

---

Executive

9<sup>th</sup> October 2007

Report of the Director of Neighbourhood Services

## **Waste Management Strategy 2007/2008 – 2013/2014**

### **Summary**

1. In the period from 2007/2008 to 2013/2014 the Council faces many challenges in waste management. These challenges include significantly reducing the amount of biodegradable municipal waste (BMW) being sent to landfill for disposal, providing a kerbside collection service for a minimum of two materials to all households and reviewing the provision and operation of household waste recycling centres.
2. This report considers what actions need to be taken during this period to help meet these challenges prior to the Waste PFI contract becoming operational.
3. The report asks Members to consider a range of recommendations and initiatives that have been identified to reduce the risk of the Council incurring fines through the Landfill Allowance Trading Scheme (LATS) by operating within our allowances.

### **Background**

#### **Service Achievements & Developments**

4. In 2006/2007, the Council achieved a combined household waste recycling and composting rate of 39.9% (provisional figure pending approval by audit). On the basis of current service levels, budget provision and trends in waste growth it is estimated that this will increase to a maximum rate of 42% by the end of this year.
5. This recycling and composting activity has helped the Council achieve its LATS targets for 2005/2006 and 2006/2007. On the same basis LATS targets should also be met in 2007/2008 and 2008/2009. It is anticipated that a surplus of 25,890 tonnes of LATS permits will be accrued from 2005/2006 to 2008/2009.

6. The following is a summary of recent major service developments that have contributed to these achievements:
- **June 2005:**The new 'Household Waste Recycling Centres Management & Waste Transportation Contract' was implemented. This introduced a minimum recycling performance requirement on the contractor. In 2006/2007 the recycling target was set at 55% and 59% was achieved (excluding inert waste). The contract also places emphasis on development of facilities and customer care.
  - **October 2005:** The introduction of an alternate weekly kerbside recycling collection service for 60,000 households. Recycling banks for cardboard and plastic bottles were also sited at key locations.
  - **March 2006:** The introduction of plastic bottle recycling for the 60,000 households already receiving a kerbside collection. Cardboard recycling was also provided to 10,000 households.
  - **April 2006:** The Hazel Court Recycling Centre was opened at a cost of £1.43m. The current recycling rate for the facility is 62% compared to 33%, which was achieved during the last year when the former Foss Island site was used.
  - **July 2006:** A further 10,000 households received the facility to have cardboard collected as part of their kerbside collection.
  - **March 2007:** There was the further rollout of cardboard to the remaining 40,000 households who receive a kerbside collection.
  - **February 2007:** The 'Disposal, Composting & Recycling Contract' was awarded to Yorwaste. The contract commenced in April 2007 and incorporates various waste management services to provide a cost effective and integrated package.
  - **March 2007:** Neighbourhood Services appointed a dedicated waste minimisation officer as part of it's recent restructure, highlighting the councils ambition to achieve zero growth despite national trends and increasing property numbers.
  - **2006/07:** Performance improved due to the integration of the waste strategy team, client function and operations into Neighbourhood Services.
  - **June 2007:** The Audit Commission reviewed the Council's waste management service. One of their conclusions was that "the service has made significant improvements in all areas".
7. These service developments have made significant contributions to helping the Council improve recycling and composting of household waste whilst diverting significant amounts of BMW from landfill. However, there are even more challenging targets ahead. (See annex 1 for the current levels of waste)

## Challenges

### Best Value Performance Indicators

8. Under Waste Strategy 2000 all local authorities in England were set targets for the recycling of household waste. The Council was set a recycling target of 18% in 2005/2006 and achieved 24.1%. Recycling performance in 2006/2007 increased to 39.9% (provisional figure pending audit).
9. Waste recycling targets were reviewed in Waste Strategy for England 2007. The Council has a statutory 40% household waste recycling target to achieve by 31 March 2010. However, as indicated above recycling performance in 2006/2007 was 39.9% therefore this new target has almost been achieved three years early.
10. The Government is carrying out an extensive review of waste management performance indicators. It is likely that the current performance measures will be significantly changed.
11. In the interim the Council has set itself an aspirational target of recycling 45% of household waste in 2007/2008 subject to additional funding being available. The Council has also already set a commitment to be recycling 50% of household waste by the time the Waste PFI becomes operational.

### Household Waste Recycling Act 2003

12. The Act requires all Waste Collection Authorities (WCAs) in England to provide all households with kerbside collections for at least two recyclable materials by 31 December 2010.
13. Currently, the Council provides a kerbside recycling service to 76,550 households. This consists of 4,110 households with collection of only one material and 72,440 domestic properties with multi-materials collection. A total of 7,050 households do not receive any kerbside recycling service. The current costs of collecting and disposing of residual waste to Landfill is £65 per tonne. When comparing this cost with that of a kerbside sorted collection, at £106 per tonne it is clear that landfill remains the cheaper financial option. This gap will close over the coming five years as the landfill tax escalator takes effect.
14. To meet the requirements of the Household Waste Recycling Act 2003 the kerbside recycling service will have to be expanded. Firstly, this will involve the introduction of a kerbside recycling service for a minimum of two materials to 7,050 households. Secondly, the recycling service provided to 4,110 households with collection of one material only, will need to be extended to a minimum of 2 materials.

### Table of current collections types

<b>Service Type</b>	<b>Number of Properties</b>
Garden Waste and multi-recycling materials (Alternate Week) <i>Grey &amp; green bin, blue &amp; green bags and box</i>	60,800
Two recycling materials (Weekly refuse, fortnightly recycling) <i>Grey bin, blue bag and box</i>	11,640
One recycling Material (Weekly refuse, fortnightly recycling) <i>Grey bin or sack and blue bag</i>	4,110
No recycling service (Weekly refuse) <i>Grey bin or sack</i>	7,050
<b>TOTAL</b>	<b>83,600</b>

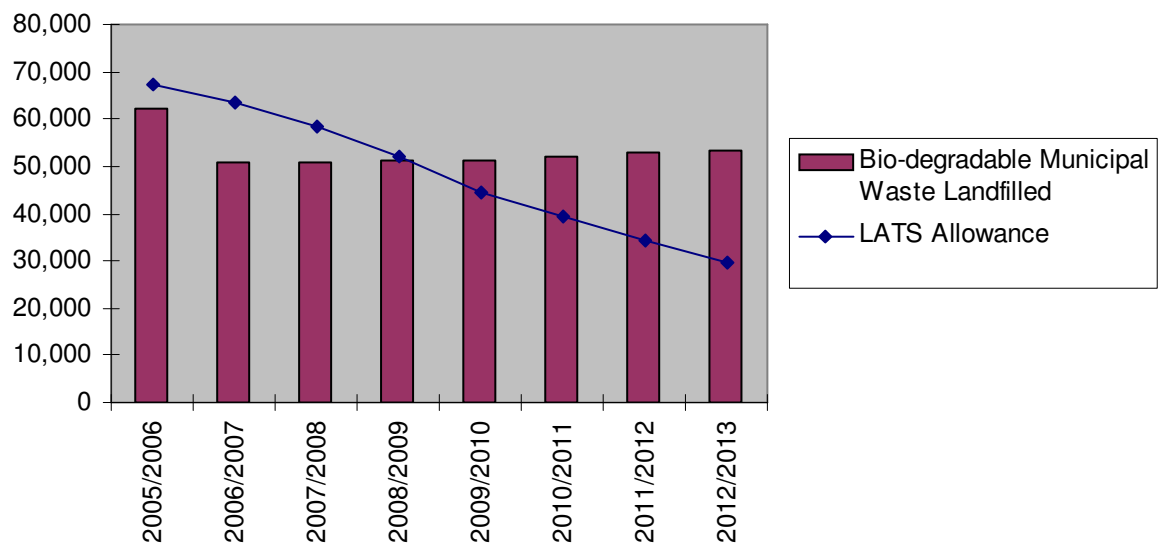
### Landfill Allowance Trading Scheme (LATS)

15. LATS was introduced by the Government under the Waste and Emissions Trading (WET) Act 2003 to ensure that the UK meets its obligations to reduce BMW going to landfill under the European Landfill Directive.
16. The trading of landfill allowances under LATS entails risks of a type and order not previously experienced by local authorities. Waste Disposal Authorities (WDAs) are allocated a diminishing number of permits each year that represent the amount of BMW allowed to be disposed of via landfill. If the amount of BMW taken to landfill exceeds the permits allocated, then the WDA can be penalised at a cost of £150 per tonne. If WDAs manage to work within their allocated number of permits, by diverting BMW away from landfill, then excess permits can be traded to other WDAs who have exceeded their allowance. Whilst the value of permits will vary it should be possible to generate additional income from their sale if sufficient BMW is diverted, dependant on current market conditions.
17. Banking and borrowing of LATS permits is subject to certain restrictions in designated target years (2009/2010 and 2013/2014) and scheme years preceding and following target years as shown in the table at paragraph 21. These controls have been established to ensure that UK's progress to meeting the LATS targets can be accurately assessed. Banked permits must be traded before a target year otherwise they become worthless.
18. There are no restrictions on purchasing and selling of permits in LATS target years. However, due to the anticipated high level of demand in target years the price of permits will be at a premium. It is in these target years that there could be significant financial pressures if BMW diversion targets cannot be achieved. For example, if current levels of BMW are diverted from landfill, in the second target year of 2012/2013 the Council will incur LATS penalties of £3.6 million (as shown in the table in paragraph 21).
19. If the UK fails to meet BMW diversion targets in 2009/2010 and 2012/2013, the EU will levy fines at a rate of £0.5 million per day until the targets are met. The UK government have intimated that this fine will be passed back to WDAs that have not met their

individual targets. This is in addition to each WDA's own fines of £150 for each tonne of BMW landfilled over their target. This cost has not been included in the financial implications because it is not possible to quantify the amount.

20. Without further improvement in waste reduction, minimisation, recycling and BMW diversion, it can be seen from the graph below that if municipal waste continues to grow at 1% (new domestic properties) that the Council will not meet its LATS targets from 2009/2010.

**LATS Current Projections**



21. The shortfall in permits from 2009/2010 means that the financial position will become worse each year. Unless schemes can be implemented to increase the amount of BMW diverted from landfill the Council would have to purchase permits in the 2009/2010 'target year' or pay penalties of £1.06 million for failing to meet the LATS target. Assuming that LATS penalties of £150 per tonne are incurred the maximum cost could be as much as £13.2 million from 2009/2010 to 2013/2014.

Financial Year	LATS Surplus	LATS Deficit	Penalty Cost (£150 per tonne)
2005/2006	5,090	-	
2006/2007	12,680	-	
2007/2008	7,350	-	
2008/2009	770	-	
<b>2009/2010</b> (target year)	-	7,100	£1,065,000
2010/2011	-	12,740	£1,911,000
2011/2012	-	18,380	£2,757,000
<b>2012/2013</b> (target year)	-	24,030	£3,604,500
2013/2014	-	26,020	£3,903,000
<b>Total</b>			<b>£13,240,500</b>

22. It is clear that a substantial increase in recycling and composting of BMW, or other diversion methods, is required from 2007/2008 to avoid having to pay LATS penalties to the Government.

### **Other Factors Influencing Decision Making**

23. In planning how we develop and manage our waste management strategy there are a number of unknown factors that will influence our future decision making. A summary of these factors is as follows:
- **At what rate will waste arisings grow?** In 2006/2007, there was a 2.23% increase in the amount of waste collected from households within York (3,040 tonnes), although in the two years prior to this, growth averaged 1.5%. Our LATS allocations are fixed and do not take into consideration new housing developments throughout the city. Clearly if growth continues to rise at 2% this will place additional strain upon our financial

resources. Last year there were approximately 800 new properties built in York, which generated approximately 1 tonne of waste per property. The remaining increase is as a result of a redefinition of recyclable material.

- **How successful will we be regarding recycling performance?** The more waste that is recycled the less will be required to be sent to landfill. It is anticipated that the Council will recycle about 42% of household waste in 2007/2008 if the current budget is maintained. However, if additional funding is provided the Council's aspirational target of recycling 45% of household waste in 2007/2008 could be achieved. It could also be argued that whilst it would be beneficial to extend recycling and landfill diversion initiatives immediately there is no need to do so until 2008/09 in preparation for the target year of 2009/10 due to the additional financial resources that would be required to deliver this. The Council has already set a commitment to be recycling 50% of household waste by the time the Waste PFI becomes operational.
- **Will we exceed, meet or save on our landfill allowances?** In any financial year if we exceed our LATS allowance then the Council will be faced with penalties of £150 per tonne in addition to existing costs. However, if we manage to divert enough BMW to work within our allowances, any excess permits could be sold or banked for later use subject to certain restrictions in and around target years. These restrictions are illustrated in the table below.

Financial Year	Banking into following year	Borrowing from following year
2005/2006	Unlimited	5%
2006/2007	Unlimited	5%
2007/2008	Unlimited	5%
2008/2009	None	None
<b>2009/2010 (Target Year)</b>	<b>None</b>	<b>None</b>
2010/2011	Unlimited	5%
2011/2012	None	None
<b>2012/2013 (Target Year)</b>	<b>None</b>	<b>None</b>
2013/2014	Unlimited	5%
2014/2015	Unlimited	5%
2015/2016	Unlimited	5%

2016/2017	Unlimited	5%
2017/2018	Unlimited	5%
2018/2019	None	None
<b>2019/2020</b> (Target Year)	None	None

- **Are there any restrictions on trading of permits within LATS target years?** There are no restrictions on purchasing and selling of permits within LATS target years, but these can only come from that year. They can't be carried forward or borrowed from future years. Due to the anticipated high level of demand in target years the price of permits will be at a premium.
- **How much will permits trade for?** At the moment permits are trading for as little as £19 each although this is likely to rise, as more WDAs are unable to meet their LATS targets.
- **Will there be a shortage or excess of permits in the market?** Some WDAs already have to purchase permits to meet their LATS liability. Every year waste performance is being stretched therefore it is likely that permits will become more scarce as each year goes by. However, those WDAs that achieve high levels of diverting BMW from landfill are likely to have excess permits to sell. These could trade up to the value of the penalty of £150 per tonne.
- **How will investing in the service effectively reduce the liability or increase the income from LATS?** Clearly there needs to be a balanced approach to this work so that the amount of investment required to reduce our LATS liability has the maximum impact and overall reduces costs incurred by the Council whilst promoting our environmental credentials.
- **What are the cost/gate fees of the PFI?** Executive have been kept informed as to the potential affordability gap. As further and better information and data is known, the gap will be reviewed and re-presented to members.
- **What will be the impact of the late delivery of the PFI project?** The PFI will significantly reduce the Council's LATS liabilities although if this were to be delayed this would place significant financial pressure on the Council as our LATS position worsens every year.
- **Will the government really exercise their rights to fine local authorities if they exceed their targets?** The Government is under pressure from Europe to achieve its BMW diversion targets therefore it is extremely likely that WDAs will be fined £150 per tonne if LATS allocations are exceeded. In addition, if the UK fails to meet BMW diversion targets in 2009/2010 and 2012/2013 the EU will levy fines at a rate of £0.5 million per day until the targets are met. The UK government have intimated that this fine will be passed back to WDAs that have not met their individual targets.



24. Given the number of current uncertainties and future technological developments it is proposed to present an updated version of this report to Executive on an annual basis in the future.

## **Initiatives For Consideration**

25. In order to meet the Council's medium term waste management targets, and obligations from 2007/2008 to 2013/2014, some difficult decisions are required. However, there are economic and environmental benefits in supporting this work.
26. The Council will not have a single solution available to meet its LATS targets. There will need to be a combination of initiatives adopted to obtain the most cost effective and efficient method of meeting these. Whilst these are not exhaustive they do represent officers views on the most appropriate items for consideration.
27. Following discussions with Members it will be necessary to produce delivery plans regarding the rollout of the initiatives chosen.
28. A summary of the initiatives to be considered is as follows;

**Item 1** To help control waste arisings through delivery of an annual waste minimisation plan through to 2013/2014.

**Item 2** To meet requirements of Household Waste Recycling Act 2003 by providing a kerbside recycling service to all households for at least 2 materials. This initiative is linked to moving all 22,800 properties on weekly residual waste collection to alternate weekly service.

**Item 3** This is Item 2 plus the collection of kitchen waste from 22,800 households. This item aims to provide an element of consistency in service provision across the city. The kitchen waste collection can be viewed as an equivalent service to that of green waste which is collected at the majority of other households. This option assumes fortnightly collection but the Council would also need to consider the issue of weekly collection of kitchen waste.

**Item 4** To collect kitchen waste from 61,440 households that currently receive the full alternate weekly collection service. This option assumes fortnightly collection but the Council would also need to consider the issue of weekly collection of kitchen waste.

**Item 5** Increasing kerbside recycling participation level and capture rate.

**Item 6** To develop a commercial waste collection service (including recycling for businesses and schools) that passes full LATS costs back to businesses. This also needs to include commercial waste delivered to Hazel Court household waste recycling centre.

**Item 7** Identify a waste treatment process to effectively deal with the balance of BMW that still needs to be diverted from landfill after implementation of other recycling and composting schemes. Either as part of the York and NYCC partnership or a stand alone solution for York.

**Item 8** Specific policies for acceptance of waste from non York residents at household waste recycling centres, limiting the amount of waste taken to household waste recycling centres by residents (permits system), etc.

**Item 9** To develop a LATS trading strategy to deal with selling and purchasing of permits.

**Item 10** Reviewing the provision of household waste recycling centres (HWRCs) in terms of number and location. It is intended to provide a separate report for the Executive to consider before the end of this calendar year regarding this matter.

29. Each of these initiatives is considered in more detail in the following section of the report together with detailed advantages and disadvantages.
30. For each item financial implications are included for the financial year 2008/09, both target years (2009/2010 and 2012/2013) and 2013/2014, which is the year the Waste PFI contract is expected to become operational. This will give an indication of the cost should the PFI contract be delayed.
31. Throughout this report, the cumulative costs included in the financial implications for each item, are from 2008/2009 through to 2013/2014 so that the total cost of implementation can be compared to the potential costs of the LATS penalties over the same period.
32. As explained in more detail in paragraph 137, Financial Implications, LATS penalty fines are costed at £150 per tonne, which is the worse case scenario. However, EU fines described in paragraph 18 are not included in the financial implications.
33. Annex 2a and 2b summarises the total cost for the items that are recommended as essential action points.

**Item 1: To help control waste arisings through delivery of an annual waste minimisation plan through to 2013/2014.**

34. To maintain recycling and composting performance it is essential that waste growth is controlled. One method of controlling waste growth is through a waste minimisation programme.
35. Areas of work include home composting, reuse, real nappies, junk mail, school education, targeted seasonal campaigns such as at Christmas, partnership work with local community groups etc. The Council runs its own local programme but also works in partnership with North Yorkshire County Council to deliver regional initiatives.

**Financial Implications**

36. There is currently an annual budget provision of £50k for this work through to 2009/2010.
37. A further budget provision of £50k is needed in each financial year from 2010/2011 to 2013/2014, to prevent an increase in waste arisings.
38. If waste arisings continued to grow at 1% (new domestic properties only) the total amount of LATS penalties payable could be up to £13.2m to 2013/2014.

**Item 2: To meet requirements of Household Waste Recycling Act 2003 by providing a kerbside recycling service to all households for at least 2 materials. This initiative is linked to moving all the remaining 22,800 properties still on weekly residual waste collection to an alternate weekly service.**

39. The impact of the Council's current kerbside recycling service has been very positive. Whilst there was initial opposition to the introduction of alternate week collections the majority of households now either accept or support this approach. At the moment a kerbside recycling service is provided to 76,550 households with 7,050 households not yet receiving a service.
40. The Council provides kerbside recycling to 4,110 properties for paper only. However, the Household Waste Recycling Act 2003 requires that all households should have at least two materials collected for recycling by 31 December 2010 although requests have been received from members and residents to provide this earlier.
41. Whilst the extension of the current kerbside arrangements would be popular with residents a decision would need to be taken to confirm if there should be a collection arrangement similar to that which is provided to the rest of the city. Also if waste collected is to be minimised then residents should be encouraged to recycle as much as possible therefore officers consider that alternate week collections would be the most appropriate approach along with an effective communication and education strategy
42. It is thought that by extending the existing kerbside recycling arrangements to all areas the Council's recycling of household waste could reach 44%.

43. In order to address the issues of providing this service it is intended to operate a trial scheme in the Groves area for at least 6 months to evaluate the options available for vehicles, access, container provision and storage. The Groves contains a representative mix of terraced and communal properties in a compact location. This process will include consultation with residents to obtain their views on containers, storage and presentation options. An additional vehicle and crew would be required at an estimated annual cost at 2008/2009 prices of up to £128k. The intention would be to hire in various types of vehicle to assess the effectiveness of each, along with a variety of presentation methods such as coloured bag schemes. Following a detailed survey, a full implementation plan will be prepared and shared with members.
44. In parallel with the trial scheme there would need to be a full survey undertaken due to the different types of access arrangements that would be needed, plus the testing of specialist vehicles to be used as part of this work. In some terraced areas it would not be possible for householders to receive a bin due to the lack of space therefore the use of bags would continue. Disability issues would also need to be taken into consideration although similar services are provided elsewhere in the UK without problems being experienced.
45. As part of the pilot it is also intended to consider alternative methods of collecting recyclables on the kerbside including the use of different containers. Officers will assess best and modern practice methods from throughout the UK and consider if these would improve the service provided in York.

### **Advantages**

46. The rollout of alternate weekly collections and kerbside recycling to all households (including terraced properties and flats) would increase the amount of waste diverted from landfill and would likely result in a household waste recycling rate of about 44% being achieved once fully implemented. There would be more consistency in service provision across the city and all householders would be able to contribute to recycling.

### **Disadvantages**

47. A detailed survey and trial would be required before the rollout could commence so that access arrangements could be confirmed and there would need to be a phased introduction to eliminate operational difficulties and customer dissatisfaction. An education and communication strategy would be required to ensure successful delivery of the service.

### **Financial Implications**

48. It is estimated that 3 additional recycling vehicles could be needed at a cost of up to £125k per year each, to fund and operate. But this is subject to the outcome of successful trials.
49. The type and range of containers to be provided will be evaluated during the trial scheme. At this stage to give an indicative estimate of cost for purchase of containers some assumptions have to be made. If bins are provided to those terraced properties that currently receive black sacks there would be a capital cost of £28 per bin, a total cost of £280k. 10,000 recycling containers would be required at a capital cost of £5 per

property and 100 recycling units for communal areas are required at a cost of £1k per unit. This equates to an annual revenue cost of £37k based on prudential borrowing.

50. This development would require funding of approximately £30k per year for support and marketing.
51. If 1,760 tonnes of household waste were diverted from landfill this would produce a saving in landfill tax and gate fees of approximately £83k at 2008/2009 rates. Landfill tax will increase to £32 per tonne in 2008/2009 and then by £8 per tonne each year to a maximum of £48 by 2010/2011. Therefore the landfill disposal savings will increase each year.
52. If the service was implemented to all 22,800 households, it is estimated that to divert a further 1,040 LATS tonnes in 2008/2009 will cost an estimated £442k in additional vehicles, crews, marketing and bins. This would be offset by the landfill savings, of gate fee and tax, of £48k giving a maximum net annual cost of £394k in 2008/2009. There would also be an additional 1,040 tonnes of BMW diverted from landfill. This would increase the surplus of permits available to sell to other WDAs and the income received is not included in the table below.

<b>Item 2:</b>	2008/2009	2009/2010		2012/2013	2013/2014
	£'000	£'000		£'000	£'000
3 additional vehicles and crews	375	385		405	415
Additional Bins (prudential borrowing)	37	38		40	41
Marketing & Communication	30	31		33	34
Total Cost	442	454		478	490
Savings in Landfill Tax and gate fee	(48)	(57)		(68)	(69)
Savings in LATS penalties	-	(156)		(156)	(156)
Net annual cost	394	241		254	265
Cumulative cost	394	635		1,369	1,634

**Note: 20010/11 and 2011/12 are included in the cumulative but left out for ease of presentation. The LATS penalties are not included in current budgets.**

53. This is a worst case scenario, and it is expected that the outcome of the pilot will identify the best types of vehicles to use and the most efficient way of using them. It is unlikely that the existing refuse collection vehicles would ever suit a terraced property recycling service therefore additional vehicles are likely to be required although there will be an opportunity to reduce the number of domestic collection crews following a re-balancing exercise which will offset expenditure.
54. Implementation of the above proposal would divert 1040 tonnes and reduce LATS penalties from £13.2m to £12.4m during the period 2009/10 to 2013/14. This represents a total reduction of penalties in the period of £800k compared to an implementation cost of £1.6m. These financial implications are based on a full roll-out

from April 2008 to demonstrate the maximum cost of providing the service. However, the recommendations are that a full roll-out does not take place until April 2009.

55. For the pilot, costs for one vehicle and marketing would be incurred in the first instance in order to fully test the number, and types, of vehicles and the level of support required. The total full year estimated cost of the pilot would be £160k.

**Item 3: This is Item 2 plus the collection of kitchen waste from 22,800 households. This initiative provides an element of consistency in service provision across the city. The kitchen waste collection can be viewed as an equivalent service to that of green waste which is collected at the majority of other households. This option assumes fortnightly collection but the Council would also need to consider the issue of weekly collection of kitchen waste.**

56. Item 2 must be implemented to achieve the Household Waste Recycling Act 2003 requirements to provide a collection of at least 2 recycling materials from all households by 31 December 2010. In addition to the operational changes detailed in Item 2, the rollout of kitchen waste collection service to all 22,800 households that do not currently have a fortnightly collection of green waste would ensure consistent delivery of service across the city and all householders would be able to contribute to recycling.
57. There is approximately 12,000 tonnes of kitchen waste from households in York's waste stream, most of which is still going to landfill and significantly contributing to the gases being emitted from such sites. Diverting some of this BMW from landfill would make a significant contribution to meeting the LATS targets. It is estimated that 1,940 tonnes of kitchen waste could be collected from these 22,800 households (assuming a 60% participation level).
58. The Council would need to assess the impact of alternate weekly collection of kitchen waste in line with Government's comment that weekly collections are desirable. To date, all local authorities who have introduced kitchen waste collections have done so weekly.
59. In order to address the issues of providing this service it would be beneficial to evaluate the options available for vehicles, access, container provision, storage and treatment. This process would include consultation with residents to obtain their views. Two or three specialised food collection vehicles and crew would be required, again after carrying out trials, but the costs could be as much as £400k per year for such a service and restricted to those properties that do not currently have a green waste collection.

### **Advantages**

60. The rollout of alternate weekly collections, kerbside recycling to all households (including terraced properties and flats) and collection of kitchen waste from 22,800 properties would increase the amount of waste diverted from landfill and would likely result in a recycling rate of approximately 46% being achieved once fully implemented. There would be consistency of service provision across the city and all householders would be able to contribute to recycling.

### **Disadvantages**

61. A detailed survey would be required to be completed before the rollout could commence so that access arrangements could be confirmed whilst there would need to be a phased introduction to eliminate operational difficulties and customer dissatisfaction. There is a significant cost associated with the treatment of kitchen waste. It would be necessary to identify the plant and secure an outlet for the product.

### Financial Implications

62. The financial implications of the extension of the kerbside recycling service are already outlined in item 2. The implications below relate only to the collection of kitchen waste. Two to three additional food waste collection vehicles and crew would be required. The cost is provisionally estimated at £133k per vehicle.
63. If containers were provided to collect food waste the cost of these would be £2 per container, which equates to £45k. This is a £4k annual revenue cost based on prudential borrowing.
64. An additional £20k marketing and communication costs would be required to implement the food waste collection service.
65. Food waste collection could divert an additional 1,940 tonnes, which would result in a saving of £90k in landfill costs at 2008/2009 rates. Landfill tax will increase to £32 per tonne in 2008/2009 and then by £8 per tonne each year to a maximum of £48 by 2010/2011. Therefore the landfill disposal savings will increase each year.
66. Processing costs of £100 per tonne would be incurred totalling £194k.
67. Costs for one vehicle and marketing would be incurred in the first instance in order to develop a pilot area to fully test the number, and types, of vehicles and the level of support required. This would be approximately £75k for a 6 month period.
68. In summary, it is estimated that to divert a further 1,040 LATS tonnes as a result of kerbside collections would result in a net cost of £394k as detailed in item 2, paragraph 51. To divert a further 1,940 tonnes as a result of food waste collection will cost an estimated £618k in additional vehicles, crews, marketing, bins and processing costs. This would be offset by the landfill savings of £90k giving a maximum net annual cost in 2008/2009 of £528k at 2008/2009 prices. The total net cost of item 3 would be £922k. There would also be an additional 2,980 tonnes of BMW diverted from landfill. This would increase the surplus of permits available to sell to other WDAs.

<b>Item 3:</b>	2008/2009	2009/2010		2012/2013	2013/2014
	£'000	£'000		£'000	£'000
Item 2 net annual cost	394	241		254	265
Additional cost of food collection:					
3 additional vehicles and crews	400	410		431	442
Containers	4	5		6	6

Marketing & Communication	20	21		21	22
Processing Costs	194	200		210	215
Total Cost	618	636		668	685
Savings in Landfill tax and gate fee	(90)	(106)		(128)	(129)
Savings in LATS penalties	-	(291)		(291)	(291)
Net cost of food collection	528	239		249	265
Net annual cost of item 3	922	477		503	530
Cumulative cost	922	1,399		2,882	3,412

**Note: 20010/11 and 2011/12 are included in the cumulative but left out for ease of presentation. The LATS penalties are not included in current budgets.**

69. Implementation of the above proposal would divert 2980 tonnes and therefore reduce LATS penalties from £13.2m to £11m during the period 2009/2010 to 2013/2014. This represents a total reduction of penalties in the period of £2.2m compared to a cumulative cost of £3.4m.

**Item 4: To collect kitchen waste from 60,800 households that currently receive the full alternate weekly collection service. This option assumes fortnightly collection but the Council would also need to consider the issue of weekly collection of kitchen waste.**

70. Some of the basic issues about providing a kitchen waste collection service are detailed in Item 3.

#### **Financial Implications**

71. Based on the government recommendations of weekly kitchen waste collections, a total of 12 dedicated kitchen waste vehicles would be needed to service 60,800 households. The annual cost is provisionally estimated at £133k per vehicle.
72. If containers were provided to collect food waste the cost of these would be £2 per container, which equates to £123k. This is a £10k annual revenue cost based on prudential borrowing.
73. An additional £50k marketing and communication costs would be required for the food waste collection service.
74. Landfill tax will increase to £32 per tonne in 2008/2009 and then by £8 per tonne each year to a maximum of £48 by 2010/2011. Therefore the landfill disposal savings will increase each year.
75. In summary, it is estimated that to extend a weekly kitchen waste collection service citywide and collect a further 5,370 tonnes of kitchen waste will cost an estimated £2.1m in additional vehicles, crews, marketing, bins and processing costs. This would



be offset by the landfill savings of £248k giving a maximum net annual cost in 2008/2009 of £1.9m at 2008/2009 prices. There would also be an additional 5,370 tonnes of BMW diverted from landfill. This would increase the surplus of permits available to sell to other WDAs.

<b>Item 4:</b>	2008/2009	2009/2010		2012/2013	2013/2014
	£'000	£'000		£'000	£'000
12 additional vehicles and crews	1,596	1,636		1,761	1,805
Containers	10	10		11	11
Marketing & Communication	50	51		53	54
Processing Costs	537	550		578	592
<b>Total Cost</b>	<b>2,193</b>	<b>2,247</b>		<b>2,403</b>	<b>2,462</b>
Savings in Landfill tax and gate fee	(248)	(294)		(354)	(356)
Savings in LATS penalties	-	(806)		(806)	(806)
<b>Net annual cost</b>	<b>1,945</b>	<b>1,147</b>		<b>1,243</b>	<b>1,300</b>
<b>Cumulative cost</b>	<b>1,945</b>	<b>3,092</b>		<b>6,725</b>	<b>8,025</b>

**Note: 20010/11 and 2011/12 are included in the cumulative but left out for ease of presentation. The LATS penalties are not included in current budgets.**

76. These costs are in addition to the options proposed for items 2 and 3 above.
77. This proposal alone (excluding items 2 and 3) would divert 5,370 tonnes and reduce LATS penalties from £13.2m to £9.2m during the period 2009/2010 to 2013/14. This amounts to a total reduction of penalties in the period of £4m compared to a cumulative cost of £8m.

**Item 5: Increasing kerbside recycling participation level and capture rate.**

78. An annual budget of £30k would be needed for communications to increase the current participation levels. The range of work to be carried would include:
- Annual recycling newsletter to all households in York
  - Annual alternate weekly collection recycling information leaflet and 12 month collection calendar
  - Possible additional Christmas information leaflet or sticker
  - Recycling themed information roadshows and Waste Strategy Unit staff attendance at other events (ward committee meetings etc). The cost of this will include equipment, competitions and resources.
  - Paid for advertising campaign in the new Council monthly newsletter.
  - Regular editorial feature in new Council monthly newsletter and internal newsletters.

- Radio infomercials (may be possible to link waste minimisation radio advert campaign).
  - Involvement in national recycling events such as Recycle Now week
  - Temporary messages on refuse and recycling vehicles
  - Participation monitoring will need to be carried out but can be done in-house.
  - Capture rate analysis and monitoring to be done at determined intervals.
  - Door stepping in low participation areas. Subject to resource availability this could be done in-house. If done externally it would be very expensive.
79. Additional resources would also be required for containers, collection vehicle(s) and staff.
80. The maximum amount of waste that will be diverted from landfill by the additional recycling is 1,850 tonnes.
81. In parallel with this work a policy needs to be developed to deal with the estimated 25,000 households not fully participating in the kerbside recycling service. This could be in the form of financial incentives to encourage participation or penalties to deter non participation.
82. The Government is consulting on removing the ban on local authorities introducing household financial incentives for waste reduction and recycling, through early legislative change. Local government would be free to introduce schemes where householders who recycle their waste receive payments funded by householders who do not recycle. All schemes would have to be revenue neutral. Schemes would not result in any overall increase in costs. The behaviour change created by the schemes would reduce the amount of waste to be disposed of generating cost savings. Removing the ban would bring England in line with most other European countries and could reduce the amount of annual residual waste landfilled by up to 15% - equivalent to 1.5 million tonnes or 130kg per household.
83. A policy also needs to be developed to deal with residents putting dry recyclables and green waste into residual waste containers.

### **Advantages**

84. Participation is currently at about 60% but could realistically be increased by a phased approach to 70%.

### **Financial Implications**

85. A communications budget of £30k would be required in addition to existing budgets. If successful further resources may be required for collection but these are difficult to quantify at this stage.
86. This proposal would divert 1090 tonnes and reduce LATS penalties from £13.2m to £12.4m during the period 2009/2010 to 2013/2014. This represents a total reduction of penalties in the period of £800k compared to a cumulative cost of £180k.

**Item 6: To develop a commercial waste collection service (including recycling for businesses and schools) that passes full LATS costs back to businesses. This also needs to include commercial waste delivered to Hazel Court household waste recycling centre.**

87. The Council's existing services are estimated to deal with approximately 13,920 tonnes of commercial waste per annum. This waste is predominantly from a collection service (represents less than 50% of available market) but there is also an element that is delivered to Hazel Court household waste recycling centre. The total commercial waste tonnage has a significant impact on the Council's LATS position.
88. DEFRA is aware that some Waste Collection Authorities (WCAs) would like to shed their existing commercial waste collection services, or operate a selective service, to reduce the impact of the BMW diversion requirements.
89. DEFRA has therefore issued guidance to remind WCAs about their duty under section 45(1)(b) of the Environmental Protection Act 1990 to arrange for the collection of commercial waste when requested to do so. The advice stated that a WCA cannot reduce its municipal waste arisings by:
  - Ceasing to provide a commercial waste collection service by arranging for a private contractor to pick up waste.
  - Selling off its commercial waste collection service.
  - Operating a selective commercial waste collection service, eg. only collecting certain materials.
  - Setting excessively high charges for commercial waste customers.
90. Waste Strategy for England 2007 encourages local authorities to maximise recycling of commercial waste. The Government is encouraging local authorities to take on a wider role (in partnerships) to help local (particularly smaller) businesses reduce and recycle their waste with cost savings through more integrated management of different waste streams.
91. The Government believes that supporting local businesses with better management of their waste is part of local community leadership and economic development. It can also help prevent fly-tipping and help maintain the local street scene. Working with business may also provide opportunities for cost savings through more integrated management of different waste streams with economies of scale from joint facilities and services.
92. The Government also believes that while some local authorities have noted the constraints, which LATS can impose on their direct collection, and disposal of business waste, LATS should not prevent local authorities helping to facilitate commercial waste management contractors or social enterprises offering recycling collection services for business waste. LATS provides an incentive for local authorities to collect and treat biodegradable waste and so should not preclude them from developing their own recycling collection services for business especially if this includes a balanced mix of biodegradable and non-biodegradable recycling/composting services and a limited residual waste collection for landfill.

93. The first step is to develop the commercial waste collection service to provide recycling for council offices and schools. The full costs of providing this service (including the full LATS costs) will be passed back to the facilities. However, the Commercial Waste business will need to purchase a vehicle in advance in order to establish the business. To fulfill this objective, in the first instance, and reduce the financial risk to the authority, a secondhand vehicle has been identified for this purpose at a cost of £42k. The potential amount of the price increase required to cover the LATS penalty are described in more detail in the financial implications section.

### **Advantages**

94. The Council's commercial waste service is very efficient comparing well against private sector operators whilst helping to subsidise the Council's recycling and related activities.
95. The Council receives a significant return from providing this service which is then reinvested into the waste service to help fund recycling and landfill diversion. It is likely that this will increase in the future, as the service is very competitive.
96. As the commercial waste service is developed there will be an opportunity for differential charging between waste going to landfill and that being recycled. This will create a greater incentive for businesses to recycle.
97. It is anticipated that a 45% recycling rate could be achieved. This would divert 6,260 tonnes of recyclables from landfill with 50% of this being BMW.
98. The full costs of implementing the recycling service, including the LATS element, will be passed back to customers. This will provide a cost effective method of resolving the LATS implications of collecting commercial waste.

### **Disadvantages**

99. From 30 October 2007, landfills cannot accept untreated waste. This is part of a package of measures applied across the EU by the Landfill Directive that are designed to:
- Increase waste recycling and recovery
  - Reduce potentially polluting emissions from landfill
100. Businesses will need to review how they manage their waste to ensure that it is treated before any is sent to landfill. However, the choice of waste collection service provider impacts on the extent of the review process and the potential implications.
101. If a business uses the local authority's waste collection service there will no implications imposed by the new treatment requirements. DEFRA's view is that targets for the diversion of municipal waste are already set and there is no merit in specifying additional targets for the treatment of the residual stream. Household waste is already the subject of targets for recycling, composting and recovery, and biodegradable municipal waste is subject to the diversion requirements of the Waste and Emissions Trading Act 2003. In conclusion, if a local authority has an explicit waste management

strategy to meet current recycling and composting targets DEFRA will regard the collection of residuals as treated waste.

102. If a business uses a private waste collection contractor they will need to check whether their waste is treated before it is sent to landfill. If the waste is not currently treated then changes will have to be made so that the treatment requirement is met. This could be in the form of sorting the waste at source for recycling or making arrangements with a contractor for all collected waste to be treated before the residual element is landfilled. These options will probably be more expensive than current arrangements.
103. The option of a business using the Council's waste collection service is clearly attractive in terms of the simplicity in meeting the new waste treatment requirements. There could also be financial benefits for a business to use the Council's service because of the current pricing structure. Businesses are already becoming aware of this situation and are making enquiries about the Council's service. Some urgent consideration must be given to developing a policy to deal with this situation and to help control/influence the amount of requests for service provision. One obvious area to look at is that of charges and whether they should be increased in the near future to take account of LATS.
104. The current position with regard to the Commercial Waste business run by the council is that it is to capacity given the current resources. There would be little advantage in increasing capacity through the procurement of additional vehicles as this would be a high risk to the authority. Businesses currently using the private sector for waste collection would need to seek a solution to the Landfill Directive through their current provider.

### **Financial Implications**

105. The Council's commercial waste service is projected to gross £400k in 2007/2008 including allocated fixed overheads. This service is very efficient comparing well against private sector operators whilst helping to subsidise the Council's recycling and related activities.
106. The Council receives a significant return from providing this service and it is likely that this will increase in the future as the service is competitive.
107. To develop a commercial waste recycling service it is estimated that an additional recycling vehicle could be needed at a cost of up to £125k each year to fund and operate. There would also be the need to purchase containers for customers. All additional costs would be passed back to customers through service charges resulting in a neutral cost to the council.
108. For existing customers, the Council will need to increase service charges in line with LATS obligations and pass all associated costs to customers. As commercial recycling is established there is an opportunity to make differential charges between waste going to landfill and that being recycled, creating a greater incentive for businesses to recycle.
109. The total price charged per tonne in 07/08 is approximately £106 made up of overhead, collection, rental and disposal.

110. Of the total commercial waste tonnage of 13,920, approximately 68% of this is BMW, which equates to 9,465 tonnes. It is assumed that any LATS penalties incurred by the council are deemed to be as a result of commercial waste collection and only the residual deficit is applied to domestic waste. Therefore it would be possible to charge commercial waste customers any LATS penalties incurred up to a maximum of 9,465 tonnes.
111. It has already been shown in the table at paragraph 21 that the 2009/10 the deficit could be as much as 7100 tonnes (a cost of £1.1m) if no other action is taken. Assuming the full LATS penalty cost is allocated to commercial waste this would have the effect of increasing the disposal cost by up to £79 per tonne in 2009/10. In 2010/11 the deficit is 12,740 and a maximum of 9,465 tonnes of deficit (a cost of £1.4m) could be allocated to commercial waste. This would increase the disposal cost by a further £21 per tonne. There would be no significant increases in following years, as a result of the LATS penalty, because commercial waste customers would have already been charged the maximum amount.
112. Assuming that the full cost can be passed to customers the financial effect is cost neutral to the council.
- Item 7: Identify a waste treatment process to effectively deal with the balance of BMW that still needs to be diverted from landfill after implementation of other recycling and composting schemes.**
113. The Council cannot meet its LATS targets for 2010/2011 and beyond by only operating the recycling and composting initiatives detailed in this report. At some stage residual waste will have to be taken to an appropriate waste treatment plant to enable LATS targets to be achieved.
114. There could be an opportunity, through the partnership to work with Yorwaste through the Disposal, Composting & Recycling Contract to provide a scheme for the diversion of residual waste from landfill.
115. Options being considered is the bulking up of residual waste in a transfer station at Harewood Whin and transfer of the material to either an autoclave or pryrolysis/gasification heat treatment processing facility of which there are a number being trialled in the UK. The autoclave process produces various recycle streams but predominantly a cellulose residue for use as a raw material in the manufacture of paper. A facility in Bradford may be online by April 2009. All options to be considered will be subject to further reports to members.
116. In terms of developing a contract it would be necessary to have an element of flexibility in setting the residual waste tonnage input as the level of processing costs will be significantly higher than simply landfill alone, however, markets value of LATS will be an added factor.
117. Addressing the LATS issues in the period before the Waste PFI becomes operational is necessary. Further interim waste treatment options are being explored in partnership with North Yorkshire County Council. NYCC, on behalf of the partnership, are

preparing a contract and tender documents in order to establish other potential solutions.

### Advantages

118. The development of waste treatment could be viewed as an efficient LATS solution for dealing with some residual waste from the household and commercial waste collection services, household waste recycling centres, litter bins etc. Utilising waste treatment in preference to a kitchen waste collection service would have financial and operational benefits.
119. This could be viewed as a short term solution to secure the Council's LATS position through to 2013/2014 or until such time as the Waste PFI commences.

### Disadvantages

120. There are likely to be limited facilities available in the immediate area. The facility in Bradford due to be brought on line in April 2009 could be delayed, resulting in LATS penalties being incurred in 2009/2010.
121. If there is no market for the residual product, it could ultimately go to landfill and LATS penalties would be incurred.

### Financial Implications

122. If the balance of BMW required to achieve targets were processed instead of going to landfill the table below summarises the net savings. This is based on the tonnage deficit outlined in paragraph 21, assuming no other action is taken. Collection costs would remain the same.

Item 7:	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014
Tonnage processed	0	7,100	12,740	18,380	24,030	26,020
		£'000	£'000	£'000	£'000	£'000
Estimated Processing Costs (including gate fee)		627	1,153	1,705	2,341	2,599
Savings in Landfill tax and landfill gate fee		(387)	(828)	(1,202)	(1,582)	(1,725)
<b>Net Costs against current budgets</b>		<b>240</b>	<b>325</b>	<b>503</b>	<b>759</b>	<b>874</b>
Savings in		(1,065)	(1,911)	(2,757)	(3,605)	(3,903)

LATS penalties @ £150 per tonne						
Net annual saving		(825)	(1,586)	(2,254)	(2,846)	(3,029)
Cumulative saving		(825)	(2,411)	(4,665)	(7,511)	(10,540)

**Note: The LATS penalties are not included in current budgets.**

This proposal could divert all tonnage above the allowance and reduce LATS penalties from £13.2m to zero during the period 2009/2010 to 2013/2014. The cumulative saving would be £10.5m after provision for LATS penalties at £150 per tonne. The net cost of this item based on current budgets is a cumulative £2.7m.

**Item 8: Specific policies for acceptance of waste from non York residents at household waste recycling centres, limiting the amount of waste taken to household waste recycling centres by residents (permits system) and developing an integrated enforcement policy.**

123. Household waste recycling centres in York are used by householders from outside the Council's boundaries. This is most common at the Towthorpe site where it is estimated that 15% of the total waste input (1,100 tonnes) comes from outside the area. Approximately 68.6% of this waste is recycled or composted. A decision needs to be taken as to whether access to the sites should be limited to York residents only by introducing some form of permit system. Alternatively, the Council could seek a financial contribution from North Yorkshire County Council if non York residents should continue to be allowed to use the facilities.
124. Unrestricted access to free residual waste disposal facilities at household waste recycling centres can be anti productive when trying to make residents take more responsibility for their waste. Some WDAs have introduced permit systems that restrict the number of times residents can use the facilities, eg. Durham County Council. Some WDA's have also decided to introduce a permit system that requires users of vans and trailers to apply for a permit in advance so that a confirmation can be made that they are not a commercial organisation who are depositing of their waste for free.
125. A decision needs to be taken as to whether access to the sites by York residents should be subject to some form of restrictions.
126. The Council is currently operating the following waste management related policies:
- Litter fines.
  - Refuse containers put out too early fines.
  - Domestic bin sizes.
  - Domestic bin point of collection.
  - Side waste.
127. As the procedures for dealing with waste change, and the costs go up, there is a risk that the level of illegal or inappropriate disposal of waste will increase. The Council



must have robust, integrated waste management policies in place to be able to deal effectively with this risk. Examples of policy that needs to be developed are as follows:

- Non participation in kerbside recycling and green waste collection schemes .
- Residents putting dry recyclables and green waste into residual waste containers .
- Commercial Waste.
- Flytipping.

128. Other actions to demonstrate the Council's commitment to recycling and to encourage the participation of residents:

- developing links with community groups.
- introducing city centre waste separation bins.
- expanding office recycling.

### **Financial Implications**

129. 51 tonnes per year is the estimated amount of landfilled BMW from non York residents. If this were diverted from landfill this would decrease the LATS penalty by only £8k. This saving would need to be balanced against the administrative cost of running this scheme.

### **Item 9 - To develop a LATS trading strategy to deal with selling and purchasing of permits.**

130. From 2005/2006 to 2008/2009 the Council will operate within its LATS allowance targets. In this period it is estimated that the Council will accrue a total surplus of 25,890 tonnes of permits. An optimum time for selling the excess permits will need to be identified so that the level of income from their sale can be maximised. These surplus permits will have no value during or after the first target year (2009/2010).

131. Even if some of the initiatives to increase the amount of BMW diverted from landfill are implemented it is anticipated that the Council will still need to purchase permits in the period from 2009/2010 to 2013/2014. The amount of permits that will need to be purchased will be dependant upon the range and success of initiatives implemented to increase the amount of BMW diverted from landfill. A strategy for purchasing permits will need to be developed to minimise the financial implications and risk to the Council.

### **Item 10 - Reviewing the provision of household waste recycling centres (HWRCs) in terms of number and location.**

132. Officers have assessed the social and economic impact of developing the Beckfield Lane HWRC. A detailed report will be provided before the end of the calendar year which will provide a synopsis of the work to-date and detailed options for re-location.

### **Corporate Priorities**

133. Decrease the tonnage of biodegradable waste and recyclable products going to landfill.

## Implications

134. **Financial** There are significant financial implications both from the point of view of doing nothing else and investing further in the service. Costs are set out above as to the likely annual costs of various solutions. Whilst the savings from the avoidance of LATS fines are costed at £150 per tonne, the council does not yet have these amounts in the base budgets. The £150 per tonne is the worst case scenario, based on the cost of the fines, but the purchase price for LATS is expected to be less than this. The Council will need to buy permits from 2009/10 onwards, but is currently impossible to estimate the likely traded price. All waste authorities without a final treatment plant are facing diminishing LATS permits and often growing waste problems, hence the prices by 2013/2014 are likely to be trading close to the fines level.
135. As part of the current review of Waste officers are assessing the feasibility of re-balancing domestic refuse rounds to create savings that could off-set the investment made by the Council to support landfill diversion and waste minimisation. A report will be presented to the Neighbourhood Services EMAP before the end of this financial year that will detail the outcome of this work.
136. **Human Resources (HR)** There will be a need to recruit additional staff and an staffing review following the rebalancing of the rounds. The authorities change management procedures will be followed where necessary.
137. **Equalities** There are no Equality implications in this report.
138. **Legal** There will be some Legal issues to be considered if the authority has the opportunity to enter into a medium term waste treatment solution that could cross the PFI agreement.
139. **Crime and Disorder** No implications in this report
140. **Information Technology (IT)** No implications in this report
141. **Property** No implications in this report
142. **Other** None

## Risk Management

143. The vast amount of variables that could impact on these outcomes set out in this report does make any decision relatively high risk.

## Recommendations

144. The Executive are asked to agree the following actions:
145. To agree for £50k to be included in the Council's budget each year to allow waste minimisation work to continue.

146. To agree for a pilot recycling scheme to be implemented in the Groves area commencing April 2008 at a cost of £160k in a full year. It is proposed that consultation will start during 2007/2008 although this will be managed within the existing budget. A full implementation plan to be shared with members following a full survey of the area.
147. To agree for a delivery plan for the pilot area to be presented to the Neighbourhood Services EMAP to inform Members of how this will be implemented and to receive feedback.
148. To agree for the full rollout of recycling in terraced areas as from April 2009 at an annual cost of £241k per annum.
149. To agree for an annual budget of £30k to be included in the Council's budget each year to help improve participation levels in kerbside recycling.
150. To agree to the proposed changes to the Commercial Waste section that will allow the Council to provide recycling to schools and commercial organisations which will be cost neutral to implement.
151. To give authority for the designated LATS trading officer to sell surplus LATS permits in line with the Council's Waste Strategy.
152. To agree to ask officers to provide further reports on the items considered in the strategy which the Executive consider will contribute to the mitigation of the Council's LATS targets.

**Reason for the recommendations:**

To assist the Council to meet its LATS targets and to minimise the amount of waste going to landfill.

## Contact Details

**Author:**  
**John Goodyear**  
**Assistant Director**  
**Neighbourhood Services**  
553204

**Chief Officer Responsible for the report:**  
**Terry Collins**  
**Director of Neighbourhood Services**  
**Neighbourhood Services**  
552003

**Report Approved**



**Date** 24th Sept 2007

## Specialist Implications Officer(s)

York and North Yorkshire Waste Partnership Representative  
Sian Hansom  
Assistant Director- City Strategy  
551505

**Wards Affected:**

**All**

**For further information please contact the author of the report**

## Background Papers:

- Waste Strategy for England 2007
- York Waste Strategy update report November 2004
- PFI Update reports and Affordability

## Annexes:

- Annex 1 – Current Waster Arisings and Disposal
- Annex 2a and 2b - Waste Management Strategy 2007/2008 To 2013/2014 – LATS Initiatives and costs