GMCA GREATER MANCHESTER COMBINED AUTHORITY

Waste and Recycling Committee

Date: 12 October 2022

Subject: Contracts Update – Part A

Report of: Justin Lomax, Head of Contract Services, Waste and Resources Team

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Purpose Of Report

To update the Committee on performance of the Waste and Resource Management Services and Household Waste Recycling Centre Management Services Contracts that commenced on 1 June 2019.

Recommendations:

Members of the Committee are recommended to:

1. Note and comment on the matters set out in the report; and
2. Confirm the continued operation of the HWRCs with the height restriction barriers opened as set out in section 5.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

There are no equalities impacts arising from the matters set out in this report. A fundamental principle of the WRMS and HWRCMS contracts is the sustainable management of waste in order to reduce carbon emissions from landfill disposal. The carbon impacts of the contracts are monitored and provided annually by the contractor.

Risk Management

Performance of the contracts and associated risks are captured in the GMCA corporate risk register.

Legal Considerations

Activities set out in this report are in accordance with the terms of the WRMS and HWRCMS contracts.

Financial Consequences – Revenue

Activities set out in this report are in accordance with the Waste revenue budget.

Financial Consequences – Capital

Activities set out in this report are in accordance with the Waste capital budget.

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

19/1/2019 - Waste Procurement, Corporate Issues and Reform Committee

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction

This report provides the Waste and Recycling Committee with an overview of performance of the Waste and Resources Management Services (WRMS) and the Household Waste Recycling Centre Management Services (HWRCMS) Contracts, with updates on key issues currently affecting the waste management services during this period.

2. Contract Performance

This report uses cumulative annual data, for the period up to the end of Quarter 1 (April 2022 to June 2022) of the financial year 2022/23 (Contract year 4), for the two Contracts held by Suez. This is the latest verified data available at the time of writing of the report.

2.1 Cumulative Data

Data is also provided for comparison with the same period of the previous year, 2021/22:

Year to Date Performance – 2022/23 – Qtr 1 Cumulative	**2022 / 2023**	**2021 / 2022**
OVERALL Combined Performance		
Total arisings (t)	275,984	308,254
Recycling Rate (%)	48.5%	47.7%
Diversion Rate (%)	99.2%	97.9%
HWRC Combined Performance		
Recycling Rate (Household Waste) %	52.9%	50.6%
Diversion (Household Waste) %	98.4%	97.3%
Longley Lane MRF		
Rejected Kerbside Recycling Collections (t)	391	588
MRF Contamination Rate (Commingled) %	13.8%	14.5%

2.2 Total Waste Arisings

Total waste arisings for this period were almost 276k tonnes(t) - 10% lower than for the previous year (2021/22), with an improvement in recycling levels of 0.8%.

2.3 Landfill Diversion

Landfill diversion has also been maintained, with a marginal improvement, at a high rate of over 99% of material diverted away from landfill disposal.

2.4 HWRC Recycling Rate

At the HWRCs (combined for both Contracts = 20 sites total, with 9 sites in the WRMS contract plus 11 in the HWRCMS contract) the combined recycling rate was almost 53% - an increase of 2.3% compared to the same period last year. For both contracts combined, the overall diversion of HWRC materials is over 98%.

2.5 Overall Recycling Rate

In summary, the overall performance for Contract year 4, Quarter 1, across both contracts combined, achieved a recycling rate of 48.5%, resulting in a diversion from landfill rate of over 99%.

2.6 Contamination Levels

Contamination levels of kerbside collected recyclate, from unacceptable materials extracted by the MRF process, have dropped below 14%. When compared to last year, there has been a small reduction of incorrect material needing to be extracted from this stream. For the tonnage of collected Waste Collection Authorities (WCA) loads rejected at the reception points across the Contract, the significant positive trend has continued downwards, with over one third less tonnage of rejected loads (nearly 200t lower than last year). Whilst this position continues to improve, recycling collections still had 390t rejected due to contamination being above acceptable levels, requiring ongoing measures to reduce contamination and encourage accurate recycling by residents.

3. Health And Safety

Health and Safety statistics are provided monthly in the Contractor Monthly Services Reports for each Contract and are considered at the monthly Suez Contract Management meeting.

3.1 Reporting Categories

Health and Safety data is reported in key categories, separating incidents involving the Contractor staff and operations, from those involving members of the public (MoP), plus a Near Miss category. Near miss, Incident and Notifiable Incident data is collected

centrally and analysed to feed into local, regional and national lessons learned across the Contractor organisation and communicated to all staff.

3.2 RIDDORS

For the Contract year 4, year to date position, up to the end of Quarter 1 (April 2022 to June 2022) there have been no events reportable under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR).

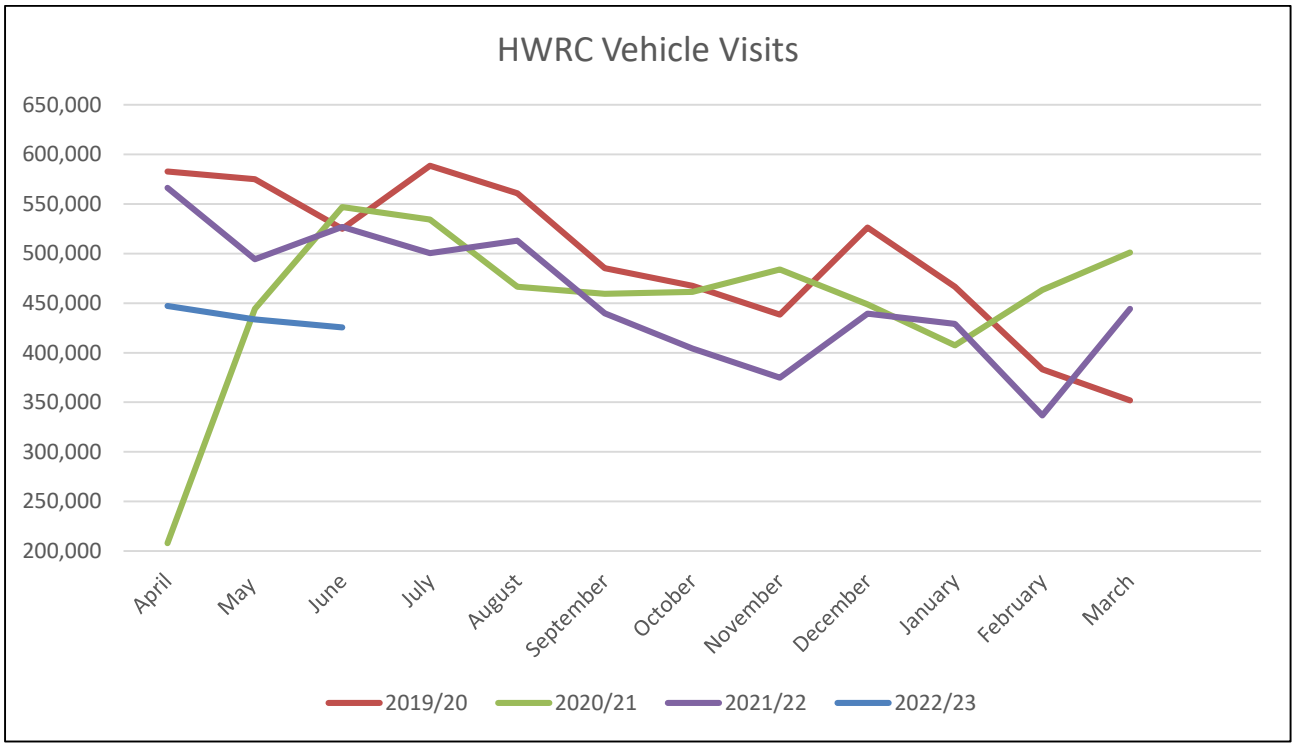
4. HWRC Overview

4.1 HWRC Visit Levels

The graph below shows monthly HWRC visit levels over Quarter 1 (April 22 to June 22) of this financial year, 2022/23, (Blue line), compared to the three previous years.

The start of 2022/23 has shown a significant reduction in visitor numbers that prevailed across the first 3 months, with almost 18% lower throughput of traffic, when compared with Quarter 1 of 2021/22.

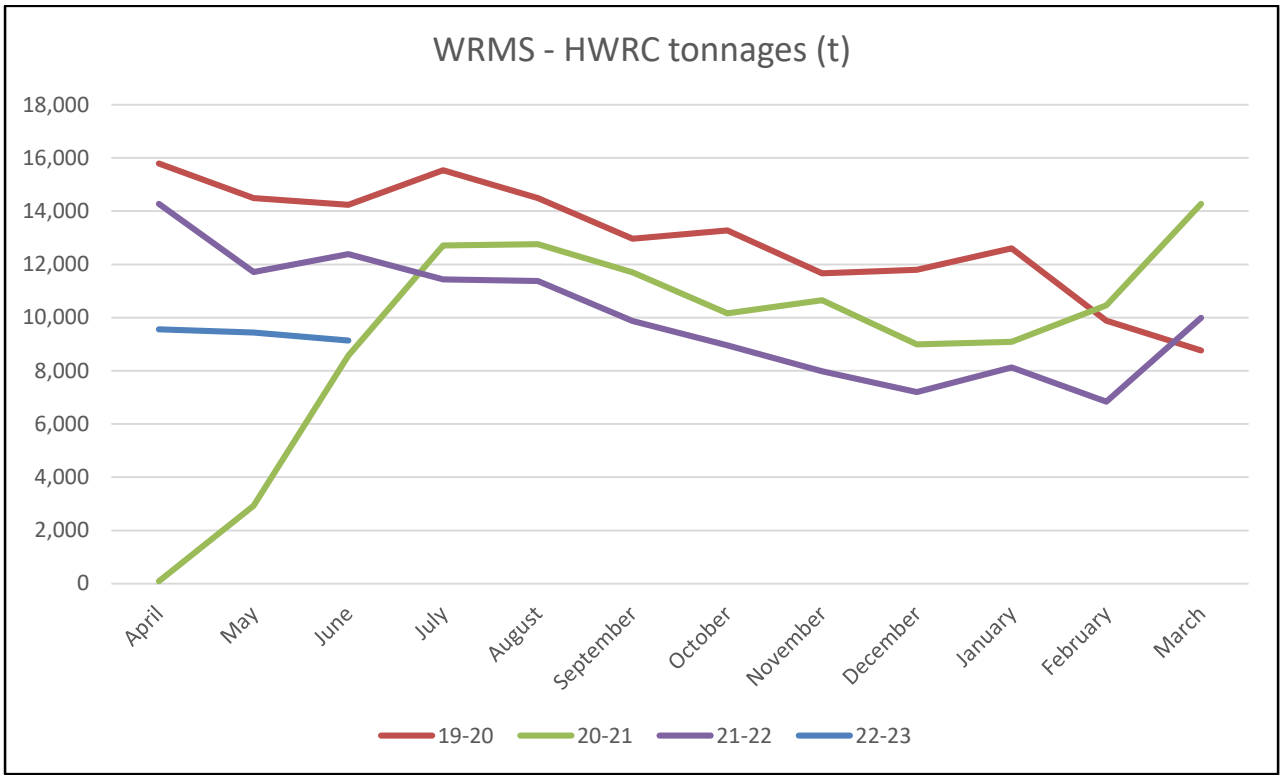
There were almost 1.3 million visits over Quarter 1, although this was c.300k less than last year, and lower than all years but 2020/21, when the Covid restrictions closed HWRC sites in April 2020 (with a gradual re-opening over Quarter 1 of 20/21 – see Green line).



4.2 WRMS Contract HWRC Tonnage Levels

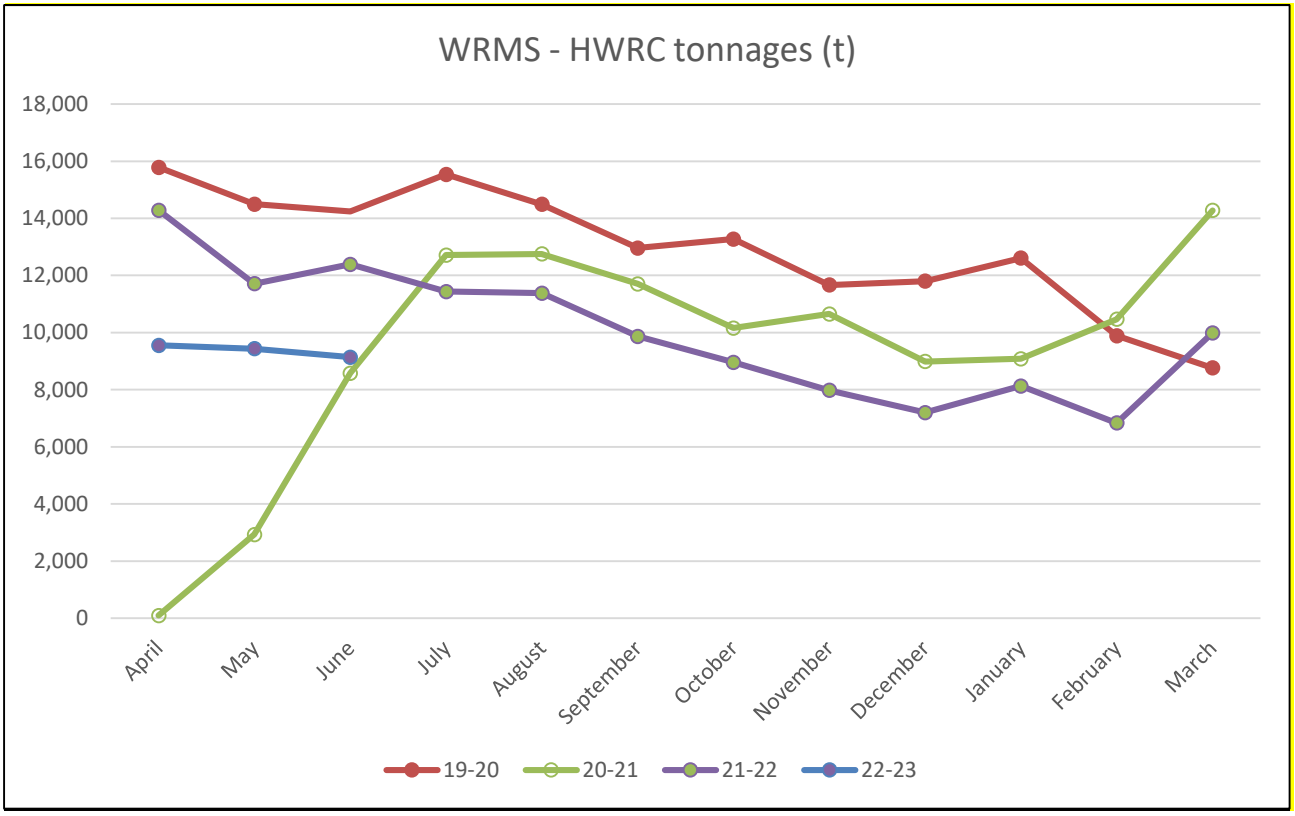
The data in the table below shows the tonnages received at the 9 HWRCs in the WRMS contract for Quarter 1, 2022/23 (Blue line in graph below), with a month-on-month comparison for the previous three years. As previously mentioned, please note that 2020/21 data was directly impacted by Covid restrictions.

In line with the reduced visitor levels, Tonnage levels for Quarter 1 of 2022/23 also remained significantly below pre-Covid-year levels, with consistently less household material being received at HWRC sites than in the two pre-Covid years.



4.3 HWRCMS Contract HWRC Tonnage Levels

The table below shows the tonnages received at the 11 HWRCs in the HWRCMS contract for the Contract year 2022/23 (Blue line in graph below), with a month-on-month comparison for the previous two years. Trends for these standalone HWRC sites are very similar to the sites that are attached to the WRMS facility sites.



4.4 Overall Combined HWRC Tonnage Levels

Overall, the cumulative figures, for Quarter 1 2022/23, show that the household tonnages going through the 20 HWRCs, across both Contracts, are 25% lower than the arisings for same period last year. This equates to c.20k tonnes less material being delivered to the HWRC sites over the Quarter 1 period.

5. Household Waste Recycling Centres – High-Sided Vehicle Access Trial

Since the adoption of the HWRC Access Policy in 2019 there have been some significant developments in the management and use of the HWRCs which contribute to the aims of that policy. This report provides an update on the usage of the HWRC network with the most recent measure, the introduction of the height restriction barrier (HRB) removal trial, allowing access for high sided vehicles (HSVs) into the HWRCs.

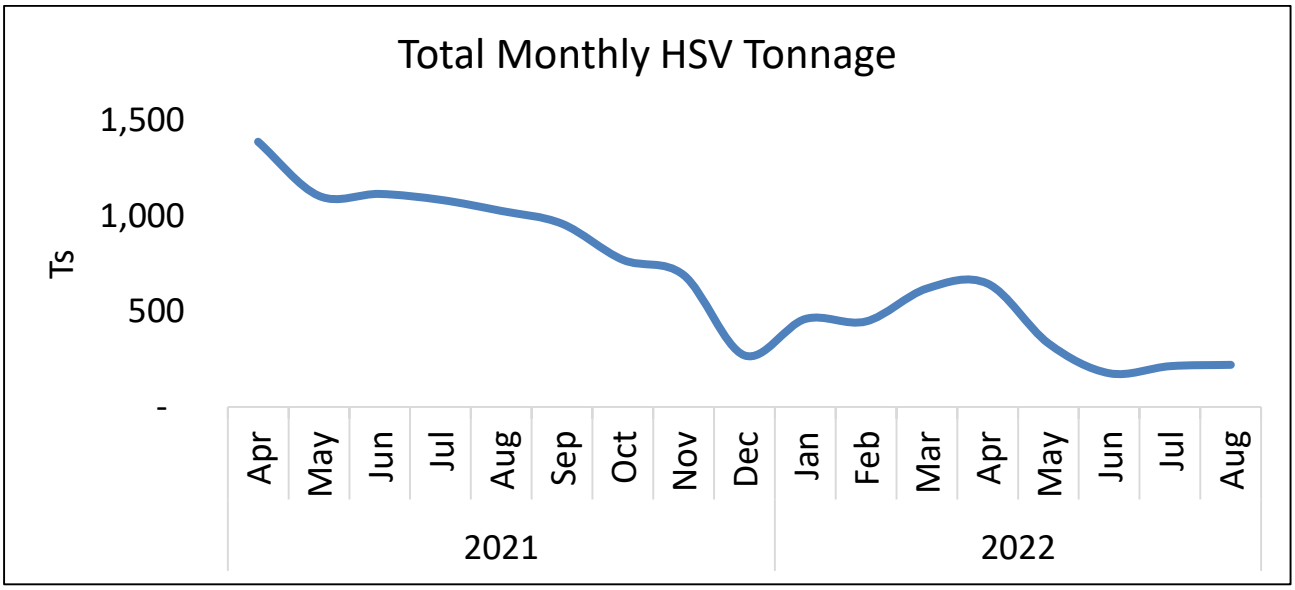
In the March meeting of this Committee, it was reported that Suez had proposed to open the 2 metre (m) HRBs at the HWRCs, so that residents in HSVs could deliver appropriate materials to these sites.

Prior to this, the 2m HRBs were installed to prevent access to vehicles of this height and above, as the main control over potential trade materials entering the domestic waste stream. Therefore, genuine householders (residents of the 9 WCA Districts) in HSVs, delivering materials derived from their domestic activities, would only have access to the main facilities via the weighbridges. Due to the conditions and operations in the reception halls at main sites, drivers are required to provide and wear their own Personal Protective Equipment (PPE) when outside of their vehicles (ie when unloading materials). This, whilst essential for health and safety, is not ideal for members of the public. Equally, due to the nature of the main facility reception halls and operations, there is not the same range and availability for segregation of recyclable materials. Consequently, allowing residents in HSVs direct access to the HWRCs is a more suitable situation, that will also allow for higher levels of segregation for recycling.

The HWRC Access Policy has introduced a range of measures to control and prevent traders entering these sites more effectively. HSVs are still subject to the van permit scheme limits, for instance. Therefore, there was no longer the requirement for the 2m HRBs, as this was arbitrarily stopping all HSVs, regardless of which waste category they were carrying.

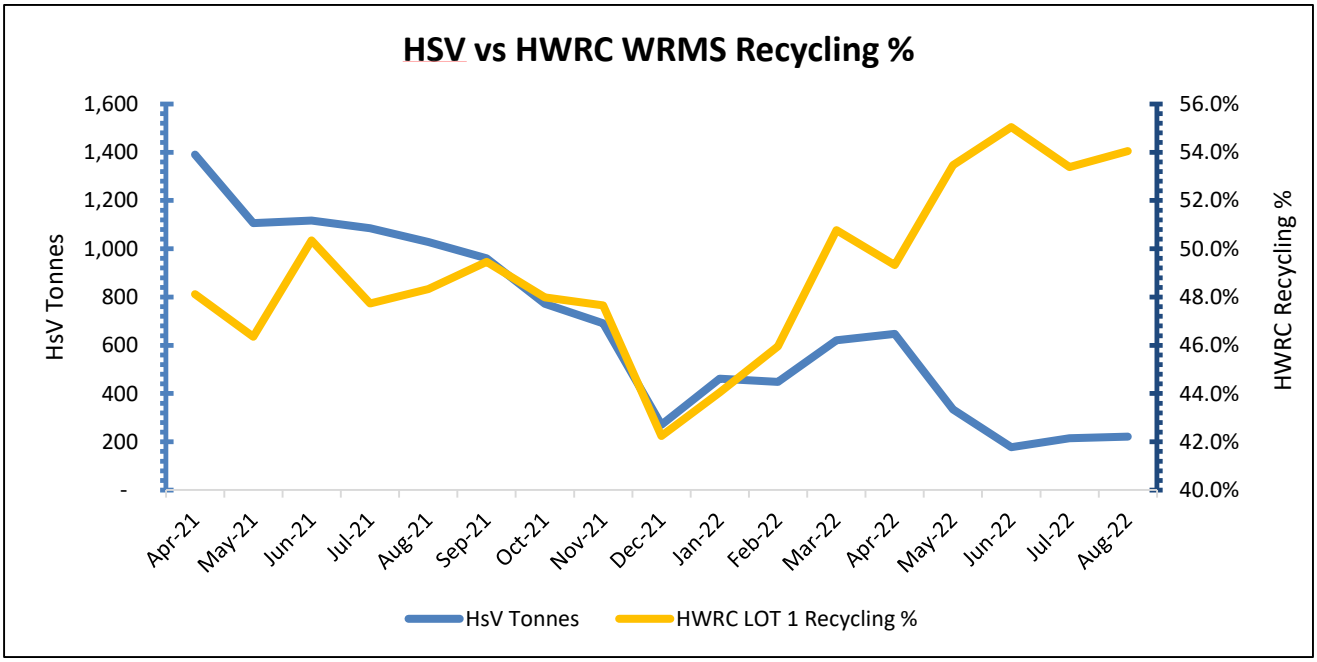
The trial commenced in mid-May and ran until September. The scheme trial has been allowed to continue beyond September following positive indications in tonnage and performance data, along with feedback from site users suggesting this is proving popular with HSV owners and that more material is being segregated for recycling.

Following the May introduction, the delivery of tonnage to the main facilities by HSVs had fallen in June by up to 70%, when compared to the months prior to the scheme's introduction as shown the following graph.



The trend is also towards a much lower proportion of HSV delivered tonnage consisting of residual (non-recyclable) material. Prior to the trial, the proportion of residual waste was c.80%, whilst after the trial introduction, the level of residual was down to c.11%.

The graph below shows the recycling performance of the HWRCs in the WRMS sites (the main facilities) compared to the tonnage of material delivered by HSVs, over weighbridges. It should be noted that some HSVs are too large to manoeuvre through the HWRCs, so still must use the main facility reception halls, however, the figures suggest that these trial measures are significantly reducing this tonnage whilst contributing considerably to an increase in HWRC recycling performance.



Based on the data from the trial period it is clear that there is benefit in continuing to allow HSVs to access the HWRCs. This improves the ability of operatives to inspect for suspected trade waste and is also improving the segregation of materials for recycling from HSVs. The Committee is recommended to approve the continued operation of the sites with HRBs open to allow the entry of HSVs.