

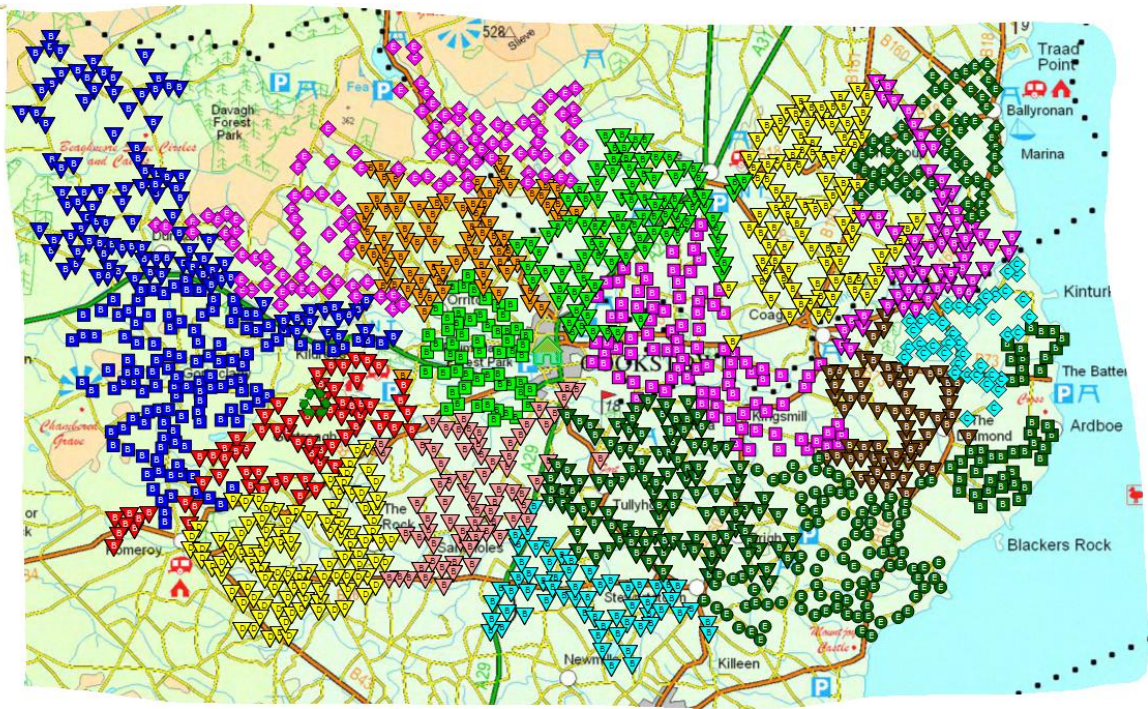
<b>Report on</b>	Refuse Collection Route Optimisation
<b>Date of Meeting</b>	12 <sup>th</sup> November 2019
<b>Reporting Officer</b>	Mark McAdoo, Head of Environmental Services
<b>Contact Officer</b>	Tony Law, Cleansing Operations Manager

<b>Is this report restricted for confidential business?</b>	Yes	
If 'Yes', confirm below the exempt information category relied upon	No	X

<b>1.0</b>	<b>Purpose of Report</b>
1.1	To update members on the next phase of the refuse collection route optimisation project.
<b>2.0</b>	<b>Background</b>
2.1	One Armed Vehicles (OAVs) have carried out refuse collection in the Magherafelt area for many years. Essentially these vehicles collect wheeled bins from rural properties without the need for a loader. It is now planned to expand the use of these specialist vehicles in rural areas across Mid Ulster starting with the legacy Cookstown area.
<b>3.0</b>	<b>Main Report</b>
3.1	<p>Three new OAVs were delivered in September/October 2019 and two more have been ordered (at a cost of £224k per vehicle) for delivery in 2020. The three new vehicles (one of which is a direct replacement) will be used to complete the outstanding rural routes in the Magherafelt area and to carry out rural collections into the Cookstown legacy area.</p> <p>The following video/link shows an OAV in operation at a property in Mid Ulster:</p> <p><a href="https://youtu.be/V9v-PCoHnXA">https://youtu.be/V9v-PCoHnXA</a></p> <p>The key benefits are:</p> <ul style="list-style-type: none"> <li>• Health and Safety – no loader at the rear of the refuse collection vehicle on 60mph roads, having to negotiate uneven verges on narrow country roads; also significant reduction in the risk of musculoskeletal injuries from stepping in and out of vehicle hundreds of times per day.</li> <li>• Efficiency – traditional refuse collection vehicles (RCVs) collect approximately from 300 properties per day in a rural environment whereas an OAV averages 400 properties per day</li> <li>• Economy – the capital cost of an OAV is approximately £50k more than a traditional RCV, however over a 7 year life cycle, there is a saving of at least £100k on the cost of a loader.</li> </ul> <p>In the short term operational savings will not be realised due to the redeployment of loaders onto RCV's covering urban areas thus ensuring that there are 2 loaders lifting bins in busy built-up areas to improve efficiency (this is currently not the case in most of the routes in Dungannon area where Route Optimisation will commence during 2020).</p>

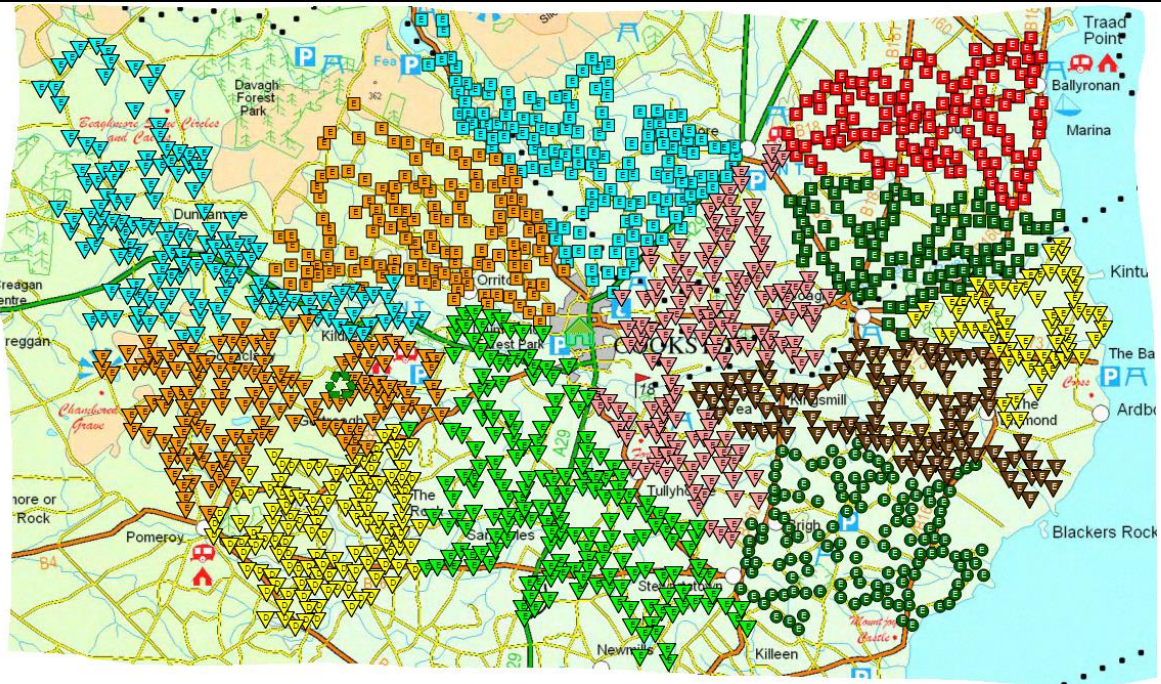
Service delivery through OAVs into the legacy Cookstown area will start mid November. Utilising bespoke Route Optimisation software (WebAspx Easy Route Pro) new routes have been created based on the principal of deploying traditional RCV's in urban settlements (generally within 30 zones) and the new OAVs in rural areas (where predominantly the national speed limit of 60mph applies). All routes have been reviewed for operational efficiency to reduce crossover and travelling distance where possible.

The illustration below highlights the current rural routes in the Cookstown area:



This illustration show the proposed the new better defined routes, covering larger areas:





In summary out of the 11,584 dwellings approximately 1,500 houses will have a service day change. It is proposed to use the same communications method as employed during route optimisation in Magherafelt in January 2018 (when over 12,000 properties were affected by service delivery changes) consisting of an A5 coloured card/calendar, to be delivered by our own staff directly to the households affected which has proved effective..

The proposed routes have been 'road tested' for safety and deliverability, by our drivers and supervisors during October. It is planned to start communication with householders week commencing 4<sup>th</sup> November. The planned service changes will then go live week commencing 18<sup>th</sup> November. On the new OAV routes, there may be additional direct contact/communication required with householders regarding the placement of their bins, as the lifting device needs a 300mm clear perimeter round the bin for the clamp to engage. Therefore in some cases, we may request a householder to place their bin on the opposite side of the road to facilitate 'single-sided' collection (it is estimated that up to 300 householders will require this site specific instruction). This will be kept under review.

<b>4.0</b>	<b>Other Considerations</b>
<b>4.1</b>	<b>Financial, Human Resources &amp; Risk Implications</b>
	Financial: Implementation within existing resources
	Human: Implementation within existing resources
	Risk Management: Route Risk Assessments being reviewed based on planned changes
<b>4.2</b>	<b>Screening &amp; Impact Assessments</b>
	Equality & Good Relations Implications: None
	Rural Needs Implications: None

<b>5.0</b>	<b>Recommendation(s)</b>
5.1	Members are asked to note the content of this report.
<b>6.0</b>	<b>Documents Attached &amp; References</b> None