

## Waste and Recycling Committee

Date: 11 October 2023

Subject: Clarification of the Household Waste Recycling Centre Access Policy and Van Permit System

Report of: Paul Morgan – Head of Commercial Services, GMCA Waste and Resources Team

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### Purpose Of Report

This report provides a clarification of the changes made to the Household Waste Recycling Centre Access Policy and Van Permit System approved by this Committee in July 2023.

### Recommendations:

Members of the Committee are requested to:

1. Note and endorse the clarification.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

## Recommendation - Key points for decision-makers

*It is recommended that the review Access Policy and changes to the rules for the HWRC van permit system are approved. The revisions will result in a reduction in the largest vehicles entering the HWRCs. The size of these vehicles conflicts with each site's design parameters and can also deliver significant quantities of waste compared to standard cars. As a result there will be less waste to manage and fewer vehicles on site.*

## Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		No impact.
Health		No impact.
Resilience and Adaptation		No impact.
Housing		No impact.
Economy		No impact.
Mobility and Connectivity		No impact.
Carbon, Nature and Environment	<b>G</b>	
Consumption and Production	<b>G</b>	

Contribution to achieving the GM Carbon Neutral 2038 target	Based on the experience of the HWRC van permit system to date the proposal will result in a reduction of visits to the HWRC network and the amount of waste delivered.
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<b>G</b> Positive impacts overall, whether long or short term.	<b>A</b> Mix of positive and negative impacts. Trade-offs to consider.	<b>R</b> Mostly negative, with at least one positive aspect. Trade-offs to consider.	<b>RR</b> Negative impacts overall.
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Carbon Assessment		
Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport	N/A	
Roads, Parking and Vehicle Access	N/A	
Access to amenities	N/A	
Vehicle procurement	N/A	
Land Use		
Land use	N/A	
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

## Risk Management

The clarification impacts a relatively small proportion of site users and reduces the number of enquiries received.

## Legal Considerations

There are no legal consequences to the changes.

## Financial Consequences – Revenue

There are no revenue consequences to the changes.

## Financial Consequences – Capital

There are no capital consequences to the changes.

## Number of attachments to the report:

None

## Comments/recommendations from Overview & Scrutiny Committee

Not applicable.

## **Background Papers**

1. Review of the Household Waste Recycling Centre Access Policy and Van Permit System Waste and Recycling Committee Report, Part A13 July 2023 - [GMCA Part A Report Template \(greatermanchester-ca.gov.uk\)](#)

## **Tracking/ Process**

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

No

## **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/Background

At the Committee in July 2023 Members approved changes to GMCA's Household Waste Recycling Centre Policy and the associated van permit scheme. The changes were implemented in September and around 15%-20% of vehicles were identified as being impacted by the changes. However, it has become clear that some clarifications of the rules are necessary.

## 2. The Policy and its Revision

The overarching principles of the Policy are to seek to eliminate the delivery of commercial/trade waste to the household waste recycling centres (HWRCs). Such waste tends to arrive in certain types and sizes of vehicles and it is those the Policy seeks to capture.

The table below summarises the changes made and approved in July 2023.

<b>Change</b>	<b>Rationale</b>
Vehicles designed primarily to provide a service or to carry goods, not people (e.g. flatbed trucks, caged tippers, tail lift vehicles, car recovery and transportation vehicles)	These vehicles are commercial in nature and larger in size and can carry significant quantities of waste. Also, may be of a length whereby they cannot negotiate the HWRC road network due to tight bends.
Limiting vehicle length to a maximum of 5.3 metres  Appendix 2 provides a list of vans and their lengths showing that the majority of short and medium wheel base vans will still be able to access sites.	HWRCs designs are based on the average user vehicle being 4.8 metres in length and a car-double axle trailer combination being around 11.5 metres (but (crucially) articulated). Research shows the majority of common standard van lengths are up to 5.3 metres and these can manoeuvre on site safely.
Limiting vehicles to a gross vehicle weight (GVW) of 3.5 tonnes	Vehicle with a GVW exceeding 3.5 tonnes can carry several tonnes of waste – quantities that exceed what one might

	consider reasonable for home improvement work.
A trailer (whether single or double axle) that was not purposely designed and built as a goods carrying trailer	We have seen a number of examples of trailers fashioned from e.g. cut-down caravans or the bare chassis of other vehicles. These are not designed for the carriage of goods/waste and we do not consider them safe for use on a HWRC.
Agricultural machinery and vehicles (including horse boxes)	Both in terms of size and carrying capacity these vehicles are unsuitable for the HWRC network.

### 3. Clarification

The clarification GMCA is seeking to make relates to the vehicle length restriction as applied to pick-ups. As the second entry in the table above summarises, the change was aimed predominantly at vans. However, caught up in this were pick up type vehicles. Many of these types of vehicle are below the 5.3 metres limit but within a number of makes there are models which are above or below the 5.3 metre limit dependent upon the model variant and body work.

This clarification is to explicitly exempt pick ups from the 5.3 metre limit but, continue to maintain control over potential trade waste and to ensure the safety of site users and for the protection of both the site users and GMCA's property, a number of sites have been identified for use by pick-ups. The sites that **all** pick-ups will be directed are:

- Bolton – Salford Rd;
- Bury – Cemetery Rd;
- Manchester – Longley Lane;
- Oldham – Arkwright St;
- Rochdale - Chichester St;
- Salford – Boysnope Wharf, Lumns Lane;
- Stockport – Bredbury;
- Tameside – Bayley St; and
- Trafford – Chester Rd.

To re-iterate the Policy restrictions they are summarised below:

1. If you have a car that is less than 5.3 metres in length you can visit any of the 20 HWRCs without a permit but subject to the visits allocation for that category of vehicle (52 per annum);
2. All vans over 5.3 metres are excluded from the HWRC network;
3. If you have a van that is up to 5.3 metres in length you can visit any of the 20 HWRCs but only with a permit and be subject to the visits allocation for that category of vehicle (18 per annum);
4. All pick up-type vehicles require a permit and can only use one of the HWRCs listed previously (including those under 5.3 metres);
5. All cars, campervans, minibuses greater than 5.3 metres in length do not require a permit but can only use one of the HWRCs listed previously;
6. Double axle trailers require a permit; and
7. All vehicles with a maximum authorised mass exceeding 3.5 tonnes are excluded from all sites.

#### **4. Motorhomes/Campervans**

Unadapted motorhomes/campervans (i.e. one that has not been altered through, for example, the removal of seats and/or the addition of panelling to make the vehicle more akin to a van) do not require a permit. However, due to their size (and particularly potential length) these are also being redirected to one of the sites listed previously.

#### **5. Next Steps**

Those pick-ups identified as potentially being affected by the length restriction have been contacted and informed of the clarification including the direction to one of the alternative sites. A vehicle attending the 'wrong' site for the first time has been allowed entry on a one-off basis but told that future visits can only be to one of the sites listed above.