

Thurrock: A place of opportunity, enterprise and excellence, where individuals, communities and businesses flourish

Cleaner, Greener and Safer Overview and Scrutiny Committee

The meeting will be held at **7.00 pm** on **12 October 2017**

Committee Room 1, Civic Offices, New Road, Grays, Essex, RM17 6SL

Membership:

Councillors Roy Jones (Chair), Cathy Kent (Vice-Chair), Russell Cherry, Gary Collins, Terry Piccolo and Michael Stone

Substitutes:

Councillors John Allen, Oliver Gerrish, Garry Hague, Ben Maney, David Potter and Gerard Rice

Agenda

Open to Public and Press

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3. Items of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
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Queries regarding this Agenda or notification of apologies:

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Vision: Thurrock: A place of **opportunity**, **enterprise** and **excellence**, where **individuals**, **communities** and **businesses** flourish.

To achieve our vision, we have identified five strategic priorities:

1. Create a great place for learning and opportunity

- Ensure that every place of learning is rated “Good” or better
- Raise levels of aspiration and attainment so that residents can take advantage of local job opportunities
- Support families to give children the best possible start in life

2. Encourage and promote job creation and economic prosperity

- Promote Thurrock and encourage inward investment to enable and sustain growth
- Support business and develop the local skilled workforce they require
- Work with partners to secure improved infrastructure and built environment

3. Build pride, responsibility and respect

- Create welcoming, safe, and resilient communities which value fairness
- Work in partnership with communities to help them take responsibility for shaping their quality of life
- Empower residents through choice and independence to improve their health and well-being

4. Improve health and well-being

- Ensure people stay healthy longer, adding years to life and life to years
- Reduce inequalities in health and well-being and safeguard the most vulnerable people with timely intervention and care accessed closer to home
- Enhance quality of life through improved housing, employment and opportunity

5. Promote and protect our clean and green environment

- Enhance access to Thurrock's river frontage, cultural assets and leisure opportunities
- Promote Thurrock's natural environment and biodiversity
- Inspire high quality design and standards in our buildings and public space

Minutes of the Meeting of the Cleaner, Greener and Safer Overview and Scrutiny Committee held on 13 July 2017 at 7.00 pm

- Present:** Councillors Roy Jones (Chair), Cathy Kent (Vice-Chair), Gary Collins, Terry Piccolo and Michael Stone
- In attendance:** Councillor John Allen for Item 6 Only
Mark Earwicker, Technical Fire Safety Department, Essex Fire Service for Item 6 Only
Steve Cox, Corporate Director of Environment and Place
Gavin Dennett, Environmental Health and Trading Standards Manager
Daren Spring, Street Services Manager
Jenny Shade, Senior Democratic Services Officer
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Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

Councillor Jones welcomed all Members and Officers to the Cleaner Greener and Safer Overview and Scrutiny Committee and Councillor Allen, a member of the Housing Overview and Scrutiny Committee in attendance for Item 6, Fire Service.

1. Minutes

The minutes of the Cleaner Greener and Safer Overview and Scrutiny Committee held on the 11 May 2017 were approved as a correct record.

2. Items of Urgent Business

No matters of urgent business were received.

3. Declaration of Interests

Councillor C Kent declared a non-pecuniary interest as she was an Outside Body representative on the Essex Fire Authority.

Councillor Collins declared a non-pecuniary interest as he was a member on the Prevent committee.

4. Terms of Reference

Members agreed the Cleaner Greener and Safer Overview and Scrutiny Committee Terms of Reference.

5. Fire Service

Councillor Jones welcomed Mark Earwicker from the Technical Fire Safety Department of the Essex Fire Service and stated that the Cleaner Greener and Safer and the Housing Overview and Scrutiny Committees had requested that the Fire Service attend the first available committee following the horrific fire scenes that were witnessed with the fire at Grenfell Towers in West London.

Councillor Jones stated that politics should be put to one side so that all Members, Officers and Services should work together to try and alleviate any fears that Thurrock residents may have and to ensure that all residents who live in tower blocks are fully aware of the emergency procedures.

Mark Earwicker reported the following to Members:

- That following the tragic fire at Grenfell Towers, a significant amount of work had been undertaken to reassure the public, look at what happened and to ensure that this event did not happen again.
- Still waiting for the interim report on the fire although information had been made available to the Fire Services and the National Press as to the cause of the fire.
- The reason for the spread of the fire was still under investigation. The Building Research Establishment had undertaken a specific number of fire tests on cladding performances.
- The Government had set up an Enquiry Panel which had now received their own Terms of Reference. A Technical Team had been set up to give advice to this Panel.
- Following the fire at Grenfell Towers, a critical team had been set up in Essex to analyse information that came out from this tragedy.
- In Essex, the Fire Service were approached to look at tower blocks from a public prospective and to ensure buildings were technically up to standard.
- The Chief Fire Officer sent letters to all Council's chief executives offering services and for their engagement with the fire service.
- Similar letters were sent by the Technical Fire Safety Department to Housing Departments to ensure engagement with residents was also taking part and a point of contact was available.
- A Themed Audit Programme was set up to look at what high rise buildings were within the County. As part of the risk assessment undertaken those tower blocks with ten or more storeys were given priority for inspections and then the five to nine storey buildings.
- Today in Essex, a full fire service audit had been completed on the 59 premises which had 10 or more storeys and these had been undertaken with the community officer in attendance. Engagement with residents had been made to offer support, advice and offer home safety visits for those required.
- The Community Safety Team had visited 128 buildings, knocked on just under 6000 doors and had received 148 referrals for home safety visits.

- The Community Safety Team had also carried out 65 audits on premises that ranged from five to nine storeys with 123 outstanding. These should be complete within the next two to three weeks.
- No reports received that Thurrock high rise blocks had the aluminium composite material cladding similar to that of Grenfell Towers on them.
- That 12 blocks were confirmed as having cladding but these were made from a resin-based material which had the highest possible fire rating.
- That the 15 blocks in Thurrock had been visited with minor defects detected which could range from a door closure or an emergency light that had not illuminated and stressed that these would not cause any reduction in safety to those buildings.
- That three out of the five to nine storeys had been visited with 17 still to be carried out within Essex.
- A lot of work had been undertaken with public reassurances by the Fire Service personnel, crew and volunteers.
- That the web site had been updated with animations to bring the leaflet to life.
- Concluded that at this time consideration would be to undertake all the remaining checks.

Councillor Jones thanked Mark Earwicker for his report and asked who the members were that formed the Community Safety Teams and what umbrella of the Fire Service did they fall under. Mark Earwicker stated that the Team consisted of ex-operational officers, non-operational officers and volunteers. This team sat under the domestic arm of the fire safety to which this came under the Director of the Fire Service.

Councillor Collins queried if the cause of the fire was known. Mark Earwicker stated that the cause was a fridge on the fourth floor but a full investigation was underway to which the results were still waited on.

Councillor Collins questioned what was being done for those private properties that had been converted to flats. Mark Earwicker stated that this should form part of the building regulations and risk inspection programme. If Members had any concerns they should be reported and would be looked into.

Councillor Piccolo questioned what enforcements were in place when private owners did not engage with the Fire Service as part of safety checks. Mark Earwicker stated that private owners are formally requested to attend but following that legal action may need to be taken.

Councillor Kent questioned whether the process undertaken had been effective in the high rise blocks. Mark Earwicker stated that the responsibility fell on that responsible person and that person had to ensure that the risk assessment was in place and that they complied with building regulations.

Councillor Kent asked what enforcements could be put in place for those residents parking inconsiderately around the surrounding areas of rise blocks.

Mark Earwicker stated that no specific feedback had been received from crew members about parking but leaflets were left on vehicles that were inappropriately parked in dangerous areas. Unfortunately the Fire Service had no powers on parking enforcements.

Councillor Allen asked what defined a minor defect. Mark Earwicker stated that a minor defect would be possibly a fire door closure or a light not illuminating. Mark Earwicker stated that Thurrock had come out well as part of the investigation with only minor defects with these being common in such large buildings.

Councillor Piccolo questioned whether a register could be kept of any major alternations made to high rise blocks or high rise buildings. Mark Earwicker stated that these alternations would form part of the building legislation and regulations and could be obtained through these means.

Councillor Kent asked that if a call from a high rise fire had been made for an Aerial Ladder Platform would this have sufficient crew to man it if crews from Grays, Orsett and Corringham were already in attendance at a fire. Mark Earwicker stated that if an Aerial Ladder Platform was required it would be called for and would either come from Southend or Chelmsford.

Councillor Jones thanked Mark Earwicker and the Essex Fire Service for the work undertaken and appreciated all the efforts made.

Mark Earwicker and Councillor Allen left the committee room at 7.45pm.

6. Fly-Tipping of Alleys - Public Health Enforcement

Gavin Dennett briefed Members on the report that was being presented following a Motion that was passed at the 28 June 2017 Full Council that called on the Cleaner Greener and Safer Overview and Scrutiny Committee to conduct a full review of fly-tipping in private alleys. Members were asked to agree the terms and timescale for this review.

Gavin Dennett explained that over recent months the number of incidents of fly-tipping or unauthorised rubbish disposal in alleys had been reported to the Council and that there was no current policy on the approach that Officers should take to resolve such service requests.

Members were referred to the proposed review timescales and how the review panel would be made up of Officers that would work alongside a member of the Cleaner Greener and Safer Overview and Scrutiny Committee and report back to committee by October 2017.

The Chair asked for member nominations for the Review Panel. A nomination was made by Councillor C Kent to which all Members agreed with the proviso that all members can communicate and input through Councillor C Kent and that the appropriate feedback would be provided. Councillor C Kent thanked

members and agreed that the members would work together and have a joint input.

Steve Cox stated that this would be inclusive process where all members would have the opportunity to contribute when the report was returned to Committee in October 2017.

Councillor Collins referred members to the principal options and stated that residents may not be the owner of the property and should it not then be the landlord that would need to pay. Gavin Dennett stated that the options relate to the occupiers of the property and not the current owners.

Councillor Stone asked how the review would be taken forward after October 2017. Gavin Dennett stated that the review would make any necessary recommendations and what further consideration would need to be made to accommodate these.

Councillor Jones asked how neighbouring boroughs were tackling this issue. Gavin Dennett stated that this would form part of the review and feedback would be provided.

Councillor Piccolo suggested that potential fly-tipping material could be photographed and used as evidence if found fly-tipped. Gavin Dennett stated that the team were being as imaginative as possible and that this was already taking place alongside CCTV to deter individuals.

RESOLVED

- 1. That the Cleaner Greener and Safer Overview and Scrutiny Committee note the motion and agree the terms and timescales of the review.**
- 2. That the Cleaner Greener and Safer Overview and Scrutiny Committee agreed that Councillor C Kent would be the Member on the Review Panel.**

Gavin Dennett left the committee room at 8.05pm.

7. Thurrock Community Safety Partnership

Steve Cox presented the report that updated Members on the increase of crime for the year 2016/17 when compared against the previous year with Thurrock having a lower crime rate per one thousand residents than our comparator community safety partnerships.

Members were referred to the three priorities that were identified by the partnership's Strategy Assessment which would allow Thurrock to develop and plan the activities to address the priorities whilst providing value for money and intelligence led approach to community safety.

Councillor Jones stated that the Youth Offending Team was a fantastic group that concentrated on stopping youths from reoffending.

Councillor Collins asked Officers for the number of convictions of crime that had been reported. Officers would provide this information to Members.

Councillor Collins commented that the report could have provided Members with updated figures on the number of victims and who the perpetrators were.

Councillor Collins stated that the Safety Impact Assessment had made no provision to men and asked that this was looked into urgently.

Councillor Piccolo stated that as part of the safety partnership it was important to work with youth offenders on anti-social behaviour issues to prevent them becoming further involved in more serious crimes.

Steve Cox stated that the poor performance of the 101 telephone service had been raised with Essex Police and was confident that this issue was being addressed.

Councillor Jones asked that the Secretary of State be chased for a reply to a letter sent requesting an update on the poor 101 telephone service.

Councillor Piccolo stated that residents should be made aware and encouraged to use the on-line 101 service instead of the telephone service to report incidents. This would build up intelligence of events and residents would have an email receipt as proof of their incident being reported.

Steve Cox stated that residents should be encouraged to report any crime or anti-social behaviour so that intelligence of events could be formed and services being allocated appropriately.

Councillor Jones stated that elderly residents who had no on-line facilities would still be encouraged to use the 101 telephone service and not to be put off with the waiting times.

Councillor Jones commented that the crime performances need to be more accurate to include all information such as reported anti-social behaviour incidents.

RESOLVED

- 1. That Overview and Scrutiny Committee note the performance of the Thurrock Community Safety Partnership for the year 2016/17.**
- 2. That Overview and Scrutiny committee support the three priorities of the Community Safety Partnership for the year 2017/18, which were:**

- i. **Reduce Youth offending and re-offending of adults and young people to address volume crimes of violent crime, both with and without injury and Domestic burglary.**
 - ii. **To reduce harm to and safeguard vulnerable victims from: Domestic abuse, Sexual offences including rape, Child sexual exploitation and abuse (CSE), Gang related violence, Hate crime, Anti-social behaviour, Cyber bullying, Honour based abuse ie. forced marriage and female genital mutilation and Serious Organised Crime in relation to Modern day slavery & Human Trafficking.**
 - iii. **Violent extremism (Prevent agenda).**
3. **That Overview and Scrutiny committee note the links that have been made to support delivery of the PCC's Priorities.**

8. Clean It, Cut It Update

Daren Spring presented the report that provided Members with an update on the progress of Clean It, Cut It with an overview of the current status and outlined the service aspirations for the future which sought to address the improved perceptions of street cleanliness, grounds maintenance and parks, playgrounds and open spaces.

Councillor Jones thanked the Officers and all the crews for the fabulous job undertaken and that residents could now see the improvements made.

Councillor Jones asked Officer who would be responsible for keeping the Manorway tidy. Steve Cox stated that this was currently in discussion but at present it was the Council's responsibility. Going forward a meeting had been scheduled with DP World to ensure that all organisations were clear on the delivery of this service.

Councillor Jones stated his support for Keep Britain Tidy that was coming to Thurrock.

Councillor Jones questioned whether operations undertaken by Kingdom were being kept an eye on following bad press. Steve Cox stated that reassurances had been received from Kingdom and the Council would keep track on these for the remainder of the pilot.

Councillor Stone asked Officer whether the Council would collect rubbish that local residents had picked up from alleyways. Daren Spring said yes that would be possible but would prefer that rubbish be bagged. These bags could be supplied by the Council. Steve Cox said the Council would be happy to help and this could form part of the review.

Councillor Collins echoed Councillor Jones comments that the service was undertaking some excellent work and appreciated the work done. Councillor

Collins asked whether there were costs relating to Keep Britain Tidy coming to Thurrock and was this cost a benefit to residents. Steve Cox stated that this was a sensible investment and an inspiration to keep the borough tidy.

Councillor Piccolo backed the Keep Britain Tidy scheme in Thurrock and stated that those parks rated as good should not be forgotten and neglected.

Councillor C Kent asked Officers whether any responses had been received from Highways England who had the responsibility for cleaning the A13 from Wennington through to and including the A1089. Steve Cox stated that the Council had not received the responses they would have liked. Following the difficulty of trying to pin Connect Plus down, a meeting had been scheduled for next week to discuss a more frequent cleaning regime of these areas.

Councillor C Kent asked whether Grays Beach would be up and running for the summer holidays. Steve Cox stated that assurances had been given by Anglian Water that any similar flooding incidents would not happen again.

Councillor C Kent questioned whether the administration's spending on Clean It, Cut It campaign had been value for money and what plans to educate youngsters to respect and have pride in Thurrock. Steve Cox stated that the team had undertaken an excellent job and that a further survey would be sent out to residents to understand their perceptions of the campaign.

Daren Spring stated that work with colleges was underway to educate young people on recycling and littering.

RESOLVED

That the Cleaner Greener and Safer Members noted the performance in relation to the Clean It Cut It element of the Clean It Cut It Fill It programme since last reporting to committee in October 2016.

9. Work Programme

The Chair asked Members if there were any items to be added or discussed for the work programme for the 2017-18 municipal year.

Members agreed to add a report on Fly-Tipping of Alleys to the 12 October 2017 Committee.

Councillor Piccolo requested a report on Community Facilities be added to the work programme for 22 February 2018 Committee.

RESOLVED

- 1. That the item Fly-Tipping in Alleys will be added to the work programme for 12 October 2017 Committee.**

2. That the item Community Facilities will be added to the work programme for 22 February 2018 Committee.

The meeting finished at 8.43 pm

Approved as a true and correct record

CHAIR

DATE

Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk

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12 October 2017	ITEM: 5
Cleaner, Greener and Safer Overview and Scrutiny Committee	
Update on Air Quality & Health Strategy	
Wards and communities affected: All	Key Decision: Key
Report of: Fred Raphael, Transport Development Manager	
Accountable Assistant Director: Ann Osola, Assistant Director, Transportation and Highways	
Accountable Directors: Steve Cox, Corporate Director for Environment and Place Ian Wake, Director of Public Health	
This report is Public	

Executive Summary

Cabinet endorsed the Air Quality and Health Strategy in December 2016. The strategy frames the authority’s approach to improving air quality and reducing air pollution exposure to safe levels for human health across the borough. Additionally, the strategy provides the context for the council to manage air quality through a suite of borough-wide policies to prevent new Air Quality Management Areas (AQMA) from arising, as well as outlining actions and measures to improve air quality in each AQMA with a view to moving towards advisory limits and future revocation.

The overall strategic aim of the Air Quality & Health Strategy is to improve air quality and to reduce the health impacts of air pollution in the borough. This will be delivered through three main approaches:

- a) the implementation of measures for managing air quality throughout the borough to prevent new AQMAs from arising
- b) implementing measures contained within the action plans for existing AQMAs; and
- c) collaboration with external bodies to reduce background pollution from inside and outside the borough.

This report provides the Committee with an update on the implementation of the measures and actions to improve air quality.

1. Recommendation(s)

1.1 That the Cleaner Greener and Safer Overview and Scrutiny Committee comment on the progress of implementation of the Air Quality & Health Strategy.

2. Introduction and Background

2.1 In 2013 the council declared an Air Quality Management Area (AQMA 24) for NO₂ in Tilbury, along part of Dock Road, Calcutta Road and St Chad's Road. This was followed by further declarations for Aveley (High Street and Ship Lane (AQMA 25) and Purfleet Bypass (AQMA 26), bringing the total number of AQMAs in Thurrock to 18.

2.2 In early 2015 a report which underlined the acute and chronic health effects associated with poor air quality was presented to the Health and Wellbeing Overview and Scrutiny Committee. The committee supported the establishment of a cross-directorate Air Quality Officer Task Group to develop an integrated Air Quality and Health Strategy. The strategy was developed and later endorsed by December 2016 Cabinet.

2.3 The Thurrock Air Quality and Health Evidence-Base identified the issues that the Air Quality and Health Strategy would need to resolve and to this effect adopted an overall strategic aim, which is as follows:

- To improve air quality in the borough to reduce the health impacts of air pollution.

2.4 This aim was given further dimension by considering the core goals of the Thurrock Health and Wellbeing Strategy, which are:

- Every child has the best possible start in life;
- People stay healthy longer, adding years to life and life to years;
- Inequalities in health and well-being are reduced; and
- Communities are empowered to take responsibility for their own health and well-being.

2.5 In accordance with the core goals of the Health and Wellbeing Strategy above, the Air Quality and Health Strategy has adopted the following aims and objectives:

- a) Implement measures for managing air quality throughout the borough to prevent new AQMAs from arising;
- b) Implement measures contained within the action plans for existing AQMAs; and
- c) Work with external bodies to reduce background pollution from inside and outside of the borough.

2.6 In order to meet the above aims and objectives, the strategy adopted four (4) policies. These policies seek to facilitate decision-making on air quality issues

and work to prevent new AQMAs from arising wherever possible. The policies adopted in the Air Quality and Health Strategy are as follows:

Table 1: Air Quality and Health Strategy Policies

	Policy	Summary
AQS 1	Tackling Transport Emissions	The Council will deliver transport interventions aimed at: <ol style="list-style-type: none"> I. Reducing vehicle trips and promoting a modal shift where possible to active modes of travel to future proof Thurrock's transport network for sustainable growth. II. The business community and transport service providers to discourage the use of polluting vehicles travelling within Thurrock. III. Rerouting vehicles, particularly HGVs, to avoid residential dwellings. IV. Reducing its own emissions and to influence emission reductions through its own procurement and operations.
AQS 2	Tackling health inequalities	<ol style="list-style-type: none"> I. The areas of highest need, highest deprivation and poorest health outcomes in relation to air quality will be prioritised for action on initiatives to mitigate the impact of poor quality on health. II. Work with health partners to improve long-term condition management in primary care through the implementation of the GP balance scorecard and the development of integrated healthy living centres in areas of highest need (Tilbury and Purfleet).
AQS 3	Thurrock Clean Air Zones/ Low Emissions Zones	The Council will undertake a detailed review of the merits of the wider use Clean Air Zones or Low Emission Zones within Thurrock. A range of options for implementing a Clean Air Zone or Low Emission Zone in Thurrock to tackle poor air quality will be appraised. A firm proposal for a Clean Air Zone or Low Emission Zone will be developed provided that detailed consideration suggests that it is: <ul style="list-style-type: none"> • Feasible and practicable; • Represents value for money; and • Likely to have local support and improves public health.
AQS 4	Future Developments and Planning	Air quality policies will be incorporated into the preparation of the new Local Plan. This is to provide the planning framework to safeguard existing areas and to ensure that the type or location of proposed development will not adversely impact air quality and where possible bring about improvements, through either relocation of polluting activities or negotiation of appropriate mitigation.

- 2.7 These policies have been translated into actions and measures that are borough-wide, which seek to improve air quality across the borough, including within the existing AQMAs; and specific actions assigned to AQMAs where pollutant concentrations are highest and within the 20% most health deprived LSOA in England.
- 2.8 The strategy recognises the need for monitoring of air quality in order to determine whether the actions and interventions in the strategy are achieving success on the ground.

- 2.9 Officers are monitoring and assessing progress on air quality throughout the borough, including the implementation, delivery and success of the Air Quality Actions Plans in terms of improvements to air quality within AQMAs. The assessment and reporting of progress in the implementation of measures and the evidence acquired from on-going evaluation of the impacts of measures that are reported through the ASR to Defra is on-going.

3. Issues, Options and Analysis of Options

- 3.1 Update on the implementation of the measures

- 3.2 AQS1 – Update of Vehicle Fleet

The council's Environment team have placed an order for approximately 108 new vehicles including 27 new waste lorries to replace the council's current aged fleet. The engines on our current vehicles are Euro 4 and the new replacements will be Euro 6 (the highest level of engine efficiency). These will be operational early in 2018.

- 3.3 Actions Specific to AQMAs

AQMA 25 – Aveley High Street

- The council introduced westbound width restrictions on Aveley High Street. These restrictions are intended to ameliorate some of the air quality issues that arise from HGVs in the area.

AQMA 26 – Purfleet Bypass

- The council has developed plans and will be delivering cycleway improvements as part of the Cycle Infrastructure Programme from October 2017.

AQMA 23 – London Road, Grays

- The council is currently investigating measures to control HGV movement on London Road. The design work will be completed in March 2018.

AQMA 2 – London Road, Grays

- The council is progressing bus lane camera enforcement in London Road. "Go-live" date scheduled for 1st March 2018 with full enforcement and issue of PCNs from 1st April 2018.

AQMA 10 – London Road, Purfleet.

- The council introduced width restrictions to the west of AQMA 10 and east of Botany Way.

AQMA 3 – Hogg Lane/Elizabeth Road

- The council is considering options to widen parts of the A1306 to improve traffic flows. This is the subject of VISSIM modelling work, which is being jointly undertaken with Highways England.

AQMA 24 – Calcutta Road, Tilbury

- The council is progressing a scheme as part of the Cycle Infrastructure Programme.
- Parking restrictions are being introduced as part of a controlled parking zone (CPZ), which will contribute to minimising some of issues arising from roadside HGV parking. Dock Road design to be completed by November 2017, Calcutta Road design to be completed by December 2017, Civil Works to be programmed in for January/February once Legal order process is completed in December/January.
- HGV parking enforcement activities in the area has increased in order to address the current issues related to roadside HGV parking.

3.4 Borough-wide Actions

- Variable Message Signing (VMS) – The council has acquired three (3) VMS signs that can be deployed in locations across its road network as needed, towards minimising traffic impacts arising from incidents at Dartford Crossing.
- Weight Restrictions and HGV Management Schemes – this includes a review of current HGV routing and the introduction of measures to minimise air pollution from HGVs, such as weight restrictions and turning bans.
- Improvements to Walking and Cycling – these include the walking and cycle infrastructure improvements secured as part of planning consents; and the Cycle Infrastructure Programme. The £5m Cycle Infrastructure Programme is currently in process of delivery and will be completed by March 2019. To date we have worked at West Thurrock Way near Lakeside and Aveley and are currently working on Arterial Road, Purfleet moving on to Purfleet by-pass in October. The schemes at South Ockendon, further schemes at West Thurrock and Tilbury are currently being designed and planned to be constructed by April 2018. Before moving to other parts of the borough we are conducting a Cycle Infrastructure review as a number of changes took place since the last review in 2013/14.
- School and Workplace Travel Plans – the council secures travel plans and monitoring provisions as part of development consents. Schools currently monitor their travel plans via Modeshift STARS web-tool which provides a national framework for the implementation of sustainable and active school travel activities. This is the only national accreditation scheme for rewarding sustainable School Travel Plans and 35 out of 51 schools in the borough are actively working on their School Travel Plans and many have achieved a Bronze Accreditation (STP). Arthur Bugler and Kenningtons Primary have recently achieved Silver accreditation and Woodside Academy has achieved Gold accreditation in their STP.
- Freight Quality Partnership (FQP) – the council has re-established its Freight Quality Partnership to help manage the impact of HGVs in Thurrock.

- National Clean Air Day (NCAD) – on National Clean Air Day (June 15, 2017), the council hosted a pilot scheme for Defra Air Quality funding bid. This involved delivering anti-idling and no-smoking outside of the gate at two schools and engaging with children via assemblies, t-shirt design competitions, flyers, banners and car stickers.
- South Essex Active Travel (SEAT) – the council, along with Southend-on-Sea and Essex County Council was successfully awarded approximately £3.3 million to deliver this programme, which targets people in a transitional stage of life to encourage sustainable travel options prior to key behavioural decision-making processes, such as commencing new employment or education.

One of the first delivery outcomes of the SEAT programme is working with the new Amazon development in Tilbury, where every member of staff who has been offered a conditional work placement by Amazon has also been offered personalised travel planning advice. This involves being informed of the various public transport, walking and cycling options, or a combination of these modes, and how these can help them to get to work and home, based on their home location and proposed shift patterns. This has been delivered by a team of travel engagement officers who have engaged with at least 1500 Amazon employees with the company keen to extend this programme across the three years. Further employment sites to be targeted within Thurrock include intu Lakeside, and the park development at London Gateway, as well as South Essex College.

The programme also includes a range of other measures, including a target to provide adult cycle training to 200 people over the three years to encourage cycling to work, and financial support to deliver a cycle hub in Tilbury (or other suitable location within the borough) which will support a programme of up-skilling local volunteers in cycle repairs, to encourage enterprise and reemployment, as well as offering a community space, cycle recycling and cycle exchange programme for families (i.e. as a child grows older, a smaller cycle can be exchanged for a more suitable bike).

The SEAT programme offers a range of benefits to residents by providing improved travel information and advice on travel to the workplace, not just within Thurrock, but across the south Essex corridor, the promotion of lifelong skills in cycling and cycle confidence, and cycle repairs and maintenance, as well as cycle loans to new job seekers who do not have access to their own transport. The SEAT programme has also engaged with public transport operators to provide free travel tickets to job seekers or new employees to help them commence employment using public transport at a low cost which may otherwise be unaffordable in the first few weeks of employment. The scheme will result in approximately £400,000 worth of investment per annum in Thurrock over three years.

- Electric Vehicle Charging – the council will go out to tender on a new contract for electrical infrastructure. New EV charging points will be

introduced where demand justifies. We are aiming to have an approved contract set up for April 2018.

3.5 Impacts of Actions

The strategy sets out the need to monitor and measure air pollution levels in AQMAs where actions are focussed, in order to determine whether the actions being implemented are achieving success in terms of a reducing NO_x levels. We currently monitor air quality in all AQMAs in the borough. This is undertaken through diffusion tubes sited in and out of AQMAs. This will allow us to use the monitoring data to measure the impact of interventions. As NO_x is measured and reported on an annual basis, the monitoring data for 2017 will not be available till early 2018. However, since traffic emissions, especially from HGVs, are a major source of air pollution, we can make some assumptions that some improvements have been realised in those AQMAs where actions such as weight restrictions were introduced. We expect the data for 2017 to support these assumptions.

3.6 Lower Thames Crossing and Air Quality in Thurrock

Following the government's announcement of the preferred route for Lower Thames Crossing on 12th April 2017 Highways England are progressing this option through the next stages of design. This is expected to be the route taken forward to the submission of an NSIP application to the Planning Inspectorate in mid-2019. To support the application HE will need to undertake a number of assessments, including an assessment of the impacts of the proposed crossing on air quality in Thurrock. The scope of assessment for air quality will be set out in the Environmental Impact Assessment (EIA) Scoping Report that HE are intending to submit by mid-October 2017. The council will be formally consulted on the EIA Scoping Report and invited to make comments on the adequacy of the data collection and analysis which is proposed. The council has engaged independent subject matter experts to inform the council's response to this issue. At its July meeting, Thurrock Council passed a resolution to ask Highways England to jointly establish with the council a process for independent air quality testing and provide the council with access to all data used to reach decisions. This request has been passed on to Highways England and the details as to what this means in practice are currently under discussion.

3.7 The Draft National Air Quality Plan

Thurrock was consulted on the government's Draft Air Quality Plan in May 2017. In our response, we set out that the document identifies areas with roads that persistently exceed NO₂ limits based on modelling. Thurrock has significant data and modelling regarding air quality across the borough and has 18 AQMAs declared on the basis of NO₂. We sought greater clarity from Defra and DfT on the reasoning behind their selection of the authorities that have been prioritised for clean air zones. The council is keen to ensure that there is sound reasoning behind the selection of these authorities and wants

to see a fair process that ensures that we receive funds to help tackle air quality, not just within individual AQMAs but across the borough.

4. Reasons for Recommendation

- 4.1 Planning, Transportation and Regeneration Overview and Scrutiny Committee are invited to comment on progress made against this strategy as part of the council's commitment to appropriate scrutiny of its actions.

5. Consultation (including Overview and Scrutiny, if applicable)

N/A

6. Impact on corporate policies, priorities, performance and community impact

- 6.1 Better management of Air Quality in Thurrock plays a very important part in meeting the Council's priorities; particularly to improve health and well-being and protect and promote our clean and green environment.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Finance Officer – Management Accounts

There are no financial implications. The actions defined in the Air Quality and Health Strategy will be delivered through existing resources.

7.2 Legal

Implications verified by: **Vivien Williams**
Planning and Regeneration Solicitor

There are no legal obligations. This report relates only to an update on the actions defined in the adopted Air Quality and Health Strategy.

7.3 Diversity and Equality

Implications verified by: **Rebecca Price**
Community Development Officer

Adoption and subsequent implementation of the measures identified in the Strategy and Action Plans will support the wellbeing of some vulnerable members of the local community including those suffering from health conditions affecting the upper-respiratory system. Associated AQAPs will tackle existing air quality problems and help to bring down levels of nitrogen

dioxide which may reduce the number of health impacts for people living and working in and around these AQMAs.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

There are no other implications.

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- November 2016 Cabinet report – Air Quality & Health Strategy
- Thurrock Air Quality & Health Strategy

9. Appendices to the report

Appendix 1 – Location of Monitoring Sites in Thurrock

Report Authors:

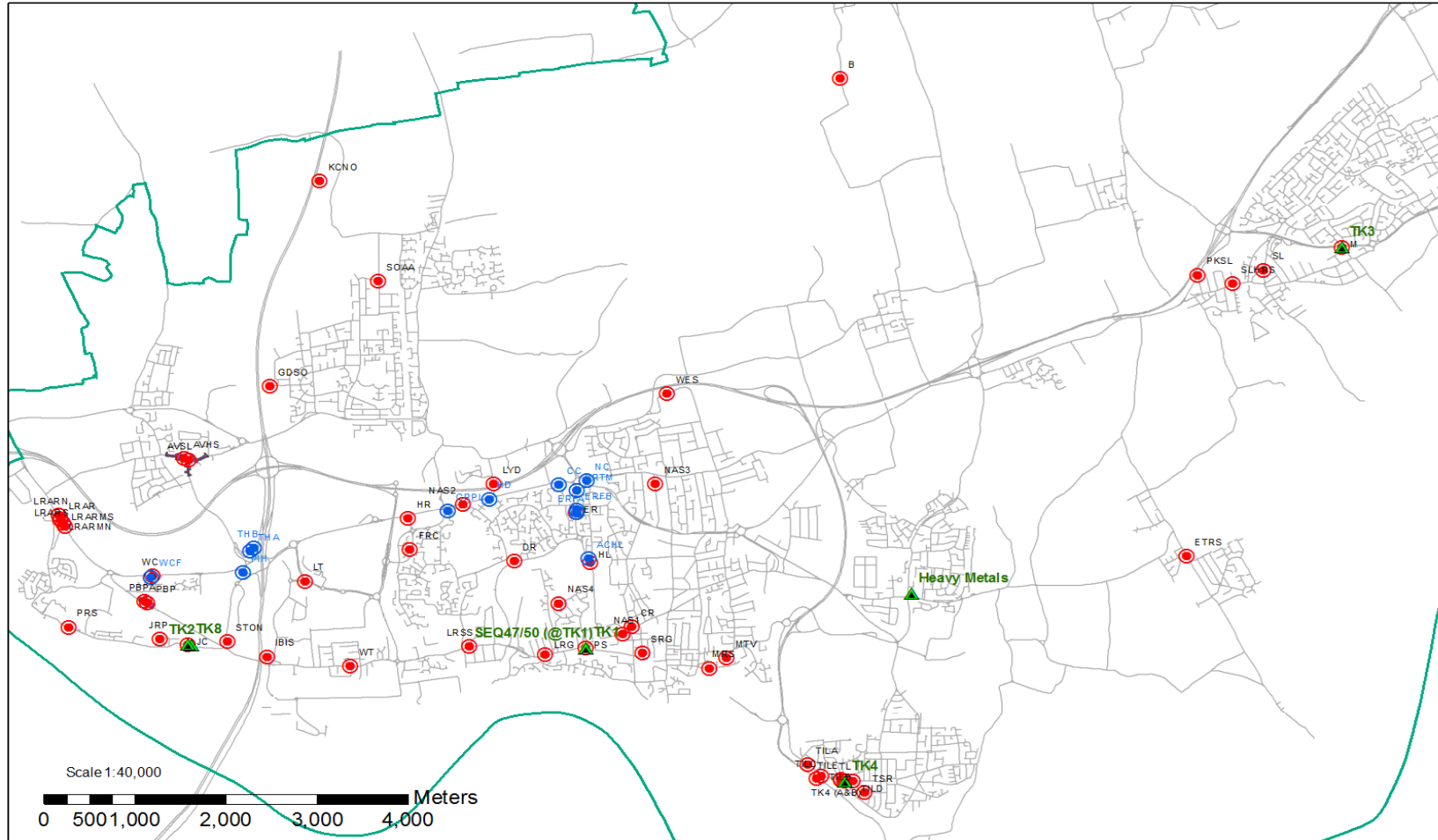
Fred Raphael

Transport Development Manager

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Location Map of Monitoring Sites both inside & outside AQMAs

Red = diffusion tube sites Blue = new diffusion tube sites (post 2017) Green = Automatic monitoring sites



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12 October 2017	ITEM: 6
Cleaner, Greener and Safer Overview and Scrutiny Committee	
Linford Household Waste & Recycling Centre – Future Site Redevelopment	
Wards and communities affected: All	Key Decision: Yes
Report of: Beau Stanford-Francis – Environmental Protection & Contracted Services Manager	
Accountable Assistant Director: Julie Rogers – Assistant Director of Environment	
Accountable Director: Steve Cox – Corporate Director of Environment and Place	
This report is Public	

Executive Summary

Thurrock Council operates a single Household Waste and Recycling Centre (HWRC) at Linford. The site is operating significantly over capacity with the layout and infrastructure not being in keeping with modern sites. This reduces the opportunities to encourage re-use and recycling. The site was recently bought back in-house after the incumbent contractor rejected the opportunity to renew the contract for operating the site. This has presented the Council with an opportunity to improve the site and take measures to encourage recycling at the site.

The site as is will not meet the borough’s projected growth going forward and additional capacity will need to be created. The site has a number of infrastructure challenges that will need to be addressed, however, the present location is owned by the Council and outline design ideas suggest that the site has the potential to deliver a redesign that will meet Thurrock’s future requirements.

1. Recommendation(s)

That Cleaner, Greener and Safer Overview and Scrutiny Committee are asked to make the following recommendations to Cabinet:

- 1.1 To undertake a Planning Application for the redevelopment of the HWRC Linford, on its current Buckingham Hill site in line with the design principles detailed in 4.3.**

2. Introduction and Background

- 2.1 Thurrock Council has a statutory obligation under section 51 of the Environmental Protection Act 1990 to provide residents with a facility for the disposal of bulky household waste. The Act establishes minimum standards for the provision of the service in terms of the minimum number of sites for each Authority, it does not however, contain any guidance regarding the standards by which sites should be operated with local authority's being able to set hours of operation, site layout and waste acceptance criteria.
- 2.2 Thurrock Council currently operates a single site at Buckingham Hill Road in Linford which is situated on a former Essex County Council Landfill Site. The land that the site sits on is owned by Thurrock Council. The current site has been operating in its current layout and working plan since March 1997 and was designed to accept in the region of 6,000 tonnes of household waste per annum. At present the site is receiving 11,000 tonnes per annum. There are currently 65,490 households within the borough and this is forecast to increase to 78,100 by 2030.
- 2.3 In line with Environmental Permitting Regulations Linford HWRC is operated under licence from the Environment Agency with regular inspections being undertaken to ensure that the site is being run in accordance with the law. The site licence governs the site operations and the waste types that the site can accept; it also imposes requirements for site competent persons. Failure to comply with the terms of the licence can lead to the Council being prosecuted under Environmental Legislation or the restriction or closure of the site.
- 2.4 Between September 2009 and November 2010 the Council operated a second recycling only centre at St Clements Way in West Thurrock. The throughput at the West Thurrock site was low and the site was deemed to be no longer viable to operate. The site was closed in 2011/12.
- 2.5 The Linford site was run under contract between 2010 and 2017. In the lead up to the expiry of the contract the contractor was offered the opportunity to extend the contract however, they rejected the opportunity stating that extension was neither financially nor operationally viable. The rejection of the contract extension, the volatility in waste disposal prices and the outdated design of the site meant that in conjunction with external specialist waste disposal consultants the decision was taken that procurement of the site 'as-is' was not a viable proposition. In June 2017 the management of the Linford HWRC was brought in-house under the Council's direct management

3. Interim Site Management update

- 3.1 Taking the site into Council control has allowed the Authority to undertake a number of interim quick wins to improve the site operations, introduce new avenues for recycling and reduce costs. These include:

- New site signage and markings
- Introduction of the new site operating plan
- TUPE Transfer of existing staff and transfer of agency staff to permanent roles.
- Introduction of new waste disposal routes including revised paint containers, plate glass, co-mingled hardcore and ceramics, acceptance of fluorescent light tubes, PVC bin.
- Extensive staff training to improve the site efficiency, health and safety and the customer experience.
- Introduction of a new uniform policy to make staff more visible to the public and present a more professional face for the Council.

3.2 Site operational costs remain within the budget however, the cost of disposing and transporting the waste deposited is over and above that budgeted, this is likely to create a budget pressure over the year. Management of the disposal element of the site budget is primarily controlled by preventing the unauthorised deposit of waste at the site and by ensuring that waste is segregated into the cheapest disposal stream. A small number of waste disposal streams generate an income for the site however, the majority specifically: Plasterboard, Residual Waste, Wood Waste and Hardcore incur significant costs.

4. Proposed Site Redevelopment Principles and Implementation

4.1 The current HWRC is not in keeping with modern facilities at other boroughs. The size of the site is struggling to meet current demand and will not be able to support the borough's projected growth agenda. As it currently stands the site would not be able to be re-configured to support charged commercial waste deposits, a greater range of recycling containers or a dedicated re-use facility. The proposed re-development of the existing site will be designed to meet the borough's requirements to 2030. Depending on the pace of growth within the borough and the stability of the amount of waste deposited per household an additional site may be required.

4.2 Issues with current site

4.2.1 Site Highway Access

Access to this cramped site is far from ideal. There is no dedicated turning lane and there is insufficient space to stack cars within the site. When the site is busy, queues quickly spill out onto the highway and on many weekends queues have been known to extend for at least 300 metres and lasting up to 45 minutes. The customer exit lane is also in conflict with large lorries entering and leaving the site as it is not possible to service the site outside normal opening times. The traffic management issues at the current site prevent operatives from undertaking wide scale checking of Council Tax records; this is due to the time taken to undertake the checks contributing to significant traffic problems on the highway.

4.2.2 Size of Permitted Area

The site as is can be seen as per appendix 1. The site covers the entire fenced area however; the Environmental Permit only covers the area outlined in Red. The second area outlined in yellow does not form part of the permitted licenced area of the site and therefore, waste storage or operations cannot take place on this element. This was previously used for the storage of old items from the closed St Clements Way Depot, these items are no longer fit for purpose and have been removed. The non-permitted area can only be used for the storage of empty bins which severely curtails the options for configuring the site. The non-permitted area does not have planning permission, does not have drainage and is not on hard standing; this means that there is little to no change of an Environmental Permit being granted for the use of this area without major redevelopment.

4.2.3 Site Layout and access to containers

The current layout of the site is neither efficient or user friendly for both the general public and site operatives, limited space means that this will largely need to be resolved by improved layout and site design. The site infrastructure is basic by modern standards, particularly when compared to sites which are built on a split level, separating the public from site operations and avoiding the need for carrying waste up steps. Such sites are considered by the HSE as safer and easier for customers to use. Currently, site users have to walk via parking and access lanes whilst carrying bulky items. This is a particular concern for those carrying items from the rearmost lanes.

4.2.4 Services and Utilities

The site has a mains supply of water and a landline telephone. The site does not however; have mains sewerage, electricity or gas. The workarounds to this include a portable generator to provide power which is costly and caused significant problems with powering site CCTV and security measures. Sewage is managed using a cess pit which is costly to empty and maintain. A key impact of the lack of mains power is that the site opening times are restricted to daylight hours as the lighting required to run the site safely is not feasible on a generator.

4.2.5 Land Management and Environmental Issues

The site is located on a former Essex County Council municipal landfill site and there is paucity of data relating to ground conditions, surface water drainage and gas migration issues. Site redevelopment will need to include further ground condition surveys and is likely to limit redevelopment to the current site footprint and the identified 'un-permitted area'

4.3 Proposed Site Re-design Principles

4.3.1 Expand Site Permitted Waste Operations Area

Expand the permitted waste operation area to cover the full available area of land within the fences boundary of the site (both the yellow and red outlined areas on Appendix 1. This will involve land remediation, adequate drainage and hard standing to be put in place.

4.3.2 Introduce a Split Level Site Layout

The site will be landscaped in order to allow the larger high use bins to be sunk to a level that will allow the public to access the skips without having to climb steps. This will improve the customer experience, improve health and safety for the public and staff and will make customer more likely to use the recycling bins instead on only making one trip upstairs to deposit waste in the residual waste bin.

4.3.3 Highways Access Improvements

Introduce a dedicated right turn lane to reduce the queuing traffic on Buckingham Hill Road who are waiting to turn right into the site. In addition the increased site area will allow for additional 'on-site' stacking to reduce queuing on the Public Highway. The exit for Commercial Vehicles and HGV's servicing the site will also be segregated from car access and egress which will greatly improve site safety.

4.3.4 Connect the Site to Mains Power and Sewerage

Connecting the site to mains utilities will reduce revenue costs and will increase the reliability of site equipment and machinery. It will also allow for adequate lighting to be put in place during the winter months as well as removing the requirement for a septic tank, reducing costs and allowing for the drainage that will be required for site expansion. Recent commercial and residential redevelopments at Stanford-Le-Hope West mean that connection to mains service is now a viable option.

4.3.5 Significant Increase in Recycling and Re-use Facilities On-site

An increased range of recycling and re-use containers on-site will allow for a greater amount of waste items to be recycled or re-used instead of them being disposed of via more expensive methods. Increased space will allow for greater opportunities for partnership with local re-use community groups which will allow a greater number of items such as furniture, bicycles, electrical items and even items such as crutches to find new homes.

4.3.6 Introduce a dedicated Commercial Waste Disposal Facility On-site

The current site throughput data shows that commercial waste is being disposed off at the site. An improved site layout and infrastructure will allow for the site to apply for an environmental permit for commercial waste disposal on-site. This will include the introduction of an electronic weighbridge with a dedicated commercial waste lane. This will provide an avenue for income generation and will provide commercial waste producers with a further avenue to dispose of their waste.

4.4 Site Redevelopment Plan Options Appraisal

4.4.1 Do Nothing

The site at present is not in keeping with modern standards with access to the site itself and waste containers being less than optimum from a Health and Safety Perspective. The current site layout and size will not allow for the

projected number of future households within the borough and is therefore not a viable long term option. The requirement to climb stairs for high volume bins, the cramped layout and the need to cross lanes of traffic to deposit items mean that the user experience is not conducive to maximise recycling opportunities.

4.4.2 Build a new site at an alternate location

An independent planning consultancy has reviewed Council Owned Land to determine any alternative locations that could house a site. No suitable locations have been found that have adequate access or are in a location that is far enough from densely populated areas but that is situated close to major transport routes. Sites on land not owned by the Council have been considered however the cost implications of leasing or purchasing a site mean that this option is not feasible.

4.4.3 Maintain the current site 'as-is' and build a second similar size site at an alternate location

This approach was tried and failed at the St. Clements facility, which closed within a year. The cost of purchasing or leasing a second site has been discussed as per '5.4.2'. In addition the additional manpower and equipment required to operate a second site would incur significant revenue costs that are not currently budgeted for and would prove prohibitive.

4.4.4 Invest in the current site and expand into the non permit area – ***the recommended option***

The Council own the full site and would not incur any lease or purchase costs. The current site is ideally located; not being directly adjacent to a built up area but still being located within excellent access to the A13 and A1306. Outline design ideas to scope the sites potential to meet the boroughs' needs as per Appendix 2. These outline scoping plans are encouraging and suggest that the site is suitable for redevelopment.

4.4.5 Site Redevelopment Budget

The estimated required budget for redevelopment of the site in order to meet the design principles identified will only be able to be finalised once the planning process has been completed and a competitive tender process has been undertaken. Members agreed a Capital budget of £2.6million to resolve the future of the site at Cabinet in February 2017. Redevelopment of the current site and the improvement to the site layout particularly a move to a split level site is unlikely to result in any additional operations costs. The improved recycling and re-use facility as well as the opportunity to generate an income from commercial waste is likely to reduce the net revenue cost of running the site.

4.4.6 Proposed Site Re-design Procurement Process

Procurement of the site redevelopment contracts will be undertaken in line with the processes required under EU Procurement Regulations.

4.4.7 Proposed Implementation Plan

Completion of the planning process, procurement and build is estimated to take 18 – 24 months. The timeline will be confirmed following completion of the Planning and subsequent Procurement Stage. It is proposed that at the end of each stage that a briefing report will be presented to Overview and Scrutiny Committee to update on progress. Re-development of the site will be undertaken in two halves to allow for the site to remain operational at an acceptable reduced capacity throughout the build

5. Reasons for Recommendation

- 5.1 This recommendation to redevelop the site has been made to ensure that Thurrock has a fit for purpose waste disposal facility for households and businesses that will meet the future growth projections for the borough. The proposed site changes will improve; site efficiency, health and safety considerations and will create an customer experience that will encourage re-use and recycling.

6. Consultation (including Overview and Scrutiny, if applicable)

- 6.1 Site Redevelopment Member Panel 19 September 2017. Including adjacent Ward Councillors from Stanford-Le-Hope West, Tilbury East, The Cabinet Member for Environment and the Chair and Vice Chair of the Cleaner Greener, Safer Overview and Scrutiny Committee.
- 6.2 Cleaner, Greener and Safer Overview and Scrutiny Committee October 2017.

7. Impact on corporate policies, priorities, performance and community impact

- 7.1 This report supports the Councils priority to “Promote and Protect our Clean and Green Environment”

8. Implications

8.1 Financial

Implications verified by: **Mark Terry**
Capital Implications, Senior Financial Accountant

The Capital Programme has allowed for £2.6 million for site redevelopment. As plans for the site are finalised and the procurement process is completed a firm site redevelopment budget will be confirmed. Should this exceed the proposed initial allocation then a bid for any further required monies will be required. At present no additional revenue requirement has been identified for the operation of the future site.

8.2 Legal

Implications verified by: **David Lawson**
Monitoring Officer

Under section 51 of the Environmental Protection Act 1990 the Council has a statutory obligation as a waste disposal authority provide a facility for 'persons resident in its area' to dispose of household waste. Section 51(3) of the act makes provision for an authority to make charges for the deposit of Commercial or Industrial Waste.

The proposed value of the contracts for redevelopment of the site is above the thresholds for the Public Contract Regulations 2015 and therefore a full and compliant EU Procurement Process must be followed. In addition to the requirements of EU Procurement legislation the Procurement will be required to meet the Councils Contract Rules which sit within the Councils Constitution.

8.3 Diversity and Equality

Implications verified by: **Natalie Warren**
**Community Development and Equalities
Manager**

The redeveloped site will result in improved access to the site for those with accessibility requirements. The removal of stepped access to container and dedicated parking bays will resolve significant impediments that currently severely restrict site access by disabled and elderly people. A full Equalities Impact Assessment will be required as part of any redevelopment.

8.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

Proposed Commercial Waste avenue at redeveloped site has the potential to reduce fly-tipping.

9. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

WRAP Household Waste and Recycling Centre guidance for Local Authorities:

http://www.wrap.org.uk/sites/files/wrap/INH0449_HWRC_Guidance_2015_7%20FINAL.pdf

10. Appendices to the report

Appendix 1: Current Site Layout

Appendix 2: Outline mock-up of potential redevelopment options on-site.

Report Author:

Beau Stanford-Francis

Environmental Protection and Contracted Services Manager

Environment and Place

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Appendix 1: Current Site Layout

Red = Permitted Waste Area

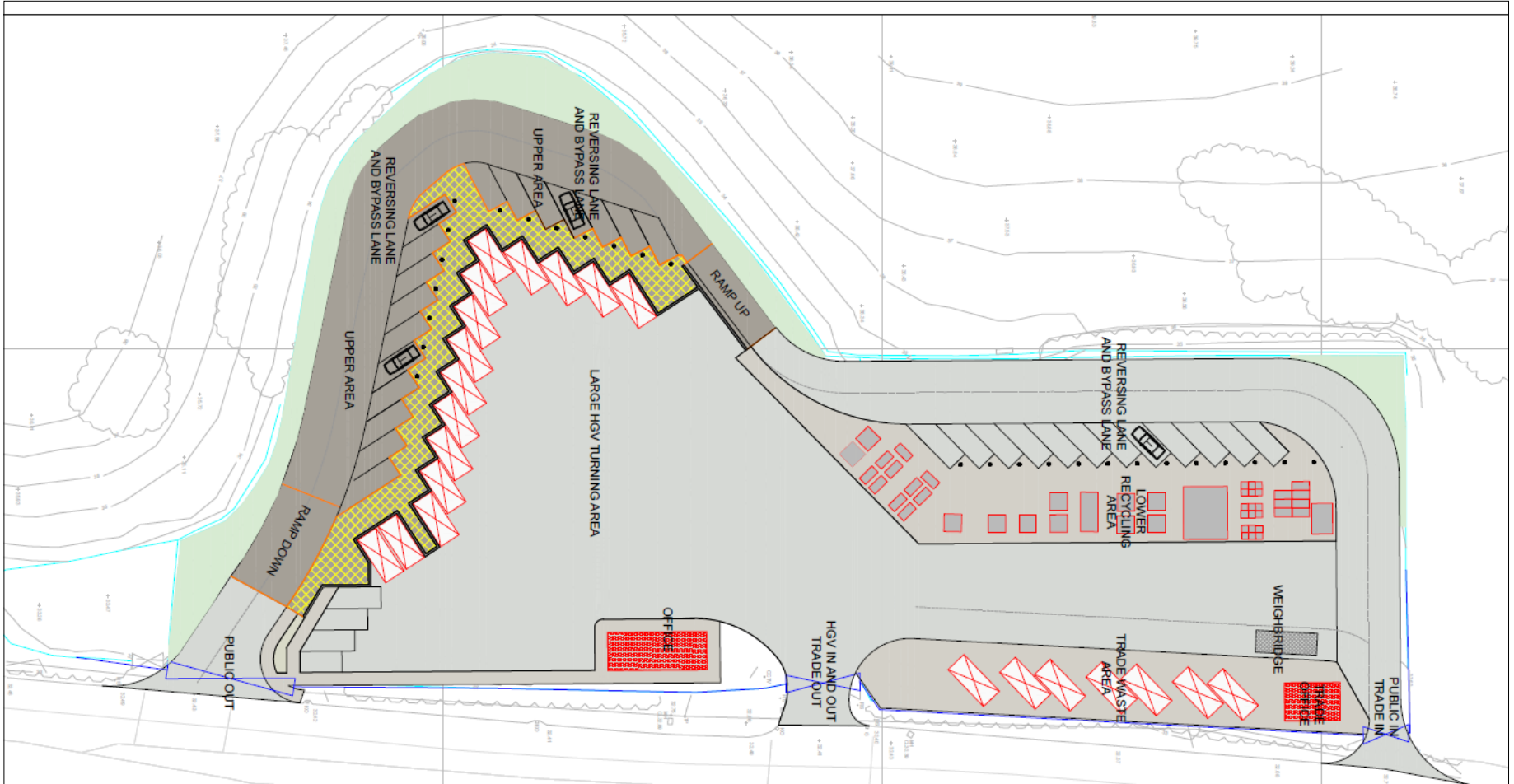
Yellow = Non Permitted Area within existing site



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Appendix 2: Outline mock up of potential redevelopment options on-site.

The following is simply a mock up to show the options available on the current footprint.



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12 October 2017	ITEM: 7
Cleaner, Greener and Safer Overview and Scrutiny Committee	
Public Bin Review Update	
Wards and communities affected: All	Key Decision: Yes
Report of: Daren Spring, Frontline Service Delivery Manager	
Accountable Assistant Director: Julie Rogers, Assistant Director - Environment	
Accountable Director: Steve Cox, Corporate Director of Environment and Place	
This report is Public	

Executive Summary

This report is to provide an update on the Public Bin Review which will be carried out on all the public litter bins throughout the Borough. The review will focus on the location, process for installation, purchase of new dual process litter bins and the introduction of the 10 Big Belly bins.

1. Recommendation(s)

1.1 That Cleaner, Greener and Safer Overview and Scrutiny Committee comment on the contents of this report.

2. Introduction and Background

2.1 To follow on from the work that has already been carried out to improve the cleanliness of the borough, through the programme of Clean It, Cut It Fill It, this report provides details of a review which will be carried out on the public litter bins throughout the borough.

2.2 The review focuses on the location of the current litter bins, the process for installing new litter bins, the change of the current individual litter and dog fouling bins to the introduction of standard dual purpose litter bins. This process will require the Council to purchase new litter bins, which will be funded through a Capital scheme.

2.3 The review also outlines the introduction of 10 Big Belly bins into the borough.

3. Review of current litter bin locations

- 3.1 Over a number of years a variety of different type and style of litter bin has been installed throughout the borough. Over time as litter bins have been installed, those that are situated on the Highway have been logged on to the Symology system, but no official record has been kept of the exact location of all of the bins in the borough. This has caused some operational challenges, in particular when residents report full or damaged bins and they have not been able to provide an accurate location, through my account, the report it app or via the contact centre. This has also made it difficult for the service to take a proactive strategic approach on public bins across the whole of the borough. The benefits of new and potentially more litter bins should reduce the amount of litter being thrown on the ground, which in turn will reduce the resources required to litter pick. The review should therefore increase public bin usage and assist with keeping the borough cleaner.
- 3.2 The first phase of the review will be to identify where each of the litter bins are located, this will be carried out on a ward by ward basis. Although some litter bins were previously plotted on the Highways Symology system, a full physical check will be carried out by the end of October to establish the following:
- The bin location
 - The bin type (litter bin, dog fouling bin, dual purpose bin)
 - If the bin is old or new
 - The current condition of the bin
 - The frequency of emptying the bin
 - The number and distance of bins on the site
- 3.3 Since the change to legislation in July 2013 which declassified dog waste from hazardous to non-hazardous waste, dog waste no longer needs to be separated out from the general waste stream. This eliminates the need for individual dog fouling bins. Dog waste can be commingled in litter bins and this has been and will continue to be communicated through the council's website and other media channels.
- 3.4 Once the review has been completed, a decision will be made on the most suitable locations for public litter bins on a ward by ward basis based. The criteria used to establish this will be based on footfall, litter levels and strategic locations such as shopping areas, outside stations, schools etc. It is possible that many of the existing bins are already in suitable locations, however others may require relocating. A decision will then be made on the standard style of litter bin to be used across the borough. The main factors that will be considered when making this decision are:
- Type
 - Appearance
 - Durability
 - Availability and variations
 - Cost

Current dog fouling bins are small, have little capacity and are generally in a poor condition, these will be replaced with litter bins, instantly increasing capacity across the borough. There will be a need to purchase variations of litter bins to encourage street recycling, which will assist with the drive for recycling more waste. This year saw the introduction of a pilot scheme for big belly bins, these will be limited to one style of bin, depending on the waste stream, for example, general waste only or general waste and recycling.

- 3.5 Capital funding will be used to replace litter bins, a capital bid will be submitted in the autumn and confirmed once we have established the total number of new litter bins that are required.
- 3.6 Where possible existing public bins and all new public bins will have a communication message on them. It is proposed that children from local schools will be asked to help design the exterior look of these messages.
- 3.7 All of the information gathered on the bin locations will be plotted into the Bartec system when it is introduced in January, this will enable the emptying of the bins to be scheduled. All litter bins will be numbered to ensure that they can be identified by members of the public and members of staff, the report it app will require the bin number to be entered when reporting a bin needs emptying.

Process for requesting new litter bins

- 3.8 The Environment Department receives a number of requests for new litter bins on a regular basis. The process that will be followed once a request has been made for a new bin is as follows:
 - The exact location of where the litter bin will be required
 - A site visit will be carried out by a Street Cleansing officer
 - The location of existing bins will be considered as well as how often they are used and the frequency that they are emptied.
 - The distance from the location of the requested bin to existing bins will be considered.
- 3.9 If the officer establishes that there is a requirement for a new litter bin at this location, arrangements will be made for a new litter bin to be installed and the bin will be numbered and its location added to the Bartec system.
- 3.10 If the officer establishes that there would be no benefit for a new litter bin to be positioned at the location. The individual who made the request will be notified that a new bin will not be installed and provided with a reason why.

Big Belly Bins

- 3.11 The Council is currently installing 10 big belly bins into the borough as a pilot scheme, to explore how effective this type of bin will be. Big belly bins are solar powered, they have a compaction system built into the bin and they send an email to alert the team that they require emptying.

- 3.12 The new big belly bins have been delivered; they are currently being branded and will be installed during October.

The location of these bins will be as follows:

- 1 bin located at the lay by opposite Sainsburys, A1306 Arterial Road, West Thurrock
- 1 bin located at the lay-by by Arena Essex, A1306 Arterial Road, West Thurrock
- 1 bin located at King George V playing field, Blackshots
- 1 bin located at Grays Beach Park
- 1 bin located by the sea wall at the end of Thames Road
- 1 bin located in Crown Road by the bus stop
- 1 bin located in Orsett Road
- 1 bin located in the lay-by in Conways Road, Orsett
- 1 bin located by the taxi office, next to Kings Street car park, Stanford le Hope
- 1 bin located in London Road Stanford le Hope opposite Runnymede Road

Due to the Big belly Bins ability to compact waste and send an alert when they require emptying. These locations have been chosen by the Street Cleansing team based on historical data of problematic areas. The criteria used to decide this was based on the following factors. Areas that are not visited daily by barrow beat sweepers, but have heavy footfall. Areas where litter bins cannot be emptied on a daily basis due to the level of resource and more remote locations where other existing litter bins are frequently used and are sometimes overflowing, such as lay-bys.

- 3.13 Monitoring of the success of the pilot will be through analysing the data produced from the big belly bins, this will include information on the frequency of emptying the bins. There may be the need to relocate these bins if they are not getting the higher usage anticipated and a further capital bid for more bins will be submitted, subject to the success of the pilot being realised.

4. Reasons for Recommendation

- 4.1 This report serves to provide Cleaner, Greener, Safer Overview and Scrutiny with information relating to the methodology being used to conduct the litter bin review. As well as seeking comments from the Cleaner, Greener, Safer Overview and Scrutiny committee on the scope of the review.

5. Consultation (including Overview and Scrutiny, if applicable)

N/A

6. Impact on corporate policies, priorities, performance and community impact

N/A

7. Implications

7.1 Financial

Implications verified by: **Mark Terry**
Senior Financial Accountant

If the pilot scheme is successful and the decision is made to roll out the 'Big Belly Bins' further, this will require further capital investment.

7.2 Legal

Implications verified by: **David Lawson**
Deputy Head of Law and Governance

There are no Legal implications associated with this report.

7.3 Diversity and Equality

Implications verified by: **Becky Price**
Community Development Officer

There are no Diversity and Equality implications associated with this report.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

N/A

9. Appendices to the report

None

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Frontline Service Delivery Manager

Environment and Place

**Cleaner, Greener and Safer Overview and Scrutiny Committee
Work Programme
2017/18**

Dates of Meetings: 13 July 2017, 12 October 2017, 14 December 2017, 22 February 2018 and 19 April 2018

Topic	Lead Officer	Requested by Officer/Member
13 July 2017		
Terms of Reference	Democratic Services	Officers
Fire Service	Steve Cox	Members
“Clean it, Cut it” Update	Daren Spring	Councillor Gerrish (Chair 2016-17)
Community Partnership Update	Michelle Cunningham	Officers
Fly Tipping in Alleyways	Gavin Dennett	Members
12 October 2017		
Update on Air Quality & Health Strategy	Steve Cox	Members
Linford Household Waste & Recycling Centre - Future Site Redevelopment	Julie Rogers	Officers
Public Bin Review	Julie Rogers	Officers
14 December 2017		
Volunteer Groups within the Borough (<i>invite Thames21 to speak</i>)	Steve Cox	Councillor Cherry (Vice Chair 2016-17)
2018/19 Budget Setting Update	Carl Tomlinson	Officer
Fees & Charges Pricing Strategy 2018/19 (Adults)	Carl Tomlinson	Officer

Updated: September 2017

"Bin it" Campaign	Steve Cox	Councillor Piccolo (Member 2016-17)
22 February 2018		
Community Facilities	Steve Cox	Members (Cllr Piccolo)
Keep Britain Tidy	Julie Rogers / Marcelle Puttergill	Officers
19 April 2018		