Bath & North East Somerset Council

Improving People's Lives

Climate Emergency and Sustainability PDS Panel

Meeting on 27 June 2022, 4pm

Pixash, Keynsham Recycling Hub and Waste Modernisation projects
Kate Hobson, Project Manager

This report provides updates on:

- ✓ progress of the Pixash construction contract into full delivery and on programme with key milestones, and current activity
- ✓ the initiation of a programme of workstreams for the relocation of operational staff which includes significant transformation and change, vehicles and equipment, decant and release of depots and miscellaneous related tasks
- ✓ the plans for implementing the Waste modernisation projects following provisional capital programme entry in February 2022 budget report

1. Pixash, Keynsham Recycling Hub

i) First stage site clearance and tree/hedgerow removal works started on site at Pixash in mid-February. These works were completed and a continuation of groundworks and ongoing contract design development and mobilisation was achieved to ensure continuity to the full scheme start. The formal execution of the contract enabled the construction to proceed in line with the contract programme and overall approved budget. Future inflation risk on the build costs has been reduced through careful contract discussions with fixed inflation rates and an agreed pricing index on key materials, specifically steel. Other pricing risk allowance and a provisional extra VE sum have been identified separately and budget contingency remains where change, variation, and unforeseen events will be managed.

ii) Key milestones in the programme are:

November 2022 – Opening of the new public Recycling Centre. The existing public Recycling Centre at Pixash stays open until this time. The timing for the opening of the Reuse shop is to be determined, proposed to be February/March 2023.

Summer 2023 – Relocation of Waste, Recycling & Fleet operations to Pixash, from Midland Road, Ashmead Road and Locksbrook Road depots.

To note: The Midland Road public recycling centre will remain open until an alternative like for like Bath site is in place. This is being made clear in any communications.

iii) Current activity:

1) Appendix A contains aerial photos taken earlier in May, that show how the construction is moving ahead with drainage works and piling for foundations for specific areas within the site, as well as the access roads to the new public Recycling centre area.
2) On Wed 8 June, a change to the access to the existing Recycling Centre was made. A new entrance was opened on Pixash Lane, very close to the existing one, for public and operational access. This was necessary to install the new electricity substation needed for the Keynsham Recycling Hub. This PR was released, as well as comms activity on site to give advance notice to site users and local residents and businesses.
   https://newsroom.bathnes.gov.uk/news/next-phase-construction-works-keynsham-recycling-hub
3) The Traffic management orders also facilitate the approved s278 works - pavement widening & related works to improve walking & cycling access on Pixash Lane (East side, Southern end); widening of Worlds End Lane to 2 lanes, plus walk/cycle routes and by-pass lane for new public Recycling Centre.
4) A s73 planning submission has been made on behalf of Farrans by a planning consultant (Planning Sphere) seeking permission for a number of changes proposed as an outcome of the detailed design work that is in progress. Appendix B is an extract from the Design and Access Statement which summarises what's included in the application.

2. Relocation staff change project and other key workstreams

1) This involves a significant transformational and culture change project to drive improvement, efficiency and resilience. To include support being drawn from a number of other service areas such HR & OD, Business Change, Health Safety & Wellbeing and IT, as well as extra technical project officer resource.
2) Collection rounds will be reviewed and any necessary changes to collection days will be communicated to residents in advance. Switching to artic haulage for black bag and a review of our current HGV bulk-haul lorries servicing our Recycling Centres is important to maximise efficiencies.
3) With Midland Road public Recycling Centre to stay open, we are planning its operation as a stand-alone facility, mainly staffing and haulage considerations, for when the main operational relocation happens next summer. This will flow on into the new public RRC for Bath in future.
4) Formal break notices will need to be served at leased depots at Ashmead Road and Locksbrook Road, compliance with any lease obligations such as dilapidations and complete vacation with removal of any redundant equipment.

3. Waste modernisation projects

i) Replacement RRC for Bath: The Midland Road public recycling centre will remain open until an alternative like for like Bath site is in place. Project work has been initiated on potential site options, with a focus in the Odd Down area. Design and Planning development support is being procured, to progress feasibility appraisals and technical survey work.

ii) Bring Recycling Banks in Bath: Following agreement on the scope for these Bring Recycling Banks, external resource has now been recruited beginning in May to identify potential locations in Bath, carry out consultation with local residents and ward councillors, and produce a business case for each location by September. The target is a minimum of 3 bring recycling sites to service areas with a high density of residential properties within the edges of the city of Bath boundary (north, south, east and west), in areas of significant HMO's and flats (which don't already have their own bring recycling centre facilities) to supplement the kerbside recycling collection scheme for those with storage issues. These are the key target materials:

- Coloured and clear glass bottles and jars mixed; Plastics (bottles, pots, tubs and trays) and cans (steel and aluminium) mixed; Paper; Card; Textiles

iii) Plastic films & wrappers: collection facilities at our 3 RRCs and the above Bring Recycling Banks: There are currently no reprocessing facilities in the UK; through market testing, we've established that one company is planning to open a plant in South Wales. The timing for this is likely to be Summer 2023 at the earliest. These materials collected by supermarkets have generally been transported to the EU, which is politically unacceptable, and now unstable destinations due to the Russia-Ukraine war. Defra has announced mandatory kerbside collections of plastic films & wrappers from 2027, as part of the Plastic EPR through the Environment Bill; this would therefore be supported with funding to LAs.

Climate Emergency

Purpose-built infrastructure and investment in modern baling and sorting equipment for recyclate materials to increase recycling and reuse opportunities for our residents.

Carbon measurement matrices for recycling are complex due to the range and nature of recyclable materials. There isn't one suitable example available to compare recycling with any refuse treatment technologies, only landfill, which we have already minimised to near zero. This is a developing topic with Strategy colleagues monitoring Defra and other organisations' communications and developments, in this field.

Solar installations on roofs and canopies, rain-water collection and reuse for vehicle washing and watering planted ecology areas, energy efficient buildings, tree-planting, ecology and landscaping are examples of the features built-in through the design process.

Electricity charges have increased by up to 3xfold recently and gas up to 10xfold, so this has become increasingly important for financial as well as climate change reasons. The 3800m^2 (783kWp) solar panel array being installed will generate the amount of energy - in perfect sunlight conditions over 11.69 hours - enough to run Bath Transfer station for a month, based on current usage. We are working with colleagues in the Energy management and Sustainability teams to collate a valid baseline position of usage as well as cost, across our depots, to enable future consistent reporting.

The future replacement of refuse and recycling vehicles to electric powered vehicles is being factored in and infrastructure to future-proof the site has been of key importance. We use specialist route planning software for the refuse, recycling and garden waste rounds to minimise distances travelled, whilst collecting from every household in the district, and to avoid local community impacts wherever possible. The site is on the strategic road network for access to the ring road and motorway for the bulk haulage of waste and recycling to treatment and reprocessing sites in the West of England and across the UK. This will allow us to maximise the highest payload forms of transport, and so reduce carbon emissions for this part of the operation.

We are working with colleagues in the Sustainability team to establish a sound baseline position for the whole Council fleet, which has a big range of vehicles and powered equipment, from Ground maintenance equipment to Parking mopeds to Cleansing street sweepers and 80+ HGVs in Waste and Recycling.

- A litre of diesel has the same emissions whether used by an HGV or a car. Therefore, fuel type is the only variant which will impact on the emissions factor used to calculate fleet emissions
- A calculation of total council fleet emissions can therefore be made using total litres of petrol / diesel / gas oil used, and total KWh of electricity consumed by all council vehicles. Data gathering is in progress.
- Diesel vehicles which use AdBlue should have a slightly different emissions factor to diesel only vehicles, as CO_2 is one of the waste products when the AdBlue reacts with NOx emissions. Contact with BEIS to see if they have any advice.
- The emissions factor to apply to the fuel source changes year on year. For example, 2.68 kg CO_2e per litre of diesel last year, 2.51 kg per litre of diesel this year. This is because of the changing average biofuel blend in the UK of the petrol/diesel
- We are building into the specification of the new Fleet management software system that we are procuring, a number of fields to help with automating emissions reporting in future

Our construction contractor, Farrans, have their own climate change and environment policies and actions to implement through the construction itself.

An early example are the ultra-modern cabins that are in use as site offices, which feature: Energy B-Rated Cabins; Hybrid power system a combination of 60KVA generator with a battery storage unit (BSU); Fuel management utilising White HVO Fuel; Rainwater harvester system.

Community Engagement:

A detailed Communications plan by our Comms & Media team has been developed to link with Farrans' community engagement activity and social value delivery plan. The key elements are:

Council PRs; Updates and briefing for the local Ward Councillors, neighbouring Town and Parish Councils; newsletter for local businesses, residents, community groups; web-page progress updates; employment and training opportunities with our Business Growth team; council staff and departments linkages; and support with our Operations staff communications.

Equality:

As a front-facing service with significant touch points with all residents and households across the district, waste & recycling collections and public reuse and recycling centres have a core focus of equality and accessibility; Equalities Impact Assessments are updated at the time when service changes are planned and implemented.