

**Report to:** Executive Member for Direct Services and Area Working      **Item:**

**Date:** 15 March 2006

**Report of:** DIRECTOR OF ENVIRONMENTAL SERVICES

**Contact Officer:** R J Tuccillo      **Report No.**

**Telephone No.:** (01204) 33 6821      **EMES/36/06**

**TITLE OF REPORT:**

**Cardboard Recycling at Bolton Market**

**NON-CONFIDENTIAL**

This report does **not** contain information which warrants its consideration in the absence of the Press or Members of the public

**RECOMMENDATIONS:**

The Executive Member is recommended to:

Approve the introduction of cardboard recycling at Bolton Market and the necessary groundworks to New Street Car Park to facilitate recycling.

**DECISION:**

Signed:  
Leader/Executive Member

Monitoring Officer

Date:

## SUMMARY OF REPORT

This report seek to introduce cardboard recycling at Bolton Market that would assist the Council to demonstrate, quantify and evidence the measures it is taking to reduce its own commercial waste. Cardboard recycling at the market would significantly reduce the volume of waste currently being collected and would provide other benefits in terms of reduced landfill charges and reduced charges to market traders, etc.

### 1.0 Introduction

Bolton Council's Corporate Environmental Strategy 2000 – 2005 set a target to reduce the amount of waste it generates for disposal by 10% from 1999/2000 baseline by 2005. The new Environmental Strategy 2006–2011, currently being drafted, will set another challenging target. A valid argument could be made that the same targets should quite legitimately be set in line with those percentages that apply to residential properties. This could, therefore, be a target to recycle 32% from the accepted baseline by 2010-2011. It must be stated, however, that the Council is not required to do this currently, and the Environmental Strategy objectives on internal waste reduction are the Council's own commitments.

The household kerbside recycling scheme currently being rolled out does, unintentionally, place an increasing obligation on the Council to demonstrate, quantify and evidence what measures it is taking to reduce its own commercial waste and cardboard recycling at the market would significantly reduce the amount of commercial waste currently being collected. It is estimated that approximately 312 tonnes of card per year would be recycled and this would equate to an 8.7% reduction in waste when measured against previous strategy targets.

**Note:** details of the above mentioned Environmental Strategy and other recycling issues within the report have been provided by the departments Sustainable Development Team and Commercial Waste officers.

### 2.0 Current Waste Removal Arrangements

Waste removal at Bolton market is centered around a single, static, waste compactor sited on the New Street car park. Market porters and traders take waste from all areas of the market, either by hand or in 1100 litre waste bins, to the compactor where it is crushed before being removed for disposal. On average there are four disposals per week going either to landfill or for incineration. Additionally, a refuse compaction vehicle is used at the end of each trading day during the final, evening time clean during which waste is loaded directly to the compaction vehicle and not into the static compactor. The final clean is achieved by the use of a Schmidt roadsweeper that sweeps all hard areas of the outdoor market and the car parks on New Street and Moor Lane.

The New Street location of the compactor was chosen due to the ease of thoroughfare access for the hook–lift disposal vehicle, however, whilst this does work reasonably well the site is not without its operational problems: it is used as a pay and display car park – including disabled parking, as a coach parking area, as a traders loading and loading area and as a refuse disposal area.

Waste removal charges are currently in the region of £55000 per year and this is recovered from traders via the Market Service Charge, or in some cases partially offset against the markets rent account. Therefore any reduction in disposal costs would benefit both the Council and traders.

It is estimated that between 40% and 50% of all waste is cardboard which would be suitable for recycling and which, if undertaken, would significantly reduce disposal charges.

### **3.0 Proposal & requirements to introduce cardboard recycling**

In order to introduce cardboard recycling and to maximise its effect it is recommended it be done through compaction. It would be necessary, therefore, to bring in a second compactor, for the sole use of cardboard. As a matter of interest consideration has been given to other forms of disposal including the use of a 'caged' vehicle, the use of the town centre cardboard pick up service and the use of a new or second hand Refuse Compaction Vehicle, however, each has significant disadvantages and none are as cost effective nor as practicable when compared to on-site static compaction and, therefore, these are not recommended.

It would be sensible to locate the second compactor adjacent to the existing compactor so to take advantage of the existing, 3 phase, electrical supply and the ease of access for the hook-lift disposal vehicle. This, however, would result in the loss of the coach bay, which would be detrimental to the market by virtue of reducing the number of visitors to the market (and to the town). In order to counter this and to improve the general use of the car park it is suggested that the coach bay be relocated elsewhere on the car park and that the layout of the car park be altered accordingly. Proposals to change the layout of the car park would result in two additional car-parking bays: one designated for disabled use and one designated for general use.

As a further matter of interest, alternative sites for a coach bay in close proximity to the market have been sought, however, no suitable location has been identified, hence the proposal to retain, and relocate, the coach bay on the New Street site. The New Street location has the obvious benefit of ensuring that coach visitors can begin and/or end their shopping visit at the market. Additionally, any move to remove the coach bay would be seen as a backward step by traders who, quite reasonably, value every customer.

The relocation of the coach bay would offer an improved and safer alighting point for coach visitors: this is currently alongside the refuse disposal area which is not the most pleasing aspect of the market and which requires visitors to cross the car park at its busiest point.

Groundwork required for the introduction of the second compactor and to facilitate other improvements to the car park would cost approximately £ 25,000 and would consist of:

- Concrete base (for second compactor)
- Additional fencing around refuse disposal point
- Relocation of disabled parking bays
- Relocation of pay and display parking bays
- New pedestrian footways

It is proposed that the second compactor would be provided by the Councils current recycling partner C & C Recycling and to this end discussion with C & C has been undertaken.

### **4.0 Benefits of recycling**

Some of the benefits of recycling have been mentioned in the introduction: that cardboard recycling at the market would significantly reduce the amount of commercial waste currently being collected. This would go some way into helping the Council meet its recycling targets.

Additionally, it will reduce operating costs by virtue of reducing the number of compactor lifts (by a minimum of 1 per week) from the market with the resultant reduction in landfill charges, etc.,. This is also likely to have a 'knock on effect' by reducing the need for, and cost, of a

Refuse Compaction Vehicle used during the final, nightly clean at the market. At this point it is difficult to accurately forecast a cost reduction however, as a best estimate this is likely to be in the region of £6000 per year.

## 5.0 Financial Implications

Waste removal charges at the market are recovered through the traders Service Charge and, as such, the major benefit of any reduction in charges will be to traders and not the Council. It is to be hoped, however, that reduced charges will generate an improved trading capability for traders, which in the longer term is beneficial to the market. It is recommended that the cost of the introduction of cardboard recycling be recovered through the service charge, as external funding is not available.

### a) Cost of Proposals for:

Concrete base (for second compactor)	}	
Additional fencing around refuse disposal point	}	
Relocation of disabled parking bays	}	£21,000
Relocation of pay and display parking bays	}	
New pedestrian footways	}	

Electrical Work required for new compactor	£4,000
--	--------

-----

£25,000 (a)

-----

### b) Likely Cost reductions:

Annual reduction in compactor lifts (1 Lift per week)	£5,750 (b)
Annual reduction in use of refuse compaction vehicle	£6,000

-----

£11,750

-----

c) Payback period	2.12 years
-------------------	------------

### Notes:

- This does not include the purchase of a compactor as it is anticipated that C & C Recycling would supply this. Were this not to be the case then set up costs would be increased by approximately £14,700, thus extending the pay back period by 1.25 years.
- Of the £55,000 total charges for waste removal approximately £23,000 is for compactor lifts. The figure shown represents a charge reduction based on 1 less lift per week. In the 2006/07 financial year disposal charges are likely to be significantly increased due to increases in Landfil Tax, LATS and other waste management issues. It is imperative, therefore, to take steps to reduce the charge and, at the same time, to favourably impact on the Councils Environmental Strategy.

## 6.0 Recommendation

It is recommended that the proposals to introduce cardboard be implemented and that the set up and running costs be set against the Markets Service Charge Account.

Doc ref: cardrecyclingboltonmarket/rt/jan06/reports