delivery point (Javelin Park) impacts on service delivery a new service model will need to be agreed between the parties. The new model will then be costed, setting out clearly how the new costs have been calculated.
  - f. Establish the environmental impact of delivering to Javelin Park either directly or using transfer.
- 2.2 The impacts of direct delivery then need to be compared to the impacts of bulking and transfer. The JWT will carry out this work and this may involve soft market testing of transfer options. As well as costs JWT and the partners will take the environmental, logistical and any other potential impacts or benefits into consideration when reaching a conclusion.

### **3. Results**

- 3.1 So far work has been carried out by Ubico to model the impact on the collection rounds from Cheltenham and Tewkesbury delivering to Javelin Park. The modelling uses round optimisation software to establish the impact of moving the delivery point. The modelling has included the addition of extra refuse collection rounds, extra bulky and street crews and the addition of an extra hook lift vehicle.
- 3.2 This work indicates that the additional cost to the District and Borough Councils of delivering residual waste from Cheltenham and Tewkesbury to Javelin Park would be in the region of an extra £710k pa.
- 3.3 Further work is ongoing to establish the costs of delivering a transfer station but at this stage, based on current transfer costs; it appears that the costs of transfer would be much greater than this.
- 3.4 The working assumption is therefore that direct delivery from CBC and TBC will be the most financially advantageous option.

### **4. Next Stages**

- 4.1 It is very important that before a final conclusion is reached that all the impacts are considered. In particular it is vital that the different options are assessed for their environmental impact and this will be done using the WRATE modelling tool. It is also essential that as the residual waste vehicles collect food waste a transfer point is provided to ensure the vehicles collection times are maximised.
- 4.2 Over the next few months further work will be done to audit the costs of delivery to Javelin Park and to re-evaluate whether transfer is economically possible as the alternative. A final report will then be prepared for the Committee which will set out the full impacts on the service so that a recommendation can be made.