

NOTICE
OF
MEETING



HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

will meet on

TUESDAY, 22ND NOVEMBER, 2016

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL,

TO: MEMBERS OF THE HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

COUNCILLORS HARI SHARMA (CHAIRMAN), JESSE GREY (VICE-CHAIRMAN), MALCOLM BEER, MARIUS GILMORE, MAUREEN HUNT, PAUL LION AND JULIAN SHARPE

SUBSTITUTE MEMBERS

COUNCILLORS DAVID EVANS, DAVID HILTON, LYNNE JONES, WESLEY RICHARDS, DEREK SHARP, JOHN STORY, SIMON WERNER AND LYNDA YONG

Karen Shepherd - Democratic Services Manager - Issued: 14 November 2016

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Wendy Binmore** 01628 796251

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES</u> To receive any apologies for absence.	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any Declarations of Interest.	5 - 6
3.	<u>MINUTES</u> To confirm the Part I Minutes of the previous meeting.	7 - 10
4.	<u>A REVIEW OF ACCESS ARRANGEMENTS AT STAFFERTON WAY CIVIC AMENITY SITE</u> To received and consider the above report.	11 - 20

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MEMBERS' GUIDANCE NOTE

DECLARING INTERESTS IN MEETINGS

DISCLOSABLE PECUNIARY INTERESTS (DPIs)

DPIs include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any license to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

PREJUDICIAL INTERESTS

This is an interest which a reasonable fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs your ability to judge the public interest. That is, your decision making is influenced by your interest that you are not able to impartially consider only relevant issues.

DECLARING INTERESTS

If you have not disclosed your interest in the register, you **must make** the declaration of interest at the beginning of the meeting, or as soon as you are aware that you have a DPI or Prejudicial Interest. If you have already disclosed the interest in your Register of Interests you are still required to disclose this in the meeting if it relates to the matter being discussed. A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' has been taken to mean a discussion by the members of the committee or other body determining the issue. You should notify Democratic Services before the meeting of your intention to speak. In order to avoid any accusations of taking part in the discussion or vote, you must move to the public area, having made your representations.

If you have any queries then you should obtain advice from the Legal or Democratic Services Officer before participating in the meeting.

If the interest declared has not been entered on to your Register of Interests, you must notify the Monitoring Officer in writing within the next 28 days following the meeting.

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Agenda Item 3

HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

TUESDAY, 25 OCTOBER 2016

PRESENT: Councillors Hari Sharma (Chairman), Jesse Grey (Vice-Chairman), Malcolm Beer, Maureen Hunt, Paul Lion and Julian Sharpe

Officers: Wendy Binmore and Simon Fletcher

APOLOGIES

Apologies were received from Councillor Gilmore.

DECLARATIONS OF INTEREST

Cllr Hunt – Declared a pecuniary interest as she owned a flat in the Maidenhead area and the proposed changes to parking permits could affect the value of her property.

Cllr Sharma - Declared a personal interest as he was a full time employee of First Group.

MINUTES

RESOLVED: That the Part I minutes of the meeting of the Panel held on 19 September 2016 be approved.

PARKING STRATEGY

The Chairman stated he had requested the extra meeting as there was not a Highways, Transport and Environment Overview and Scrutiny Panel scheduled until December 2016. He added the strategy would last for 20 years so it was a good opportunity to provide feedback to officers and to scrutinise the proposals thoroughly.

Simon Fletcher, Strategic Director of Operations introduced the report and drew the attention of Members to page 24 of the report when the key aims and principles of the proposals could be found.

The Strategic Director of Operations confirmed that the Borough was looking to use temporary parking structures so that when parking was reduced due to regeneration, the temporary parking structures could be used so there was no net loss of parking. The final proposals for temporary parking structures were due to go to Cabinet in December 2016.

The Strategic Director of Operations stated the report acted as a guide and responded to the following issues:

- Long and short stay parking
- Approaches to tariffs
- Enforcement
- The proposals were linked to delivering differently
- The Borough did not have the right skills to deliver everything in house so it would liaise with third party private sector companies
- Consultation took place
- The report did not address the Borough's parking standards.

The enforcement strategy was to help residents, visitors and businesses know where to park and was a fair but firm approach. The Strategic Director of Operations explained that Waitrose had used temporary parking structures and it had been successful. There were four key development sites in Maidenhead and the Borough recognised that as regeneration of the Town moved on, car parks could be lost. The Strategic Director of Operations job was to map out the loss and provide supplementary parking and that was why he looked at steel frame parking. He added that some of the Town's car parks were on the old side and one key strand of the strategy was the parking principle and capacity.

The Chairman stated that free parking for visitors in the Borough were non-existent but a recent study published had said that it was essential for prosperous towns. Cllr Hunt stated that a loss of parking spaces were to be replaced with temporary parking but, where would it go? And long term, if Maidenhead was to be successful where would the parking be? Cllr Hunt also wanted to know what was happening with private partnerships and traffic wardens; would they be moved to a new company. The Strategic Director of Operations stated he needed to look at the structure of Maidenhead and needed to look at the increase in housing. At present, he did not know if there would be enough parking to meet demand. He was currently measuring car park use and it was at around 85% capacity. He needed to work with the Regeneration Team to see what would work as and when the Town changed.

The Strategic Director of Operations confirmed he did not feel there was the expertise or skill set within the council regarding parking enforcement; therefore, he was looking to use a third party for their expertise. It would be a service contract and they would operate the car parks but the council would maintain the control.

The private sector would take over the off street parking to help enforce that so the council could use its own in house team to enforce on street parking. Cllr grey stated he looked forward to the strategy being implemented. The Strategic Director of Operations confirmed Maidenhead would lose 150 spaces between chapel Arches, the Landing, the Town Hall and St Clouds Way by 2019 so there was urgency in putting the strategy in place. The Strategic Director of Operations also stated he was looking to work with the developers to try and include provision for parking. The main aim of the strategy was to have no loss of parking whilst regeneration was ongoing.

The Strategic Director of Operations directed Members to page 28 of the strategy and pp11 on policy principles which were specific to the Windsor area as parking in Windsor did not meet demand. He acknowledged there was not enough emphasis on the parking situation in Ascot.

In terms of using a third party to enforce the strategy, the Strategic Director of Operations stated that some soft market testing had been carried out; some other local authorities were devolving their parking to the private sector but, there was no guarantee in the quality of provision so, the council would not be going down that route. Instead, the council was looking at implementing a service contract where the council maintained ownership of the estate but, the running of the car parks and enforcement would be contracted out to a third party. He had had five or six organisations that wanted to take on the whole operation.

Cllr Hunt stated she was looking for a vibrant town in Maidenhead where housing was being developed alongside commercial buildings. However, there was not the infrastructure for that as there was no tube link and if there was no parking, people would have to get a taxi. The Strategic Director of Operations stated the parking strategy excluded anything which related to the parking standard. The strategy was about parking provision. The parking standard proposals would follow the strategy at a later date.

The Strategic Director of Operations directed Members to page 30, pp.17 where it contained information on emission based parking charges. Pricing and tariffs would be introduced to address the concerns regarding emissions. In terms of where the revenue from parking would be spent, there was no provision for that in the strategy but, the Strategic Director of Operations was happy to talk to Cabinet regarding that. Cllr Beer stated the revenue was to go

into the pot for highway repairs so it was already covered. He added that low emission vehicles already received good discounts while others were paying heavily. He felt it was going over the top to allow electric cars to park for free.

The Strategic Director of Operations confirmed that advantage card discounts were included in the strategy and directed Members to page 27 of the strategy. The parking systems were to be replaced for advantage cards as a lot of the systems were very old and had problems reading the cards.

Cllr Sharpe stated the strategy was mainly focused on town areas but, there were smaller areas where there was pressure on parking. Both of the Sunnings had problems with parking and he did not see how the strategy would resolve those issues without introducing charges which traders would not be happy with. Cllr Hunt agreed and stated it would prove a problem in rural areas. Car parks were not big enough and if charges were implemented, it would make residents and businesses unhappy. The Borough needed more parking. The Strategic Director of Operations stated he was happy to reassure Members that Cllr Cox was equally concerned with rural areas and they would be kept under review within the strategy. He stated they wanted to talk to parish councils about possibly devolving some parking provision. He was not talking about enforcement functions, he had spoken to some who had said they did not want to but, he had also spoken to other parish councils who were happy to devolve parking to their control.

The Strategic Director of Operations confirmed that market intelligence from third party provider would look at park and ride facilities within the Borough. The council did not have the skill set in house to do that. Park and ride had not been ruled out of the strategy and would be regularly reviewed to pin point opportunities for introduction. Cllr Grey stated only 6% of visitors would use park and ride. The Strategic Director of Operations said he had spoken to PRoM and the Maidenhead Town Partnership and they had said that park and ride would put visitors off from going into town. Cllr Beer stated he had taken legal advice which had said that the minority view was to be included in the report so he asked for that to be noted. He added his son lived in Abingdon and the Oxford park and ride was excellent. Oxford was an old town as was Windsor so it was a good comparison. Legoland should use park and ride and he wanted it reviewed.

The Strategic Director of Operations confirmed that any suggestion for congestion charging visitors to Legoland was discussed at the Policy Committee and shelved. He added that no options, including park and ride had been dismissed and they would be regularly reviewed. Cllr Hunt stated she felt that Cllr Beer's suggestion should be put forward as there were hot spots for congestion so she felt park and ride for people going to and from train stations would be good. The Strategic Director of Operations stated it was an important point raised and Stafferton Way was a long stay car park for commuters and he was talking to Network Rail to extend long term parking at the station. However, commuters were choosing not to pay for parking and were therefore, clogging up the surrounding streets. There was something in the strategy to combat that. Cllr Hunt stated to charge for parking was a lot of money for some families. The Strategic Director of Operations agreed and said it was on the agenda to look into. Those parking in the town for free were pushing residents out. Cllr Hunt stated Park and ride could work but would need to get companies on board. If the council offered businesses cheap out of town parking, would clear the streets a lot. The Strategic Director of Operations stated page 23 of the strategy showed a hierarchy which emphasised that.

Cllr Beer stated he had a strong objection to the proposal linking community warders to enforcement roles. The Strategic Director of Operations confirmed it was part of the Delivering Differently proposals. He and Cllr Cox had been to Westminster Council and discussed the linking of roles but, he was now looking at moving away from that model. Cllr Beer wanted his objections to the merge of roles recorded. The Strategic Director of Operations confirmed he would be bringing updated proposals for those two services in the future.

Cllr Beer stated that there should be little or no charge for parking for those who wanted to quickly nip into the bank or post office to run errands. The Strategic Director of Operations stated the council was already doing that and there was a proposal to review it.

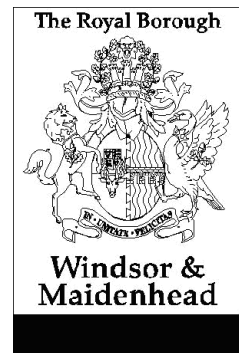
Cllr Lion stated the report was very informative with lots of good information and the Panel thanked officers for their work.

The meeting, which began at 6.30 pm, finished at 7.40 pm

CHAIRMAN.....

DATE.....

Report for: ACTION



Contains Confidential or Exempt Information	No – Part I
Title	A review of Access Arrangements at Stafferton Way Civic Amenity Sites
Responsible Officer(s)	Simon Fletcher, Director of Operations and Customer Service
Contact officer, job title and phone number	Craig Miller, Head of Community Protection and Enforcement Services, Ext 3598
Member reporting	Cllr Carwyn Cox, Cabinet Member for Environmental Services
For Consideration By	Cabinet
Date to be Considered	24 November 2016
Implementation Date if Not Called In	March 2017
Affected Wards	All

REPORT SUMMARY

1. This report looks at the use of Stafferton Way Civic Amenity and Household Waste and Recycling Centre. It sets out the results of a recent survey undertaken at the site on where users are coming from and sets out the case for limiting access to the site to residents of the Royal Borough.
2. The report recommends that a permit system is implemented to limit free use of the site to residents of the Royal Borough.
3. It further recommends that a permit scheme for commercial type vehicles is implemented to allow residents of the Royal Borough to access the site in these type of vehicles to dispose of their own household waste.

If recommendations are adopted, how will residents benefit?

Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Limits use of the site to Royal Borough residents only, which will mean residents are no longer paying for residents of other boroughs to dispose of their waste at the site.	April 2017
2. Limit materials that can be brought ¹¹ to the site and the	April 2017

use of the site by trade type vehicles, which will reduce the use of the site by traders, saving money on waste disposal.	
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1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That Cabinet:

- i. **Approves the implementation of a permit scheme at Stafferton Way Civic Amenity Site and Household Waste Recycling Centre, to limit free use of the site to residents of the Royal Borough. The scheme will be implemented by April 2017. A charge will be applied to residents from outside the Royal Borough who wish to deposit waste at the site.**
- ii. **Delegate authority to the Lead Member for Environmental Services and the Director of Operations and Customer Services to finalise the exact format of the permit scheme following consultation with visitors to the site.**
- iii. **Approves the implementation of a permit scheme for commercial or commercial type vehicles, including vans, trailers and sign written vehicles, for access to use the Stafferton Way Civic Amenity Site and Household Waste Recycling Centre, where these vehicles are driven by residents of the Royal Borough and used to dispose of their own household waste. The scheme will be implemented by 31st January 2017.**

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 The Royal Borough provides a Civic Amenity Site and a Household Waste Recycling Centre on Vicus Way off Stafferton Way in Maidenhead. The site provides facilities for the disposal of a range of items including general household waste, garden waste, bulky items such as furniture, items for recycling, soil and rubble, plasterboard and asbestos.
- 2.2 A survey was undertaken at the sites in July 2016, which showed that 16% of visitors to the site came from outside the Royal Borough. Visitors to the sites were asked for their postcode. This data was used to distinguish which visitors came from inside the Royal Borough and to see where those from outside the borough were coming from.
- 2.3 In total, during the course of the week there were 1671 visitors across both sites, with 275 visitors from outside the Royal Borough. Although the survey only took place over one week, it surveyed 1671 visitors to the site in total. 1000 surveys would be statistically valid to use the results to make assumptions about how the site is used.
- 2.4 The following charts show the split of visitors from inside and outside the Royal Borough on each day the survey was undertaken, and the total split of visitors to the two sites provided over the course of the survey.

Chart 1: Showing visitors to the Household Waste and Recycling Centre (HWRC) showing visits from Royal Borough Residents and outside the Royal Borough.

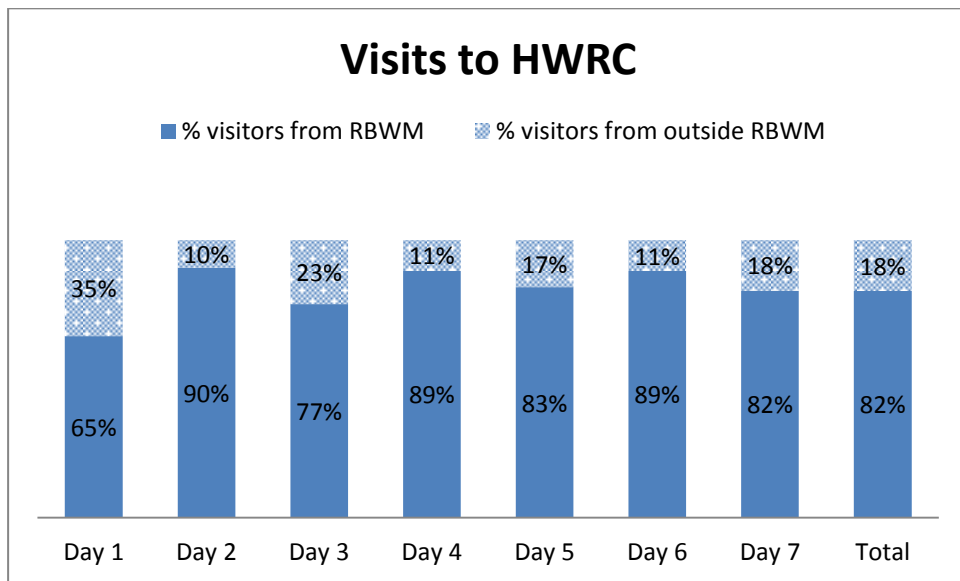


Chart 2: Showing visitors to the Civic Amenity (CA) Site showing visits from Royal Borough Residents and outside the Royal Borough.

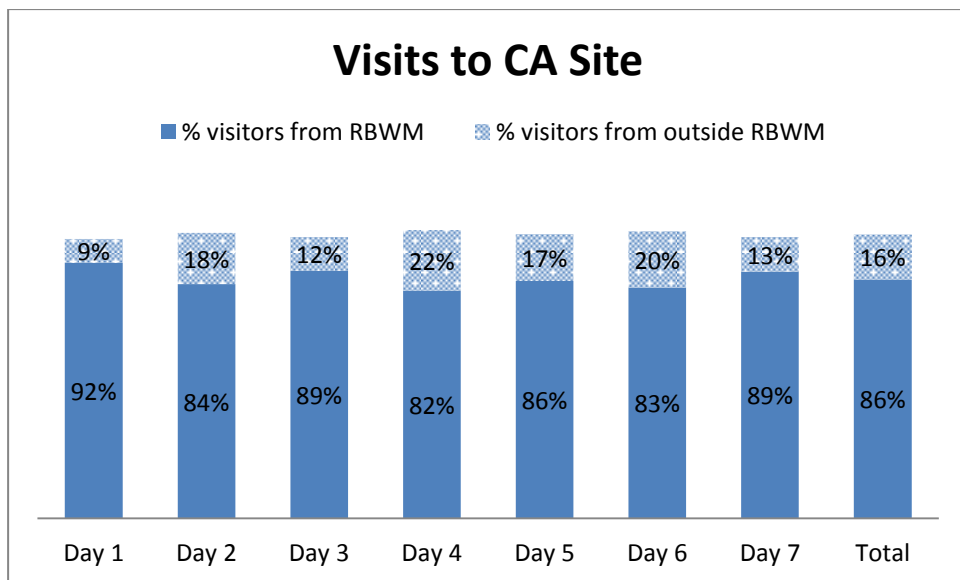
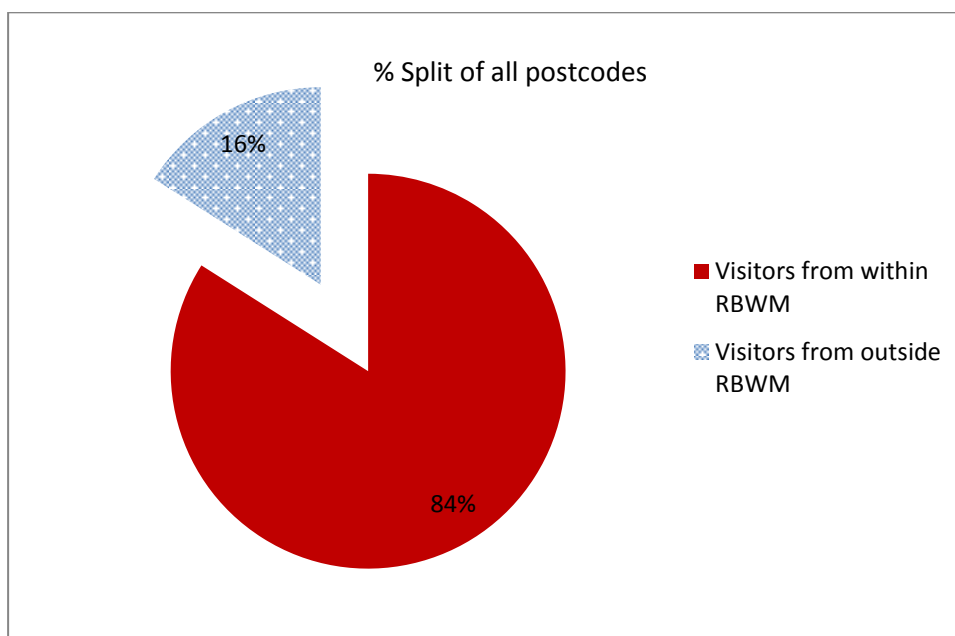


Chart 3: Showing the total number of visitors to the HWRC and CA Site over the course of the survey and the split of visitors from inside and outside the Royal Borough.



- 2.5 Visitors to the site from outside the Royal Borough come from a range of locations, including Reading, Wokingham, Wycombe District Council, South Bucks District Council, and further afield including Aylesbury and Swindon.
- 2.6 During 2015/16 3130 tonnes of waste were deposited at the Civic Amenity Site, along with 3840 tonnes of garden waste and 1930 tonnes of wood waste. 16% of the cost of these wastes amounts to £94,183 per annum at current rates of waste disposal.

	Tonnes	16%	Cost per tonne	Cost of non borough waste	Total cost of waste
Residual CA site	807.00	129.12	£90	£11,621	£72,630
Bulky waste CA site	2320.00	371.20	£122	£45,286	£283,040
Green waste HWRC	3839.00	614.24	£32	£19,656	£122,848
Wood waste	1932.00	309.12	£57	£17,620	£110,124
			Total	£94,183	£588,642

- 2.7 Changes made by neighbouring authorities to limit the use of their HWRCs is likely to make this situation worse if ~~16~~ limits are put on either who can use the

Royal Borough's facilities, or the types of waste that are acceptable to deposit at the site free of charge.

- 2.8 During the course of this financial year a number of nearby councils, including Bracknell, Wokingham and Reading as the Re3 Waste Partnership, Surrey County Council and West Berkshire Council, have implemented changes to access arrangements at their Household Waste and Recycling Centres.
- 2.9 Wokingham, Bracknell and Reading have their HWRCs run jointly by Re3 waste partnership, who provide sites at Longshot Lane in Bracknell and Smallmead in Reading. Since July these sites have been permitted, with the sites open only to residents of the three authorities. This has resulted in some Royal Borough residents, predominantly from the Ascot area of the Borough, being turned away from the site in Bracknell. Re3 are seeing significant savings from the changes they have implemented and are not amenable to extending the use of their site to Royal Borough residents.
- 2.10 In addition Re3 have implemented charges for rubble, soil and plasterboard; asbestos; and gas bottles. They have also implemented a permit scheme for commercial, or commercial type vehicles.
- 2.11 Surrey County Council and West Berkshire Council have implemented similar schemes, although residents from the Ascot area of the Royal Borough are still able to use Surrey County Council's site in Bagshot under an existing arrangement.
- 2.12 As visitors disposing of certain types of waste are charged at nearby sites, or turned away as non residents, the Royal Borough's sites are more likely to experience use by residents of other boroughs for disposal of waste that is charged for elsewhere and by commercial operators disposing of their waste, if no checks and limits are put in place. Charges at the sites operated by Re3 only came into force at the end of September, with charges in Surrey in place from September 1st.
- 2.13 As these changes are only just occurring in neighbouring boroughs, we have not yet seen an impact from them, but we do expect there to be an impact, this is certainly the learning from elsewhere in the country, hence these precautionary measures to avoid negative effects are being brought forward quickly, and are in response to the changes elsewhere.
- 2.14 The risk is, if we do not implement a permit for the use of the sites at Stafferton Way, to limit use to Royal Borough residents only, residents from neighbouring authorities will bring the waste they are now charged for at the sites in their area to our site for disposal, at additional cost. This cost will be borne by Royal Borough council tax payers, who are not able to use the neighbouring authority sites in return.
- 2.15 It is recommended that a scheme is introduced to limit free use of the Household Waste and Recycling Centre and the Civic Amenity Site to Royal Borough residents only. If residents from outside the Royal Borough wish to use the site to dispose of their waste, then this would be possible, if they were willing to pay the full commercial waste disposal cost, which currently stands at £195 per tonne.

- 2.16 There are several options for how access could be facilitated for residents:
- Allow residents access on production of their Advantage card. This approach is taken in Hillingdon in West London, where residents show their Hillingdon card to gain access to their sites.
 - Allow residents to apply for a permit to use the site, providing their address and car registration number, this could be printed out or sent to the resident if they were not able to print themselves.
 - Permits could be sent to all residents, as has happened in the Re3 area.
 - Residents could be asked to take proof of address with them on each visit to the site, to be checked by staff there. This is the least preferred option, as it is likely to result in queues on site.
- 2.17 If approval is given to proceed with a permit scheme final details will be agreed with the Lead Member and the Director for Operations and Customer Services.
- 2.18 The Household Waste and Recycling Centre and the Civic Amenity Site are designed for use of residents visiting in cars. However, there are regular requests, numbering approximately 5 per week, for residents to visit the sites in larger vehicles, such as hire vans, work vans or vans owned by the resident. Currently these residents contact the Customer Service Centre to request access which is given by the waste team and the details of the vehicle passed to the sites to allow access.
- 2.19 It is proposed to formalise these arrangements so that residents can visit the Household Waste and Recycling Centre and the Civic Amenity Site in certain commercial type vehicles, including vans up to the size of a transit van and small trailers. They will need to apply for a permit online, providing details of what they will be taking to the site, proof of residency in the borough and a declaration that the waste is from their own property and is not commercial waste. A single use permit will then be provided, specific to the individual and vehicle, which will need to be given to staff on site for entry. Permits will need to be applied for no less than 2 working days before visiting the site.
- 2.20 Use of the site will be assessed and a record kept of visits by vehicle and resident address and if the waste is thought to be coming from a commercial source then this will be challenged and a charge for waste disposal may be applied.
- 2.21 While the Royal Borough has to provide a site for residents to dispose of their household waste free of charge, waste from construction and demolition waste, including preparatory works, is classed as industrial waste. This means that a charge for the disposal of this type of waste can be made at the site.
- 2.22 Currently residents are allowed to bring up to 6 bags per month of these types of material to the site free of charge. If larger home improvement projects are undertaken it is advised that residents hire a skip for the disposal of the waste that is produced.
- 2.23 This 6 bag allowance will remain in place. However, it is proposed that further work is undertaken to look at the types of waste brought to the site and the costs associated with waste that is classified as commercial and industrial waste. Once this work is undertaken it may be necessary to consider a charge for this type of

waste to be implemented at the Royal Borough's sites. The impact these changes have had in neighbouring local authorities, particularly in terms of any changes in the level of fly tipping, will be closely assessed when looking at these options.

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Permit scheme to limit use of Stafferton Way Civic Amenity Site and Household Waste Recycling Centre to Royal Borough Residents only implemented	No scheme in place by April 2017	Scheme in place April 2017	Scheme in place March 2017	Scheme in place February 2017	April 2017
Reduced waste disposal costs due to limiting use of site	Less than £50,000 reduction in waste disposal costs	£50,000 reduction in waste disposal cost	£50,001 to £55,000 reduction in waste disposal cost	More than £55,000 reduction in waste disposal cost	March 2018

4. FINANCIAL DETAILS

Financial impact on the budget

4.1 Revenue Funding

As described in Paragraph 2.6 there will be a saving from the waste disposal budget during 2017/18 if the use of the sites is limited to Royal Borough residents as detailed below:

	2016/17	2017/18	2018/19
Addition	£0	£0	£0
Reduction	£0	£94,183	£0

4.2 Capital Funding- no change to capital funding from these proposals.

	2016/17	2017/18	2018/19
Addition	£0	£0	£0
Reduction	£0	£0	£0

5. LEGAL IMPLICATIONS

5.1 There are no legal implications from these proposals.

6. VALUE FOR MONEY

6.1 Value for money is provided by reduced costs of waste disposal by only allowing Royal Borough residents to use the sites provided. Royal Borough residents will no longer be paying for residents of other areas to dispose of their waste. This should reduce waste disposal costs by up to £94,183 per annum.

7. SUSTAINABILITY IMPACT APPRAISAL

7.1 These proposals will be provide a more sustainable waste disposal solution by diverting residents from other boroughs to their own local waste disposal sites. The proposals also encourage greater segregation of waste into recyclable and non recyclable waste to encourage greater recycling on site.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
Possibility of fly tipping if people are turned away from the site	Medium	Information to be provided to all visitors to the site in the run up to permits being introduced about limiting access to the site to residents only and information re other local waste disposal sites given to those turned away, focusing on those sites in borough's where residents have been shown to visit the Royal Borough's sites most often.	Low

9. LINKS TO STRATEGIC OBJECTIVES

9.1 The recommendations of this report link to the following strategic objectives:

Residents first

Improve the Environment, Economy and Transport

Value for Money

Deliver economic services

Increase non-Council Tax Revenue

Delivering Together

Enhanced Customer Services

Deliver Effective Services

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

10.1 An Equality Impact Assessment is not required at this point.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

11.1 None.

12. PROPERTY AND ASSETS

12.1 There are no property and assets implications from these proposals.

13. ANY OTHER IMPLICATIONS

13.1 None.

14. CONSULTATION

14.1 This report will be forwarded to Highways, Transport and Environment Overview and Scrutiny Panel for review prior to consideration by Cabinet

15. TIMETABLE FOR IMPLEMENTATION

Date	Details
April 2017	Access to Household Waste and Recycling Centre and the Civic Amenity Site to be limited to Royal Borough residents only.
April 2017	Charges for rubble, soil, plasterboard and asbestos to be implemented at Household Waste and Recycling Centre and the Civic Amenity Site
April 2017	Permit scheme for access to the Household Waste and Recycling Centre and the Civic Amenity Site in a commercial type vehicle to be implemented.

16. APPENDICES

16.1

17. BACKGROUND INFORMATION

17.1 None.

18. CONSULTATION

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Cox	Member for Environmental Services	20-10-16	26-08-16	Comments are taken into account throughout the report.
Simon Fletcher	Strategic Director of Operations & Customer Services	20-10-16	21-10-16	Comments are taken into account throughout the report.
Alison Alexander	Managing Director			
Russell O'Keefe				
Craig Miller	Head of Community Protection & Enforcement	20-10-16		
Mark Lampard	Finance Partner	26-10-16	27-10-16	Comments are taken into account in the financial details.
Sean O'Connor	Head of Shared Legal Services			

REPORT HISTORY

Decision type:	Urgency item?
Non key decision	No

Full name of report author	Job title	Full contact no:
Naomi Markham	Waste Strategy Manager	01628 682972