



Greater Cambridge Shared Waste Service collection changes 2023

To:

Councillor Rosy Moore, Executive Councillor for Environment, Climate Change and Biodiversity
Environment & Community Scrutiny Committee, 23/03/23.

Report by:

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Wards affected:

All

Not a key decision

1. Executive Summary

Greater Cambridge Shared waste service is responsible for collecting domestic waste from 127,000 households and Commercial waste from 4,000 businesses across Cambridge City and South Cambridgeshire.

Due to the extensive amount of growth across both Districts, collection rounds have expanded at a significant rate since they were last reviewed in 2017, resulting in the need for review and optimisation now. To address this, the service is conducting a routine routes optimisation exercise due for completion in Summer 2023.

2. Recommendations

The recommendation is for the Executive Councillor and wider Committee to note that the Shared Waste Service is working on a route optimisation exercise that will result in collection day changes for residents during the Summer.

Until the first phase of the exercise is complete the level of impact on residents is unknown, but It is anticipated that there may be a period of disruption to services whilst new rounds settle down and collection crews get to grips with changes.

3. Background

The Shared Waste Service last conducted a full routes optimisation exercise in 2017. Since then both districts have experienced significant growth and it is therefore now time to do a new exercise to baseline existing routes for both domestic and commercial collections, whilst also taking the opportunity to understand the implications of introducing other services such as weekly food waste collections.

It is normal practice to revise routes every three to five years to maintain efficient services, re-balance rounds and take into account recent and upcoming growth areas. It is anticipated that new routes will go live in the Summer, subject to testing. The project does not include changes to Clinical or Bring Bank collections as these are contracted services.

Following a procurement exercise, a company called ISL have been appointed to establish new routes and demonstrate associated resource and cost implications of doing so. Existing domestic route changes are being prioritised, ahead of exercises to look at commercial collections, food waste, and three weekly refuse collections. Routes are being modelled using several variations to working patterns in terms of total hours / days worked, to understand how staff wellbeing can be balanced with business needs. To date ISL have almost completed the Phase 1 work which is to establish baselines for existing routes. Once baselines have been reviewed, next steps are to progress modelling on new routes, taking account of resources and costs etc.

The project is also working with Causeway (back-office software system provider) to understand requirements and costs for downloading new routes into Alloy (in-cab system) once they are complete.

4. Implications

a) Financial Implications

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The immediate costs for the project are for ISL to conduct route optimisation (£40,800). Costs to input new routes into Alloy will vary dependent on how many days of support is required. This is expected to be approximately £10,000.

Based on which scenarios are selected for new routes, there is likely to be cost implications in terms of additional vehicles and crew, however until Phase 1 of the exercise is complete it is not possible to establish this.

There may also be an opportunity to off-set costs against round efficiencies and reduced working days eg 4-day working week, should that scenario be chosen.

b) Staffing Implications

Staffing implications will be established once the Phase 1 exercise is complete at the end of March / early April 2023.

c) Equality and Poverty Implications

An EQIA will be completed once Phase 1 of the route optimisation exercise has been completed, reviewed and new routes chosen.

d) Net Zero Carbon, Climate Change and Environmental Implications

Environmental implications will be determined once Phase 1 of the route optimisation exercise has been completed and new routes selected.

e) Procurement Implications

A procurement exercise was conducted in December 2022 to appoint an organisation to provide route optimisation.

A variation will be required to the contract held with Causeway, the back-office software provider, to import the new rounds back into systems.

Once the Phase 1 exercise is complete vehicle procurement requirements will be understood.

f) Community Safety Implications

N/A.

5. Consultation and communication considerations

This is a routine operational exercise to make collections more efficient and therefore consultations are not required.

The project has worked with the District Communications teams to produce a draft Communications Plan for residents. Once the Phase 1 exercise is complete and the level of impact on residents understood, communications will be tailored accordingly.

All communication channels will be considered and utilised where deemed appropriate.

6. Background papers

No background papers were used in the preparation of this report

7. Appendices

N/A

8. Inspection of papers

To inspect the background papers or if you have a query on this report please contact;

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