

Contracts and operations update

SUMMARY

This report provides an update on the Authority's various waste treatment arrangements and procurements.

RECOMMENDATION(S) The Authority is asked to:

- 1) Note the information within this report.

1. Introduction

This report provides an update on WLWA's existing contracts and operations for managing west London's waste. This conforms to key strategic outcomes in the new draft joint strategy (JMWMS) 'Effective and efficient operations focused on where we want to be in the future', 'better transport', 'carbon neutral by 2030', and 'collaborative models in the sub-region and pan-London'.

2. West London Residual Waste Services contract

The contract experienced some operational challenges in January and early February resulting in some vehicle turnaround delays at Victoria Road transfer station.

The programme of contract improvement works aims to address the root causes of the delays. Key amongst these are the construction of a new bulking building at Victoria Road which will free up space in the tipping hall for Borough Vehicles. This was expected to be completed in late spring, but supply chain issues have delayed the timetable until early Autumn. The waste crane at Victoria Road has become unreliable and is due to be replaced, which will require major engineering works. Interim fixes to the crane are currently taking place to reduce downtime.

Overall the contract is performing well against its KPIs, with landfill diversion at 99.9% (target 96.1%) and recycling of residual waste at 5.6% (target 2.1%) as of the end of January.

3. Viridor residual waste contract (Lakeside)

The contract is operating well, and there are no operational issues to report.

4. Food waste contract

The food waste contract with Biocollectors continues to operate well. Hillingdon's separate collection of food has pushed food waste tonnage up overall. However, food waste (tonnes) collected across the other five Boroughs has decreased slightly on the previous two years, although it is not possible at this stage to tell if this is due to residents using the wrong bin or wasting less food. A residual waste composition analysis due later this spring will show how much food remains in residual waste. WLWA is working with the Boroughs this month to review progress on food waste improvement projects.

5. Green waste contracts

These contracts are:

- CountryStyle Recycling Ltd contract
- West London Composting Ltd contract

The contracts are operating well. Both green waste contracts will expire on 30 April and a procurement exercise has taken place, as described in the Procurement Update report.

6. Transport contracts

The transport contracts are:

- For transporting non-recyclable waste from HRRCs and Dry Mixed Recycling (DMR) collected by Ealing, provided by J Shorten & Sons
- For the removal of segregated materials from the HRRC sites in roll-on roll-off containers, provided by Suez transport.

Both contracts are running well and will expire on 31 May this year. A procurement is taking place, which is described in the Procurement Update report.

7. Dry Recyclables

The contract is operating well, and there are no operational issues to report.

8. Borough HRRCs

The WLWA 2022/23 budget allocated £200k per Borough for improvements at HRRCs. Officers are currently meeting to define business cases and improvement projects for each site.

9. Abbey Road HRRC and WTS

Abbey Road HRRC and WTS is managed by WLWA, and the HRRC is run on behalf of Brent.

The site falls within the ULEZ area, and monitoring of waste throughput (from both residents and commercial sources) indicates that ULEZ has not reduced the overall usage of the site.

10. Health and Safety Implications

Covid-19 risk assessments are being updated to reflect Government's further relaxation of restrictions, whilst retaining an appropriate level of precaution.

11. Financial Implications

Over the course of the year, the lasting impacts of the pandemic have increased waste collected at the kerbside and reduced waste arriving at HRRCs. Kerbside costs flow through to Boroughs, so this trend has led to an overall reduction against budgeted costs for WLWA, as shown in the Finance Update.

The procurement of new transport and green waste contracts indicate that costs are likely to be slightly higher than budgeted due to driver shortages, the impact of fuel prices as a result of developments in Ukraine/Russia, and low capacity from green waste suppliers.

12. Staffing Implications

None.

13. Legal Implications

Any specific legal issues are described in the body of this report.

14. Joint Waste Management Strategy Implication - The contracts mentioned in this report meet the Authority's Joint Waste Management Strategy policies, as described in Section 1.

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