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Northumberland County Council

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Date: Tuesday, 17 August 2021

Dear Sir or Madam,

Your attendance is requested at a meeting of the **COMMUNITIES AND PLACE OVERVIEW AND SCRUTINY COMMITTEE** to be held in **Committee Room 1, County Hall, Morpeth, Northumberland, NE61 2EF** on **WEDNESDAY, 25 AUGUST 2021** at **10.00 AM**.

Yours faithfully

Daljit Lally
Chief Executive

To: Members of the Communities and Place Overview and Scrutiny Committee

Any member of the press or public may view the proceedings of this meeting live on our YouTube channel at <https://www.youtube.com/NorthumberlandTV>

Members are referred to the risk assessment, previously circulated, for meetings held in County Hall. Masks should be worn when moving around but can be removed when seated, social distancing should be maintained, hand sanitiser used regularly and members are requested to self-test twice a week at home, in line with government guidelines.



Daljit Lally, Chief Executive
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AGENDA

PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. APOLOGIES FOR ABSENCE

2. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required to disclose any personal interest (which includes any disclosable pecuniary interest) they may have in any of the items included on the agenda for the meeting in accordance with the Code of Conduct adopted by the Council on 4 July 2012, and are reminded that if they have any personal interests of a prejudicial nature (as defined under paragraph 17 of the Code Conduct) they must not participate in any discussion or vote on the matter and must leave the room. NB Any member needing clarification must contact Legal Services, on 01670 623324. Please refer to the guidance on disclosures at the rear of this agenda letter.

3. FORWARD PLAN OF CABINET DECISIONS

(Pages 1
- 4)

To note the latest Forward Plan of key decisions. Any further changes made to the Forward Plan will be reported to the Committee.

OVERVIEW AND SCRUTINY REPORTS

The Cabinet Member requested to attend for the following items is Councillor John Riddle, Portfolio Holder for Local Services.

4.1 Overview of the Fleet Replacement Programme in 2020/2021

(Pages 5
- 16)

To provide an overview with the delivery of the Council's fleet replacement programme in 2020/2021 and an update on the progress made in current financial year 2021/2022.

4.2 Northumberland Waste Management Strategy - Kerbside Glass Collection Trial Update

(Pages
17 - 36)

To provide an update on the kerbside glass recycling trial which commenced in November 2020 to include key performance measures including recycling yields, resident participation and acceptance levels, prior to a final report on the trial and proposed next steps for the roll-out of an enhanced glass recycling service being presented to Cabinet in October 2021.

REPORT OF THE SCRUTINY CO-ORDINATOR

**5. COMMUNITIES AND PLACE OVERVIEW AND SCRUTINY COMMITTEE
WORK PROGRAMME AND MONITORING REPORT**

(Pages
37 - 42)

The Overview and Scrutiny Committee operates within a work programme which is agreed at the start of the Council year. The programme is reviewed at each meeting so that it can be adjusted to reflect the wishes of the Committee and take account of any changes to the latest Forward Plan (which outlines decisions to be taken by the Cabinet). The Committee is asked to review and note its work programme for the 2021/22 council year.

6. URGENT BUSINESS

To consider such other business as, in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency.

IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:

- Declare it and give details of its nature before the matter is discussion or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name (please print):
Meeting:
Date:
Item to which your interest relates:
Nature of Registerable Personal Interest i.e either disclosable pecuniary interest (as defined by Annex 2 to Code of Conduct or other interest (as defined by Annex 3 to Code of Conduct) (please give details):
Nature of Non-registerable Personal Interest (please give details):
Are you intending to withdraw from the meeting?

1. Registerable Personal Interests – You may have a Registerable Personal Interest if the issue being discussed in the meeting:

a) relates to any Disclosable Pecuniary Interest (as defined by Annex 1 to the Code of Conduct); or

b) any other interest (as defined by Annex 2 to the Code of Conduct)

The following interests are Disclosable Pecuniary Interests if they are an interest of either you or your spouse or civil partner:

(1) Employment, Office, Companies, Profession or vocation; (2) Sponsorship; (3) Contracts with the Council; (4) Land in the County; (5) Licences in the County; (6) Corporate Tenancies with the Council; or (7) Securities - interests in Companies trading with the Council.

The following are other Registerable Personal Interests:

(1) any body of which you are a member (or in a position of general control or management) to which you are appointed or nominated by the Council; (2) any body which (i) exercises functions of a public nature or (ii) has charitable purposes or (iii) one of whose principal purpose includes the influence of public opinion or policy (including any political party or trade union) of which you are a member (or in a position of general control or management); or (3) any person from whom you have received within the previous three years a gift or hospitality with an estimated value of more than £50 which is attributable to your position as an elected or co-opted member of the Council.

2. Non-registerable personal interests - You may have a non-registerable personal interest when you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are, or ought reasonably to be, aware that a decision in relation to an item of business which is to be transacted might reasonably be regarded as affecting your well being or financial position, or the well being or financial position of a person described below to a greater extent than most inhabitants of the area affected by the decision.

The persons referred to above are: (a) a member of your family; (b) any person with whom you have a close association; or (c) in relation to persons described in (a) and (b), their employer, any firm in which they are a partner, or company of which they are a director or shareholder.

3. Non-participation in Council Business

When you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are aware that the criteria set out below are satisfied in relation to any matter to be considered, or being considered at that meeting, you must: (a) Declare that fact to the meeting; (b) Not participate (or further participate) in any discussion of the matter at the meeting; (c) Not participate in any vote (or further vote) taken on the matter at the meeting; and (d) Leave the room whilst the matter is being discussed.

The criteria for the purposes of the above paragraph are that: (a) You have a registerable or non-registerable personal interest in the matter which is such that a member of the public knowing the relevant facts would reasonably think it so significant that it is likely to prejudice your judgement of the public interest; **and either** (b) the matter will affect the financial position of yourself or one of the persons or bodies referred to above or in any of your register entries; **or** (c) the matter concerns a request for any permission, licence, consent or registration sought by yourself or any of the persons referred to above or in any of your register entries.

This guidance is not a complete statement of the rules on declaration of interests which are contained in the Members' Code of Conduct. If in any doubt, please consult the Monitoring Officer or relevant Democratic Services Officer before the meeting.

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**FORTHCOMING FORWARD PLAN OF CABINET DECISIONS:
AUGUST TO NOVEMBER 2021**

DECISION	PROPOSED SCRUTINY DATE	CABINET DATE
<p>Northumberland Enterprise Holdings Ltd – Acquisition of Shares and Update on progress and governance The purpose of this report is to provide a summary of the position of Northumberland Enterprise Holdings Ltd (NEHL) and its initial subsidiary company Northumbria Integrated Consultancy Ltd (NIC), authorise actions required to execute the Council approved acquisition of shares in NEHL, highlight areas where decisions or other approvals are needed and make mention of proposals for further associated subsidiary companies (Confidential report) (G. Sanderson/R. Wearmouth/D. Lally/J. Willis/M. Taylor – 01670 622669)</p>		17 August 2021
<p>Transfer of redundant public toilet to Newbiggin Town Council To seek a resolution on the recommendation of the Local Area Council in response to a petition on the proposed transfer of a redundant public toilet building to Newbiggin Town Council (J. Riddle/G. Gavin – 07500127242)</p>	N/A	7 September 2021
<p>Draft Private Housing Sector Strategy 2020-23 The report provides Members with the draft Private Sector Housing Strategy 2020-2023 for review and agreement. (C. Horncastle/ J. Stewart 01670 623076 / 07771 974 112)</p>	C&P OSC 4 August 2021	7 September 2021
<p>Enterprise Zone – NEP1 – Investor Proposal The purpose of this report is to enable the Cabinet to make a decision in respect of entering into the proposed project with Investor A which includes the significant inward investment and entering into a long term strategic partnership. (Cllr W. Ploszaj/C. Johns-McLeod – 01670 623875)</p>	CSEG OSC 6 September 2021	7 September 2021

<p>Energising Blyth Programme (Energy Central Campus) This report seeks to update Cabinet and seek key decisions regarding arrangements to support the development and establishment of the Energy Central Campus. This project is one of the priority schemes in the Energising Blyth Regeneration Programme including projects supported by the Future High Streets Fund and Blyth Town Deal. (W. Ploszaj /R. Strettle – 07770642773)</p>	<p>CSEG OSC TBC</p>	<p>TBC</p>
<p>The Northumberland Line To provide members with an update on the scheme development and approvals process for the Northumberland Line project. Members will be asked to confirm elements of project scope and the anticipated spend profile (inc. NCC and external funding). (W. Ploszaj / Stuart McNaughton - 07827 873139)</p>	<p>CSEG OSC 6 September 2021</p>	<p>7 September 2021</p>
<p>Seaton Valley Neighbourhood Plan To seek approval to formally ‘make’ the Seaton Valley Neighbourhood Plan. The Plan passed independent examination in May 2021. A local referendum held in the Parish of Seaton Valley on 29 July 2021 returned a majority vote in favour of using the Plan to make decisions on planning applications. The Council is now obliged by statute to make the Neighbourhood Plan unless it considers that doing so would breach European Union obligations. (C. Horncastle/S. Branningan – 107966 335508)</p>	<p>N/A</p>	<p>7 September 2021</p>
<p>Approval of the Council Tax Support Scheme for 2022/23 Since 1 April 2013 the Council is required to have its own council tax support scheme to provide assistance to council tax payers on low incomes. The scheme needs to be approved annually and assistance is by way or a reduction in the amount of council tax that is due. The Council Tax Support Scheme needs County Council approval. (R. Wearmouth/G. Barnes 01670 624351)</p>	<p>CSEG OSC 11 October 2021</p>	<p>12 October 2021 Council 3 November 2021</p>

<p>Northumberland Waste Management Strategy – Outcome of Kerbside Glass Recycling Trial</p> <p>To report the key outcomes of the kerbside glass recycling pilot scheme which has been in operation since November 2020 and to recommend the next steps for this scheme and the estimated costs for rolling-out a kerbside glass collection service across the county. The report will also highlight how the roll-out and timing for this enhanced glass recycling service will be dependent upon the outcome of the latest consultation exercises undertaken as part of the Government’s new Resources and Waste Strategy and provision of new burdens funding by the Government. (J. Riddle/ P. Jones 01670 623432)</p>	<p>C&P OSC (TBC) 6 October 2021</p>	<p>12 October 2021</p>
<p>Approval of the Council Tax Base 2022/23</p> <p>The Council is required to set its council tax base annually. The tax base must be set between the 1st of December and 31st January. The tax base is a measure of the Council’s taxable capacity which is used for the setting of its council tax. Legislation sets out the formula for calculation.</p> <p>Cabinet has delegated authority to approve the tax base. (R. Wearmouth/G. Barnes 01670 624351)</p>	<p>CSEG OSC 6 December 2021</p>	<p>7 December 2021</p>

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COMMUNITIES AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

DATE: 25TH AUGUST 2021

OVERVIEW OF THE FLEET REPLACEMENT PROGRAMME IN 2020/2021

Report of: Interim Executive Director of Place and Regeneration, Rick O'Farrell

Cabinet Member: Councillor John Riddle, Local Services

Purpose of report

To provide an overview with the delivery of the Council's fleet replacement programme in 2020/2021 and an update on the progress made in current financial year 2021/2022.

Recommendations

To note the work undertaken to deliver a challenging fleet replacement programme during this period.

Link to Corporate Plan

The Fleet Replacement Programme is relevant to the following themes in the corporate plan:-

'Enjoying - We want you to love where you live'

'Connecting - We want you to have access to the things you need'

The allocation of capital funding to support a rolling fleet replacement programme is essential to ensure that key front-line services have reliable, cost effective and modern vehicles and equipment to enable them to deliver services to individuals and communities across the County. An effective, modern and well managed vehicle fleet also ensures that the council minimises the impact that its transport activities have on the environment, makes a positive contribution to tackling climate change and that it keeps pace with innovation and best practice.

Overview of 2020/2021 Programme

Key issues

1. It is essential that the Council delivers its fleet replacement programme in a timely manner that meets service requirements, whilst also ensuring that there is a robust challenge over service need, harmonising vehicle specifications and delivering value for money through effective procurement arrangements.

2. The process for undertaking the replacement of vehicles has been established for several years with clearly documented responsibilities assigned for each stage of the process and robust governance arrangements put in place to regularly monitor and review progress. The process ensures that services are robustly challenged over both the need for replacement vehicles and the specification of the vehicle (so that there is a greater degree of standardisation across the fleet).

3. When developing the programme, consideration is given to the service department's needs over the timing of replacement vehicles, the time required to undertake the procurement exercise and manufacturers' build times once orders are placed. This means that Fleet staff must look across both the current and future years replacement programmes so that service critical/long lead-in time vehicles are given priority.

4. There are always challenges in fulfilling the need to replace such a wide range of vehicles and plant due to transport industry changes, new legislation, and current new vehicle demand outstripping supply from manufacturers. These hurdles have always required careful consideration; however, the programme was impacted hugely by the pandemic and to a lesser degree the uncertainty with Brexit during 2020/21. These impacts can be summarised as follows:-
 - ❑ Vehicles expected to be delivered in the first quarter were delayed, with some taking a further 6-9 months to secure delivery due to the closure of body conversion companies and furloughed workforces.

- ❑ Commercial dealerships and associated supply chains closed or had reduced ability to advise on quotations.
 - ❑ Deliveries of vehicles ceased entirely during the full lockdown periods
 - ❑ Any conversions or adaptations to the base vehicle requiring involvement of the manufacturer and external body shops suffered delays, as not all decisions could be made remotely and some businesses were closed or had furloughed sales / technical staff.
 - ❑ Manufacturers were reluctant to confirm prices until the impact of Brexit was known. As some vehicles have over a 12-month lead and build time, purchase orders needed to be raised in 2019/2020 for vehicle requirements in 2020/2021. Fleet encountered delays with supplier quotations late in 2019 leading up to Brexit in Jan 2020.
5. The uncertainty of vehicle delivery times has reinforced the decision to finance vehicle purchases on the capital programme, with these financing arrangements being kept under regular review to ensure value for money is being secured. The alternative method of 3rd party Finance or Operating Leases would have resulted in renegotiation of extension rentals on the agreed return dates at potentially increased costs. The complete ownership and the flexibility to decide when to sell these assets has proven to be highly beneficial when responding to the difficulties being faced as a result of the Covid-19 pandemic and Brexit. Resale values have also achieved far more than estimated residual values, as the second-hand market is buoyant due to reduced new vehicle production, providing the council with extra income from auction sales.
6. The council has committed to a 'net zero' target for carbon emissions by 2030 and has also pledged an earlier 50% reduction in emissions by 2025. Taking this policy into consideration, Fleet have acted now to adopt EV technology within the programme to assist and contribute towards achieving these climate change targets. We have engaged with the Energy Saving Trust to provide an independent Green Fleet Review (GFR) which has researched the feasibility of EV's and has now confirmed EV's as a viable fleet option for some of the council's fleet. This is due to advancements in EV technology, such as the distances that an EV is capable of travelling between recharges, thus negating any range anxiety. Additionally, these types of EV's are now perceived as being financially accessible as EV prices are lower than what they were in previous years and have added life cycle cost benefits, such as lower on-going maintenance, fuel (electricity) costs and savings on vehicle excise duty.
7. The 2020/21 programme included the replacement of a substantial proportion of the total small van fleet. Manufacturers can now offer several options in this vehicle sector to move from diesel engines to an electric vehicle, payloads, journey history and overnight parking have been assessed during this process.

This identified 47 EV vans which were ordered, 7 are delivered and in service with the remaining 40 due in 2021/22. An electric charging infrastructure has been assessed and implemented at depots and sites where these vehicles park overnight to support the switch to fleet EV vehicles.

8. The delivery of the fleet replacement programme is always challenging but in 2020/21 this proved to be difficult. The high number of vehicles scheduled for replacement; the items carried forward from 2019/20 together with the Covid-19 restrictions resulted in vehicles worth ~£3m that were ordered with suppliers but remained undelivered by the 31st March 2021.
9. This year's fleet replacement programme also included a significant number of light commercial vehicles, such as Ford Transit size vehicles (166) with various body configurations (tippers, caged bodies and panel vans). Early assessment of these type of vehicles identified 18 service critical vehicles requiring prompt replacement. In response to this, Fleet secured stock and these were delivered and are now in service. In addition, the new Euro6 engines and heavier components required to meet the new standards has reduced the expected payload (the weight) this category of vehicle can carry. This reduced payload issue has been identified by the Fleet Team as a significant concern, as in some cases this may result in the vehicle being overloaded after essential tools and materials are carried. Further dialogue with service departments is being undertaken to ensure replacement vehicles are fit for purpose. Consideration on moving this size of vehicle to EV was another factor in delaying the purchases and this is detailed later in this report.
10. In order to allow service departments time to undertake a review of their requirements/working arrangements a decision has been taken to delay the replacement of the remaining 148 light commercial vehicles until a full review and an impact assessment has been carried out to identify the increased costs of training, maintenance, driver management and the potential to operate EV models, as some of these vehicles may also be suitable for replacement with electric or hybrid models. This review is currently on-going.
11. It is noted that all 'service critical' replacement vehicles were delivered with no affect to service delivery.
12. A budget summary for 2020-21 & 2021-22 is shown in table 1 below.

Table 1

Description	2020-2021	2021-2022
	£	£
Approved within MTFP	6,191,750	7,931,853
Reprofiling from previous year	2,709,733	2,199,243

Total Available Budget	8,901,483	10,131,096
Mid-year Review reprofiling and reflected in 2021-22 MTFP	(1,500,000)	
Revised Budget	7,401,483	10,131,096
Actual Expenditure/Forecast Expenditure	5,202,240	8,000,000
Additional Reprofiling at 31st March 2021	(2,199,243)	
Forecast Reprofiling at 31st March 2022		(2,131,096)

Background

With lead and delivery times increasing year on year on all vehicle types causing a backlog of items carried over from 2019/20 period there were 380 items were originally listed on the programme to replace. This is 52% of the current fleet size of 723, in addition to this a further 29 vehicles at a cost of £664.6k were added to the programme. Service reviews and challenging the need for vehicles has resulted in 18 vehicles or items of plant being removed from the programme with a saving of ~£897k.

The final vehicle count was 391.

The additional items included:

- A new specialist Chipping Spreader Paving Machine (£187k) for road resurfacing to support the Highways Capital Programme reducing the requirement to hire externally at a much higher rate and thus offering an 'invest to save' opportunity.
- ❑ 4 x 4.7ton Caged Tippers (£117k) for Neighbourhood Services.
- ❑ Various agricultural and horticultural machinery.
- ❑ A Ford Custom Diesel Hybrid Van for Highways Network Inspectors. Start, stop and moving over short distances is ideal for use of battery powered vehicles.
- ❑ A track powered Wood Chipper to access rough terrain.

The Fleet Team have also had to prioritise work relating to some time critical replacement of vehicles identified on the 2021/22 replacement program and in particular Gully Emptiers, Gritters, Refuse Trucks and Traffic Management Vehicles. The procurement timescales and build times for this type of vehicle exceed 12 months and orders had to be placed early enough to ensure delivery timescales did not adversely affect front line services. Member forums and consultation with procurement frameworks such as NEPO and TPPL, together with suppliers and manufacturers, have taken place to stress the importance of transparent delivery times. This has resulted in the process for ordering vehicles starting up to 18mths before a desired delivery date.

The original capital budget for 2020-21 was £8,901,483. Following a mid-year review of the programme £1,500,000 was identified as being required to be reprofiled into 2021-22 resulting in a revised budget of £7,401,483 (summarised in Table 1).

Budget: £7,401,483

a) Actual Expenditure incurred (up to 31st March 2021): £5,202m

122 Vehicles have been delivered to fleet users. Service critical vehicles were prioritised on the programme to ensure there was no impact to front line delivery including:

- 10 Refuse Trucks
- 7 x Caged Tipper Vehicles
- 4 x 18ton Gritters with quick release tipper bodies for dual use (summer - highways maintenance; winter – salting)
- 13 Ride on Mowers
- 2 x Pavement Sweepers
- 12 x Tipper Vehicles for road maintenance and street cleansing

b) Vehicles Ordered with Suppliers: £3.053m

There were 83 vehicles ordered with suppliers that did not get delivered before 31st March 2021.

These vehicles include:

- 4 x 18ton Gully Emptiers
- 4 x Traffic Management Vehicles with crash cushions and low platform floors
- 4 x Refuse Trucks – delayed by 1 month but delivered in April 21
- 36 x various sized Tipper Vehicles
- 23 x Electric Vans - revised delivery in June 2021
- 3 x Ranger 4x4 vehicles
- Various grounds maintenance equipment

c) Vehicles with Procurement: ~ £0.591m

Items and specifications for 17 vehicles agreed with fleet users, the Procurement Team are in the process of procuring these from suppliers and awarding contracts.

- 12 x Nissan ev200 Electric Vans
- 2 x 26ton with 2 Quick Release Bodies for Winter Gritting and Bitumen Tankers for the summer Surface Dressing Programme in 2022

- 1 x 18ton Chassis with a Bitumen Hotbox for road maintenance
- 1 x Medium sized tractor and loader for Neighbourhood Services
- 1 x Panel van – possible EV or Hybrid for Waste Services

d) Vehicles In Progress: ~£2.0m

Fleet are finalising 53 vehicle specifications with service users, manufacturers and body convertors.

They include:

- Ride On Mowers for the commencement of grass cutting in March 2022.
- 15 x 3.5ton Tippers with various cab options
- 6 x Compact Pavement Sweepers

e) Rescheduled Replacements: ~£2.199m

This figure is the budget to replace 117 vehicles that could not be delivered before the 31st March 2021 due to:

- Electric Vehicle Review
- Weight capacity review
- Uncertainties within the service
- Utilisation reviews.
- The scheduled replacement date being moved forward to the next financial year following vehicle condition assessment.
- Manufacturer build and lead times resulting in delivery after 31st March 2021.

Progress/Key Issues with the current 2021/2022 Programme

Key Issues

- Delivery and lead times for all vehicles and plant are increasing due to the worldwide shortage of semi-conductors. A typical commercial vehicle can have up 1,000 electronic components and major manufacturers have had to reduce capacity in 2021, this is expected to continue well into 2022.
- The continued roll out of EV vehicles and depot EVCP infrastructure to support this has identified constraints around cost / availability / operational limitations of EV replacements for larger vehicles and barriers around upgrading depot electricity supply capacity for larger vehicle EVCP. All manufacturers of light commercial vehicles are expanding the choice and developing increased range capacity on larger Transit sized vans. Over the next 12-24mths it is expected suppliers will be better equipped to supply vehicles that match our requirements, so consideration is needed on charging infrastructure and an increase to the

Fleet Replacement Programme capital budget when setting the Council's MTFP in February 2022 in order to meet these needs.

The chart below provides by vehicle type an estimate of the current capital costs required to increase the number of EV's on the fleet over the MTFP and further. Comparisons are indicative only and the purchase price gap between diesel & EV is expected to reduce as technology improves and market demand increases. A more detailed review will be undertaken as part of the Council's budget setting process for February 2022, to include both the increase in capital costs for the fleet replacement programme as well as seeking to identify any reductions in revenue costs associated with the operation of EVs (savings on fuel, road fund licence and maintenance costs) and the contribution this capital investment would make towards reducing the Council's carbon footprint.

Table 2: Estimation of Additional Capital Cost for EV Fleet Replacements in 2022/23 and beyond.

	Electric £	Diesel £	+ Price Variance £	Number in Fleet	Estimated number of vehicles to move to EV	Indicative Cost Increase £
Small Van#	23,000	15,000	8,000	98	51	408,000
Panel Van*	60,000	24,000	36,000	147	90	3,240,000
Pickup*	70,000	30,000	40,000	106	35	1,400,000
Compact Sweeper	165,000	64,000	101,000	9	4	404,000
Refuse Truck ~	495,000	166,000	329,000	55	17	5,593,000
	Totals			415	197	11,045,000

47 of the 98 vans in the fleet already scheduled for replacement with EV

* Current size/capacity/height/towing ability poor or no options for full electric at this time although manufacturers are forecasting new models that will be available in the next 12 to 18mths.

~ RCV replacement program completed June 2021, forecast next replacement cycle is 2024/2025

Progress

There are 382 vehicles on this year's programme including the 117 items carried forward from the previous year. The total budget is £10,131,096 (see Table 1)

To date 39 vehicles have been delivered and in service since April at a cost of £1.4m.

- ❑ 3 x Refuse Trucks – this completes the renewal programme for this service with 54 refuse trucks replaced over 3yrs.
- ❑ 10 x 7ton Tippers for Highways Construction and Maintenance
- ❑ 4 x Electric Vans

There are 44 vehicles on order with suppliers from the previous year 2020/21 and further orders for 19 vehicles have been placed at a total cost of £4.119m. Fleet have ensured all service critical vehicle orders are placed and we have prioritised these with key suppliers including 9 gritting vehicles that were ordered in 2020 with a requested delivery date in September 2021. Suppliers are confident there will be no delays, but Fleet have reserved hire vehicles as a further assurance that the council will not be at risk.

Other examples of ongoing work with fleet users:

- ❑ Fleet and Neighbourhood Services are reviewing the use of compact pavement sweepers (6), journey and utilisation data is being checked to determine whether current specifications meet the service needs. New models and demonstrators have been tested with operators in several different areas of the county.
- ❑ The Council's housing service has a large fleet of 100 vehicles used by housing maintenance teams and the majority of these (87) are due for replacement. Fleet are working with Housing teams to standardise the specifications and orders for 47 vehicles with the highest mileages are due to be placed. Due to the extended lead times highlighted earlier in the report we are forecasting that delivery of the 47 vans will not be until early in the next financial year. Condition assessments on the other 40 vehicles has allowed us to split the replacement cycle on this group of vehicles and consider the new EV models available in 2022.
- ❑ Consultation with DAF Trucks, Econ Engineering (Gritter Bodies) and Acmar (Bitumen Tankers) in France to produce 2 x dual body vehicles for winter gritting & the surface dressing programme.

The Fleet team work closely with Finance and Procurement staff and review progress with delivery of the fleet replacement programme on a monthly basis and profiling of

spend against budget estimates, with this information feeding into the Council's budget monitoring and reporting arrangements.

Implications

Policy	Challenging services users over both need to replace and the specification of the vehicles and plant required helps to ensure that the Fleet Replacement Programme supports the Corporate Plan objectives of innovation to deliver improvements in service delivery and efficiencies.
Finance and value for money	<p>The timely replacement of vehicles and plant as they reach the end of their economic life ensures value for money. The use of framework contracts and packaging of vehicle supply requirements to cover several years provides economies of scale, ensures that the most cost-effective means of obtaining new vehicles and plant are being used. Regularly obtaining quotes for the provision of vehicles through 'operating lease' arrangements also ensures that the Council uses the most cost-effective means of financing the provision of vehicles.</p> <p>The financial implications of the replacement programme are shown in Table 1. The current anticipated reprofiling of £2,131,096 will be included in the next budget monitoring report to Cabinet.</p>
Legal	None
Procurement	Close working arrangements are in place between Procurement and Fleet Management to ensure the delivery of the programme
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	None

Risk Assessment	The main risks associated with the fleet replacement programme are the delay in replacement of vehicles/plant that are critical to service delivery.
Crime & Disorder	All new vehicles are fitted as standard with GPS tracking device, speed limiters and where suitable in cab driver behaviour devices and cameras
Health and Wellbeing	Providing fit for purpose vehicles will impact positively on musculoskeletal health.
Customer Consideration	New vehicles are branded with the new NCC livery so that customers and the general public are aware that it is NCC staff/vehicles that are being used to provide services to them.
Carbon reduction	The Council's vehicle fleet uses ~£2m worth of fuel each year. Ensuring that the fleet is modern, well maintained and robustly managed is vital if the Council wishes to reduce its carbon impact from the provision of services to the minimum. Whilst the Council already utilises electric vehicles for pool cars within the fleet and have replaced or ordered the majority of the small diesel vans with full electric vehicles.
Wards	All

Background papers:

None

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Name
Monitoring Officer/Legal	n/a
Interim Executive Director of Finance and S151 Officer	Jan Willis

Relevant Executive Director	Rick O'Farrell
Chief Executive	Daljit Lally
Portfolio Holder(s)	John Riddle

Author and Contact Details

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COMMUNITIES AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

DATE: 25 AUGUST 2021

NORTHUMBERLAND WASTE MANAGEMENT STRATEGY - KERBSIDE GLASS COLLECTION TRIAL UPDATE

Report of: Interim Executive Director of Place and Regeneration, Rick O'Farrell

Cabinet Member: Councillor John Riddle, Local Services

Purpose of Report

To provide an update on the kerbside glass recycling trial which commenced in November 2020 to include key performance measures including recycling yields, resident participation and acceptance levels, prior to a final report on the trial and proposed next steps for the roll-out of an enhanced glass recycling service being presented to Cabinet in October 2021.

Recommendations

It is recommended that the Communities and Place Overview and Scrutiny Committee:-

A) Notes the contents of the report and the success of the trial scheme so far, both in terms of high customer satisfaction levels and very high yields of glass collected per household, and;

B) that a report detailing the performance of the kerbside glass recycling scheme and estimated performance and cost of rolling out a kerbside glass recycling collection service in the county will be presented to Cabinet in October 2021.

Link to Corporate Plan

The kerbside glass recycling pilot scheme is relevant to the following themes in the corporate plan:-

- 'Enjoying' - We want you to love where you live
- 'Thriving' - We want to attract more and better jobs

Key Issues

1. The kerbside glass recycling pilot scheme has been running since November 2020 providing a once monthly collection of glass from around 4,000 households. Data from the period November 2020 to June 2021 shows that the trial scheme has been well received by participants with high satisfaction levels and very high yields of glass per household.
2. The costs of implementing the pilot scheme are as planned, with capital costs for purchase of bins being £63,000 and revenue costs for undertaking the collections and delivering an on-going communications activity to encourage participation totaling £43,000 per annum.
3. The impact of Covid-19 restrictions has had a significant impact on people's lifestyles, consumption habits and recycling behaviours, with more people consuming alcohol at home, which has led to a 21.9% increase in the amount of glass being collected for recycling in the county through its network of bring recycling sites. At this stage in the trial, it has not been possible to determine what additional impact the kerbside glass recycling trial has had on overall glass recycling activity in the county due to these changes caused by Covid.
4. The Government has undertaken further consultation on its Resources and Waste Strategy and, pending the outcome of the latest consultation exercises and the passage of the Environment Bill, it is envisaged that local authorities will be required to provide kerbside recycling collection services for a much wider range of materials, including glass, from as early as 2023/24. The Government has stated its intention that funding support for local authorities to meet the cost of these new recycling obligations will be met by Government through 'new burdens' provisions within local authority funding settlements and from taxation in the form of extended producer responsibility obligations for manufacturers and retailers of packaging materials.

1. Background

A Cabinet report titled 'Northumberland Waste Management Strategy – Proposed Trial of Kerbside Glass Collections' was presented to the Communities and Place Overview and Scrutiny Committee on 7th October 2020. The report detailed the preparatory work on assessing waste and recycling collection options in order to allow the County Council to respond to potential future obligations in the Government's Resources and Waste Strategy, which reported the findings of its first public consultation in 2019.

The report outlined how the strategy would require major investment in vehicles, containers, communications activities, staffing resources and waste sorting infrastructure

to allow Northumberland to contribute towards national 2035 recycling targets. With support from the Waste and Recycling Action Programme (WRAP) various household waste collection models to deliver the objectives have been developed and these were presented in the Cabinet report. One of the key points in the WRAP report commissioned was that the County Council will be required to collect glass at the kerbside in some form in the future, a service not currently provided for operational and financial reasons.

Within the Cabinet report approval was therefore sought to conduct a 12-month kerbside glass recycling trial to gather information on the operational, financial, environmental and resident acceptance aspects of this service.

The Communities and Place Overview and Scrutiny Committee supported the recommendations in the Cabinet report and Cabinet considered the committee's feedback when approving the report at its meeting on 13th October 2020, with the kerbside glass trial being approved to start in November 2021.

On 7th May 2021 Government published a second consultation on its Resources and Waste Strategy, titled 'Consistency in Household and Business Recycling in England', in which it confirmed its intention that councils will be required to collect glass bottles and jars in kerbside recycling collections, along with other dry recycling, from as early as 2023/24. It is envisaged that this requirement will be confirmed by Government during 2022 in the form of the Environment Bill, followed by the publication of statutory guidance.

2. Glass Trial Summary

The four trial areas cover Morpeth, Bedlington, Hexham and Alnwick / Lesbury with each one collecting from approximately 1,000 households. The pilot aimed to gain an understanding of set-out rates, participation rates, glass collection yields, customer acceptance, cost and health & safety implications across a range of different property types. Plans showing the location of the properties participating in the trial are provided in Appendix 1 to this report.

In order to minimise the costs involved in undertaking the trial the council has utilised its existing refuse collection vehicles, with a driver and two loaders at each of the four selected depots serving the trial areas undertaking one day's overtime to deliver the trial collection one Friday per month.

The initial trial duration was proposed for 12 months with a review after ~9 months to inform officers and members of the costs and benefits so that an informed decision can then be made about the scheme's longevity. The data presented in this report provides an update of performance and key findings to date and covers the period November 2020 to June 2021. A final report detailing the trial outcomes and proposed next steps will be presented to Cabinet in October 2021.

2.1 Glass Recycling Performance - Trial Data

A total of 209 tonnes of collected glass have been collected for recycling since the trial began. The relative performance of each of the four trial areas is detailed in Table 1 below.

Table 1 – Summary of Glass Collection Trial Per Trial Area Nov 202 to June 2021

Trial Area	Number of Months	Houses Per Trial Area.	Average Bins Presented	Average Put out Rate	Average Weight Per Round (kg)	Avg. Weight Per Bin (kg)	Average Yield (kg/hh)	Total Tonnes Collected Per Trial Area
Hexham	9	935	429	46%	4867	11.4	62.5	43.80
Alnwick and Lesbury	9	1009	537	53%	6697	12.6	79.6	60.27
Bedlington	9	1023	626	61%	6303	10.2	73.9	50.42
Morpeth	9	925	550	59%	6146	11.3	79.7	55.31

The relatively low average put out rates for all trial areas reflects the ample capacity provided by the 140 litre bin, meaning that residents do not have to put out their bin on every scheduled collection day to still achieve high yields per household. It also provides scope for using the trial data to consider variations to the recycling collection model to achieve the most efficient service configuration – for example increasing the numbers of households covered on the rounds so that they align with anticipated average numbers of bins (and weight of glass) placed out for each collection round.

The collection tonnages across all four areas have been extremely positive with an average projected yield per household per annum of 71Kg. This figure would easily achieve top quartile performance for local authorities nationally. This also compares extremely favourably with data from neighbouring authority areas who operate alternative kerbside glass collection schemes making use of smaller kerbside boxes, caddies or collect glass co mingled with other dry recycling normally on a fortnightly frequency.

Table 2 – North East Glass Recycling Tonnage Per Household 2019/20

Authority	H/holds	Tonnes Glass	KG/hh.	Type of Container	Collection Frequency
Durham	248500	11354.57	45.69	35- 50 litre box	Fortnightly
Gateshead	94160	5030.82	53.43	Co-mingled In wheel bin	Fortnightly
North Tyneside	99560	5621.29	56.46	Inner caddy	Fortnightly
Newcastle	135000	4939.28	36.59	Inner caddy	Fortnightly
South Tyneside	72240	3846.72	53.25	Co-mingled	Fortnightly

				In wheel bin	
Sunderland	130540	5792.04	44.37	Co-mingled In wheel bin	Fortnightly
Northumberland (Trial number) *	3892	278.52*	71.56*	Separate 140 litre wheel bin	Monthly

* Forecast full year tonnage based on performance November 2020 – June 2021.

2.2 Contribution of the Pilot Scheme to Overall Glass Recycling Performance

It assumed that a significant proportion of the 209 tonnes of glass collected under the pilot scheme has been diverted from the general household waste bin as a result of making glass recycling more convenient and accessible for participant households. There is no evidence to suggest that glass collected through the scheme has simply displaced glass that would otherwise have been deposited at bring recycling banks or HWRC's anyway. However, Covid-19 and the lockdown restrictions have significantly affected people's lifestyles, patterns of consumption and recycling behaviours, making it very difficult to distinguish what impact the kerbside glass pilot has had on overall glass recycling levels.

The total amount of glass recycled glass in the county during April 2020 to March 2021 rose by almost 22% over the previous 12 months, due to the effects of lockdown and an increase in consumption of beverages at home. Within the overall tonnage collected during this period glass collected at the HWRC's was reduced by 604 tonnes compared to the previous year as a result of the sites being closed to all waste for several weeks during the initial lockdown and then operating a restricted service for several months due to covid 19 safety measures.

Table 3 – Growth in Tonnage of Recycled Glass Collected During Lockdown 2020/21

2019/2020	Q1	Q2	Q3	Q4	Year Total
HWRC	433	466.4	415.7	425.7	1740.8
Bring Sites	1012.6	1042.9	1005.1	1036.3	4096.9
Total					5837.7
2020/2021	Q1	Q2	Q3	Q4	Year Total
HWRC	152.9	366.5	283.4	333.8	1136.6
Bring Sites	1560.8	1515.6	1404.5	1501.0	5981.9
Total					7118.5
% Yearly Increase					21.9%

The tonnage of glass collected from HWRC's in Q1 (April to June) 2021/22 was 338 tonnes, an expected recovery from the same period in 2020/21 when sites were affected by Covid 19 related closures, but 95 tonnes less than the same period in 2019/20 before the impacts of Covid 19. The drop in performance from 2019/20 is most likely to be as a consequence of the HWRCs being less readily accessible and convenient than the bring site glass recycling facilities, as the HWRCs were still operating under amended working arrangements which limited the numbers of users on site at the same time.

It is anticipated that there should be a clearer indication of the potential growth in tonnage collected due to the introduction of the kerbside collection over later stages of the trial as we move out of lock down impacts and glass recycling tonnage at bring and HWRC sites returns to normal. However, it is possible that due to on-going changes in consumption habits and recycling practices following the pandemic, that it may not be possible to accurately measure the net increase in collected glass as a direct consequence of the trial.

2.3 Resident Feedback Survey

A customer feedback survey was developed and issued to all 3,892 properties participating in the trial in May 2021. A total of 639 responses were received representing a 16% return rate. Response rates varied by trial area and further work may be appropriate at some point to validate the data received.

Table 4 – Resident Feedback Response by Trial Area

Trial Area	Number of Properties per Trial Area	No of Responses	% Responding	% All Responses
Alnwick and Lesbury	1009	199	20	31%
Bedlington	1023	167	16	26%
Hexham	935	116	12	18%
Morpeth	925	157	17	25%
Totals	3892	639		100%

The key findings from an analysis of the responses to the questions is given below:

Question 1. *How many times have you put out your bin?*

Only 3% on average failed to put out their bin on any occasion, with the Hexham area highest at 5.2% and Morpeth the lowest at 2.5%.

53% of residents placed their bin out on all 7 monthly collections that had been undertaken at the time of the survey, and 79% put out their bin between 5 and 7 times.

Question 2. *Would you like your collection more or less frequent?*

Almost 60% of respondents stated their preference for the monthly frequency, while only 3% preferred two weekly and 24% two monthly.

Question 3. *When you put out your bin how full is it on average?*

43% of respondents indicated their bins were one quarter full on collection day, 29% half full, 19% three quarters full and only 5% full, indicating there is sufficient capacity for residents' glass using a 140 litre wheel bin on a monthly collection.

Question 4. *Is the Glass Recycling Wheel Bin Convenient?*

90% of respondents replied that the wheel bin was convenient.

Question 5. *How satisfied or dissatisfied are you with the kerbside glass collection?*

Residents responded that 89% were either satisfied or very satisfied, 5% stated no preference leaving 4% very dissatisfied or dissatisfied with 2% failing to reply.

A summary of the comments received from the 639 responses is too detailed to be reproduced for this report but the narrative reflects the high levels of support in the questionnaire responses. A small number commented on the noise made when filling the bins, and the weight of the wheel bin in certain circumstances when full, which will be investigated further as the trial progresses.

2.4 Financial Implications

The trial delivered in 4 areas incurred revenue costs of £43,000 (labour, fuel and communications campaign).

The capital cost of purchasing the required 140 litre wheel bins was £63,000 which was accounted for in the Council's 2020/21 capital budget.

The revenue costs incurred to date in operating the trial are in line with the allocated budget during the current financial year 2021/22.

The impacts of the increased glass delivered to bring banks by residents during the autumn and winter lockdowns of 2020/21 has distorted the overall countywide glass recycling figures so ongoing monitoring and evaluation of the financial impacts post May 2021 is required in order to provide a clearer picture and to establish the net additional glass tonnage collected by the kerbside collections and the revenue budget implications associated with the processing of this waste through the Council's Waste PFI Contract.

2.5 Operational Matters

There have been no adverse impacts on the Council's Waste PFI Contract arrangements that have been used to provide the storage, transport and sale to end users of the recovered glass. The separately collected glass from the kerbside trial is delivered to the same nominated waste delivery points across the County used for the storage and processing of glass collected from bring sites.

There have been no waste contamination issues reported within the delivered glass or safety concerns raised at the points of delivery, no vehicle reliability issues or resident noise complaints resulting from loading or transport activities.

2.6 Health and Safety

The Health and Safety of employees working on the glass collection trial is of paramount importance. Monitoring of the health effects on hearing caused by the noise of glass being loaded into collection vehicles was one of the key activities identified by risk assessment for this type of collection. Additionally, the protection of hands and arms from broken glass and eyes from airborne glass fragments were significant in identifying the appropriate types of PPE to protect staff.

The Noise at Work Regulations requires the employer to take reasonable care to assess the risk of injury caused by noise in the workplace and put in place suitable measures to monitor and reduce exposure to an acceptable level. Due to the nature of the work activity employees are at risk from continued noise exposure as they progress on their round. Residents are not exposed to noise for more than a very short time as the vehicle and crew pass their homes and empty the contents of their wheeled bins. Placing glass into the bin occasionally during the normal day would not present a noise injury risk to the resident.

The focus of the Health and Safety monitoring in connection with the glass recycling trial has therefore been on the Council employees undertaking the collection rounds. Noise monitoring has been carried out using personal dose meters attached to sample employees on the trial. The results from the monitoring which record daily noise exposure levels over the working day, and peak sound exposure levels (the loudest recorded instant noise) showed that on average exposure levels in both cases were above the Upper Exposure Action Level set by the Noise at Work Regulations.

In the absence of alternative methods to reduce the noise exposure level, a suitable ear defender was sourced that would reduce exposure to an acceptable level, but not increase the risk to the wearer by not being able to hear approaching vehicles, a major factor when working on or near the highway. This electronically operated equipment eliminates noise of certain frequencies (harmful noise) but allows the wearer to hear noise from road vehicles and instructions from colleagues. This noise protection measure has been put into operation from the outset of the trial to safeguard the health of the collection staff.

The fact that the employees are only engaged on this type of work for one day per month provides further assurance that the risk of short term or long-term damage to hearing when wearing the selected hearing protection has been reduced to the lowest level possible in the absence of alternative noise reduction methods. Ongoing assessment to ensure protection from hearing damage and the data collected will help determine the risks to health and future control measures required, should the trial result in the system of collection being adopted permanently.

Trials of various anti-cut gloves that provide adequate protection but allow sufficient dexterity to handle objects safely and impact protection glasses and goggles to protect the eye have been undertaken with staff being encouraged to feedback on their comfort and practicality.

The Council's Health and Safety team will continue to work with the service to assist with further monitoring and advice in this area.

3. Recent Resources and Waste Strategy Consultation Considerations

The second consultation on the National Resources and Waste Strategy – Household and Business Waste Recycling Collection Consistency was published on 7th May, the outcome of which is yet to be published and once available will need to be carefully considered in relation to the development of enhanced recycling services for the kerbside collection of glass and other wastes in Northumberland. So far, the policy intent of Government has been towards a preference for glass to be collected separately through kerbside recycling arrangements. It will be necessary to determine from the trial whether the kerbside glass collection arrangements used in the trial represent the most technically, environmentally and economically practicable solution for glass recycling collections in Northumberland, so that the approach aligns with the future requirements in the Resources and Waste Strategy.

4. Next Steps

As discussed, whilst the trial has been successful so far in securing high yields of glass per household and excellent user satisfaction levels, the impact of Covid 19 has served to cloud the effectiveness of the waste data collected in terms of its contribution to/impact on overall glass recycling levels across the County. Further analysis of the tonnage collected per household, participation and presentation rates during the remaining trial period will inform the development of the business case for a separate glass collection to be deployed across the county having regard also to the Government's planned announcements on future obligations for recycling collections and associated funding arrangements for Councils.

It may be necessary to consider extending the period of the trial to obtain a clearer understanding of the effectiveness of the kerbside collection of glass on the potential yield of additional glass being diverted from the residual waste stream, now that Covid-19 restrictions have eased.

The establishment of any changes to the overall net cost of managing waste as a result of the implementation of new recycling services is vitally important to ensure that when the Government calls upon local authorities to provide estimates for new burdens funding for recycling services, we have robust evidence about the costs required to roll out the service county wide.

Implications Arising out of the Report

Policy	The kerbside glass recycling trial is in line with existing policy and seeks to further enhance recycling performance. It is also in line with the Council's Climate Change Action Plan and aims to make a positive contribution towards tackling climate change through the avoided carbon emissions associated with increased use of recycled content over virgin raw materials.
Finance and value for money	It is considered that the trial has so far been a success and if this performance is sustained it will support the outcome of the theoretical modelling, which identified this collection arrangement as representing the most technically, environmentally and economically practicable solution for glass recycling collections in Northumberland. The actual trial costs to date are in line with estimated costs and allocated budget provision.
Legal	None at this stage.
Procurement	None at this stage.
Human Resources	The trial has been delivered using existing staffing resources working over-time one Friday per month. Additional staff would be required to enable the expansion of the scheme countywide.
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	The Council operates an assisted collection service for people who are unable to physically present their bins for collection on the kerbside, this arrangement is available for all collection services including the trial glass recycling scheme. The use of different coloured bin lids for glass recycling bins should assist those residents with low vision to determine which is the correct bin.
Risk Assessment	The health and safety impacts associated with kerbside glass collections are being monitored and evaluated. The use of Personal Protective Equipment, in particular the provision of specialist ear defenders, are in place to ensure risks to staff are effectively managed.
Crime Disorder &	None

<p>Customer Consideration</p>	<p>A survey of participants in the trial indicates high user satisfaction levels with 89% of respondents being satisfied and only 4% being dissatisfied or very dissatisfied.</p> <p>The Council receives regular enquiries from the general public asking for improvements in glass recycling through the provision of a kerbside glass collection service. This trial will enable the Council to determine the most cost effective way of delivering a countywide kerbside glass collection service.</p>
<p>Carbon reduction</p>	<p>A major study of the Life Cycle Assessment of the carbon impacts associated with the recycling of glass compared to production of glass with virgin materials has been undertaken by PE Consulting involving over 200 glass manufacturing plants across Europe. This identified that on average 1 tonne of recycled glass (cullet) replaces 1.2 tonnes of virgin raw material, saving 0.67 tonnes of CO2 for every tonne of finished glass.</p> <p>The 209 tonnes of glass collected for recycling by the trial so far therefore offers a net saving of 140 tonnes of CO2, making a positive contribution towards tackling climate change through the avoided carbon emissions associated with increased use of recycled content over virgin raw materials</p>
<p>Wards</p>	<p>The trial is being undertaken in the following wards: Alnwick, Bedlington Central, Hexham East and Morpeth Stobhill. The findings and outcomes of the trial will be relevant to all wards as they will influence decisions on the expansion of the glass recycling service countywide.</p>

Background Papers

- Our waste, our resources, a strategy for England’ HMSO 17 December 2018
- Review of Waste Strategy - kerbside collection of household waste, February 2019
- Communities and Place Overview and Scrutiny Committee, 7th October 2020, report titled ‘Northumberland Waste Management Strategy – Proposed Trial of Kerbside Glass Recycling Collections’.
- Cabinet, 13th October 2020, report titled ‘Northumberland Waste Management Strategy – Proposed Trial of Kerbside Glass Recycling Collections’.
- DEFRA Consultation 7th May 2021 – Consistency in Household and Business Recycling in England.

Report sign off.

Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Monitoring Officer/Legal	NM
Executive Director of Finance/S151 Officer	JW
Chief Executive	DL
Executive Director	RO'F
Portfolio Holder(s)	JR

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Appendix 1 : Glass collection areas

Bedlington area : 1,092 properties (shown in yellow), a mixture of private households and council households

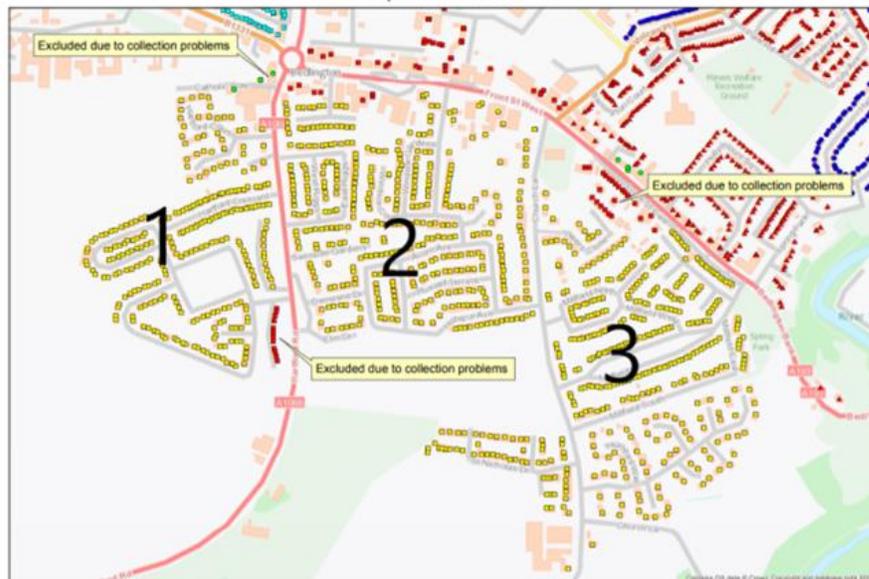
Ward: Bedlington Central. Cllr Christine Taylor.

Area 1: Hartford Crescent, mostly privately owned houses with some privately let. The Hartlands is a mixture of housing associations, privately let and privately owned houses.

Area 2: Acorn Avenue, Russell Terrace, Hotspur Avenue, Demesne Drive Horton Avenue, Windsor Gardens, Windsor Court, Swinside Gardens, South/North/West Riggs & Nergerton Riggs. This area is made up of privately owned houses, some of which are privately let, and no social housing.

Area 3: Millfield North/South/East/West are mainly social housing with the same private owned/ privately rented properties. Tower Close is mainly privately owned/ privately rented properties.

Updated Glass Collection Area - 1092 Properties Bedlington
and Properties Excluded - 49

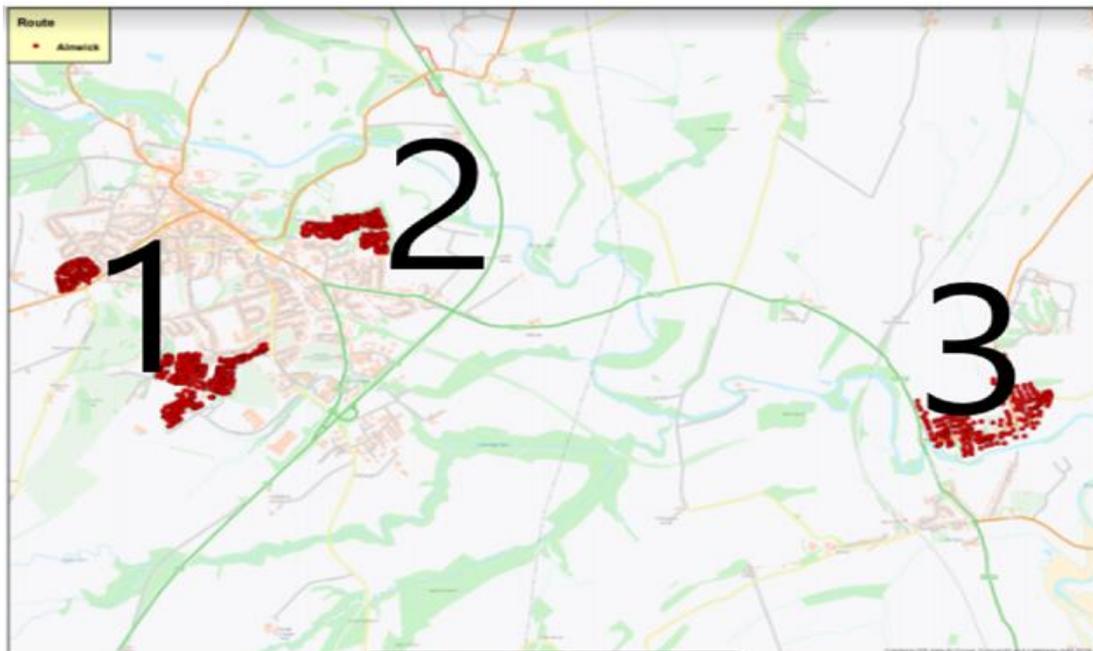


Alnwick & Lesbury Area : 1,016 properties.

Ward: Alnwick. Cllr Gordon Castle

- Area 1: Streets/ Info: Alnwick; Chapel Lands, Fairfields, Reivers Way- privately owned. Barrasdale Estate- social housing
- Area 2: Streets/ Info: Alnwick; Allerburn Lea - privately owned/ rented, no social housing
- Area 3: Streets/ Info: Lesbury; Lealands - privately owned

Overview map : Alnwick & Lesbury



Area 1 - Alnwick detailed map - Chapel Lands, Fairfields, Reivers Way



Area 2 : Alnwick detailed map - Allerburn Lea



Area 3 - Lesbury detailed map - Lealands

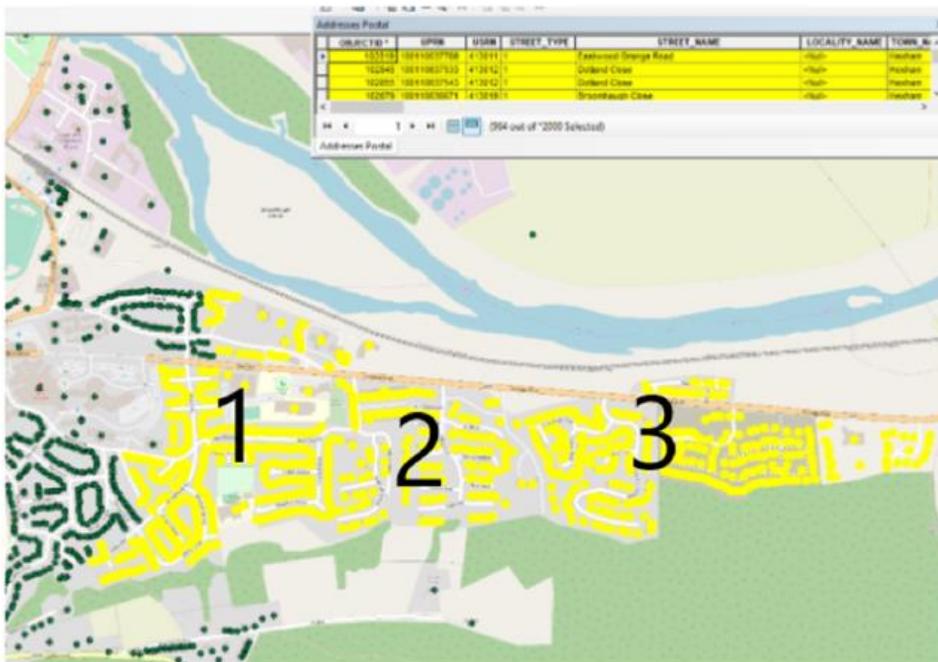


Hexham : 964 properties (shown in yellow) of mixed property types.

Ward: Hexham East, Cllr Cath Homer

A mixture of privately owned/ rented properties & social housing

- Area 1: Dean Avenue, Dene Park, Bywell Avenue, Dilston
- Area 2: Edgewood, Eastfields, Edgewood
- Area 3: Hornbeam Crescent, Anick View, Laurel Road



Morpeth area : 925 properties (shown in yellow) of mixed housing types

Ward: Areas 1,2 & 3, Morpeth Stobhill, Cllr John Beynon;

A mixture of privately owned/ rented properties:

- Area 1: Low Stobhill, Stobhillgate, Grange Road, Heathfield, Moorlands, Edgehill, High Stobhill, Rookwood, Eden Grove, Whiteacres.
- Area 2: Green Lane, Charlton Gardens, Broom Close.
- Area 3: Whinham Way, Norham Drive, Thornton Close, Swinton Close Felton Close, Chathill Close, Eglington Way Eglington Close, Acomb Close, Whalton Close, Glanton Close, Crookham Grove



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Northumberland County Council

Communities and Place Overview & Scrutiny Committee

Work Programme 2021-2022

1. Terms of reference:

- (1) To maintain an overview of the Management Agreements in place between the County Council and Active Northumberland, Woodhorn Museum Charitable Trust and Northumberland Tourism.
- (2) To monitor, review and make recommendations about:
 - Development Planning
 - Neighbourhood Planning
 - Conservation
 - Housing
 - Climate Change
 - Countryside, Biodiversity and Landscape Quality
 - Waste Management and Energy Use
 - Public and Community Transport Network and Travel to School
 - Highway Maintenance, Streetscape and the Local Environment
 - Local and Neighbourhood services
 - Crime, Community Safety, and Fear of Crime, including CONTEST, Prevent and Channel
 - Antisocial Behaviour and Domestic Violence
 - Fire and Rescue
 - Emergency Services and Emergency Planning
 - Customer Services
 - Provision of Cultural and Leisure Facilities
 - Improving Quality of Life through Access to Culture and Leisure;
 - Supporting Economic Growth in the Arts, Culture and Leisure Sectors

2. Issues to be Timetabled/Considered

- Broadband and Telecoms, particularly the recently announced North of Tyne Combine Authority fund for 5G technologies in rural areas.
- Community Policing
- Northumberland Fire & Rescue Service on the recent audit and the position on retained firefighter availability.
- Highway maintenance.
- Performance from Neighbourhood Services.
- Active Travel and School Safety.

Northumberland County Council
Communities and Place Overview and Scrutiny Committee Work Programme 2021-2022

6 October 2021

Domestic Violence and Abuse

To consider the implications of the Domestic Abuse Bill which is expected to receive Royal Assent in the summer on the Council's Strategy for dealing with domestic abuse and violence.

Climate Change

To consider progress on the implementation of the Climate Change Action Plan.

NE Public Transport Strategy Update

To receive an overview on progress on developing the strategy.

27 October 2021

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Northumberland Infrastructure Funding Statement

To consider the annual Infrastructure Funding Statement in respect of Section 106 Agreements.

Customer Complaints Update

To receive an update on Customer Complaints since the annual report was presented to the OSC in February.

1 December 2021

21 December 2021

12 January 2022

2 February 2022

Active Northumberland

To receive an update on the development of the partnership agreement, membership numbers, challenges, business plan and priorities.

2 March 2022

Library Service Strategy 2021-26

To update the Committee on the implementation of the Strategy.

6 April 2022

27 April 2022

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Northumberland County Council
Communities and Place Overview and Scrutiny Committee Monitoring Report 2021-2022

Ref	Date	Report	Decision	Outcome
1.	30 June 2021	Funding for Areas of Outstanding Natural Beauty (AONB)	RESOLVED that, the Cabinet be advised that the Committee supported the recommendations contained in the report.	Cabinet noted the Committee's comments when it determined this report on 13 July 2021.
2.	30 June 2021	Unreasonably Persistent and Vexatious Contact Policy	RESOLVED that, subject to members' comments, the Cabinet be advised that the Committee supported the recommendations contained in the report.	Cabinet noted the Committee's comments when it determined this report on 13 July 2021.
3.	4 August 2021	Draft Private Sector Housing Strategy 2020-23	RESOLVED that, the Cabinet be advised that the Committee supported the recommendations in the report.	The Committee's comments will be considered by the Cabinet when it determines the report on 6 September 2021.
4.	4 August 2021	Active Northumberland Annual Outcome Report 2020-2021	RESOLVED that: <ol style="list-style-type: none"> 1. Active Northumberland's Annual Outcomes Report 2021-21 and Annual Service Report for 2020-21, be received. 2. Active Northumberland be thanked for their work during the pandemic, including support to communities, schools and health services, which had been incredibly valuable as well as reopening centres quickly when permitted. 3. The Committee were encouraged by the optimism for the future whilst noting the challenges ahead. 4. An update on the development of the partnership agreement, membership numbers, challenges, business plan and priorities be presented to the Communities and Place Overview and Scrutiny Committee in early 2022. 	The Committee will receive an update on the development of the partnership agreement, membership numbers, challenges, business plan and priorities on 2 February 2022.
5.		Active Northumberland Annual Service Report April 2020– April 2021		

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