

# North Lanarkshire Council Report

## Environment and Transportation

approval  noting

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## Update on Depot Rationalisation

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### Executive Summary

The report provides an update on the depot rationalisation exercise taking place across Waste, Fleet and Land Services and the move towards the electrification of the Council fleet.

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### Recommendations

It is recommended that the Environment and Transportation Committee:

1. Notes the steps being taken to rationalise the depot facilities across the Council which in turn will provide a more efficient operating model and allow a move towards the electrification of the Council fleet.

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### The Plan for North Lanarkshire

**Priority** Improve North Lanarkshire's resource base

**Ambition statement** (22) Facilitate a North Lanarkshire wide approach to asset rationalisation, including with communities and partners

## 1. Background

- 1.1 The Fleet, Waste and Land Services divisions currently occupy 10 separate depot facilities throughout the North Lanarkshire area. Following a review of these facilities and the service delivery model, it was determined that a better service could be achieved through the rationalisation of the depots and at the same time deliver an overall financial saving to the Council.

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## 2. Report

- 2.1 The table below identifies the current and proposed depot facilities that are to be included within the overall rationalisation exercise and will allow an overall reduction in the number of depots from 10 to 5 as a temporary measure and then reduce down to a maximum of 2 depots:

Service	Current Depot Facilities	Proposed Depot Facilities
Fleet	Bellshill, Old Edinburgh Road	Bellshill, Old Edinburgh Road
Waste	Bellshill, Old Edinburgh Road	Bellshill, Old Edinburgh Road
	Souterhouse, Coatbridge	Move from facility
	Albert Street, Motherwell	Close
Land	Bellshill, Old Edinburgh Road	Move from facility
	Lady Anne Depot, Airdrie	Close
	Souterhouse, Coatbridge	Souterhouse, Coatbridge
	Coshneuk, Stepps	Close
	Garrel Road, Kilsyth	Close
	Wardpark, Cumbernauld	Wardpark, Cumbernauld
	Viewpark, New Edinburgh Rd	Close
	Bonkle, 275 Bonkle Rd, Newmains	Retain on a temporary basis.
	Netherton, Wishaw	Retain on a temporary basis.

- 2.2 The Fleet depot is located at Old Edinburgh Road, Bellshill with the two waste depots located at Albert Street, Motherwell and Souterhouse, Coatbridge with an administration support function based at Bellshill. The presence of the waste depots at their current location relates to historic operational requirements which are no longer applicable.
- 2.3 The original proposal was to centralise the entire Waste function at Bellshill, however, by providing an operational base for the Waste service at Wardpark, significant efficiencies in the route planning for the front line collection routes is achieved. An element of the Waste service has therefore been moved from Bellshill to Wardpark (6 collection vehicles).
- 2.4 The frontline operations for Land Management are currently delivered across three geographical areas and from eight depots as detailed above. The depot rationalisation exercise would see resources consolidated into four depots initially leading to better flexibility and enable improvements to current service provision. It would then be the longer term ambition to reduce this to 2 shared depots with Waste and Fleet.

- 2.5 Land Management previously operated a support/ asset management team from the Bellshill Depot. To allow the function to be aligned better with the current roads support/ technical services/ asset management functions. This enabled the entire administrative function for Fleet and Waste to be located at Bellshill delivering the projected financial saving of £0.136M.
- 2.6 Further to the above rationalisation, all of the stores provisions for Waste and Fleet have now been amalgamated within the Bellshill depot.
- 2.7 The table below provides an indicative timeline as to the movement of staff across the two Service areas:

Service	Move From	Move To	Indicative Date
Waste	Souterhouse	Wardpark	Complete
Waste	Albert Street	Bellshill	30 <sup>th</sup> August 2020
Waste	Souterhouse	Bellshill	30 <sup>th</sup> August 2020
Land	Lady Anne Depot, Airdrie	Souterhouse	18 <sup>th</sup> October 2020
Land	Coshneuk, Stepps	Wardpark	Complete
Land	Garrel Road, Kilsyth	Wardpark	18 <sup>th</sup> October 2020
Land	Viewpark, New Edinburgh Rd	Souterhouse	18 <sup>th</sup> October 2020

- 2.8 The existing Fleet workshop at Bellshill was subject to significant water ingress over the previous 6 months and in response to this a full structural survey of the roof was commissioned. In summary this has concluded that the building is currently unsafe. In light of this report, arrangements are now in place to allow the temporary relocation of the Fleet operation. Arrangements are being made for the complete demolition and replacement with a more bespoke facility as the cost of any repairs would outweigh the cost of a rebuild of a more suitable sized and designed facility.
- 2.9 The replacement of the workshop will also enable adaptations to be designed into the replacement to meet our future requirements as we accelerate our move to an electric fleet. This will involve the introduction of increased power supply for the Bellshill and Wardpark facilities and the introduction of sufficient charging points. This will put the Council in a strong position to meet the fleet decarbonisation commitments that were outlined in the Programme for Government:
- Replace all cars in the public sector fleet with ULEV's by 2025; and
  - Phase out the need for new petrol and diesel light commercial vehicles (small vans) by 2025.

As an indication of its commitment to electrification, the Council is to receive delivery of a fully electric refuse collection vehicle (RCV) during August making it the first local authority in Scotland to own and operate such a vehicle.

- 2.10 To provide further waste disposal efficiencies for both Waste and Land Management services, plans are now being drafted which will see the creation of waste transfer stations at the Wardpark depot and Netherpton Recycling Centre. This will allow waste to be deposited and bulked at these locations which will deliver route efficiency and reduced costs for disposal of materials.
- 2.11 The exact scope and costs for the above works is not yet available and a further report to Committee will be delivered early in 2021 outlining progress and providing

more definite timelines in moving to only 2 depots. It should also be noted that all short term works detailed in this report are part of the overall longer term strategy and should not be viewed separately.

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### **3. Equality and Diversity**

#### **3.1 Fairer Scotland Duty**

3.1.1 There are no implications associated with this report.

#### **3.2 Equality Impact Assessment**

3.2.1 There is no adverse impact on equality or diversity contained within this report.

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### **4. Implications**

#### **4.1 Financial Impact**

4.1.1 The overall capital cost for the initial phase of the depot rationalisation exercise detailed above is estimated to be around £0.480M; but this in turn will generate an initial ongoing annual revenue saving of £60K in addition to the potential of future capital receipts. With the delivery of future revenue savings from the depot rationalisation programme, funding has been made available from the capital programme to support the capital cost implications.

#### **4.2 HR/Policy/Legislative Impact**

4.2.1 As with all significant workplace changes, the above proposals are being fully discussed with all Unions and arrangements introduced to reduce the impact of any change to an individual's working location.

#### **4.3 Environmental Impact**

4.3.1 The above rationalisation programme will result in an overall reduction in fuel across the Council fleet and will permit a move towards a fully electrified fleet which in turn will reduce the Council's carbon emissions.

#### **4.4 Risk Impact**

4.4.1 With the reduction in the number of available depots this increases the impact should any single depot be placed "out of action" for a period of time. This increased risk will be taken into consideration and included within the Services' resilience planning arrangements.

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### **5. Measures of success**

5.1 The successful rationalisation of all depot facilities providing an overall revenue saving, capital receipt and more efficient delivery model.



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