

Portfolio Holder Decisions

Date: Friday, 20 March 2020
Time: 12.00 pm
Venue: Online

Membership

Councillor Izzi Seccombe
Councillor Peter Butlin
Councillor Les Caborn
Councillor Jeff Clarke
Councillor Andy Crump
Councillor Colin Hayfield
Councillor Kam Kaur
Councillor Jeff Morgan
Councillor Heather Timms


Items on the agenda: -

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- 3. Approved - Portfolio Holder for Transport and Planning - Objections to Proposed Speed Limit and Traffic Calming on B4086 Warwick Road, Kineton** 13 - 16
- 4. Approved - Portfolio Holder for Environment and Heritage & Culture - Waste Management Fees 2020/21** 17 - 20

Monica Fogarty
Chief Executive
Warwickshire County Council

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Decision Record – Developer Funded Scheme Approvals

Lead Member	Deputy Leader (Finance and Property)
Date of decision	25 March 2020
	Signed 

Decision taken

That the Deputy Leader (Finance and Property) gives approval to the addition of the following schemes to the Capital Programme for 2020/2021:

- A46 Alcester Road, Stratford-upon-Avon. Developer – IM Properties (Development) Ltd. Approximate value £50,000
- B4632 Campden Road (Freshfields Nursery), Clifford Chambers. Developer – Cala Homes (Midlands) Ltd. Approximate value £100,000
- C43 Gallows Hill (Strawberry Fields), Warwick. Developer – William Davis Ltd. Approximate value £50,000
- D7069 Glasshouse Lane, Kenilworth. Developer – Kenilworth Multi Academy Trust. Approximate value £50,000

Reasons for decisions

On 21 May 2019 Council reconfirmed the delegated power to the Leader, or body nominated by them, to approve the addition to the capital programme of projects costing less than £2.0 million, which are fully funded from external grants, developer contributions or from revenue. The Portfolio Holder for Finance and Property is that nominated body.

Background information

A46 Alcester Road, Stratford-upon-Avon

A planning application was submitted to Stratford-upon-Avon District Council by IM Properties (Development) Ltd for a development on land to the south of A46 Alcester Road. Planning permission was granted on appeal on 17 December 2019 (ref APP/J3720/W/19/3233061 and 17/03629/OUT). The planning permission requires the construction of a new roundabout on the A46 at D5446 Drayton Manor Drive and amendments to the existing junction at C100 Billesley Road / Temple Grafton Road. Whilst the works are predominately on the strategic road network, the works do affect local roads. It will be necessary for the Council to enter into Highways Act 1980 s4 and s8 agreements with Highways England to facilitate this. The Council will also need to enter into a Highways Act 1980 s278 agreement with the developer for works on Drayton Manor Drive.

B4632 Campden Road (Freshfields Nursery), Clifford Chambers

A planning application was submitted to Stratford-on-Avon District Council by CALA Homes (Midlands) Ltd in respect of a development of 400 homes on land at Long Marston Airfield. Planning permission was granted on 28 February 2017 (ref: 14/03579/OUT). On 15 October 2019 Council approved that a scheme be added to the capital programme in respect of a roundabout and related highway improvements at the site access. This report is specifically in relation to the off-site highway improvement in Clifford Chambers near the Freshfields Nursery. A further planning application is being considered in respect of a larger development on the airfield site, but this report specifically relates to the 400 home development.

C43 Gallows Hill (Strawberry Fields), Warwick

A planning application was submitted to Warwick District Council by William Davis Ltd and Hallam Land Management in respect of a development of up to 180 homes on land to the south of Gallows Hill, Warwick. Planning permission was granted on 22 August 2019 (ref: W/18/1435). The planning permission requires the construction of a traffic signal-controlled junction on Gallows Hill at the western end of D1081 Warwick Technology Park. The implementation of traffic signals is subject to separate statutory notice and consultation procedure and any objections will be reported to the Portfolio Holder for Transport and Planning.

D7069 Glasshouse Lane, Kenilworth

A planning application was submitted to Warwick District Council by Kenilworth Multi Academy Trust in respect of the erection of a secondary school and sixth form building. Planning permission was granted on 19 December 2019 (ref: W/19/0655). The planning permission requires the construction of site entrances, traffic calming features and controlled crossings. The implementation of traffic calming features and controlled crossings are subject to separate statutory notice and consultation procedures and any objections will be reported to the Portfolio Holder for Transport and Planning.

Financial implications

As the new highway assets which are being created through these schemes will come on to the Council's balance sheet once completed, the costs incurred by the Council need to be treated as capital expenditure.

Section 278 schemes are fully funded by developer contributions which are ring-fenced for the schemes described in the sections above. There are no alternative uses for the contributions and the addition of these schemes will not affect the overall level of available capital resources.

Some preliminary technical review work has already started for each of the named schemes and will continue into 2020/2021. The respective Developers have already committed to funding the technical review work by accepting the Council's fee estimates. The Council's fees for technical review are always collected in advance of the s278 agreement being signed.

It has not yet been determined how the construction contracts for these works will be procured. Further reports will become necessary to seek approval to proceed with the procurement and subsequent award of construction contracts, subject to the applicable Section 278 agreements being signed which will provide 100% of the funding.

Environmental implications

The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Shirley Reynolds shirleyreynolds@warwickshire.gov.uk,
Assistant Director	Scott Tompkins
Lead Director	Strategic Director for Communities
Lead Member	Deputy Leader (Finance and Property)

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Lists of reports considered

Not applicable

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – N/A

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors –

Local Member(s):

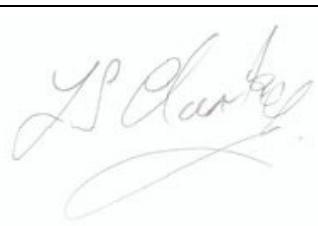
A46 Alcester Road, Stratford-upon-Avon – Cllr Fradgley (Stratford West) and Cllr Cargill (Alcester)

B4632 Campden Road, Clifford Chambers – Cllr Brain (Bidford and Welford)

C43 Gallows Hill, Warwick – Cllr Singh Birdi (Warwick South)

D7069 Glasshouse Lane, Kenilworth – Cllr Shilton (Kenilworth Park Hill)

Portfolio Holder Decision – Bermuda Connectivity - Nuneaton Borough CPE, Traffic Regulation Orders WCC (Borough of Nuneaton & Bedworth) (Waiting Restrictions, on Street Parking Places & Residents' Parking) (Consolidation) (Variation C) Order 2020

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	23 March 2020
	Signed 

Decision taken

That the Portfolio Holder for Transport and Planning approves that The Warwickshire County Council (Borough of Nuneaton and Bedworth) (Waiting Restrictions, On Street Parking Places and Residents' Parking) (Consolidation) (Variation C) Order 2020 be made as advertised.

Reasons for decisions

- Copies of plans numbered TR-10935-WR01 to WR10 detailing proposals for on-street waiting restrictions can be found as Appendix B.
- A copy of the public notice published on 9 January 2020 can be found as Appendix C.
- A copy of the Statement of Reasons for the proposals can be found as Appendix D.
- Objections and comments were received to these proposals; the following tables detail the objections and comments received together with the officers' responses.

Emails/letters	
Total objections	7
Additional comments	4

Ref	Objections received	Total number of responses containing the comment
A	With the removal of the planned shared use footway / cycleway between the Phoenix Centre and Sargasso Lane, parked cars are the only control of traffic flow.	1
B	Bermuda Road, Radley Drive, Cornish Crescent and Redwood Croft are regularly used for on-street parking by staff and visitors to George Eliot Hospital, with instances of parking obstructing driveways. Concerns over additional displacement of vehicles from Bermuda Road, requesting additional restrictions into surrounding roads.	1
C	Concerns over displacement of parked vehicles from Tenlons Road into Shillingstone Drive – alternative facilities for Tenlons Road businesses not provided.	1
D	No-one enforces current dangerous parking practices so restrictions will have little effect.	1
E	Have three cars and insufficient off-street parking provision on Tenlons Road if double yellow lines are implemented, enquiring about financial assistance for creating off-street parking provision.	1
F	Agree with waiting restriction proposals in principle, enquiring about financial assistance for creating off-street parking provision.	1
G	<p>A business on Bermuda Road has an entry and exit on Hazel Way, with access required for HGVs and cars. Restrictions on Bermuda Road may displace trucks onto Hazel Way, compromising working functionality of this access.</p> <p>From further discussions, it is noted that other businesses on Hazel Way have similar concerns.</p>	1

Ref	Officer Comments in Response to Objections
A	<p>A number of speed reducing features are proposed along the route, including vehicle activated warning signs and a series of central islands to narrow the carriageway. Those proposals do not form part of this report. The presence of waiting restrictions along the route is intended to maintain carriageway width to allow unrestricted traffic flow, with speeds controlled by these features.</p>
B & C	<p>It is accepted that there may be limited amounts of displaced parking from newly restricted streets into surrounding areas. However, Radley Drive, Cornish Crescent, Redwood Croft and Shillingstone Drive properties all have off-street parking and there are substantial numbers of dropped kerbs, likely resulting in displaced parking being spread across various nearby streets without significant concentration of parked vehicles in any one area.</p> <p>The effects of any restrictions introduced would be monitored. In the event of further parking issues being identified, revisions to waiting restrictions could be considered under the standard practices of Civil Parking Enforcement in Nuneaton & Bedworth Borough.</p>
D	<p>Most streets in the area are currently unrestricted. Motorists are bound by the terms of the Highway Code which states “You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. [Laws CSDPA sect 21 & RTRA sects 5 & 8]” – enforcement is carried out by the Police on an ad-hoc basis in response to specific requests as and when resources allow.</p> <p>Under these proposals, any on-street parking restrictions implemented would be enforced to an appropriate level by the Council’s dedicated Civil Enforcement Officers. The effects of any restrictions introduced would be monitored. In the event of further parking issues, revisions to waiting restrictions could be considered under the standard practices of Civil Parking Enforcement in Nuneaton & Bedworth Borough.</p>
E & F	<p>While Warwickshire County Council as Highway Authority gives due consideration to the provision of suitable and adequate parking facilities on and off the carriageway, and to the desirability of securing and maintaining reasonable access to premises, the overall objective of the Council must be to secure the expeditious, convenient and safe movement of vehicular and other traffic.</p> <p>Tenlons Road is on average 6 metres wide, insufficient to cater for on-street parking and significant traffic volumes of two-way traffic.</p> <p>There are no proposals for financial assistance to create off-street parking facilities. Applications for dropped kerbs can be made to County Highways with each application assessed against standard criteria.</p>
G	<p>Hazel Way is currently unrestricted and is regularly used for parking by cars and HGVs without compromising access. While it is accepted that there may be displacement into unrestricted side roads, motorists would still be bound by the Highway Code with regard to obstructive parking. In addition, consideration could be given to the installation of an access protection marking to highlight the need to keep the access clear.</p>

Ref	Additional Comments Received
A	<p>Comment - Concerns over access for HGVs from Bermuda Road. Current practice has a banksman assisting HGVs drivers to reverse onto a loading area off Bermuda Road, increases in traffic volumes relating to the re-opening of Bermuda Bridge will have an effect on health and safety of staff.</p> <p>Officer's response – this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project, and was considered at the planning stage.</p>
B	<p>Comment - Businesses off Bermuda Road and on Hazel Way were not contacted directly.</p> <p>Officer's response – Notices were published in the local press (Nuneaton News) and consultation carried out in line with statutory process. Notices were posted on street, with additional comprehensive coverage appearing as a news item in the Coventry Telegraph on 8 January 2020.</p>
C	<p>Comment - Radley Drive is used as a rat run to avoid the Bermuda Road / Heath End Road junction.</p> <p>Officer's response - this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project, and was considered at the planning stage.</p>
D	<p>Comment – Street lighting is insufficient in Radley Drive</p> <p>Officer's response - this is beyond the scope of this report into the Traffic Regulation Orders associated with the Bermuda Connectivity project.</p>

Background information

- Warwickshire County Council has previously consulted on and received planning approvals for a major project to re-open the bridge across the A444, Nuneaton to connect Griff Island to the south of Nuneaton with Heath End Road to the west. Original proposals, as designed and opened to initial consultation, showed double yellow lines along the entire route connecting Griff Island with Heath End Road.
- Taking into account feedback received, a full investigation into parking provision along the route has been carried out which has resulted in proposals for a combination of parking places, single and double yellow lines along the route. These were advertised and consulted upon in accordance with statutory procedure in December 2019-January

2020.

- The statutory criteria for decisions on making Traffic Regulation Orders is included as **Appendix A**.
- Copies of plans numbered TR-10935-WR01 to WR10 detailing proposals for on-street waiting restrictions are included as **Appendix B**.
- A copy of the public notice published on 9 January 2020 is included as **Appendix C**.
- A copy of the Statement of Reasons for the proposals is included as **Appendix D**.
- Copies of objections and comments received can be found in **Appendix E**.

Financial implications

The Bermuda Connectivity scheme has a total Capital scheme budget of £8.9 million and is financed as follows :

Funding Source	£million
WCC Capital Growth	3.202
WCC Capital Investment	4.198
Coventry & Warwickshire Local Enterprise Partnership	1.500
Total funding	8.900

The last Project Board finance statement (dated February 2020) reported actual and committed expenditure of £2.3 million.

All costs associated with the advertising and implementation of Traffic Regulation / Parking Orders (approximately £14k) are to be met by the Bermuda Connectivity scheme funding outlined above.

Environmental implications

An Environmental Impact Assessment has been carried out for the wider Bermuda Connectivity project and concluded that the Scheme would not have a significant adverse effect on air quality even on the roads experiencing an increase in traffic. However, it is projected that residential properties at certain locations will be adversely impacted by increased noise levels. These findings were reported to WCC Cabinet and full Council in 2018.

Report Author	Phil Mitton philmitton@warwickshire.gov.uk,
Assistant Director	Scott Tompkins – Assistant Director for Environment Services
Lead Director	Mark Ryder - Strategic Director for Communities
Lead Member	Jeff Clarke - Portfolio Holder for Transport and

	Planning
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Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers

Letters and email objections along with large scale plans that can be produced if required.

Members and officers consulted and informed

Portfolio Holder – Councillor Jeff Clarke

Corporate Board – N/A

Legal – Ian Marriott and Serena Cammish

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Councillors Clarke, Cockburn, Fradgley, Holland, Kondakor and Shilton

Local Member(s): Councillor Golby

Decision Record – Objections to proposed speed limit and traffic calming on B4086 Warwick Road, Kineton

Lead Member	Portfolio Holder for Transport and Planning
Date of decision	23 March 2020
	Signed 

Decision taken

That the Portfolio Holder for Transport and Planning approves

- (1) the implementation of a 40 mph speed limit as advertised in accordance with the Road Traffic Regulation Act 1984
- (2) the implementation of speed cushions as advertised in accordance with s90G of the Highways Act 1980 conditional upon the necessary Highways Act 1980 Section 278 agreement being in place for the highway improvements associated with the development site at B4086 Warwick Road, Kineton.

Reasons for decisions

Where objections have been received to advertised traffic orders it is necessary for the Portfolio Holder to decide on the orders.

Background information

A planning application was submitted to Stratford-on-Avon District Council by Gladman Developments in respect of a development on land off Warwick Road, Kineton. Planning permission was granted on 17 November 2016 (ref: 15/03101/OUT). The planning permission requires the Developer to implement an access into the site and a traffic calming scheme for Warwick Road. The development is now being taken forward by Morris Homes. Technical approval of the proposed highway improvements is underway and Morris Homes are entering into a Highways Act 1980 Section 278 agreement with Warwickshire County Council whereby the costs of the works will be fully funded.

The traffic calming scheme comprises a reduction in the speed limit on Warwick Road from national speed limit (60 mph) to 40 mph and the introduction of four sets of two and one set of three speed cushions as shown in **Appendix 1** and **Appendix 2**.

The proposed traffic orders were advertised on 21 November 2019. Warwickshire Police has objected to the proposed speed limit order but has not commented on the speed cushions.

extent of the speed limit be extended. The Parish Council has objected to the introduction of the speed cushions.

Warwickshire Police objection to speed limit change

The objection is based on a concern that if signs only were changed along the route there would be insufficient change in driver behaviour. A risk of unrealistic expectation of enforcement could then be created. The Police have indicated that they are ready to work with the Council, as Highway Authority, to consider the inclusion of additional engineering features. The Police have suggested that the types of additional engineering features which could be considered include supplementary gateway features and roundels on the road surface which would promote a self-regulating compliance environment.

Response: Speed cushions are engineering measures which would change the environment for drivers. Dragons teeth markings, 40 mph roundels and the use of red hatching have also been added to the scheme design (see **Appendix 3**).

Kineton Parish Council comment on speed limit change

The Parish Council have welcomed the reduction in speed limit but have requested that it be extended to just beyond the top of Pittern Hill thereby encompassing two additional accesses.

Response: The proposed speed limit extent is designed to act as a buffer zone between the national speed limit approach to Kineton and the 30 mph speed limit in the vicinity of the site. Extending the speed limit further without a change of environment may lead to the type of non-compliance which concerns Warwickshire Police.

Kineton Parish Council objection to the traffic calming features

The Parish Council question the effectiveness of speed cushions and has highlighted concerns about noise issues. The Parish Council does not feel that speed cushions are a necessary addition.

Response: The requirement for a traffic calming scheme is a planning condition. Where a highway scheme is considered and approved as part of the planning process, the courts have made it clear that the highway / traffic authority is expected to co-operate in its implementation unless some exceptional or changed circumstances call for a different approach. The highway authority view is that such a scheme would reduce prevailing traffic speeds on Warwick Road is also beneficial to traffic using the development site access. The design of the traffic calming scheme has been reviewed through both a Stage 1 and a Stage 2 Road Safety Audit.

Financial implications

On 12 July 2019 the Deputy Leader (Finance and Property) approved the addition of this scheme to the Capital Programme. The County Council intends to enter into a Section 278 agreement with the Developer to undertake the works. Under that agreement the cost of the works will be fully funded by the Developer.

Environmental implications

The environmental impacts of developer-funded highway schemes are considered through the planning approval process.

The contractors on the Council's Framework Contract for the Provision of Engineering and Construction Works (WCC 6012) have all demonstrated that they hold a certificate of compliance with BS EN ISO 140001 (or equivalent) or have otherwise satisfactorily demonstrated their policies and arrangements for the management of construction-related environmental issues.

Report Author	Shirley Reynolds shirleyreynolds@warwickshire.gov.uk,
Assistant Director	Scott Tompkins
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No


Lists of reports considered
Not applicable

List of background papers
Objection correspondence

Members and officers consulted and informed
Portfolio Holder – Councillor Jeff Clarke
Corporate Board – yes
Legal – Ian Marriott
Finance – Virginia Rennie
Equality – Keira Rounsley
Democratic Services – Paul Williams
Local Member(s): Cllr Williams (Kineton and Red Horse)

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Portfolio Holder Decision – Waste Management Fees 2020/21

Portfolio Holder	Portfolio Holder for Environment and Heritage & Culture
Date of decision	20 March 2020
	Signed 

Decision taken

- 1) Approval be given for the changes to waste fees and charges from 1 April 2020, as set out in the Appendix.
- 2) All charges continue to be reviewed annually to allow for future gate fee and/or haulage increases and inflation.

Reasons for decisions

The Environmental Protection Act 1998 Section 51(1)(b) gives Warwickshire County Council as the Waste Disposal Authority the duty to provide free to access Household Waste Recycling Centres for the deposit of household waste by householders. Two of our HWRCs - Princes Drive and Hunters Lane - have had longstanding arrangements in place to accept non-household and commercial wastes on a chargeable basis. Charges are calculated by weight using calibrated weighbridges. In 2015, the Authority added to this service by allowing commercial waste to be delivered to all our sites; chargeable on a by-volume basis due to the lack of weighbridges at these smaller sites.

The launch of the extended commercial waste service in 2015 followed the development by Defra and WRAP¹ of a pricing model by size of delivery vehicle, which ensures that all costs associated in offering the service are covered whilst also ensuring small business are supported to dispose of their wastes correctly and cost effectively. Income from the service supports the council's ability to deliver a comprehensive recycling centre service for householders and achieve income targets.

The comprehensive drop-off charging scheme at all of our sites allows local people and small businesses to access compliant waste disposal services at locations around the county at a competitive cost. The service provides a wide range of recycling opportunities that are not readily available to businesses by other means. The availability and range of services are one way the the County Council can prevent fly-tipping.

¹ Defra – Department of Environment, Food and Rural Affairs; WRAP – Waste and Resources Action Programme

Background information

The Appendix sets out the new fees and charges which take effect from 1 April 2020

Method of calculation

Calculations are based on a Defra model and were first used in 2015.

Charges by weight are banded in 10 bands from 0 – 100kg to 900 – 1000kg. At the lower band, an administration multiplier of 2 is used and at the upper band, an administration multiplier of 1.5 is used, with the administration multiplier evenly escalated with each band in between. Current costs for the treatment gate fee for each material have been calculated, as have the costs for haulage of each material to the treatment facility. These prices will increase in the next financial year; as most are linked to RPIX², the average RPIX from the past 12 months (Dec 18 to Nov 19) has been used at 2.6%. The gross figures are rounded up to the nearest 50p for use at Princes Drive and Hunters Lane weighbridge sites. For the non-weighbridge sites, the gross figures are used, along with 70% fill levels for each of the 5 types of vehicle and average densities for the materials. The relevant administration multiplier is applied, and the gross values are rounded up to the nearest £1.

This year, as there have been no changes in contracts, the charges have been calculated based on 2019/20 prices plus 2.6% (average RPIX over past 12 months). In the case of general waste, new prices have been calculated from scratch as there will be a new landfill tax from April 2020 and the Bubbenhall landfill contract uses RICS³ indices to calculate the increase, which is estimated at a higher 4.7%.

This year we will seek to alleviate the operational issue of traders occasionally incorrectly declaring plasterboard as general waste as general waste is cheaper to dispose of. This false declaration has also led to potential contamination of the general waste. The price difference is so small that we will use the general waste price for plasterboard and will review the impact of this next year.

Due to densities, the by volume price for wood 2 years ago was more than general waste, which may have discouraged recycling. Last year and this year, the price has been dropped by 25% to bring it below the general waste price but still cover costs.

For the pay by item prices, the £12 per item of large furniture for the non-weighbridge sites will continue. That assumes that the large item i.e. a mattress, settee or bed base would not weigh more than 50kg.

The £12 charge for a load of paper or cardboard will be capped at a maximum load size of 1 tonne, as it is currently costing the council to dispose of this waste stream.

The minimum charge for disposal of a gas bottle, fire extinguisher or tyre will be reduced £5. This will make the proper disposal of these items even more accessible. Other Pay-by-item charges remain the same. Public weigh charges will remain at £10 plus VAT in line with other local weighbridges.

On the table of charges per item at Princes Drive and Hunters Lane (Appendix) additional text has been added to show more explicitly that fire extinguishers bare the same cost as gas bottles and ammonia fridges are the same as commercial fridges.

² Measure of inflation in the UK, equivalent to the all items Retail Price Index excluding mortgage interest payments.

³ Measure of inflation from Royal Institution of Chartered Surveyors

The cost of the commercial recycling permit will increase from £40 to £50. This is to cover administration costs and the costs to the council due to the current depression in the global cardboard and paper markets. This will be the first price rise since inception 5 years ago.

Costs for the disposal of waste streams can vary for several reasons, for example market fluctuations, new procurements and indexation uplifts. For that reason, it may be necessary to change discrete prices in-year and the correct approvals will be sought for any alterations to the fees and charges.

Benchmarking

To ensure that prices are competitive with the market, the proposed charges have been compared to the charges of other local authorities. Bearing in mind the varying cost of waste treatment and haulage depending on availability and proximity, the proposed charges are broadly in line with our peers.

Financial implications

Prices are calculated based on a Defra model. They ensure that the true cost of waste disposal is covered, including the element of site running costs and administration. Income gained supports the operation of the sites and the delivery of services to the public. The facility to recycle and dispose of a wide range of waste types are of benefit to the local economy. The public have a facility to dispose of non-household waste and local businesses can easily access competitively priced recycling and disposal services that ensure their compliance with waste legislation and the reduction of fly-tipping.

Table 1 shows the level of income gained from providing the opportunity for local small businesses to be able to deposit waste at our network of HWRCs.

Table 1: HWRC Trade Waste Sales, Fees & Charges Income

	Actual Income 2018/19	Budgeted Income 2019/20	Actual Income 2019/20 (as at 12 th March)	Forecast Income 2019/20	Budgeted Income 2020/21
HWRCs	£9,607	£13,605	£9,700	£13,605	£14,267
Transfer Stations	£334,903	£331,850	£250,393	£331,850	£331,850
Totals	£344,510	£345,455	£269,793	£345,455	£346,117

Environmental implications

The Council's commercial waste service offers the facility for local people and businesses to recycle and dispose of their waste in compliance with their waste duty of care and other environmental legislation. It offers local business the opportunity to recycle a range of materials that may not be accessible to them through standard collection services. Providing services that allow for the correct disposal of waste and the increased recycling of valuable materials, benefits the environment by reducing pollution, reducing the use of raw materials and reducing carbon emissions.

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Report Author	Ruth Dixon paulwilliamscl@warwickshire.gov.uk, Tel: 01926 418064
Assistant Director	Assistant Director, Communities
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Environment and Heritage & Culture

Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers
N/A

Members and officers consulted and informed
<p>Portfolio Holder – Councillor Heather Timms</p> <p>Corporate Board – N/A</p> <p>Legal – Ian Marriott</p> <p>Finance – Andy Felton</p> <p>Equality – Keira Rounsley</p> <p>Democratic Services – Paul Williams</p> <p>Councillors – Councillor Heather Timms</p> <p>Local Member(s): N/A</p>