

**HOUSEHOLD WASTE RECYCLING CENTRES COMMERCIAL VEHICLE PERMIT  
SCHEME EVALUATION OF PILOT PHASE  
WDA/09/10**

**Recommendation**

That:

1. Members approve the continuation of the Commercial Vehicle Permit Scheme at the three Household Waste Recycling Centres on the Wirral and the implementation of the Scheme to the remaining eleven HWRC's across Merseyside as described in this Report.

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**Report of the Director**

**1. Purpose of the Report**

- 1.1 To report to Members the results of the pilot phase of the Commercial Vehicle Permit Scheme and;
- 1.2 To seek Members approval for the continuation of the Scheme at the three Household Waste Recycling Centres (HWRC) on the Wirral and to implement the Scheme to the remaining eleven HWRC's on Merseyside as detailed in this Report.

**2. Background**

- 2.1 The Authority at its meeting on 26<sup>th</sup> June 2009 approved the implementation of a pilot phase of the Commercial Vehicle Scheme (WDA/27/09). It was resolved that the Director report back to Members on the results of the pilot phase prior to full implementation of the Scheme.
- 2.2 The aim of the Scheme is to prevent Commercial or Industrial waste (trade waste) from being deposited at the HWRC's, increase safety and reduce congestion at the sites.
- 2.3 In accordance with the requirements of the Environmental Protection Act 1990 the Authority has a statutory duty, amongst others, to provide places where residents in its area may deposit their own household waste free of charge.
- 2.4 Under the terms of the Authority's Waste Management and Recycling Contract Veolia are required to comply with and implement the Scheme.

### **3. Description and impacts of the Pilot phase and proposed roll out of the Scheme to the remaining HWRC's on Merseyside**

#### **3.1 Requirements of the Pilot**

The pilot scheme required that those residents delivering household waste in a commercial vehicle (or trailer between 2 – 3m long) first obtain a free permit from MWDA and present this permit to HWRC staff in order to gain access to facilities at the HWRC.

The Scheme operates in accordance with the Access Policy described in Appendix 1 of this Report.

#### **3.2 Location and duration of the Pilot**

The pilot phase of the Scheme was implemented at the three HWRC's located on the Wirral, namely Bidston, Clatterbridge and West Kirby. The Scheme was introduced on 1<sup>st</sup> October 2009 and remains in place. The pilot is being considered from introduction on 1<sup>st</sup> October 2009 to 28<sup>th</sup> February 2010, therefore, the evaluation covers a period of 5 months.

The three Wirral HWRC's were selected for the pilot on the basis of their location. The neighbouring Cheshire HWRC's are already covered by both a commercial vehicle permit scheme and a local residents only permit scheme. Cheshire's schemes therefore prevent trade vehicles from entering their sites, including those that are refused entry to the Wirral sites. This means that unscrupulous traders determined to attempt to illegally deposit waste in a HWRC would have to travel through the tunnels in order to attempt access at other Merseyside sites (South Sefton and Otterspool being the nearest).

#### **3.3 Implementation of the Pilot**

The Pilot was implemented in accordance with the following implementation programme headings.

- The Authority's own PR and Communications Programme – commenced June 2009.
- Veolia internal staff training and awareness programme – commenced July 2009.
- Applications for Permits accepted by MWDA from 1<sup>st</sup> September 2009.

- Scheme implemented at sites from 1<sup>st</sup> October 2009 but with one month amnesty period allowing commercial vehicles to access facilities without a permit.
- Full implementation of Scheme at sites from Monday 2<sup>nd</sup> November 2009 to date. Only commercial vehicles with a Permit allowed to access the facilities.

### 3.4 PR & Communications

To raise awareness of the Scheme prior to its implementation a significant communications programme was undertaken by the Authority which included radio and newspaper adverts along with an on-site awareness programme including posters and distribution of leaflets at the Wirral HWRC's. Additionally posters were placed in numerous local van hire premises. The Authority's web site was also developed to promote the scheme. Authority officers also undertook awareness raising exercises with various stakeholders including District Council Officers and Members and external Agencies and organisations.

The PR programme commenced in June 2009.

### 3.5 Criteria that must be satisfied in order to receive a Permit

The following criteria must be satisfied to allow a permit to be issued:

- the applicant must be resident in Merseyside
- the waste must be Household Waste

The application process requires applicants to confirm that they are compliant with the above.

### 3.6 Types of Permit

Two types of Permit are available:

Annual Permit – these are valid for one calendar year and allow unlimited visits to not more than two nominated HWRC's. Only commercial vehicle 'owners' may be issued with an Annual Permit, persons who are only 'hiring' or 'borrowing' a commercial vehicle do not qualify to receive an Annual Permit. These permits allow frequently arising segregated household waste to be delivered for recycling; items include garden waste, newspapers and magazines, glass bottles and jars, textiles, cardboard,

cans, batteries, engine oil and any other recyclable materials at any given time. Bin bag waste is also acceptable under the Annual Permit. Annual permits are retained by the householder and expire 12 months after issue.

Temporary Permit – these are issued with an allowance of up to 12 permits in a rolling 12 months period per household. Each permit allows 1 visit to the site. A householder who owns (not hires or borrows) the commercial vehicle and envisages several visits to a HWRC in the year ahead may be issued at the time of application with a Temporary Permit which allows up to 12 visits to the site over the next year (so removing the necessity for the householder to repeatedly apply for each visit). The issuing of a Temporary Permit allowing up to 12 visits to a van owner is made to reduce the unnecessary requirement to repeatedly apply for permits throughout the year, which essentially would have required the provision of the same information (vehicle details and address etc.) already held by the Authority; this also minimises the required resource and cost to process applications. Householders who are borrowing a van or who are hiring a van will be issued with the actual number of Temporary Permits requested (not more than 12) to deliver the waste in question at the time of the application. Temporary Permits list the items that are to be deposited and are required when delivering all other types of waste not allowed under an Annual Permit. Temporary Permits allow for bulky waste (furniture etc.), rubble and hardcore, scrap metal (white goods etc.), televisions/computer monitors and wood (fences etc) to be delivered to a nominated HWRC. A Temporary Permit allowing 12 visits expire 12 months after date of issue. If issued individually (to loaned vehicle drivers and hired vehicle drivers) a Temporary Permit will expire 1 month after date of issue. Temporary Permits allowing only 1 visit are retained by site operatives at the time of visit. Temporary Permits allowing up to 12 visits are marked during each visit and retained by site staff when all allowed visits are complete.

A householder who owns (not hires), a commercial vehicle, for the reasons provided above to prevent unnecessary repetition, may apply and be issued with both the Annual and Temporary Permits at the same time. Thus allowing the householder to visit sites as often as required to deposit frequently arising recyclable waste and additionally visit up to 12 times per annum to deposit bulkier items of waste.

Sample permits will be made available at meeting for Members reference.

### 3.7 Administration of the Scheme

Applications for both types of Permit are made directly to the Authority and are free of charge to householders. Applications can be made via telephone, fax, e-mail and the internet. A summary of permits issued and method of application is provided later in this report. However the vast majority of applications are made by telephone to MWDA officers.

The Scheme is administered by two dedicated MWDA officers who are supported by other officers from the MWDA's Contracts Section. Permit applications are processed and permits issued accordingly by the Authority. Telephone lines are open 8.30am to 5pm Monday to Friday. Records are maintained in a database, this database checks that addresses are within the Merseyside area and stores all necessary information to allow a permit to be issued.

Permits are issued by post under normal circumstances. However they may be issued via issue of a reference number (vehicle registration) by the Authority directly to HWRC site operatives. Also HWRC site operatives may issue Temporary Permits in exceptional circumstances, examples including bereavement and emergencies such as flooding . Circumstances allowing permits to be issued other than by post are strictly restricted to:

- a commercial vehicle driver who turns up at the HWRC during MWDA's opening hours and is in possession of vehicle hire documentation – in these circumstances the MWDA at its discretion may issue a Permit reference number to the site which allows the vehicle to enter the site. If the permit (reference) issued is a Temporary Permit this visit is deducted from the 12 visits allowed per annum that the householder is allowed.
- a commercial vehicle driver who turns up at the HWRC outside of MWDA's opening hours and is in possession of vehicle hire documentation – in these circumstances the site operatives at their discretion may issue a Temporary Permit. This visit is deducted from the 12 visits allowed per annum that the householder is allowed.
- a commercial vehicle driver who turns up at the site either during or outside MWDA's opening hours and is visiting the site under Exceptional Circumstances (examples include depositing family/friends waste following a bereavement, emergency matters including health

and safety, say flooding) may be issued with a Temporary Permit by either the MWDA via issue of a reference number to the site or if outside of MWDA's opening hours by site operatives. If the vehicle driver is a Merseyside resident this visit is also deducted from the 12 visits allowed per annum.

### 3.8 Site Controls

The HWRC operational contractor, Veolia, is required only to accept waste from commercial vehicles in accordance with the Scheme and its Access Policy. Veolia are required to refuse entry to any Commercial vehicle not accompanied by an appropriate and valid permit.

Veolia site operatives are required to check and ensure that only waste described on the permit is deposited at the site.

Veolia site operatives are required to 'mark off ' (via punch-hole method) visits allowed on a temporary permit and retain them when they become invalid for return to MWDA.

### 3.9 Advice to Traders regarding alternative facilities to deposit waste

During the Pilot phase the following advice in respect of alternative facilities that accept trade waste has been provided to persons that do not qualify for a permit:

- Redirection to the Environment Agency for reference to their approved list of licensed Waste Management Premises that accept waste for disposal and recycling in the local area.
- Redirection to the Envirolink Northwest's 'Recycling and Waste Supply Chain Directory'. This directory gives details of over 260 facilities, services and technologies available throughout the region. All the entries listed within this directory can offer advice and expertise to ensure that companies find the best recycling and waste management solution for their business.

### 3.10 Pilot set up and running costs

Set up and running costs were incurred for the following items:

- PR and Communications
- Administration staffing



- Permit costs including postage
- Office equipment and consumables

Total £53,400

### 3.11 Impacts of the Pilot Phase

#### 3.11.1 Permits Issued

During the period 1<sup>st</sup> September to 28<sup>th</sup> February, 8,226 permits were issued as follows:

Annual Permits	Temporary Permits	Total Permits	Total Households in receipt of either or both permits
3,445	4,781	8,226	4,858

Permits were issued on a site specific basis as follows:

HWRC	Annual Permits	Temporary Permits	Total Permits
Bidston	2,525	3,456	5,981
Clatterbridge	560	896	1,456
West Kirby	360	429	789

The greater quantity of permits issued to Bidston (as preferred site) is considered to be consistent with its locality and significantly higher number of visitors in comparison to Clatterbridge and West Kirby.

#### 3.11.2 Impacts against tonnage and waste streams at the Wirral HWRC's during the Pilot phase

To establish the impact of the Pilot against tonnage and individual waste streams, comparisons have been made to waste arisings at the three Wirral HWRC's incorporated in the Pilot during its term and the waste arisings at the same sites over the same period (October to February) a year ago. In addition to this, arisings at the remaining eleven HWRC's on Merseyside are also considered, in order to compare the effects of the Pilot and identify waste trends that should also be

considered in order to accurately determine the effects of the Pilot.

Detailed tonnage summary/analysis/performance tables covering each of the Wirral HWRC's and all other Merseyside HWRC's are attached at Appendix 2.

The tables demonstrate arisings at the Wirral HWRC's have fallen by 2,916 tonnes or 18.71% during the term of the Pilot in comparison to the same period a year ago. But taking in to account that arisings are down by 5,722 tonnes or 11.85% across the remaining 11 HWRC's it appears that the Pilot has achieved 6.86% across all Pilot sites when compared to the remaining 11 HWRC's. The following waste types are highlighted due to their association with trade deposits at sites:

- Rubble down by 30.93% on Pilot sites (rubble down by 1.02% at other 11 sites); effect of Pilot therefore -26.31%
- Timber down by 10.3% on Pilot sites (timber down by 8.23% at other 11 sites); effect of Pilot therefore -2.07%
- \*Disposal - no effect across all Pilot sites but there has been a significant net reduction of -6.88% at Bidston which is the site that has had the majority of Permits issued in relation to it.
- Total throughput down by 18.71% on Pilot sites (throughput down by 11.85% at other 11 sites); effect of Pilot therefore -6.86%

Particular attention is paid to quantities of rubble as this material is considered to be the waste stream most contributed to by traders. Timber is also identified as being of high contribution (identified in the National Study and subsequent report entitled 'Trade Waste Inputs to Civic Amenity Sites' by the Western Partnership for Sustainable Development and Network Recycling).

\*It should be noted that disposal tonnages (to landfill) will be affected by site recycling and diversion performance on the sites and therefore not solely influenced by the Scheme. Bidston did

however demonstrate a reduction in disposal tonnages, this is demonstrated below. Also, the period of the Pilot covered the Christmas period and lengthy periods of adverse weather which severely disrupted District refuse collection services, Veolia have reported their observations that significant additional bin bag waste was delivered to the HWRC's, this may have diminished any reductions in disposal waste achieved by the Pilot.

On an individual site level the following impacts against tonnages have been achieved against the remaining 11 HWRC's on Merseyside:

Site	Rubble	Timber	Disposal	Total throughput
Bidston	-30.20%	-5.93%	-6.88%	-12.59%
Clatterbridge	-19.76%	No effect	No effect	-1.84%
West Kirby	-29.91%	-7.46%	No effect	-4.46%

It should be noted that the above encouraging achievements are made during the Pilot phase (October 2009 to February 2010) and that October was an amnesty period whereby no vehicles were turned away from the sites irrespective of whether they had a permit or not. It is noteworthy also to consider that the Pilot was undertaken during winter months, which reflect a seasonal dip in tonnages, and that during summer months which provide longer working hours it is reasonable to suspect that greater savings in trade waste such as rubble may be achieved.

As the site with the significant majority of permits issued in relation to it, Bidston demonstrates very encouraging reductions in rubble, timber and disposal.

### 3.11.3 Impacts against recycling and diversion performance at the Wirral HWRC's during the Pilot phase

In order to consider the impacts of the Pilot against recycling and performance, an identical approach has been taken to that

for establishing the impact against tonnages at 3.11.2. Therefore performance is established taking into consideration comparisons of performance over the same period a year ago and also at the eleven remaining HWRC's on Merseyside.

As mentioned above detailed tonnage summary/analysis/ performance tables covering each of the Wirral HWRC's and all other Merseyside HWRC's are attached at Appendix 2.

The tables demonstrate the following improvements in recycling and diversion performance at the Pilot sites:

The tables demonstrate Recycling and Composting performance at the Pilot's Wirral HWRC's has increased by 3.47% (44.06% achieved) during the term of the Pilot in comparison to the same period a year ago. But taking in to account that Recycling and Composting performance has risen by 3.29% across the remaining 11 HWRC's it appears that the Pilot has achieved an additional 0.18% in this respect.

Diversion (Recycling + Rubble) performance at the Pilot's Wirral HWRC's has increased by 1.62% (53.91% achieved) during the term of the Pilot in comparison to the same period a year ago. But taking in to account that Diversion performance has risen by 3.75% across the remaining 11 HWRC's it appears that the Pilot has reduced Diversion performance by 2.13%, although performance appears to have 'fallen' in this calculation this is to be expected due to the significant reduction in rubble tonnages across the sites; it is therefore encouraging.

On an individual site basis the Pilot had the following effects on performance year on year:

#### Bidston HWRC

Recycling and Composting Performance increased by 0.96% (41.35% achieved)

Diversion Performance reduced by 1.09% (50.31% achieved)

Clatterbridge HWRC

Recycling Performance decreased by 0.17% (42.49% achieved)

Diversion Performance reduced by 2.29% (53.61% achieved)

West Kirby HWRC

Recycling Performance decreased by 1.24% (50.28% achieved)

Diversion Performance increased by 4.11% (59.51% achieved)

All 3 HWRC's combined

Recycling Performance increased by 0.18% (44.06% achieved)

Diversion Performance decreased by 1.62% (53.91% achieved)

It is noteworthy that the all of the above HWRC's during the Pilot recycled, composted and diverted above the averaged achievement of the remaining 11 HWRC's not covered by the Pilot.

3.11.4 Impact on fly tipping tonnages during the Pilot

Wirral Borough Council when acting as a Waste Collection Authority is responsible for removal of fly-tipped waste in the Borough. This waste is collected and delivered to the Authority's Bidston Transfer Station.

During the period of the Pilot 563 tonnes were delivered to Bidston, over the same period during the previous year 592 tonnes were delivered. This equates to a reduction in fly tipping by 4.9% during the Pilot. There is no apparent correlation between the Pilot and the reduction in fly tipped tonnage and it is reasonable to expect that such reductions are caused outside of the Pilot.

3.11.5 Summary of comments and complaints received during the Pilot

The following comments and complaints were received at the Authority from members of the public:

Quantity	Description
3	Clarification of Access Policy
4	Against principles of the Scheme
2	Technical clarifications
1	Request for more Permits

The above demonstrates that only 10 comments/complaints were received during the period of the Pilot. All were resolved.

#### 3.11.6 Impacts against Waste Management and Recycling Contract costs

Utilising tonnage saved at the Pilot's sites compared against tonnages at the remaining 11 HWRC's the following approximate savings can be demonstrated purely from the Pilot Scheme, in accordance with the Waste Management and Recycling Contract:

- Recyclable Materials £4,048
- Garden Waste £3,250
- Waste Electrical Items £16
- Hazardous Waste £237
- Hardcore/rubble £5,277

The above equates to a total saving of £12,828 during the Pilot Phase.

The above savings, extrapolated across all 14 HWRC's over a 1 year period, equate to a significant saving of approximately £185,400 and would cover the annual costs of providing and running the Scheme. Further details on potential payback and break even tonnage reduction are provided later in this Report.

### 3.12 Proposed roll out of the Scheme to the remaining 11 HWRC's

Following the Pilot (phase 1) It is proposed that the Scheme is rolled out in two further phases. Phases will each have their own tailored PR & Communications programme prior to introduction at the sites.

#### Phase 2

Phase 2 will introduce the Scheme from 1<sup>st</sup> July 2010 at Southport, Formby, Sefton Meadows, South Sefton and Otterspool HWRC's. All aspects of the Scheme, pursuant to the Pilot, will be introduced including a 1 month amnesty during August allowing drivers that are unaware of the scheme to be allowed access to the centres.

#### Phase 3

Phase 3 will introduce the Scheme from 1<sup>st</sup> January 2011 at Kirby, Huyton, Rainford, Rainhill, Ravenhead and Newton-Le-Willows. Again all aspects of the Scheme, pursuant to the Pilot, will be introduced including a 1 month amnesty during November.

#### Additional support to traders

In addition to advice to traders regarding alternative facilities/options for disposing of trade waste, detailed at 3.9 of this report, traders will also be referred to the following organisations:

- Groundworks Merseyside – Enworks Programme
- Environment Connect
- Wirral Chamber of Commerce and Industry
- Liverpool Chamber of Commerce and Industry
- St Helens Chamber of Commerce
- Knowsley Chamber of Industry and Commerce
- Sefton Chamber of Commerce

Also, Veolia are to offer a 'Pay as you weigh' scheme to traders allowing them to legally and safely dispose of their trade waste at

Bidston, Gillmoss, Huyton and Southport Transfer Stations on payment of a commercial charge. Acceptance of trade waste at the Transfer Stations is aimed at assisting towards the prevention of fly tipping. Its acceptance is allowed under the terms of the WMRC, this waste would essentially be accepted as trade waste under Veolia's own terms and conditions and the Authority would not be liable for costs of handling and disposing of this waste.

#### 4. **Risk Implications**

4.1 The following risks have been identified:

<b>Identified Risk</b>	<b>Likelihood Rating</b>	<b>Consequence Rating</b>	<b>Risk Value</b>	<b>Mitigation</b>
That Commercial and Industrial Wastes are illegally deposited at the HWRC's with detriment to congestion, health and safety and recycling performance	5	4	20	Continuation and full implementation of the Commercial Vehicle Permit Scheme
That the standard of service at the HWRC's is reduced due to the illegal deposition of non household waste.	3	3	9	Veolia will be able to assign existing resources pursuant to the control of waste inputs at HWRC's.
That the failure to implement the CVPS will expose the Authority to contractual	4	4	16	Implementation of the CVPS as described.



claims under the WMRC.				
That complaints are received due the requirement that permits must be obtained prior to delivery in a commercial vehicle.	5	3	15	Delivery of Communication and Awareness program as previously undertaken.
That there will be an increase in fly tipping as a result of introducing the CVPS to the remaining sites	3	4	12	Delivery of Communication and Awareness Program, liaison with District Councils and enforcement divisions. Comprehensive advice of local alternative recycling and disposal facilities to traders.

## 5. HR Implications

- 5.1 Officer time from within the existing Authority establishment will be necessary to roll out and manage the Scheme. The Pilot currently utilises one full time officer and approximately 75% of an Administration officer's time to administer the Scheme.

During Phase 2 it is intended that the existing resource identified above will administer the Scheme, during this Phase assessment will be made to consider future officer resource at times of high demand for permit applications (at phase commencement) and following full implementation of the Scheme; however at this time it is envisaged that one additional full

time officer will be required (totalling two full time officers and 75% of an Administration officers time) will be required post full roll out.

Veolia are responsible for provision of operational site staff from within their existing resource across all sites

## **6. Environmental Implications**

- 6.1 The study 'Trade Waste Input to Civic Amenity Sites', undertaken by the Western Partnership for Sustainable Development and Network Recycling, concluded that trade abuse can have a negative impact on HWRC recycling Performance. Ultimately therefore not introducing the Scheme results in additional waste being deposited to landfill and lost to recycling and reuse.

## **7. Financial Implications**

- 7.1 Provision of the Scheme as proposed requires that the following set-up and running costs are considered during the 2010/11 financial year.

Set up costs: including PR & Communications Program Phases 2 & 3 only

£40,000

Running Costs: including staffing, permit costs, office equipment and consumables Phases 1, 2 and 3

£83,900

Total for 2010/11 = £83,900

It is proposed that the total sum required to cover set up and running costs is met from the Authority's established and approved annual budget for Performance Improvements. Therefore no additional budget provision was made to implement the Scheme during 2010/11 and full budget provision is in place.

Total annual running costs (only) for Phases 1 to 3

Including staffing, permit costs, printing and postage and office equipment and consumables.

£94,900

It is proposed that the above annual running costs will be required for the financial year 2011/12 and shall be provided in accordance with the WMRC budget of the same year.

## 7.2 Potential Payback

Although the Scheme requires the expenditure of costs detailed above, and that budget provision for the annual running costs must be made in all future years, it is recognised that any waste diverted away from the HWRC's in accordance with the Scheme would result in a saving to the Authority. These potential savings may be achieved against the Authority's Waste Management and Recycling Contract costs, landfill costs and taxes and Landfill Allowance Trading Scheme (LATS) costs.

### 7.2.1 Payback via WMRC

The Pilot has demonstrated an overall reduction in arisings of 6.86%. Utilising current WMRC rates and the Authority's HWRC estimated tonnages for 2010/11 and applying reduction to all tonnages (excluding disposal tonnages as the Pilot did demonstrate a reduction to this tonnage across all sites) the budget provision of £94,900 (2011/12) would be saved if only 3,488 (only 1.8% of 2010/11 estimated HWRC arisings) estimated tonnes were diverted across all sites.

Alternatively the £94,900 (budget provision 2011/12) would be paid back in the event that only 5,582 tonnes of rubble were diverted from the sites. The Pilot demonstrated a reduction of 26.31% which if achieved across all sites would equate to 8,326 tonnes of diverted rubble and save £141,542.

## 7.3 Waste Management and Recycling Contract Implications

As detailed at 2.4 of this report and in accordance with the Authority's requirements, the WMRC requires that Veolia implement the Scheme and subsequently comply with it. It should be noted that the proposed Scheme is considered by Veolia to be fundamental to achieving contracted Recycling and Diversion targets at the HWRC's and with this in mind it is likely that the Authority would be exposed to contractual claims in the event that Veolia was not allowed to implement the Scheme.

## **8. Conclusion**

- 8.1 It is proposed that the Commercial Vehicle Permit Scheme remains in place at the three HWRC's located on the Wirral and is rolled out to the remaining 11 HWRC's across Merseyside in two phases. The Scheme's purpose is to prevent Commercial or Industrial waste (trade waste) from entering the HWRC's, reduce congestion and increase safety on the sites.
- 8.2 The Scheme's Pilot phase has proved to be successful; and has demonstrated a significant 6.86% reduction in waste throughput across all sites. Rubble has in fact fallen by some 26.31% across all pilot sites; with Bidston HWRC achieving 30.2% reduction.
- 8.3 The Pilot did not cause any addition to current levels of fly tipping on the Wirral (in fact a decrease of total tonnage was experienced). Also levels of complaints received from the public were very low.
- 8.4 Costs for continuing and implementing the Scheme across all sites are contained within approved budgets without increasing them. Furthermore it is envisaged that the Scheme, pursuant to the successes of the Pilot, will divert sufficient waste from the sites to be self financing and will likely generate savings beyond the break even point in future years.

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The background documents to this report are open to inspection in accordance with Section 100D of The Local Government Act 1972 - Nil.