

CABINET
18 November 2025

**Household Waste Recycling Centres –
Changes to the Waste Acceptance Policy**

Report by the Director for Environment & Highways

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
 - a) Approve the adoption of the proposed changes to the Household Waste Recycling Centre Waste Acceptance Policy (Annex A).
 - b) Delay reduced opening hours and days of operation, for implementation through the new service in 2027.
 - c) Approve the introduction of the following new fees and charges commencing from January 2026
 - £5.50 per 1m x 1m volume for asbestos: and
 - £15 per car visit for out of county customers.

Executive Summary

2. The network of 7 Household Waste Recycling Centres (HWRCs) provided by the council meets the statutory requirement to provide residents with locations to dispose of their household waste. The HWRC service is very well used, with over 1 million visits per annum and scores very highly in terms of customer satisfaction.
3. The Waste Acceptance Policy (WAP) is the set of rules for the operation and use of these facilities and covers a range of aspects including opening hours, types of waste that are accepted and types of vehicles which are allowed to use the sites.
4. Following public consultation, comments have been considered and proposals have been refined. This report sets out those comments, the services response to those, and the final Waste Acceptance Policy changes with the purpose of improving the environmental and financial performance of the service.

Background/ Context

5. The HWRC service costs approximately £6m per annum. Whilst some costs such as management fees are fixed, variable costs are largely dependent upon the type and composition of the different waste streams received. The sites receive approximately 42,000 tonnes of household waste per annum and environmental performance can be broadly summarised as;

2%	Reused
45%	Recycled
19%	Composted
22%	Energy Recovery
13%	Landfill
6. From both an environmental and a financial perspective reusing, recycling and composting household waste is the preferred option. Energy recovery and landfilling of the residual waste stream (for waste that is either not recyclable, or not recycled) are both the most expensive and the least environmentally favourable options.
7. There are two opportunities to manage the demands of this service which are to firstly reduce the overall amount of waste which is received at the sites, and then to reduce the amount of waste in the residual waste stream by ensuring that any waste which can be re-used, recycled or composted is placed into the correct containers on site to facilitate that. There is also opportunity to address some of the fixed costs such as the management fees through the review of the site opening hours.
8. There is evidence that commercial waste is illegally deposited at the sites by companies seeking to avoid paying for their trade waste by presenting it as their own household waste. This waste is delivered in cars and vans and because it is similar in nature to genuine household waste it can be difficult to identify, prove and prevent this activity with the current control mechanisms. Such misuse of the service does come at cost to the authority.

Consultation

9. A public consultation, hosted on Let's Talk Oxfordshire, ran from 1 July to 11 August 2025 and received 5,896 responses. The summary of responses is included in Annex B.
10. The consultation contained questions across five key sections:
 - How the respondents use the HWRCs
 - HWRC availability
 - Improving re-use and recycling at HWRCs
 - Bringing waste to HWRCs
 - The van and trailer permit scheme policy

11. A previous public engagement exercise was held in 2021, which in part explored the potential future operations for HWRC services, leading to the November 2024 Cabinet Member Decision to implement a booking system.
12. The following sections summarise the proposed opportunity identified, consultation feedback, and officer consideration of these.

Controlling the overall amount of waste received

Cement bonded asbestos disposal

13. There is evidence that more asbestos per head of population is received at Oxfordshire facilities than at neighbouring authorities suggesting that some of this is trade waste, or from outside of the county. Neighbouring authorities tend to have stricter acceptance policies in place, and some also charge for this material.
14. Public consultation sought feedback to ascertain to what extent respondents agreed or disagreed with certain proposals. The results were:

Proposal	Consultation Feedback
The maximum sized load of cement-bonded asbestos accepted in a single visit would be reduced to a maximum of four sheets (maximum size of 2x1 metres per sheet)	27% agreed or strongly agreed 44% neither agreed nor disagreed 28% disagreed or strongly disagreed
The maximum number of loads of cement-bonded asbestos from a customer would be limited to three visits per year	34% agreed or strongly agreed 41% neither agreed nor disagreed 24% disagreed or strongly disagreed
Cement-bonded asbestos would be added to the list of chargeable items	58% agreed or strongly agreed 21% neither agreed nor disagreed 21% disagreed or strongly disagreed

15. The consultation responses were overall in favour of introducing charges for the disposal of asbestos waste, and reasonably evenly balanced for and against amending the maximum load sizes. The new policy proposed is that cement-bonded asbestos received from customers will be as follows;

- (a) The maximum sized load of cement-bonded asbestos accepted in a single visit will be reduced to a maximum of four sheets (maximum size of 2x1 metres per sheet)
- (b) The maximum number of loads of cement-bonded asbestos from a customer will be limited to three visits per year
- (c) Cement-bonded asbestos will be added to the list of chargeable items at £5.50 for a 1m x 1m sheet.

Out of county customers

16. The HWRCs are provided for Oxfordshire residents to dispose of their own household waste however, unlike Oxfordshire's neighbouring authorities and many others across the country, Oxfordshire does not limit use of HWRCs to Oxfordshire residents only. The evidence confirms that out of county residents routinely come into Oxfordshire to use the HWRCs. Reasons for this are likely to be because of the closer proximity of Oxfordshire's sites to the customers home irrespective of county boundaries, or to take advantage of different financial charges made for specific waste streams or different opening hours. Therefore, the council has a situation where Oxfordshire residents are prevented from using neighbouring authority facilities, however their residents are still able to use those within Oxfordshire leading to increased service costs for the County.
17. The public consultation sought to understand public preference on how we should seek to control access for out of county customers. The results showed:

Question	Consultation Feedback
Do you think we should continue to allow non-Oxfordshire residents to access Oxfordshire HWRCs?	39.9% were in favour of charging 15.0% were in favour of ending access altogether 33.8% were against restrictions 11.3% were not sure
Is it reasonable for residency checks to be carried out on entry to HWRCs?	56.2% believed residency checks were reasonable 30.9% were against residency checks 12.9% were not sure

18. In the consultation a small majority were in favour of introducing charges for out of county customers. The new policy proposal implements this requiring that customers not residing in Oxfordshire would be charged a fee to access Oxfordshire's HWRCs.

19. It is proposed that the entry fee is £15 per vehicle per visit. Benchmarking other authorities who take this approach, fees range from £94.50 for a medium sized car boot full (Buckinghamshire Council) to £10 per load (Kent County Council). Depending on the amount and type of waste delivered, it is unlikely that at £15 per load this entry fee will cover the full cost of managing the waste delivered in all circumstances however it will generate some income to contribute to this overall cost of managing the waste stream whilst allowing customers to minimise their journey times.
20. In the consultation a majority of responses were supportive of residency checks. The new policy proposal is that that all customers will be required to provide proof of address as a condition of entry to site. This is to demonstrate proof of residency in Oxfordshire and to help support the booking system process. Examples to be accepted would include a driving licence, utility bill, or proof of council tax payment.

Van and trailer permit scheme policy

21. The van and trailer permit scheme policy was introduced in 2010 to help prevent commercial waste from being illegally deposited at HWRCs by businesses seeking to avoid paying waste disposal costs, by presenting such waste as their own household waste. This form of misuse comes at significant cost to the taxpayer.
22. Since this scheme was introduced, best practice nationally has been demonstrated by other local authorities with more up-to-date policies that are more effective at minimising the misuse of the HWRC services in this way, which ultimately help to shield them from the additional costs that the service would otherwise incur.
23. The public consultation sought feedback to ascertain to what extent respondents agreed or disagreed with certain proposals. The results were:

Proposal	Consultation Feedback
All trailer users to be required to have a permit	44% agreed or strongly agreed 30% neither agreed nor disagreed 26% disagreed or strongly disagreed
The maximum size of trailer permitted onto HWRCs will be limited to 2.4 metres	30% agreed or strongly agreed 47% neither agreed nor disagreed 23% disagreed
Horseboxes will no longer be permitted onto HWRCs	52% agreed or strongly agreed 30% neither agreed nor disagreed 18% disagreed or strongly disagreed

Vehicles or trailers with ramps and/or tipping mechanisms will no longer be permitted onto HWRCs	44% agreed or strongly agreed 38% neither agreed nor disagreed 18% disagreed or strongly disagreed
Vans registered to businesses/companies/organisations etc, used for business/commercial/work activities or which are sign-written/business-branded will no longer be permitted on site	33% agreed or strongly agreed 29% neither agreed nor disagreed 39% disagreed or strongly disagreed
The total number of permit visits available to permit holders will be reduced from 12 visits to 6 per year	23% agreed or strongly agreed 27% neither agreed nor disagreed 50% disagreed or strongly disagreed

24. With regard to the policies about all trailers requiring a permit, limits on maximum trailer size and prohibition of the use of horse boxes and vehicle with ramps and tipping mechanisms, of those respondents who expressed a preference, the majority were supportive of the introduction of these controls.
25. With regard to the proposal to ban sign written vans, the majority of respondents disagreed with this proposal. The policy proposal has been modified to reflect this, stating that whilst sign written vans will be banned there will be exceptions considered on a case-by-case basis, such as where a sign written van is the only vehicle available to a customer, and where the customer can demonstrate legitimate disposal of their commercial waste streams.
26. With regard to the proposal to reduce the number of visits per year available to permit holders from 12 to 6, the majority of respondents disagreed with this proposal. The policy proposal has been modified to allowing 10 visits per year by permit holders. At this level, 95% of permit holders will be unaffected by this policy change.
27. The new van and trailer permit scheme policy has the following changes:
- All trailer users to be required to have a permit
 - The maximum size of trailer permitted onto HWRCs will be limited to 2.4 metres
 - Horseboxes no longer permitted onto HWRCs
 - Vehicles or trailers with ramps and/or tipping mechanisms will no longer be permitted onto HWRCs. Note this restriction does not include

specially adapted vehicles to assist customers with disabilities. Existing requirements for those vehicle types will continue

- Vehicles registered to businesses/companies/organisations etc, used for business/commercial/work activities or which are sign-written/business-branded will no longer be permitted on HWRCs. There will be strict exceptions considered for those with no other vehicle option available in their household.
- The total number of permit visits available to permit holders will be reduced from 12 visits to 10 per year

Reducing the amount of residual waste

Unsorted waste policy

28. Analysis has shown that up to 60% of the waste in the residual waste bins at the HWRCs could be re-used, recycled or composted either in the kerbside collections provided to residents at home, or at the HWRC.
29. There is currently a residual waste container on each site where customers can dispose of unsorted (mixed) household waste and household waste for which there is no separate recycling on the sites. Site teams do their best to intercept waste that can be recycled before it is placed in this residual waste container, but this is not efficient under current operational practices.
30. As part of extracting as much potential recyclable content as possible and reducing the amount of avoidable residual waste received at HWRCs, respondents were asked to choose their preferred option help towards this aim. The results were:

Option	Consultation Feedback
Customers would be required to sort all their waste off site, separating out all recyclable content before attending an HWRC	21.5% preferred this option
Customers bringing any unsorted (mixed) waste would be required to sort their waste on site - with a dedicated sorting area provided (this area would include a selection of small containers for depositing recyclable materials)	64.8% preferred this option
Customers will need to sort their waste off site and only bring recyclable items to an HWRC (as some HWRCs may be changed into recycling-only facilities –	4.3% preferred this option

residual waste would only be accepted at HWRCs that accept it)	
Not sure	9.5% responded with this option

31. The majority of respondents to the consultation preferred that customers who brought unsorted waste to the HWRC were provided with space to separate their waste.
32. In line with this the policy proposal is that customers will be required to separate all recyclable content from any unsorted (mixed) waste brought to site. A sorting area will be provided allowing the customer to do so if they have not separated their recycling before attending site, with nearby receptacles available for recyclable content to be deposited before any remaining unavoidable residual waste can be placed in the appropriate container.
33. This policy will be supported through information provided within the booking system, as well as through additional 'meet and greet' staff who will advise customers of these requirements, as well as assist the customer with queries to maximise engagement.

Increasing re-use

34. Re-use is when items are used again for their original purpose. It can involve checking, cleaning and repairing items before they are passed on to a new owner.
35. Re-use does occur as part of current HWRC services however this predominantly takes place outside of the county. Bringing more re-use into Oxfordshire for the benefit of Oxfordshire residents is a longer-term service objective.
36. The public consultation sought feedback to understand the level of public interest for re-use within Oxfordshire, as well as on some of the more practical questions surrounding this area. Results showed:
 - (a) 59% of respondents were interested in purchasing items brought to an HWRC.
 - (b) 43% of respondents had no preference whether there was a shop on an HWRC, or at a separate dedicated shop. 30.2% preferred a shop on an HWRC, and 26.9% preferred a dedicated shop.
 - (c) 80% of respondents were willing to donate unwanted items to an HWRC for resale.
37. There are opportunities to deliver solutions to enable the sale of second-hand items received at HWRCs within Oxfordshire, although options are limited

within present service arrangements. Strong feedback was received in favour of this from the consultation, this will feature in future.

38. Re-use of items in Oxfordshire of items delivered to the HWRCs will be maximised where it can under present contract arrangements, developing this into integral part of HWRC services for the future.

Reducing fixed costs

Site availability

39. The current opening hours of HWRCs within Oxfordshire are from 8am to 5pm, seven days a week (open 63 hours per week). HWRCs are open all year except for Christmas Day, Boxing Day, and New Years Day. These opening hours are quite lengthy, and other local authorities often provide comprehensive HWRC services with shorter operating hours. Statistics also show there are periods where the present service is less used, meaning changes to service availability could be considered that may deliver a more efficient service without impacting many customers.
40. The public consultation sought feedback on several different options for HWRC opening hours/availability. These were:
- (a) Separate summer (01 Apr - 30 Sep) and winter (01 Oct – 31 Mar) opening hours, with respondents invited to rank a range of potential opening hours for those periods.
 - (b) Having HWRCs open through the year 9am to 5pm (Saturday to Monday), and 10am to 4pm (Tuesday to Friday), with respondents invited to say to what extent they agreed with this option.
 - (c) One-day per week closure, with respondents invited to state which day of the week would affect them the least if their preferred HWRC were closed.
 - (d) Two-day per week closure, with respondents invited to state which two consecutive days would affect them the least if their preferred HWRC were closed.
 - (e) Potential closures on Christmas Eve, New Years Eve, and Easter Sunday. Respondents were asked to state how likely they were to visit an HWRC on those days. These new proposed day closures would be in addition to days when HWRCs already close, which are Christmas Day, Boxing Day, and New Years Day.
41. The findings were:

HWRC opening hours/availability option	Consultation Feedback
Different summer and winter opening hours	Respondents were invited to rank three different options for summer

	<p>and winter opening hours in order of preference.</p> <p>Preferred choice for opening hours: 9.00am to 5.00pm (summer) 9.00am to 4.00pm (winter)</p>
<p>9am – 5pm (Saturday – Monday) 10am-4pm (Tuesday – Friday)</p>	<p>42.0% strongly agreed or agreed 30.0% neither agreed nor disagreed 28.0% strongly disagreed or disagreed</p>
One-day closure	<p>Top three preferences:</p> <ol style="list-style-type: none"> 1. Monday (22.7%) 2. No preference (22.5%) 3. Wednesday (20.7%)
Two-day closure	<p>Top three preferences:</p> <ol style="list-style-type: none"> 1. Tuesday & Wednesday (27.6%) 2. Sunday & Monday (24.7%) 3. No preference (17.8%)
<p>Likelihood of needing to attend an HWRC on Christmas Eve, New Years Eve, and Easter Sunday.</p>	<p>Christmas Eve 5% highly likely or likely 7% neither likely nor unlikely 89% unlikely or highly unlikely</p> <p>New Years Eve 7% highly likely or likely 11% neither likely nor unlikely 82% unlikely or highly unlikely</p> <p>Easter Sunday 18% highly likely or likely 17% neither likely nor unlikely 66% unlikely or highly unlikely</p>

42. Whilst positive feedback has been received from the public regarding these different options, the recommendation is to delay the implementation of change to HWRC opening hours and opening days until winter 2027. This is because the financial advantages of reducing hours is limited under the current contractual arrangements which are due to be replaced in the autumn 2027.

43. Additionally, Redbridge HWRC is closing for essential works for a 3-month period in the summer of 2026 during which time customers will be redirected to their nearest alternative facility.
44. The proposed policy change in 2027 is in line with the preferences of the respondents to the consultation and are:
 - (a) The adoption of summer and winter opening hours. During the summer months (1 Apr - 30 Sep), all sites will be open from 9.00am to 5.00pm (56 hours per week). During the winter months (1 Oct – 31 Mar) sites will be open from 9.00am to 4.00pm (49 hours per week).
 - (b) The closure of all sites on Christmas Eve and New Years Eve.

Corporate Policies and Priorities

45. Oxfordshire County Council Household Waste Recycling Centre Strategy 2023-2043, approved by Cabinet in September 2023.

The aim of the HWRC strategy is to have a long-term plan for council's HWRC network, detailing where the HWRC's need to be sited in the context of long-term population increases and housing growth across Oxfordshire, changing waste legislation, and accounting for the current infrastructure condition, planning and ownership status of the existing HWRCs. The strategy details the ambition for improving council's recycling rates and enabling re-use facilities at HWRCs.

46. The WAP aligns with several goals in the Council's Strategic plan 2025-2028:
 - (a) Greener – As detailed in the Strategic plan, the climate emergency is the defining challenge of our time. Increased re-use and recycling at HWRCs and reduced disposal through landfill and incineration contributes to the transition to a circular economy, protecting the environment and helping to reduce carbon emissions.
 - (b) Heathier – Health and wellbeing underpins everything that OCC does, enabling residents to be happy, healthy and safe. HWRCs provide safe, legal and environmentally sustainable ways of disposing of materials no longer wanted, and preventing the build-up of waste that can impact how residents feel about an area.
 - (c) Fairer – Oxfordshire is determined to tackle inequalities, ensuring everyone can access the opportunities on offer. HWRCs are open to all Oxfordshire residents to dispose of household waste and small amounts of DIY waste free of charge.
47. The HWRC strategy is part of an overarching countywide Joint Municipal Waste Management Strategy (JMWMS) that aims to keep waste growth to 0%

per head, increase re-use and recycling rates, and reduce quantities sent to landfill. The HWRC strategy is a key component in delivering these targets.

48. The Local Transport and Connectivity Plan aims for an inclusive and net zero Oxfordshire Transport system. While HWRC users are likely to still use a car to access site (as goods are often too heavy or impractical to transport in other ways), the strategy acknowledges the council's active travel policies and will ensure that our access policy continues to enable residents to visit sites easily using a variety of different transport modes. The strategy commits to maintaining a network of sites, which means that residents can still access a local site without needing to make longer journeys.

In line with the JMWMS, efforts to reduce the overall amount of household waste being generated are supported by changes in the WAP, which in conjunction with the booking system will encourage customers to better plan visits to HWRCs and make the most of their visits.

49. The Circular Economy Plan (July 2025) aims to build on Oxfordshire's strong waste prevention and recycling record and enable circularity by keeping materials and products in use for longer. This goes to the very heart of the proposed changes for the HWRC WAP, which would support greater recycling and re-use, and reducing the amount of waste sent for landfill or incineration.
50. The Air Quality Strategy (June 2023) aims to improve the air quality in Oxfordshire, as part of prioritising the health and wellbeing of residents. The HWRC WAP in conjunction with the booking system will support this strategy by reducing waste sent to landfill and incineration, reducing associated emissions.

The WAP and booking system would also enable customers to better plan, and make fewer trips to the HWRC, reducing avoidable car journeys. These changes will also lead to less queuing at HWRCs, reducing vehicle idling times, further lowering emissions locally. Whilst these changes do not directly relate to the Air Quality Strategy, they should bring about small incremental benefits helping towards those greater objectives.

Financial Implications

51. Changes to the WAP will be introduced as part of current service costs, with no additional costs incurred. Decisions to implement a booking system, and meet and greet on sites were agreed separately, but will help maximise the full benefits of these changes.
52. The introduction of charges for cement bonded asbestos and out of county customers from January 2026 will raise some additional income for the services although the part year impact will be negligible and for a full year impact will not be significant as it is likely the amount of waste received will decrease as a result

of the charges. Any additional surplus will be used to offset the increasing costs of waste disposal.

53. Diversion of tonnage from the residual waste stream would lead to more tonnage being recycled, which is both better for the environment and less expensive which will help to mitigate against service pressures.
54. Benefits from changes to HWRC opening hours and opening days will be addressed through the process to renew the HWRC services.

Comments checked by: Filipp Skiffins, Assistant Finance Business Partner
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Legal Implications

55. In accordance with the Environmental Protection Act 1990 ('the 1990 Act'), the council is the waste disposal authority for Oxfordshire. Under the 1990 Act, the council has duties to make arrangements for places to be provided at which residents of Oxfordshire may deposit their household waste free of charge.
56. The proposals recommended in this report meet the requirements of the 1990 Act as to opening requirements, the charging for services and the arrangements in respect of disposal of controlled waste.
57. There are no negative legal implications in relation to the proposals and in so far as activities are not regulated by the 1990 Act they are within the general power of competence under the Localism Act 2011

Comments checked by: Jennifer Crouch, Principal Solicitor (Environment),
(Jennifer.crouch@oxfordshire.gov.uk)

Equality & Inclusion Implications

58. An equalities impact assessment (Annex C) has been completed for the proposed changes. These changes are not considered to directly bias or discriminate against individuals or groups. It is acknowledged changing the WAP, could impact on a very small percentage of residents who do not have access to the internet or an email address. The service area will put in mitigation measures, including
 - Contacting customers without an email address on their van or trailer e-permit by letter, updating them on changes to the permit scheme which may affect them.
 - By enabling customers who do not have access to the internet or an email address to make a booking over the phone so they will be able to contact the Customer Contact Centre, mirroring the existing process which allows residents who do not have internet access to apply for van or trailer e-permits.

- The service will work with the Communications and Marketing Team to develop a thorough communications plan to ensure residents are able to find out about the changes to their service.

The service will monitor the changes following the launch and assess how these mitigation measures can be adapted or improved.

Sustainability Implications

59. A climate impact assessment (Annex D) has been completed. The impacts in relation to climate are either neutral or positive

Risk Management

60. A risk register for the project is in place.
61. There is a key risk around negative publicity about the changes, particularly experience of other authorities has shown initial public objection to the booking system. However over time (3 to 6 months) the experience of other authorities is that public opinion becomes more positive especially given reduced queuing. This risk will be mitigated through ongoing communications, the meet and greet service and the design of the system to make it as seamless as possible for customers.
62. There is a risk around technical issues with the booking system. The mitigation for this is the system design and testing and support provided by the supplier.
63. There is a risk around the control of costs for which the mitigation is that we have worked closely with suppliers in design of the systems and policies, on the ground delivery with suppliers and the participation of the public particularly on the point of minimising residual waste through increased recycling.
64. There is a risk around the perception that these changes will result in an increase in fly tipping in the local area. There is no evidence to suggest that changing HWRC policies in this way results in increased local fly tipping and to date local authorities that have adopted similar policies have not identified such issues. However this will be kept under review and we will work with district council colleagues should any issues arise. A report published by Wrap in 2021 looks into fly tipping, and is included in Annex E.

Paul Fermer
Director of Environment & Highways

Annex:

Annex A: The Household Waste Recycling Centre Waste Acceptance Policy
Annex B: Oxfordshire's household waste recycling centre (HWRC) consultation
Annex C: Equalities Impact Assessment

Annex D: Climate Impact Assessment

Annex E: The relationship between fly-tipping rates and HWRC charging (Wrap report)

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October 2025

**Oxfordshire County Council
Waste and Circular Economy Team**

**Household Waste Recycling
Centres - Waste Acceptance Policy
(WAP)**

Date	Version number	Summary of update
May 2011	1	
March 2012	2	To reflect van and trailer permit scheme review
December 2012	3	To reflect minor changes to the policy
October 2014	4	To reflect periodic policy review, transition to van and trailer permit scheme, Energy Recovery Facility contract
November 2016	5	To update the policy for the new HWRC contract starting 01 October 2017
September 2017	6	To update the policy for the new HWRC contract starting 01 October 2017 post procurement
February 2024	7	To reflect changing legislation on charging for DIY waste, and to reflect late night opening hours changes
November 2025	8	To update the policy to reflect inclusion of HWRC booking system, updates to the van and trailer permit scheme, waste acceptance, and opening hours

Contents

Introduction	5
Disclaimer, compliments & complaints	6
Household Waste Recycling Centres - customers	7
General access and restrictions	8
Booking a visit	8
DIY bookings	9
Van and trailer permit scheme	9
Vehicles not allowed to use the Household Waste Recycling Centres	10
Hired commercial-type vehicle or trailers	11
Tipping mechanisms, tail lifts and ramps	11
Household Waste Recycling Centres - types of waste	12
Exchange of goods at sites	13
Chargeable/DIY waste	14
Commercial waste	14
Charities and other organisations	15
Non-Oxfordshire residents	16
HWRC operations and health and safety	16
Appendix 1: Locations and addresses of Oxfordshire's HWRCs	1
Appendix 2: Waste types and specific waste rules	1
Accepted waste streams	1
Unaccepted waste streams	2
Asbestos	2
Plasterboard	3
Engine oil	3
Chemicals and solvents (including hazardous)	3
Gas bottles	5
Tyres	5
Appendix 3: Price list	1
Non-Oxfordshire HWRC access charge	1
Asbestos	1
Bathroom	1
Bedroom items	1
Flooring	2
Hardcore and rubble	2
Kitchen	2

<u>Plasterboard</u>	3
<u>Roofing Materials</u>	3
<u>Tyres</u>	3
<u>Wood</u>	3
<u>Miscellaneous</u>	4

Introduction

1. Under Section 51 of the Environmental Protection Act, Oxfordshire County Council (the council) as a Waste Disposal Authority (WDA) has a legal duty to provide Household Waste Recycling Centres (HWRCs) for Oxfordshire residents.
2. The council currently provides seven HWRCs across the county which are managed on a day-to-day basis by management contractors. The sites are listed below with further site details provided in Figure 1, Locations and addresses of Oxfordshire's HWRCs.
 - a. Alkerton – near Banbury
 - b. Ardley Fields – near Bicester
 - c. Dix Pit – near Witney/Eynsham
 - d. Drayton – near Abingdon/Didcot
 - e. Oakley Wood – near Wallingford
 - f. Redbridge – in Oxford
 - g. Stanford in the Vale – near Faringdon
3. This policy document has been developed to provide a set of rules and guidelines for the use of HWRCs with the following additional aims:
 - To maximise re-use, recycling, composting and recovery in line with the waste hierarchy.
 - To protect the health and safety of site staff and householders.
 - To maximise operational efficiency at the sites – in order to minimise waiting times and facilitate safe and efficient working practices.
 - To help protect the environment – by complying with all relevant legislation related to the disposal of waste. In particular the Environmental Protection Act 1990 and the Controlled Waste (England and Wales) Regulations 2012, as amended by the 2023 Amendment Regulations, Environmental Permitting (England and Wales) Regulations 2016
 - To control waste disposal costs to council taxpayers through prevention of the illegal use of HWRCs by traders seeking to deposit commercial waste (also known as trade waste) as household waste.
4. Customers are reminded of their 'Duty of Care' with regards to disposal of their waste. Customers should note that, if arranging alternative disposal, it is their responsibility to make any necessary arrangements and cover costs of disposal.
 - a. If a customer arranges for someone to take away any of their waste, they are required to take reasonable steps to ensure that the person or company they are handing the waste to is legally authorised to take it, transport it and dispose of it safely.
 - b. For this, they need to be registered as a licensed waste carrier. Customers can check the list of registered waste carriers at:

<https://www.gov.uk/government/organisations/environment-agency> or by calling 03708 506 506. It is prudent to keep a record of the waste carrier's details including vehicle registration.

- c. If a customer doesn't undertake the above steps they could be liable for a fine of up to £5,000.

Disclaimer, compliments & complaints

5. The contents of the policy are correct at the time of writing, and document control dates are shown on the front page of this document. However, the council reserves the right to amend the policy at any time. Any strategy reviews that materially affect this document will be subject to a policy review (periodic or extraordinary).
6. Where charges apply for the acceptance of certain types of waste (e.g. DIY and tyres), or entrance fee for non-Oxfordshire residents, these charges are subject to periodic review. Further details can be found on the council's website: <https://www.oxfordshire.gov.uk/waste-and-recycling/household-waste/household-waste-recycling-centres>.
7. The council and our management contractors are always seeking ways of improving customer experience and welcome feedback through customer compliments, comments, or complaints.
8. We will investigate complaints and acknowledge compliments and comments. Contact details are provided on information boards at each HWRC site and details of the formal complaints process is published on the council website.
9. The council collects personal data as part of its booking system, van and trailer permit scheme, declaration of household waste process, CCTV and body worn video cameras. The council will use this information to review site usage and ensure compliance with this policy. Details may also be shared with the Environment Agency and other law enforcement agencies for the purpose of carrying out a statutory function or prevention or detection of crime. A detailed Data Privacy Impact Assessment (DPIA) has been undertaken and is available.

Household Waste Recycling Centres - customers

10. The primary purpose of HWRCs is to provide a facility for Oxfordshire residents to deposit certain household waste materials that may not otherwise be taken by the routine collection services provided by Waste Collection Authorities (WCA). Household waste is defined in the Controlled Waste Regulations (2012) as amended by the 2023 Amendment Regulations, to include:
 - a. Waste from domestic properties used wholly for living accommodation.
 - b. Waste from caravans, residential homes, and penal institutions.
 - c. Waste from educational establishments, hospitals, and nursing homes used to provide care services.
 - d. Garden waste, litter, and waste from charity shops, if originating from domestic properties.
 - e. Construction and demolition waste, only if:
 - i. Produced at a domestic property by the owner or occupier (i.e. not by a paid contractor),
 - ii. Each transport of waste is less than 100 litres, and
 - iii. Each item is smaller than 2000mm × 750mm × 700mm,
 - f. Note that some materials considered as household waste are not accepted at HWRCs please see Appendix 2: Waste types and specific waste rules, for a fuller breakdown of accepted and non-accepted waste materials.
11. Residents living outside of Oxfordshire should use recycling centres provided by their own local authority, however they are able to use Oxfordshire HWRCs for a fee (see section on Non-Oxfordshire for further details).
12. As an exception and at its absolute discretion, the council may allow the disposal of household waste by an individual depositing on behalf of a friend or neighbour (resident in Oxfordshire), who is unable to transport the waste themselves, and who the depositor is helping on a voluntary basis. In this instance the depositor may be asked to complete a declaration of household waste form verifying that the waste is not commercial waste. The information recorded on the declaration of household waste form will be recorded by the council to review and this may lead to an investigation of any suspected misuse with further action undertaken.
13. The household waste containers at HWRCs **ARE NOT** provided for the disposal of commercial waste (see section on Commercial waste for further information).
14. Landlords should note that waste produced from properties that are rented out and disposed of by, or on behalf of the landlord, is classed as commercial waste. Waste generated by a business operating from home is also viewed as commercial waste. These types of waste are not accepted at HWRCs.

General access and restrictions

15. As of 14 January 2026, all customers are required to book before visiting one of the HWRCs using the online booking form (see section on Booking a visit).
16. The HWRCs are open every day of the year except Christmas Day, Boxing Day and New Years Day. Opening hours are 8am to 5pm, Monday to Sunday.
17. Vehicle restrictions:
 - a. Commercial type vehicles are generally defined as a vehicle such as a van, a pick-up, or vehicle with N1 classification vehicle (defined as a vehicle specifically designed for the carriage of goods or equipment rather than passengers) or a minibus.
 - b. The council operates a van and trailer permit scheme for customers wishing to use any of the above vehicle types which will allow these vehicles access but with some restrictions (see section on the Van and trailer permit scheme for more details).
 - c. Vans and trailers but also mobility adapted vehicles or taxis have restricted access to the HWRCs to prevent unauthorised use by trade persons or commercial enterprises.
18. Pedestrian access is not permitted onto any of Oxfordshire's HWRCs as there are no segregated walkways to enable pedestrians to safely enter and exit the sites. This may be reviewed in future developments and site refurbishments should opportunities arise.
19. Depositing waste outside the gates or on the access road to an HWRC site is fly-tipping and as such may be subject to enforcement action.
20. Customers attending the HWRCs must comply with the site rules and this Waste Acceptance Policy.

Booking a visit

21. As of 14 January 2026, all customers using Oxfordshire HWRCs will be required to book their visits in advance using the online booking system. Bookings can be made up to 2 weeks ahead of, and up to 30 minutes prior to your visit, subject to availability.
22. Visits are booked by completing the online booking form which is accessible through the Oxfordshire County Council website. Customers without access to the internet can call customer services to create a booking.
 - a. Bookings can be amended but cannot be transferred to another HWRC. Customers will need to cancel their booking then book again if they wish to change their booking to a different site.
 - b. Customers need to cancel their booking if they are not going to attend.
23. Separate online booking forms are available for the disposal of asbestos; or for disposing of waste on behalf of a charity.

24. All customers will be required to bring a proof of address when arriving at a HWRC following their booking. Acceptable forms of proof of address include driving licence, utility bill, or proof of council tax.
25. When making a booking certain vehicle types and all trailers will require a separate van and trailer permit (see section on the van and trailer permit scheme), and customers will be prompted to apply for a such a permit if required. Once issued they will have to enter their permit number to proceed and a visit will be recorded against the van and trailer van and trailer permit.

DIY bookings

26. Where customers have DIY waste, they will be prompted on how many DIY visits they have used within the past 7 days. See Chargeable/DIY waste section for more details of how charges are applied.
27. If DIY waste has been brought to site but was not selected when making a booking, the site staff will record that visit as a DIY visit and will charge appropriately. See Chargeable/DIY waste section for details on the allowances for DIY waste.

Van and trailer permit scheme

28. The van and trailer permit scheme was introduced to control the illegal deposit of trade waste at the HWRCs and to help to manage the flow of traffic through the sites. In particular the HWRC's have vehicle size restrictions in place due to manoeuvrability and health and safety considerations.
29. A van and trailer permit is required if you plan to visit an HWRC in a commercial-type vehicle such as a van, pick up (up to a maximum length 5.8m), or with a trailer (with a maximum length of 2.4m). Please see table 1 below for vehicles eligible for a van and trailer permit.
30. Each van and trailer permit allows 10 visits in total per 12-month period and each of these will need to be reapplied for after 12 months.
31. The van and trailer permit applies to a vehicle or a trailer accessing the HWRC along with a valid booking and not the type of waste being carried. Site staff have the right to turn away a vehicle if it is suspected of carrying commercial waste, or to ask for a declaration of household waste form to be completed.
32. Only one van and trailer permit will be approved per address. If a household has more than one commercial-type vehicle then they will have to decide which vehicle is most suitable for their use.
33. Commercial-type vehicles cannot be used to tow a trailer of any length.
34. The terms and conditions of the van and trailer scheme are available on the council's web site. Permit holders are required to understand, accept, and comply with the terms and conditions of the scheme at all times. The council reserves the

right to revoke a permit under any circumstances.

35. Table 1 **Error! Reference source not found.** lists the vehicles that either do or do not require a van and trailer permit. Please note that this is not an exhaustive list of every type of vehicle that is required to register for a van and trailer permit or is able to use the sites. Customers of modified or bespoke vehicles, or where it is not clear if a van and trailer permit is needed or not, should contact the council to seek clarification.
36. Customers who use trailers up to 2.4m long will be allocated two parking bays on booking and customers are required to park the trailer in one bay and the towing vehicle in the adjacent bay.

Table 1: Vehicle types that do or do not require a van and trailer permit to access Oxfordshire HWRCs.

Vehicles that do not require a permit	Vehicles that require a permit
Cars 4x4's (excluding pickup 4x4's with an open back or separate cab or side facing seats) People carriers Bicycles, motorcycles and quad bikes Camper vans that are fully equipped	Vans Pickup trucks with an open back or separate cab, closed rear sides 4x4's with an open back or separate cab or side facing seats Vehicles with a trailer up to 2.4m in length Minibuses (maximum 9 seats) Camper vans emptied of their equipment Mobility adapted vehicles Taxis Vehicles with an N1 classification

Vehicles not allowed to use the Household Waste Recycling Centres

37. The council has identified a range of vehicles that do not have access to the HWRCs. This list of vehicles, which are subject to periodic review, include but are not limited to:
- Vehicles carrying commercial waste
 - Business branded/sign-written vehicles (see below for further information)
 - Vehicle longer than 5.8m and/or wider than 2.5m
 - Vehicles rated greater than 3.5 tonnes when fully laden
 - Vehicles eligible for a permit that are also towing trailers (only cars or quad bikes may tow a trailer)
 - Trailers over 2.4m in length
 - any vehicle with more than 4 wheels (including double-axle vehicles)
 - any trailers with more than 4 wheels

- i. any vehicles or trailers with a ramp and/or mechanical tipping mechanism, including tipper trucks and beaver-tail vans
- j. any box, caged back and/or Luton vans
- k. Minibus with more than 9 seats
- l. Tractors
- m. Horseboxes or horsebox trailers.

38. Business branded/sign written vehicles are not allowed on HWRCs. If this is the only type of vehicle that a customer has access to in their household and they wish to be considered for exemption they should contact the council for further assistance at wastemanagement@oxfordshire.gov.uk. Further information may be requested and exemptions would only be granted at the council's sole discretion.

Hired commercial-type vehicle or trailers

39. Vehicles or trailers, hired by a customer to deposit household waste, for a period of three days or less are permitted to enter the HWRC without a van and trailer permit. The customer will be required to bring the hire purchase agreement and proof of address with them and present them to site staff upon arrival. The restrictions on the vehicle types, sizes, weight, trailer length remain applicable.
40. For vehicle or trailer hire periods over 3 days, customers should contact wastemanagement@oxfordshire.gov.uk where an exemption may be given to allow entry to a HWRC. Further information may be requested, and exemptions would only be granted at the council's sole discretion.

Tipping mechanisms, tail lifts and ramps

41. Vehicles or trailers with ramps and/or tipping mechanisms are not permitted onto HWRCs.
42. Those using a mobility adapted vehicle will need to apply for a special permit to use their adapted vehicle.

Taxis

43. Customers can hire a taxi to take their waste to an HWRC, however customers cannot pass waste to a taxi driver to take their waste to an HWRC without attending site themselves with the taxi.
44. Waste legislation states that as a waste producer you have a duty of care to pass your waste to a suitably licensed carrier or take it to a permitted site. When customers have waste to take to a HWRC they are classed as waste producers.

The taxi is not a licensed waste carrier and therefore cannot legitimately be passed the waste by the householder.

45. Taxis are able to access HWRCs without a van and trailer permit, as long as the person who produced the waste (the customer who is paying the fare) is in the vehicle with them. If the taxi does not have the waste producer with them, the taxi will be turned away.
46. If the taxi has waste from their own house, (and therefore the taxi driver is the one who has produced the waste, and they are not carrying a passenger) then they will need to apply for a van and trailer permit before making a booking to visit a site.

Household Waste Recycling Centres - types of waste

47. HWRCs are for the deposit of household waste materials for re-use, recycling, composting, recovery and disposal. Some non-household waste will also be accepted at an appropriate charge, detailed in the Chargeable/DIY waste section.
48. A list of what waste types are accepted at which HWRC, and rules of specific waste types can be found in Appendix 2: Waste types and specific waste rules.
49. Waste from traders, landlords, property development or commercial operators is not accepted at any of the HWRCs. See Commercial waste section for more details.
50. Declaration of Household Waste Forms will be used where the site staff cannot distinguish whether the waste is the result of commercial or domestic activity. Records will be maintained and will be monitored in case any future enforcement action is required.
51. Further information about HWRCs and waste management in general covering re-use, recycling, composting, recovery and disposal is available via the council's web site at www.oxfordshire.gov.uk/waste or by using the online enquiry form <https://www.oxfordshire.gov.uk/residents/contact-council/contact-us> or by calling 01865 519800. This includes a range of resources, guidance and tips for residents on how to dispose of waste materials, including the Waste Wizard. Site staff are encouraged to promote these resources to visitors when possible.

Unsorted waste - maximising re-use, recycling and composting

52. The council and its management contractors are committed to seeking to maximise opportunities for re-use, recycling and composting, and minimising waste streams sent for recovery or disposal at HWRCs through the following means:
- a. Provision of separate containers for a wide range of different materials;
 - b. Recycling containers will be kept clean, available and accessible at all times;
 - c. Clear signage showing which materials can be placed in each container to ensure the correct material are collected together, minimising contamination;
 - d. Customers are required to separate out all recyclable content before their visit;
 - e. Site staff will provide advice about separating materials on site.
53. To increase the amount of waste that is sent for re-use, recycling or composting customers are requested to pre-sort their waste prior to their visit. If waste is not pre-sorted visitors will be directed to a sorting area, where customers will be able place items in to designated containers. Once sorting is completed of all re-useable, recyclable or compostable materials, the remainder can then be placed in the non-recyclable container. If customers refuse to sort their waste they will be asked to take the waste away and sort at home.
54. Information on what is accepted in the non- recyclable waste containers is available at the HWRCs and the deposit of waste will be supervised by site staff.
55. Information about re-use and recycling is also available online at www.oxfordshire.gov.uk/waste, by using the Waste Wizard search tool <https://www.oxfordshire.gov.uk/waste-and-recycling/recycle-repair-reuse> or by using the online enquiry form <https://www.oxfordshire.gov.uk/residents/contact-council/contact-us> or telephone for advice on 01865 519800.

Exchange of goods at sites

56. In line with the waste hierarchy the council supports the principle of re-use and recognises that being able to use items again is a better option than recycling them. However, for operational efficiency, the exchange or sale of goods on site between individual customers is not permitted.
57. Once goods are placed in the containers or collection areas of the HWRC, ownership of these goods is passed to the council's management contractors.
58. The council encourages residents to consider whether their goods are in good condition and reusable before visiting HWRCs. Good quality and reusable goods can be directed to one of the many re-use organisations or charities located within the County or traded/exchanged privately.

59. To check whether goods and items taken to a HWRC are suitable for reuse, the customer should speak to a member of staff. Re-use is run by the management contractors, and they are fully responsible for the items and goods collected for re-use and their onward management including sale.

Chargeable/DIY waste

60. Waste that is generated through building, renovation, construction, and/or demolition work (commonly referred to as 'DIY' waste) is classified as industrial waste and therefore a charge can be made when brought to the HWRCs for disposal. Examples of this type of waste include but not limited to: baths, water tanks, window frames (no glass), toilet pans, standard doors, roofing felt and tiles, cisterns, kitchen units (wall or floor), wash basins or kitchen sinks, kitchen worktops, plaster/plasterboard, shower doors or shower trays, radiators, guttering and drain pipes, fence/shed panels, fitted wardrobes/bedroom units, sheet glass, and any inert waste including soil and rubble.
61. Tyres and asbestos are also charged but do not form part of your free allowance see Appendix 2: Waste types and specific waste rules for more details.
62. Oxfordshire customers are allowed to dispose of small amounts of DIY waste, free of charge, once every 7 days. This allowance is limited to two 50-litre rubble bags (or five 20-litre bags) or 1 large item of DIY waste (2m x 0.75m x 0.7m). Customers can bring waste in smaller bags or broken up however staff on site will have the final decision on what is accepted.
63. Customers will be charged for any DIY waste disposed of over the free allowance. Where mixed loads exceed the threshold, the cheapest items will comprise as part of the user's free allowance.
64. Details of the full pricing schedule of charges for DIY waste and examples of how the charges are applied can be found in Appendix 3: Price list, or on the council's website.

Commercial waste

65. HWRCs in Oxfordshire are provided for the re-use, recycling, composting, recovery and disposal of household waste from Oxfordshire residents own homes and not for commercial waste.
66. Commercial waste comprises waste produced by a business or commercial activity even if this takes place within a home.

67. All businesses and commercial operators have a legal responsibility to ensure that business waste is stored, transported and disposed of without harming the environment. This is called a Duty of Care.
68. The council's HWRC management contractors have a contractual duty to challenge site users to establish the source of waste arriving at an HWRC. Where there is sufficient reason to believe that waste is from a commercial source, site staff may prevent this waste from being deposited at an HWRC. Alternatively, they may ask for a declaration of household waste form to be completed and allow that customer to deposit their waste on that occasion. The information recorded on the Declaration of Household Waste Form will be recorded by the council to review and this may lead to an investigation of any suspected misuse with further action undertaken. Refusing to complete a Declaration of Household Waste Form fully, if requested, may result in an individual being refused access to deposit waste.
69. Businesses and commercial operators should make their own arrangements for the collection and/or disposal of their waste either through their local Waste Collection Authority or via a legitimate waste management company. Further information to advise businesses and commercial operators of their obligations and possible methods for dealing with their waste can be found online at www.oxfordshire.gov.uk/waste.
70. The Redbridge HWRC operates a private commercial waste recycling and disposal facility. Commercial and other non-household waste is accepted and charged for at this facility, visitors wishing to use this facility should contact the site directly on 01865 721464.

Charities and other organisations

71. Under the Controlled Waste Regulations, a number of organisations (including charities) may be eligible to dispose of household type waste (primarily for donated goods that cannot be sold or re-used) at HWRCs. This may be subject to change in the future.
72. These organisations are still subject to the HWRC vehicle restrictions as set out in Van and trailer permit scheme.
73. The charity will need to apply for a charity permit before using the HWRC.
74. Charities will need to book their visit using the online booking form and will require their charity permit number and their vehicle permit number.
75. Charities are not eligible to book DIY visits or dispose of DIY waste.

76. Charities are also required to have a Waste Carriers License.

Non-Oxfordshire residents

77. The council recognises that residents of other local authority areas may wish to use an Oxfordshire HWRC. Customers who are not residents of Oxfordshire can use Oxfordshire's HWRCs but a fee will be charged. The pricing for these non-Oxfordshire residents is a flat rate per visit, see Appendix 2: Waste types and specific waste rules, regardless of the quantity or type of household waste brought in, with additional charges for DIY waste and tyres as appropriate.
78. Non-Oxfordshire residents will need to book their visit using the online booking form. Payment will be collected at the HWRC when the visit actually takes place. Further details are provided on the council's website.
79. Non-Oxfordshire residents are not eligible for a van and trailer permit, and the same vehicle restrictions apply to non-Oxfordshire residents as outlined in the Van and trailer permit scheme.

HWRC operations and health and safety

80. The council and its HWRC management contractors and staff shall operate the HWRCs in accordance with health and safety requirements, the council's safety policy, and the contractor's own health and safety policy and operational rules.
81. All HWRCs shall have a meet and greet member of staff who will welcome customers, confirm bookings, charge where applicable and provide site instructions and advice.
82. HWRCs may close in exceptional circumstances, such as during severe weather, essential maintenance, and unplanned/emergency events. The council will be proactive in advising visitors of possible delays.
83. Customers may be asked to either wait to access the HWRC or use certain/specific containers when any containers on site are being manoeuvred, emptied or compacted.
84. The council shall fully support its HWRC management contractors in their management of the site in relation to waste being deposited and interactions with customers where the actions of site operators have been reasonable and in accordance with the council policy.
85. Any customers to any HWRC must comply with all health and safety requirements and must follow the directions of HWRC staff in their application of the rules. Failure

to comply may result in the person(s) being refused entry or directed to leave the site immediately. The full guidance for visiting the HWRCs, including site rules, can be found on the council's website.

86. Verbal or physical abuse of staff is not acceptable and will not be tolerated. Visitors may be asked to moderate behaviour or to leave the HWRC.
87. CCTV is installed and operated at all HWRCs and body worn video cameras are also in use to help ensure the health and safety of all site users.
88. Action may be taken if there is breach of either the site rules or the Waste Acceptance Policy. This may include reporting incidents to the police, revoking the van and trailer permit for any relevant vehicle, or banning abusers and/or the relevant vehicles from all HWRCs.

Appendix 1: Locations and addresses of Oxfordshire's HWRCs

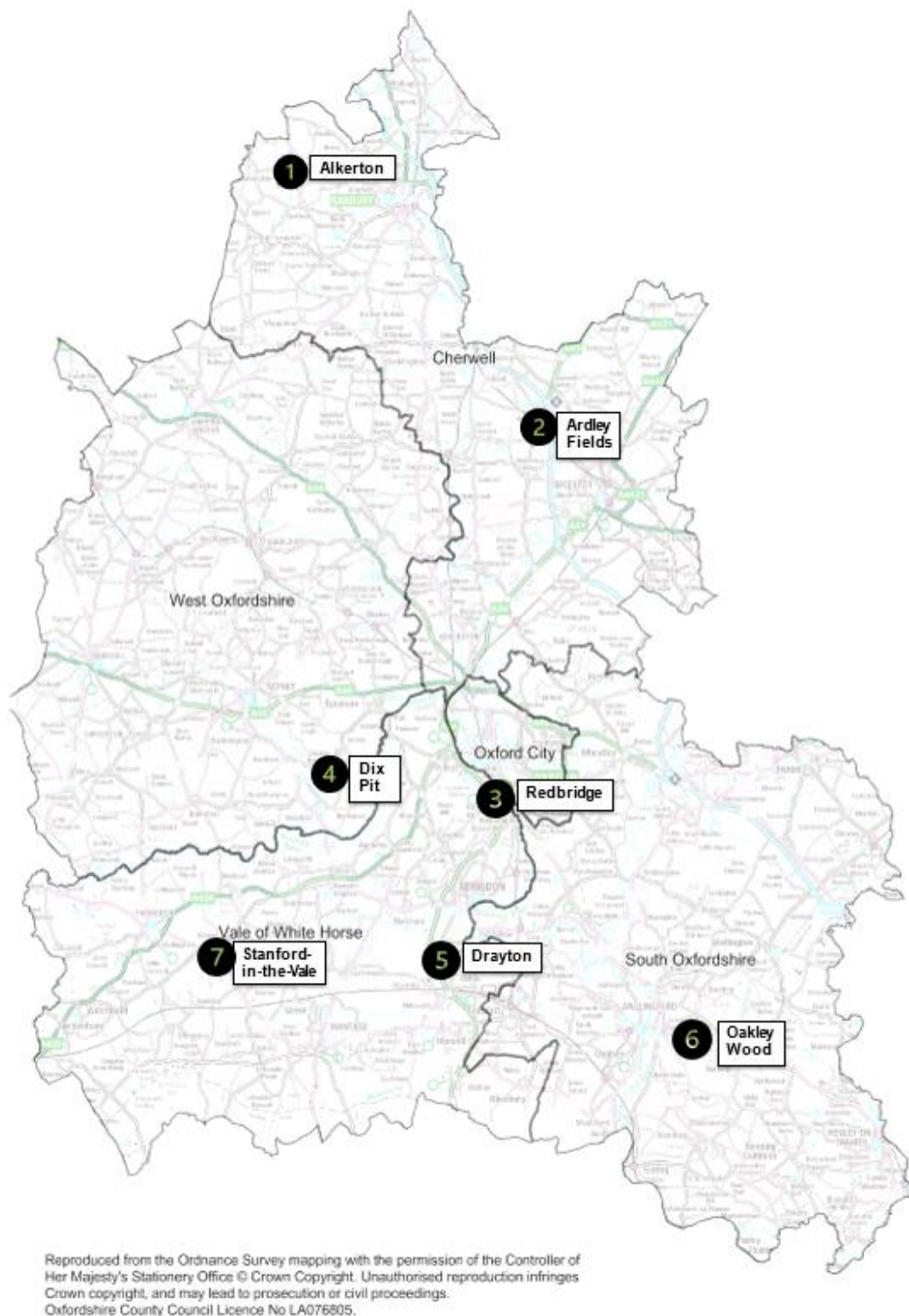


Figure 1: Map of Oxfordshire Household Waste Recycling Centres

1	Alkerton Household Waste Recycling Centre Stratford Road Alkerton Nr Banbury OX15 6HZ
2	Ardley Fields Household Waste Recycling Centre Ardley OX27 7PH
3	Redbridge Household Waste Recycling Centre Abingdon Road Oxford OX1 4XG
4	Dix Pit Household Waste Recycling Centre Linch Hill Stanton Harcourt OX29 5BB
5	Drayton Household Waste Recycling Centre Steventon Road Drayton Nr Abingdon OX14 4LA
6	Oakley Wood Household Waste Recycling Centre Old Icknield Way Crowmarsh Nr Wallingford OX10 6PW
7	Stanford in the Vale Household Waste Recycling Centre Faringdon Road Stanford in the Vale SN7 8LD

For all general enquires please use the online enquiry form at:
[Contact a team or service | Oxfordshire County Council](#)

Appendix 2: Waste types and specific waste rules

Accepted waste streams

Waste type	HWRC accepted at
Aerosols	All
Asbestos (DIY)	Ardley, Dix Pit, Redbridge
Batteries	All
Bicycles	All
Cardboard	All
Chemicals (Haz Bank)	All
Cooking oil	All
Electrical and electronic equipment	All
Engine oil	All
Fire Extinguishers	All
Furniture	All
Gas Bottles	All
Non-recyclable waste	All
Glass (DIY) – e.g. sheets, windowpanes	All
Glass (Household) – e.g. bottles, jars	All
Gloss paint/Solvent based paint	All
Green waste e.g. grass cuttings, leaves, tree branches and trimmings	All
Hard plastic (DIY) – guttering, PVC doors	All
Hard plastic (household) – e.g. containers, plant pots	All
Kitchen items (DIY)	All
Mattresses	All
Metals	All
Paper	All
Plasterboard	Ardley, Redbridge
Rubble/soil/ceramics (DIY)	All
Textiles	All
Tyres	All
Upholstered domestic seating	All
Water based emulsion	All
White goods – e.g. fridges, freezers	All
Wood from construction (DIY)	All

This is not an exhaustive list. For further guidance please use the Waste Wizard search tool found on the council's website <https://www.oxfordshire.gov.uk/waste-and-recycling/recycle-repair-reuse>.

Unaccepted waste streams

1. The following waste types are not accepted at any of the Oxfordshire HWRCs:
 - Tarmac in any grade or form
 - Plasterboard with tiles still attached
 - Blue or red pallets (these should be returned to the owner organisation),
 - Clinical waste and sharps. This waste stream is collected free of charge from domestic premises by the district or city council, as such this waste will not be accepted at the HWRCs
 - Offensive waste. However, small quantities of offensive waste equivalent to 1 to 2 bags per week are permitted where this is double bagged.
 - Animal carcasses (including domestic pets) Details on how to dispose of dead pets are on the council's website. This is the responsibility of the owner and as such this waste will not be accepted at the HWRCs
 - Animal faeces. However, quantities of animal bedding equivalent to 1 to 2 bags per week are permitted from small domestic pets where this is double bagged.
 - Hazardous waste – see section on Chemicals and Solvents
 - Un-sectioned trees that cannot be easily lifted by customers or site staff
 - Flammable liquids and explosives (e.g. petrol/fireworks/ammunition)
 - Commercial, agricultural or industrial type vehicle tyres
 - Other waste that poses a risk to health or property – staff at the HWRC have a right to refuse any waste that falls into this category
 - Commercial waste

Asbestos

2. Ardley, Dix Pit and Redbridge HWRCs are able to accept **sheets of cement bonded asbestos** from Oxfordshire residents only. Limits and procedures for dealing with this type of waste are in place to protect the health and safety of residents and site operatives.
3. Asbestos sheeting must be double-wrapped in thick polythene (1000 gauge) and sealed in accordance with HSE guidelines which are available on the HSE web site at: <http://www.hse.gov.uk/asbestos/index.htm>
4. Residents should use the asbestos online booking form when planning to dispose of asbestos and this will count towards one for their DIY waste visits but charges are always applied see below.
5. A maximum of 4 sheets (size 2m x 1m) or equivalent (such as one water tank) are permitted to be disposed of in any one visit, And a maximum of 3 visits per year). It is deemed that normal waste production rates from a domestic household would not exceed 4 sheets over a one-month period. Beyond this a customer may be advised

to find alternative disposal routes.

6. The customer should report to HWRC staff and follow the directions given.
7. The customer will be responsible for removing the material from the vehicle and placing it in the skip. To avoid bags breaking, material must be placed in the skip carefully and not thrown in. Material cannot be accepted at HWRCs if it is too big and/or cannot fit in the container.
8. If a person has used a contractor or trades person to remove the asbestos material it is the responsibility of that contractor or trades person to dispose of this correctly and as commercial waste. Before hiring anyone to deal with asbestos, you must establish that they have the necessary Waste Carriers Licence from the Environment Agency and retain all necessary documentation.
9. Further advice may be sought by visiting the council's website <https://www.oxfordshire.gov.uk/waste-and-recycling> or contacting the council on 01865 519800 or using the online enquiry form at: <https://www.oxfordshire.gov.uk/residents/contact-council/contact-us>.

Plasterboard

10. Plasterboard and other gypsum wastes is considered to be DIY waste, and therefore the charging regime applies, see Appendix 3: Price list.
11. Plasterboard can be disposed at certain HWRCs, see Appendix 2: Waste types and specific waste rules for a list of sites. At the HWRC, customers are obliged to observe signage and follow the directions of the site staff to ensure plasterboard is placed into the correct container.

Engine oil

12. Engine oil should be poured into the marked collection tanks at each HWRC. Used oil filters and oil containers should be deposited in the marked wheelie bins.
13. Oil should be presented at site in no more than 10 litre containers, due to the weight and the manual handling required to pour the oil into the tank.
14. A maximum of 25 litres of engine oil can be deposited per month.

Chemicals and solvents (including hazardous)

15. Customers bringing chemicals to site must ensure that these are in sealed, undamaged containers. If the chemical is not in the original container and as such is not labelled it will not be accepted.
16. Customers must make site staff aware of any materials that may be considered

hazardous. HWRC staff will then direct customers to the appropriate location for disposal.

17. It should be noted that items with the following symbol abbreviations cannot be accepted: C or “Corrosive” / E or “Explosive” / F+ or “Extremely Flammable” / F or “Highly Flammable” / O or “Oxidising”. Full descriptions of the symbol abbreviations present on packaging are available at: <https://www.hse.gov.uk/chemical-classification/labelling-packaging/hazard-symbols-hazard-pictograms.htm>.
18. Chemicals can only be accepted in the quantities associated with typical use within the home. Where a person is moving into a new home, the clearance of chemicals from garages and sheds is the responsibility of the previous owner.
19. Pharmaceuticals cannot be accepted on sites and should be returned to a pharmacy for safe disposal. Veterinary supplies also cannot be accepted and should be returned to a vets practice for safe disposal.
20. Ammunition, flares and fireworks cannot be accepted at HWRCs. Please contact the following for these wastes:
 - a. Ammunition - Thames Valley Police
 - b. Fireworks – Trading Standards, Oxfordshire County Council
 - c. Flares – Coastguard
21. Fire extinguishers can be accepted at HWRCs; however, the following points must be noted:
 - a. All empty extinguishers must have their handles taped together
 - b. Full/part-full extinguishers must have a safety pin in place
 - c. CO2 extinguishers require a blanking cap if a swivel horn is not attached
 - d. Extensively corroded extinguishers will not be accepted.
22. A ban on liquids entering landfill came into effect in 2007 as part of the Landfill Directive. Liquid waste is also not permitted at the Energy Recovery Facility (ERF), therefore HWRCs cannot accept the disposal of tins of liquid paint in the non-recyclable waste container. The following rules must be adhered to depending on the type of paint tins presented:
23. Any empty and dry metal paint tins can be placed in the scrap metal container.
 - a. Any empty and dry plastic paint tins can be placed in the non-recycling container.
 - b. All water-based liquid paint must be made solid before visiting the HWRC. Any solidified tins of water-based paint can then be disposed of in the non-recycling container.
 - c. All **solvent** based liquid paint must be placed in the hazardous waste cabinets at the HWRC and is treated like other solvent waste.
24. Customers must “solidify” tins of water-based paint using by leaving the lid off, adding sand, soil, sawdust or paint hardener to the excess paint to ensure that it is not in

liquid form before arriving at the HWRC. Customers attempting to dispose of tins of liquid paint will be refused permission by HWRC staff with appropriate guidance for their next visit.

25. As paint is a difficult waste stream to dispose of, customers are advised to seek to minimise waste paint where possible. This includes minimising the quantities left over (by following guidance on amounts needed or coverage when purchasing) and seeking to facilitate re-use of any leftover paint in the community before disposal (for example by donating to a school, community group, or paint re-use project).
26. Further clarification can be sought by contacting the council on 01865 519800 or by using the online enquiry form at: <https://www.oxfordshire.gov.uk/residents/contact-council/contact-us>.

Gas bottles

27. Standard gas bottles (e.g. 15kg Calor gas bottles) remain the property of the provider and should be returned to a local supplier.
28. Standard gas bottles can be accepted at the HWRCs for re-use. Customers must make site staff aware of any gas bottles they bring to a site. HWRC staff will then direct customers to the appropriate location for disposal.
29. Gas bottles of any type (including helium, CO2 and LPG) cannot be accepted in the non-recyclable waste containers at the HWRCs. Contents of the non-recyclable waste containers are taken to an ERF which cannot process gas bottles.
30. Helium canisters can be accepted in the metal skip **ONLY IF** the seal has been broken and the content discharged.
31. No other gas bottles of any type can be accepted in any of the recycling containers at the sites including the metal containers.

Tyres

32. Tyres are not defined as household waste and therefore the council are under no legal obligation to accept this material at the HWRCs.
33. Tyres can be accepted by the HWRC management contractors at the HWRCs, and a reasonable charge will be made for this waste see below.
34. The council's HWRCs cannot accept any commercial, agricultural or industrial type tyres. In addition, the HWRC management contractors may apply a restriction on the size of tyre that may be accepted.
35. Tyres from a bicycle or pram/ pushchair will be accepted free of charge.

Appendix 3: Price list

Non-Oxfordshire HWRC access charge

Booking Fee	Price
Non-Oxfordshire HWRC access charge per booking	£15.00

1. The council charges £2.40 per 20-litre bag or equivalent over your free allowance. The dimensions of a 20-litre bag are 530 mm x 465 mm x 155 mm. Part bags are charged as full bags (for example 1.5 bags = £4.80).

Asbestos

Item	Price
Asbestos – maximum of four sheets in any one visit (no larger than 1 x 1 metres)	£5.50

Bathroom

Item	Price
Bath (plastic or ceramic)	£2.40
Bath (metal)	Free
Bath (panel)	£2.40
Bathroom pedestal	£2.40
Bathroom sink	£2.40
Bathroom tiles (per 20 litre bags)	£2.40
Bathroom towel rail	£2.40
Bathroom cabinets – fitted	£2.40
Bidet	£2.40
Toilet cistern	£2.40
Toilet pan	£2.40
Shower or screen door	£2.40
Shower panel (equivalent to an internal door 6 x 3 foot)	£2.40
Shower tray	£2.40

Bedroom items

Item	Price
Fitted Wardrobe	£2.40
Freestanding wardrobe	Free
Bedside Cabinets	Free
Drawers	Free
Wooden or Metal Bed Frames	Free
Divan Bed Bases	Free

Headboards	Free
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Flooring

Item	Price
Artificial grass or turf (per roll or 2m x 1m sheet)	£2.40
Floorboards (up to 2m x 1m)	£2.40
Laminate and engineered flooring (up to 2m x 1m)	£2.40
Carpet	Free
Vinyl	Free

Hardcore and rubble

Item	Price
Breeze Blocks (for 2)	£2.40
Bricks and rubble (per 20 litre bag)	£2.40
Cement (per 20 litre bag)	£2.40
Chimney pot	£2.40
Concrete drain or sewer pipe (1m x 1m or equivalent)	£2.40
Granite or stone worktop (1m x 1m or equivalent)	£2.40
Greenhouse panel – per side (6ft x 4ft greenhouse)	£2.40
Paving slabs or stone flooring (1m x 1m or equivalent)	£2.40
Roof, Wall or Floor tiles or Slates (per 20 litre bags)	£2.40
Sheet glass (per pane up to 1m squared – larger panes will be more)	£2.40
Soil or Turf	£2.40
Stones, Gravel, Cobbles, Rocks (per 20 litre bag)	£2.40
Windowpane (loose)	£2.40

Kitchen

Item	Price
Kitchen sink and taps	£2.40
Kitchen tiles (per 20 litre bag)	£2.40
Kitchen unit	£2.40
Kitchen worktop	£2.40

Plasterboard

2. Not accepted at all sites (please see Appendix 2: Waste types and specific waste rules for a list of sites)

Item	Price
Coving, Plasterboard, Decorative Plasterwork and bags of plaster (per full or part filled 20 litre bag)	£4.15
Plasterboard sheet (equivalent size of a door, 2m x 1m)	£11.40

Roofing Materials

Item	Price
Loft insulation (per roll or 2m x 1m sheet)	£2.40
Roofing felt (per roll or 2m x 1m sheet)	£2.40
Guttering pipes (up to 3m or 10ft)	£2.40

Tyres

Item	Price
Car Tyre (on or off rim) (per tyre – maximum of 4)	£7.25
Motorcycle tyre (per tyre – maximum of 4)	£7.25
Van tyre (small domestic use only) (per tyre – maximum of 4)	£7.25
Bicycle	Free
Child's Go-Cart	Free
Electric Scooter (small wheels)	Free
Pram	Free
Wheelbarrow	Free

Wood

Item	Price
Decking (up to 2m x 1m)	£2.40
Fence panel (up to 6ft x 6ft)	£2.40
Fence or other wood post (up to 2m)	£2.40
Fitted wood units (bathroom and kitchen)	£2.40
Fitted bookcases	£2.40
Fire surround	£2.40
Floorboard and roof boards (up to 2m x 1m)	£2.40
Garage door (up to 6ft x 6ft)	£2.40
Internal or External Door (6ft x 3ft)	£2.40
Shed (per panel)	£2.40

Skirting boards (up to 2m)	£2.40
Timber offcuts (per 20 litre bag)	£2.40
Wooden window frames	£2.40
Plain Pallets (maximum of 3)	Free

Miscellaneous

Item	Price
Boiler	£2.40
Cladding (per 20 litre bag or if wood or composite, per 3m or 10ft length)	£2.40
Fireplace	£2.40
Garage Doors (metal)	Free
Insulation (price per roll or part of, or 2m x 1m sheet)	£2.40
Loft door or hatch	£2.40
Plastic Baths and Sinks – Not Baby Baths	£2.40
Plastic and Composite Decking	£2.40
Plastic Guttering and Piping	£2.40
Plastic Pond and Liner	£2.40
PVC Doors and Windows	£2.40
Radiator (non-metal)	£2.40
Radiators (metal)	Free
Sheet Glass (per 20 litre bag or 1m x 1m)	£2.40
Storage heater (radiator type, not portable)	£2.40
Wood burner	£2.40



Oxfordshire's household waste recycling centre (HWRC) consultation

**Feedback from the open survey hosted on
Let's talk Oxfordshire**

**Prepared by: The Waste and Circular Economy Team
Date: August 2025
Version: 1**

Contents

Executive summary	3
Key findings	3
Introduction	3
Approach	4
Summary of responses	5
Section 1 - How the respondents use the household waste recycling centres (HWRCs)	5
Section 2 - HWRC availability	7
Section 3 - Improving re-use and recycling at HWRCs, including the sale of second-hand/used items received at HWRCs.....	9
Section 4 - Bringing waste to the household waste recycling centres (HWRCs).....	12
Section 5 - The van and trailer permit scheme policy.....	13
Annex A	1
Police and Crime Commissioner petition	

Executive summary

This report presents the findings from the public consultation which ran from 1 July 2025 to 11 August 2025 by the Waste and Circular Economy Team at Oxfordshire County Council who manage the household waste recycling centres (HWRCs).

The target audience were residents who live in the county, but it was open to others to respond, for example non-Oxfordshire residents who may currently use the service. It was promoted through a variety of communication channels which can be found in Annex A.

Note: Percentages in this report have been rounded to zero decimal places which may result in scores not precisely totalling 100%.

Key findings

- The consultation received a total of 5,896 responses. Respondents could select multiple options for who they were representing. The majority were Oxfordshire residents (98%), a small percent of respondents selected they were a county, district, parish or town councillor (1%), less than one percent were a business operating in Oxfordshire, and others who responded made up less than half a percent each, for example members of public living outside of Oxfordshire, members of staff on behalf of a district/parish/town council in an official capacity, representatives of a group or organisation for example: a charity or voluntary or community sector organisation (VCS).
- The demographics data for those who provided their information shows the majority of respondents were adults over 45 years old (83%), they identified as 'white' (87%), with an equal split between those who were male and those who were female.
- From conducting the analysis, it showed that the majority of respondents were supportive of changes to the service. These will be reported separately as proposed changes to the waste acceptance policy.
- The results of each question can be found under the summary of responses.

Introduction

1. Between Tuesday 1 July 2025 and Monday 11 August 2025, Oxfordshire County Council had an open consultation to gather views and feedback on the HWRC service across Oxfordshire.
2. The consultation was mainly targeted at county residents, however non-Oxfordshire residents and other stakeholders were welcome to respond.

3. While the consultation was live, the Let's talk Oxfordshire page was visited 19,600 times, by 16,419 visitors. Overall, 5,896 people completed the consultation.
4. The majority of responses were received online through the platform, however a very small number from the total included two paper survey responses, and four electronic pdf responses of the survey.
5. We received 14 emails expressing feedback, these covered topics such as maintaining access to Oxfordshire HWRCs and cross-border arrangements to be made with other local authorities so Oxfordshire residents can use out of county HWRCs, access to the HWRCs over weekends and in the spring and summer months, avoiding permanent site closures and reducing travel time to sites and concerns that changes to the HWRC service may increase fly tipping.
6. We also received a formal letter from Freegle, an organisation which is volunteer-led, online sharing platform whose work focus on re-use, waste prevention and poverty alleviation. They wrote in their letter that they were supportive of re-use activities as part of future HWRC improvements because the benefits it provides are that of social, environmental and economical.
7. There were two documents on Let's Talk Oxfordshire, the waste acceptance policy which was downloaded 534 times and the van and trailer permit scheme policy which was downloaded 381 times.
 - The waste acceptance policy can be viewed here: oxfordshire.gov.uk/sites/default/files/file/waste-and-recycling/WasteAcceptancePolicy.pdf.
 - The van and trailer permit scheme policy can be viewed here: oxfordshire.gov.uk/waste-and-recycling/household-waste/van-and-trailer-permits/van-and-trailer-permit-policy
8. The responses received will be used to inform the proposed changes to the Waste Acceptance Policy for the HWRCs.

Approach

9. All of those who participated in the consultation were provided with an introduction to the consultation and why the service changes were required to modernise the service and drive efficiencies.
10. Each section of the consultation provided a narrative to gather the respondents experience of using the HWRCs and their preference from the options presented so that their responses could shape the future of the service and to help us ensure the service is suitable for the needs of our residents.
11. Responses were collated on Let's Talk Oxfordshire.

12. The communications to promote the consultation included but were not limited to posters in council offices, banners on display at HWRCs, an email to all van and trailer permit holders, inclusion in council newsletters, for example Your Oxfordshire and the consultation newsletter and through organic posts and paid for social media campaigns on platforms such as Nextdoor and Facebook. It was shared as part of a county councillor toolkit and shared with partners from each district council.
13. The consultation was also promoted through at least nine articles and the Community Action Group (CAG) newsletter.
14. Annex A to this report references the Police and Crime Commissioner petition

Summary of responses

Section 1 - How the respondents use the household waste recycling centres (HWRCs)

15. In section one, the following questions were asked to understand who was responding and how they use the HWRCs.
16. The first question ascertained that the majority of those who completed the consultation were Oxfordshire residents (98%), less than half a percent of those who responded lived outside of Oxfordshire, near to 1% were made up of county/district/parish or town councillors and there was a small number of businesses and representatives from the charity, voluntary and community sector.

Which HWRC site in Oxfordshire do you use most frequently?

17. Respondents were asked which HWRC site in Oxfordshire they use most frequently, with the majority of respondents visiting Redbridge in Oxford (20%), Drayton near Abingdon (17%) and Oakley Wood near Wallingford (17%).
18. Table 2 below shows the break down of responses and which their preferred HWRC is.

Table 2

HWRC	% of respondents	Number of respondents
Alkerton, near Banbury	9%	532
Ardley Fields, near Bicester	10%	607
Dix Pit, near Witney	15%	855
Drayton, near Abingdon	17%	990
Oakley Wood, near Wallingford	17%	981
Redbridge, Oxford	20%	1196
Stanford-in-the-Vale, near Faringdon	11%	625
I don't use HWRCs in Oxfordshire	2%	110

19. For those who selected that they don't use HWRCs in Oxfordshire, we asked them to tell us why. We received 106 responses, the reasons included
- a lack of transportation
 - distance to travel to an HWRC
 - incurring charges for DIY items
 - lack of awareness that the HWRC service was available to them to use.

How often do you visit HWRCs?

20. In the main, respondents selected that they visit their preferred HWRC between two and four times a year (54%), while a quarter of respondents selected once every month (25%). Those who visit the HWRCs more frequently included those who visit two or three times every month (10%) and a small number of respondents who visit weekly (2%). The remainder of responses were spread between once a year, less than once a year and I don't know (9%).

What is your main reason for visiting HWRCs?

21. The next question gathered responses on the main reason for visiting an HWRC, the responses were broken down by the majority of respondents who visit to dispose of waste following a home clear-out (56%), many who visit to dispose of garden waste (18%) and a number of respondents who visit after undertaking home improvements (9%).
22. The other responses (17%) for this question were split between
- a reason other than what was listed
 - it is part of their regular routine
 - they prefer to dispose of my waste more frequently than my kerbside collection allows
 - they dispose of waste/recycling on behalf of a friend/relative/neighbour.

What are your main reasons for choosing the HWRC site that you usually visit?

23. This question gave respondents the opportunity to select more than one option. The option which was selected the most was because their preferred HWRC is nearest to their home (93%). The other options which were selected by respondents and formed part of the top three of reasons were, they choose their particular site because it has helpful staff (14%) and some say that their preferred site is rarely too busy (10%).
24. The other options for this question which received fewer responses (between 1% and 8% were
- they like the size of the site
 - it accepts a specific material that they need to dispose of (e.g. asbestos/plasterboard etc)
 - it is nearest to work
 - it is nearest to a relative

- or another reason.

How long does it take you to get to your preferred HWRC from your home?

25. For most respondents it takes them 10 to 19 minutes to travel to their preferred HWRC (52%), followed by some respondents who said it takes them under 10 minutes (21%) and third place those who travel 20 to 29 minutes to their preferred site (20%).
26. The other options which received fewer responses were
- 30 to 39 minutes
 - 40 to 49 minutes
 - 60 minutes or more
 - I don't travel to the HWRC from home
 - and I'm not sure.

Section 2 - HWRC availability

27. The purpose of this section was to understand what the preferences were on alternative site opening hours, these questions will help ensure the future opening hours of the service are suitable for the needs of our residents.

Opening hours

What are your preferred summer and winter opening hours?

28. Respondents were asked to rank their preferred summer (01 April – 30 September) opening times (as shown in Table 3) and preferred winter (01 October – 31 March) opening times (as shown in Table 4). The ranking options for each meant that 1 was the most preferred and 3 is the least preferred option. The average ranking for these questions are included in the tables below.
29. In summary, Table 3 shows the average ranking for preferred summer hours from the responses received were in favour of 9.00am to 5.00pm and the responses for the preferred winter hours in Table 4 ranked 9.00am to 4.00pm as most favourable.

Table 3

Summer (01 April – 30 September)	Average ranking
9.00am to 5.00pm	1.85
10.00am to 6.00pm	1.91
8.00am to 4.00pm	2.24

Table 4

Winter (01 October – 31 March)	Average ranking
9.00am to 4.00pm	1.71
10.00am to 5.00pm	1.98
8.00am to 3.00pm	2.31

Alternatively, HWRCs could instead be open throughout the year from 9am to 5pm Saturday - Monday, and from 10am to 4pm Tuesday - Friday.

30. For this question, we asked respondents to what extent do they agree or disagree with this proposal. The majority of respondents said they agreed (42%), a number of respondents disagreed (28%) and a similar number neither agreed nor disagreed (30%).

Opening days

If your preferred HWRC needed to be closed for one day in the week, please select the day which would impact you the least.

31. Respondents could select one option for this question, with the majority of respondents selected Monday (23%), while others had no preference (22%), some selected Wednesday (21%), and the third highest option respondents selected was Tuesday (16%). The other days scored between 2% and 9%.

If your preferred HWRC needed to be closed for two consecutive days in the week (for a more efficient service), please select the pair of days that would impact you the least.

32. Respondents could select one option for this question, with most selecting Tuesday and Wednesday (28%), a similar number selected Monday and Tuesday (25%), some respondents had no preference (18%), and the third highest option which respondents selected were Wednesday and Thursday (12%). The other two consecutive day combinations scored between 1% and 7%.

Public holidays

How likely are you to visit an HWRC on the following days?

33. The majority of respondents said it would be unlikely that they would visit an HWRC on Christmas Eve, New Year's Eve and Easter Sunday. Please see Table 5 below for the breakdown of these responses.

Table 5

		Highly likely	Likely	Neither likely nor unlikely	Unlikely	Highly unlikely
a	Christmas Eve	2%	3%	7%	25%	64%
b	New Year's Eve	3%	4%	11%	25%	57%
c	Easter Sunday	5%	13%	17%	21%	45%

If public demand for the service were low on Easter Sunday/Christmas Eve/New Year's Eve, do you think it would be reasonable for HWRCs to be closed?

34. A large proportion of respondents selected 'Yes' (90%), with a very low percent of respondents choosing 'No' (6%) and 'I'm not sure' (5%).
35. For those who selected 'No' or 'I'm not sure', we asked them to tell us why. In summary, those 491 responses included:
- concerns that if the HWRCs were closed on these days that it could lead to an increase in fly-tipping
 - several respondents felt the HWRCs are a public service and reducing the hours reduces the value of the service being provided to residents
 - others mentioned that they visit on these days because they do work on their house or garden
 - some respondents suggested that they prefer reduced hours rather than being completely closed on these days.

Section 3 - Improving re-use and recycling at HWRCs, including the sale of second-hand/used items received at HWRCs

36. In this section, we asked respondents questions about re-use and recycling, and to gather their views on how we could increase the performance.

How well do you currently separate your material for recycling when attending an HWRC?

37. The majority of respondents selected 'I always make sure I separate as much as possible to maximise the amount that can be recycled' (89%). Some responded 'I try my best to separate material for recycling, but I can probably do better' (9%). While very few respondents selected 'I make some effort but not much' or 'I never separate out material for recycling (2%)'.
38. For the 11% who responded with one of those three latter options, they progressed to the next question to help us understand their barriers to recycling.
- 39.

Please choose the option that best explains why you selected this answer?

40. Many said 'I am not familiar with what can and cannot be recycled' (59%), others selected that 'It takes too much time' (24%), with a few respondents who selected 'I believe recycling is not worthwhile' (5%) and a number of respondents who chose 'Other' (12%).
41. For the 'Other' option, we gave respondents the opportunity to provide their own reason. In summary those 73 reasons that respondents gave included:
- some find it difficult to separate items if they are made from different materials e.g. dismantling the wood from the textiles on a sofa.
 - others have transportation and mobility challenges which can make it difficult or painful to sort recycling
 - some respondents are confused around what can and can't be recycled
 - others stated they have limited storage at home to separate certain materials
 - some comments that they find that sorting and cleaning recycling can be time consuming.

If someone brings unsorted waste to an HWRC, which option would you prefer to help us recycle as much as possible?

42. The majority of respondents selected 'ask visitors to sort their waste on site - with a dedicated sorting area provided (this area would include a selection of small containers for depositing recyclable materials)' (65%). Less than a quarter of respondents had selected 'ask visitors to sort their waste off site, separating out all recyclable content, before returning to an HWRC' (22%). Other respondents said 'I'm not sure' (10%) and some selected 'visitors will need to sort their waste off site and only bring recyclable items to an HWRC (some HWRCs may be changed into recycling-only facilities – residual waste would only be accepted at HWRCs that accept it)' (4%).

Re-use at HWRCs and the sale of second-hand items

43. To expand the service being provided within Oxfordshire's HWRCs and reduce the amount of quality, useful items being throw away, we asked respondents for their views of donating and buying second-hand items brought to an HWRC.

Would you be willing to purchase second-hand items brought to an HWRC?

44. Most of the respondents said they would be willing to purchase second-hand items brought to an HWRC (59%), while fewer respondents said 'maybe' (21%) or 'no' (20%).
45. For those who selected 'Maybe' we asked them to tell us why. The summary of the 1123 responses given were dependent on a number of factors including

the items available to purchase, the condition and quality of those items and the price.

Where would you prefer to shop for second-hand/used items received at HWRCs?

46. The majority of respondents said 'I have no specific preference' (43%), while a number of respondents said that they 'would prefer a shop at an HWRC' (30%) and others responded that they 'would prefer a dedicated shop for used/second hand items (not at an HWRC)' (27%).

Please select the types of second-hand items you might be interested in purchasing from an HWRC.

47. Respondents could select more than one option for second-hand items they may be interested in purchasing. Please see Table 6 for the breakdown of responses in order of preference. The top three items included furniture (58%), electrical items (which would be PAT tested before sale) (44%) and bicycles (39%).

Table 6

Item	Purchase
Furniture	58%
Electrical items	44%
Bicycles	39%
Sports equipment	28%
Clothes	12%
Other	25%

Would you donate any unwanted items for resale to an HWRC?

48. A very large number of respondents said they would be willing to donate any unwanted items brought to an HWRC (80%), while others said 'maybe' (14%) or 'no' (6%).

Please select the types of second-hand items you would consider donating to an HWRC.

49. Respondents could select more than one option for second-hand items they would consider donating to an HWRC. Please see Table 7 for the breakdown of responses in order of preference. The top three items included electrical items (82%), furniture (78%) and clothes (65%).

Table 7

Item	Donate
Electrical items	82%
Furniture	78%
Clothes	65%

Bicycles	48%
Sports equipment	41%
Other	28%

Section 4 - Bringing waste to the household waste recycling centres (HWRCs)

Do you think we should continue to allow non-Oxfordshire residents to access Oxfordshire HWRCs?

50. The majority of respondents were in favour of putting in measures for non-Oxfordshire residents accessing Oxfordshire HWRCs. These included respondents who selected 'yes – but charge them' (40%) and respondents who selected 'no' (15%). A third of respondents selected 'yes – for free' (34%), while some said 'I'm not sure' (11%).

Is it reasonable for residency checks to be carried out on entry to HWRCs?

51. The majority of respondents agreed by selecting 'yes' that it is reasonable for residency checks to be carried out on entry to the HWRCs (56%). While others said 'no' (31%) and some said 'I'm not sure' (13%).

Have you needed to remove cement-bonded asbestos from your property and dispose of it at an HWRC in the last 5 years?

52. The majority of respondents selected 'no' (91%), they have not had to remove cement-bonded asbestos from their property and dispose of it at an HWRC in the last 5 years. Some respondents had selected 'yes' (7%) they have and a small number said 'I don't know' (2%).
53. From the 7% who selected 'yes' they had brought it to an HWRC, they were asked the following question "how was the cement-bonded asbestos removed from your property?". The majority said 'I carried out the works myself' (79%) and some had selected 'I paid a contractor to carry out the works on my behalf' (21%).

Do you anticipate that you will need to use the cement-bonded asbestos disposal services provided at some HWRCs in the next two years?

54. The majority of respondents selected 'no' (82%), a number of respondents said 'I'm not sure' (13%) and some said 'yes' (6%).

Please indicate to what extent you agree or disagree with the following proposals.

55. The following proposals in Table 8 were presented to the respondents, who answered between the options of 'strongly agree' to 'strongly disagree'. These are the results below.
56. In summary, Table 8 shows that the majority of respondents are in agreement with the proposals.

Table 8

		Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
a	Residents would be required to have a permit (similar to permits required for van and trailer users) when delivering cement-bonded asbestos to an HWRC	24%	28%	26%	12%	9%
b	The maximum load of cement-bonded asbestos accepted in a single visit would be reduced from eight to four sheets (maximum size: 2 x 1 metre per sheet)	11%	16%	44%	16%	12%
c	The maximum number of loads of cement-bonded asbestos accepted from a resident would be limited to three visits per year	13%	21%	41%	13%	11%
d	Asbestos would be added to the list of chargeable items (to help offset the cost of disposal)	23%	35%	21%	11%	10%

Section 5 - The van and trailer permit scheme policy

57. This section was to obtain views from respondents on changes to the van and trailer permit scheme policy.

Do you use a trailer when visiting an HWRC and if so, how often?

58. The majority of respondents said they didn't use a trailer when visiting an HWRC, by selecting 'no – never' (92%). A number of respondents said 'yes – 6 times a year or less' (5%), A small number said 'yes – 7 to 12 times a year' (2%) or said 'yes – more than 12 times a year' (1%).
59. Those who had responded 'yes', were directed to answer the next question which asked whether they currently have a trailer permit.

Do you currently have a trailer permit?

60. The answers to this question were split equally between 'yes' and 'no'.

We are proposing that everyone who uses a trailer - even small ones under 1.8 metres long - must have a trailer permit. To what extent do you agree or disagree with this proposal?

61. The majority of respondents agreed with this proposal (44%), while a third selected that they neither agreed nor disagreed (30%) and the remaining respondents disagreed (26%).

We are proposing to reduce the maximum trailer length allowed at HWRCs from 3m down to 2.4m. To what extent do you agree or disagree with this proposal?

62. In response to this question, there were a number of respondents who agreed with this proposal (30%), almost half of the respondents selected that they 'neither agree nor disagree' (47%), while the remaining respondents disagreed (23%).

We are proposing to prohibit horseboxes from being used on HWRC sites. To what extent do you agree or disagree with this proposal?

63. The majority of respondents agreed with this proposal (52%), while a third selected 'neither agree nor disagree' (30%) and the remaining respondents disagreed (18%).

To what extent do you agree or disagree with the proposal for vehicles or trailers with ramps and/or tipping mechanisms to be prohibited from using an HWRC?

64. The majority of respondents agreed with this proposal (44%), while some selected 'neither agree nor disagree' (38%) and the remaining respondents disagreed (18%).

To what extent do you agree or disagree with the proposal for business-branded vehicles to be prohibited from accessing the HWRCs?

65. There were a number of respondents who agreed with this proposal (33%), some who selected 'neither agree nor disagree' (29%) and a number of respondents who disagreed (39%).

To what extent do you agree or disagree that we should reduce the number of visits available to permit holders from 12 visits to six visits per year?

66. There were a number of respondents who agreed with this proposal (23%), others who selected 'neither agree nor disagree' (27%) and a number of respondents who disagreed (50%).

Would you be affected by this change?

67. Following on from this question, we asked respondents whether a reduction in permitted visits would affect them. Some respondents selected 'yes' (16%), another number of respondents selected 'no' (71%) and some selected 'I don't know' (13%).

Annex A

Police and Crime Commissioner petition

We are aware of a petition organised by Matthew Barber, the Police and Crime Commissioner, in response to the HWRC consultation. At the time of reporting this has not been presented to the council.

Annex C: Equalities Impact Assessment



Oxfordshire County Council

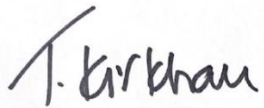
Equalities Impact Assessment

Household Waste Recycling Centres – Waste Acceptance Policy and Van and Trailer Scheme Policy
30/09/2025

Contents

Section 1: Summary details	3
Section 2: Detail of proposal	4
Section 3: Impact Assessment - Additional Community Impacts	11
Section 3: Impact Assessment - Additional Wider Impacts	12
Section 4: Review.....	13

Section 1: Summary details

Directorate and Service Area	Environment and Highways, Countryside & Waste
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The equalities impact of the proposed changes to the Waste Acceptance Policy (WAP), following a public consultation which ran from 1 July – 11 August to gather feedback and answers on proposed changes to the Oxfordshire Household Waste Recycling Centres (HWRCs) network.
Is this a new or existing function or policy?	The Waste Acceptance Policy (WAP) is an existing policy for the HWRC service area which includes how the service accepts waste from customers, can maximise recycling and prevent the opportunity for the abuse of commercial entities through the van and trailer permit (VTeP) scheme policy.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The booking system will launch in conjunction to the revised Waste Acceptance Policy (WAP) going live. Maximising recycling, and changes affecting certain vehicles and trailers accessing the recycling centres will be embedded into the booking system and there will be meet and greet operatives present across the HWRC network who will also help to support these changes. The booking system will enable the service to communicate to all residents making a booking, on the waste types that will be accepted and what to expect when visiting an HWRC. Any changes to the HWRC service will be advertised and communicated to residents as part of a communications plan which has been developed with the marketing team.
Completed By	Rachel Townsend, Circular Economy Projects Officer
Authorised By	
Date of Assessment	30/09/2025

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Oxfordshire's Resources and Waste Strategy is supported by the Oxfordshire Resources and Waste Partnership to promote the behaviour and actions leading to as much waste as possible being pushed toward the top of the waste hierarchy – which in order is reduce, re-use, repair, recycle, recovery and finally dispose.</p> <p>The updates to the Waste Acceptance Policy should encourage and support residents to move up the waste hierarchy, by recycling and reusing more materials. Residents can also use the Waste Wizard to assist them in finding out local information, and whether there is an alternative option for an item they no longer need.</p> <p>The consultation enabled the team to gather views from the public on the HWRC service to support the process of bringing Oxfordshire's HWRC service in line with best practice demonstrated by other local authorities across the country, and this included proposals prohibiting certain commercial-type vehicles and trailers and also prohibit any horseboxes from accessing the HWRCs. These future changes would help improve manoeuvrability at the HWRCs, the health and safety associated with this, and reducing trade waste. More information on how vehicle sizes have increased can be found in evidence/intelligence. This includes:</p> <ul style="list-style-type: none">• Improving the prevention of the illegal deposit of commercial waste and asbestos within the HWRC network.• Improve environmental and financial performance of the HWRC service.• Making changes to lead to a more modernised and more cost-effective service. <p>Our previous 2021 engagement survey showed support to maximise recycling by requiring residents to separate out any bagged refuse if brought to site. This approach was also supported by respondents in the 2025 consultation, with 65% having a preference for visitors to sort their waste on site with a dedicated sorting area. This feedback helps the service to inform the operational decisions, asks customers attending to maximise recycling, while these behaviours could lead to improved kerbside recycling too.</p> <p>To help maximise recycling, if any residents bring unsorted bagged mixed waste to site, the Council intends to implement change requiring all recyclable content to be removed by the resident. Any remaining non-recyclable material can then be disposed of as refuse.</p>
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<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Waste Acceptance Policy was originally developed in 2011. It has been through several iterations, with the last major review the Van and Trailer e-permit Scheme in 2017, and then a minor update in 2024. The policy update is required for the reasons above.</p> <p>The 2025 consultation included questions pertaining to:</p> <ul style="list-style-type: none"> • Residency checks for customers to provide proof of address when visiting an HWRC • Should anyone be able to use Oxfordshire HWRCs regardless of where they are from • Engaging with residents on whether they plan to or have recently deposited cement-bonded asbestos at an HWRC. • Acceptance of asbestos, residency checks to confirm the source of the material and whether it's reasonable that it is included as a chargeable DIY item • How customers engage with recycling and re-use and the perceived barriers • How best to apply the unsorted waste policy at the HWRCs • The willingness of customers to purchase and donate items for re-use • Preference between re-use shops on site or off site • Types of items that customers may wish to purchase or donate <p>Points for consultation for VTep included:</p> <ul style="list-style-type: none"> • All trailers requiring permits • Maximum trailer size allowed on site • Prohibiting certain vehicles, horse boxes/vehicles/trailers featuring ramps or tipping mechanisms from accessing the HWRCs
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	<ul style="list-style-type: none"> • Reduce the number of permitted visits per year <p>The proposals being taken forward include:</p> <ul style="list-style-type: none"> • Bringing waste to an HWRC and increasing recycling, with 65% of respondent's preference was for visitors to sort their waste on site – with a dedicated sorting area at each HWRC • A limited number of visits can be made for cement bonded asbestos disposal, including a maximum load accepted in a single visit and for this material to be added to the list of chargeable items • The majority of respondents agreed to the following updates to the van and trailer permit scheme policy, this includes all trailers under 1.8m should be permitted and to reduce the maximum trailer length allowed to 2.4m. This means any trailer size up to 2.4m would require a permit to visit the recycling centres and no other sizes above 2.4m would be accepted. The service also propose to prohibit horseboxes and to prohibit vehicles or trailers with ramps/tipping mechanisms and to introduce restrictions for business-branded vehicles. In the consultation, 50% of respondents disagreed to the proposal to reduce the number of permitted visits from 12 to 6, which resulted in the service reviewing its decision and instead, propose to reduce the number of permitted visits from 12 to 10 per 12 months. • 56% supported putting measures in place to introduce controls on out of county visitors. The service is proposing to charge out of county customers so that it still allows them to access an Oxfordshire HWRC, should that be their closest site. • 56% of respondents agreed that it is reasonable to have residency checks in place, this will mean those visitors to an HWRC who live in Oxfordshire will have to provide proof of address e.g. driving license, council tax bill, bank statement etc.
Evidence / Intelligence	Feedback from other local authorities have shown that it an essential requirement to have an updated Waste Acceptance Policy to implement and control the waste deposited across the HWRC network.

<p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Feedback from other Local Authorities, for example Buckinghamshire County Council, is that carrying out a consultation allowed them to use the feedback from residents to completely review the WAP to ensure that the services met the publics' needs, whilst delivering on objectives to secure efficiencies and modernise the service.</p> <p>Previous investigations into the size of the parking bays at the HWRCs in comparison to the size of customers vehicles shows that vehicles are getting larger (longer and wider), which can make parking difficult in the old infrastructure, increases the risk to health and safety while reducing capacity at the HWRCs.</p> <p>The average parking bay size is typically 2,400mm (2.4 metres) wide by 4,800 (4.8 metres) long. This dimension has been the norm since the 1970s, despite the increasing size of the modern vehicle. For example, the longest passenger family car is the BMW i7 which is 5,391mm (5.3 metres) and others which can be a passenger car or a commercial type vehicle depending on the model include the Volkswagen Multivan (LWB) at 5,173mm (5.1 metres).</p> <p>Passenger style vehicles at this length, plus the maximum size trailer of 3,000mm (3 metres) which we allow on site (excluding the length of the tow bar) far exceed the length of one bay.</p> <p>Different commercial-type vehicles which weigh 3.5tonnes or less and are not box or luton style include the Iveco Daily 3.5t with the 4100L chassis cab, with an exterior length of 7,618mm (7.6 metres), others on the market at the Fiat Ducato Maxi 35, with an exterior length of 6,350mm (6.3 metres).</p> <p>Commercial-type vehicles such as these, exceed the length of parking bays at the HWRCs by at least 3,000mm (3 metres).</p>
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<p>Alternatives considered/rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>By continuing with the current Waste Acceptance Policy (WAP), it does not modernise Oxfordshire services and those services would remain out of step with neighbouring local authorities and those nationally who are demonstrating best practice, have delivered reasonable efficiencies whilst maintaining comprehensive services to their customers.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The changes to the WAP may impact those who may not have access to the internet/are unable to use the booking system or do not have an email address. This small tranche of the population is more likely to be older.	We will work with the Customer Contact Centre to set up a process so that residents who do not have access to the internet can still receive help over the phone. Residents who visit the HWRCs can be provided with help and advice on the changes by the site teams. On the website, we will include a link to provide advice for customers on how they can set up an email address: https://www.digitalunite.com/technology-guides/email-whatsapp-skype/email/how-get-email-account	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council	This will be in place from the implementation date of the WAP update
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The changes to the WAP may impact those with disabilities affecting their ability to learn new things, adapt to change or use a computer.	We will work with the Customer Contact Centre to set up a process so that residents who are not able to use a computer or have access to the internet can receive help over the phone. Residents who visit the HWRCs can be provided with help and advice on the changes by the site teams.	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council	This will be in place from the implementation date of the WAP update

Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this protected characteristic			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Changes to VTeP may impact those in this community who have a horse box, and prefer to bring their waste to site this way.	All permit holders were emailed a link to the consultation so they could provide feedback. If a future change means we do not allow horse boxes, these residents can be identified and will be contacted directly.	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council	Milestones including: Consultation analysis, launching booking system and implementation of wider measures.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this			
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The updates to the WAP may impact certain communities who may not have access to the internet or have an email address who may not find this information out when making a booking on the new system.	We will work with the Customer Contact Centre to set up a process so that residents who do not have access to the internet or an email address can receive help over the phone. Residents who visit the HWRCs can be provided with help and advice on the changes by the site teams.	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council	This will be in place from the implementation date of the new WAP


Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	District Council partners who bring in bulky items to the recycling centres will not be impacted by the new WAP. OCC should not use the recycling centres and will not impact them.	NA		
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Contractors may need to spend time explaining to residents who may not be aware of the updates to the WAP. However, the booking system will benefit them from a more constant and therefore more manageable flow of site users. They will though need to familiarise themselves with the new WAP, as part of the delivery of the changes to the service.	The initial impact may be negative. However, in order to mitigate this impact, training will be provided to the HWRC contractors and the waste team will plan and conduct ongoing monitoring of the HWRCs/changes to provide support to the teams while this change is embedded.	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council	Pre-introduction to the new WAP going live, and post contract monitoring

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impact related to this			

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	Once the changes to the WAP are live and are being monitored, proposed review will take place within six months of the launch.
Person Responsible for Review	Jeffrey Farrell, HWRC Manager, Oxfordshire County Council
Authorised By	

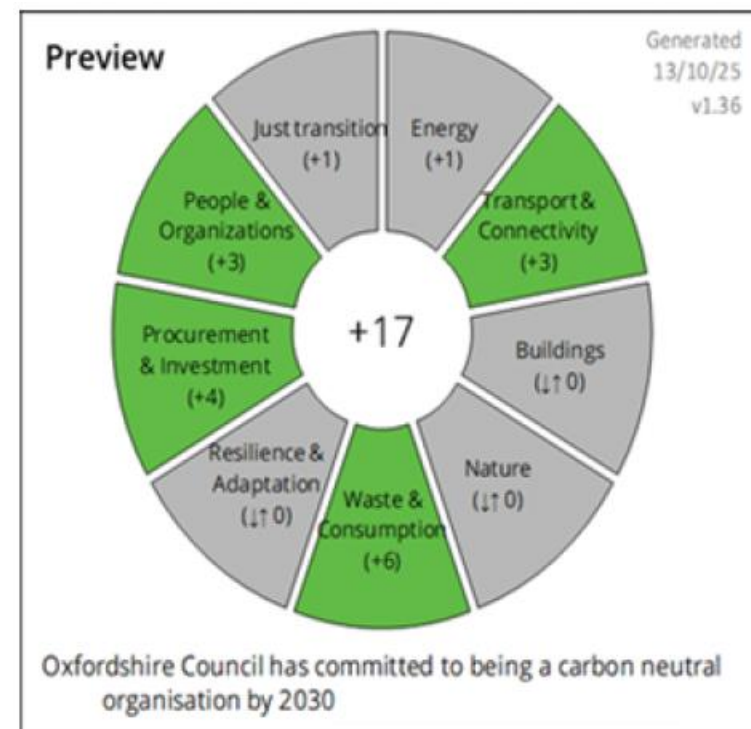
¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Annex D: Climate Impact Assessment

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Highways, Environment and Circular Economy
What is being assessed	The climate impact of amending the Waste Acceptance Policy for the Household Waste Recycling Centre (HWRC) network. (This includes the van and trailer scheme.)
Is this a new or existing function or policy?	This is a proposed amendment to the current policy that is in place for the Household Waste Recycling Centre (HWRC) network.
Summary of assessment	The policy has been publicly consulted on from 1 July to 11 August where customers were asked for their views and feedback on the way they use the HWRCs, the acceptance of certain waste types and further checks when accepting asbestos, possible controls for non-Oxfordshire customers access, further measures to minimise the abuse from traders, as well as vehicles/trailers accepted on HWRCs.
Completed by	Rachel Townsend
Climate action sign off by	Franco Gonzalez
Director sign off by	
Assessment date	13/10/2025



Category	Impact criteria	Score (-3 to +3) - select 0 only if not applicable	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	1	An increase in recycling will reduce the quantity of waste going to the Energy Recovery Facility.			
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	<p>It reduces the need for unnecessary trips and further encourages customers to plan their trip accordingly, and making the most of their trips to the HWRC. Amending the Waste Acceptance Policy following the consultation would enable the introduction of controls over non-Oxfordshire customers using the HWRCs, as well as provide further measures to minimise abuse of the services by traders presenting commercial waste as household. Lower visitor numbers will therefore reducing queuing, vehicle idling times, and potential disruption to the wider road network.</p> <p>Considering travel and reducing carbon where possible, by implementing a charge for out of</p>			

			county customers to use the Oxfordshire HWRCs rather than banning them, it allows them access to Oxfordshire HWRCs which could be their closest centre, therefore reducing their need to travel to a centre which could be a much further distance away in their own county. This also helps OCC to cover the disposal costs for household waste which is not produced by householders in Oxfordshire.			
Transport & Connectivity	Supports active travel	1	With queues and on-site traffic reduced, this would further encourage cyclists to access HWRCs more, which will be positive. Cyclist access is already permitted however, this should help make HWRCs a friendlier space for that mode of transport.			
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				

Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	2	Amending the policy would enable controls for the authority with respect to non-Oxfordshire customers, and better reduction of trade waste, resulting in the reduction of unnecessary tonnage.			

Waste & Consumption	Supports waste prevention and drive re-use and recycling	2	<p>By reviewing and amending the Waste Acceptance Policy, additional measures for bringing in certain waste types e.g. asbestos will help ensure such materials are handled and disposed of safely and correctly. It will help further prevent trade abuse, reducing the amount of trade waste entering the HWRCs with asbestos and other waste streams, and ensure customers use the HWRCs for their intended purpose. The changes, in tandem with obligations on customers to sort all waste material for recycling will help enable residents to truly maximise recycling and make more environmentally conscious decisions, with HWRC staff more able to actively assist them with doing so.</p> <p>The changes to the policy will be supported by the introduction of the booking system.</p> <p>Intelligence from local authorities who have carried out similar changes conclude that there is no link between the introduction of a booking system and increases in fly-tipping.</p>			
Resilience & Adaptation	Increases resilience to flooding	N/A				

Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	The policy review is also being looked at as part of a suite of wider measures, including the future of the HWRC network. Soft marketing testing has taken place and liaising with contractors for what works well at HWRCs and what is best practice so OCC can ensure the waste services are modernised and fit for purpose for our residents, all with having the circular economy in mind in the procurement process.			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2	The changes will be complimented by the booking system and enable the public to make more efficient visits, with better traffic management on sites reducing the likelihood of excessive queuing during peak times, improving access for local traffic generally and reducing pollution.			

People & Organisations	Drives behavioural change to address the climate and ecological emergency	2	<p>Change and updating the Waste Acceptance Policy would help lead to improving environmental performance of the HWRC service. Customers will be encouraged to plan accordingly, maximise recycling, with better support from staff on the HWRCs. In tandem with the booking system, the policy change would encourage visitors to attend during a pre-booked slot to smooth demand out during the working day, reducing queuing and disruption to the local road network, reducing pollution and allowing customers to make the most of their visits.</p> <p>HWRCs have a statutory duty to only accept household waste and that the policy changes have the residents and environments best interests - to maximise recycling on site.</p>			
People & Organisations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing	N/A				
Just transition	Reduces poverty and inequality	N/A				

Just transition	Promotes inclusion and participation	1	With queues and on-site traffic reduced, this would further encourage cyclists to access HWRCs more, which will be positive. Cyclist access is already permitted however, this should help make HWRCs a friendlier space for that mode of transport.			
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Final Report

The relationship between fly-tipping rates and HWRC charging

This report describes analysis conducted into Local Authorities charging for the acceptance of household waste generated from DIY activities and rates of fly-tipping incidents to establish whether there is an association.

Project code: **POS101-004**

Research date: **September 2019- December 2020**

Date: **June 2021**

WRAP's vision is a world in which resources are used sustainably.

Our mission is to accelerate the move to a sustainable resource-efficient economy through re-inventing how we design, produce and sell products; re-thinking how we use and consume products; and re-defining what is possible through re-use and recycling.

Find out more at www.wrap.org.uk

**Document reference (please use this reference when citing WRAP's work):
WRAP, 2021, Banbury, Investigation into the relationship between fly-tipping HWRC charging,
Prepared by Lottie Onion and Billy Harris**

Written by: Lottie Onion and Billy Harris



Contents

Executive Summary.....	4
1.0 Introduction.....	6
2.0 Methodology	6
3.0 Results	8
3.1 Limitations.....	9
4.0 Conclusion	11
5.0 References	11
Appendix 1: Regression model detail.....	12
Appendix 2: a “DIY-only” regression model.....	14

Executive Summary

In recent years, there has been discussion over local authorities charging residents to deposit DIY-type¹ waste at Household Waste Recycling Centres (HWRCs). This has been covered in the national and local press, and Defra committed to review the issue in their Resources and Waste Strategy². One frequently raised concern is that the introduction of a charge for DIY-type waste could result in an increase of people illegally dumping (fly-tipping) their waste. It is therefore important to understand whether there is an association between higher rates of fly-tipping and charges at HWRCs.

In this study, fly-tipping rates were compared between local authorities that charge, or do not charge, for householders to deposit DIY-type waste (for example: rubble, sanitaryware or plasterboard) at HWRCs. This report summarises the process and results of the research, in order to determine whether the introduction of charges for DIY type waste at HWRCs is likely to lead to an increase in fly-tipping of this waste.

A regression model³ was constructed to help explain the effect of the introduction of a charge, while accounting for other variables (deprivation levels, rurality and the frequency of the household residual waste collection) that may have some influence on levels of fly-tipping. The model compared those authorities that charge for DIY-type waste with those that do not, to determine what impact (if any) could be attributed to charging once the other variables had been accounted for.

These control variables were chosen on the following basis:

- The English Indices of Deprivation⁴ rank was used as the main controlling variable. This was chosen as a composite measure that encapsulates the impacts of income, employment, education, health, crime, living environment and barriers to housing and services.
- The Urban-Rural Classification⁵ of the local authority was included, as initial exploration suggested that fly-tipping rates were generally higher in urban areas. This is not universal (e.g. some urban authorities have relatively low reported fly-tipping rates, while others, such as the London Boroughs, tend to have high rates), but rates are typically higher in more urban areas.
- The most common frequency of residual household waste collection in the local authority (based on Waste Data Flow) was included because it is conceivable that this aspect of service provision could affect fly-tipping rates (and this has been claimed by some media sources)⁶.

¹ This covers a range of materials. Authorities that charge typically do so for DIY-type waste, construction and demolition waste, tyres and asbestos.

² Section 3.1.6 of 'Our Waste, Our Resources: A Strategy for England' - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf

³ A regression model is a method of fitting a sloped line through a scatterplot of data in a way that best fits the relationship between the observations. It also tells us what proportion of the variance in the dependent variable (the variable to be explained) is accounted for the independent (explanatory) variables and whether this result is statistically significant.

⁴ <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

⁵ <https://www.gov.uk/government/statistics/2011-rural-urban-classification>

⁶ e.g. <https://www.dailymail.co.uk/news/article-453965/Minister-admits-fortnightly-rubbish-collections-increase-fly-tipping-councils.html>

Initial analysis suggests that there is no evidence that charging for DIY -type waste pushes up fly-tipping rates. A simple comparison shows that authorities that charge for DIY -type waste actually have lower fly-tipping rates per head of population than those that do not (13.3 vs 15.3 fly-tips per year per 1,000 population). This could, however, be due to demographic differences, and the aim of the regression model was to account for this.

The variables included in the regression model were:

- Log transformed⁷ fly-tips per capita per year (2018/19). This is the response variable (i.e. the variable predicted by the model).
- HWRC Charges: a binary variable that codes whether the authority operates a charge for any materials deposited by households at the HWRC.
- The Urban-Rural Classification of the local authority.
- Collection frequency: a binary variable that codes for the most common frequency of household kerbside residual waste collections in the authority.
- Indices of Multiple Deprivation (IMD) average rank: the average rank score for the authority on the IMD.

The results of the model suggest that:

- HWRC charging does not have a statistically significant association with increased fly-tipping ($p=0.29$)⁸.
- Residual waste collection frequency does not have a significant association with increased fly-tipping ($p=0.72$).
- The only variables that do have a significant association with fly-tipping are:
 - Deprivation – fly-tipping rates increase with deprivation levels ($p<0.001$).
 - Urban-Rural Classification (major conurbation only) – areas classified as “Urban with Major Conurbation” have higher fly-tipping rates than other areas ($p<0.001$).

This research found no evidence of an association between fly-tipping and charging at HWRCs. While a regression model cannot prove or disprove the existence of a causal relationship, if such a relationship does exist it is likely to be weak, as no difference in outcomes can be predicted based upon the data currently available.

⁷ The true rate is equal to ten to the power of the log-transformed rate (e.g. a value of 100, when log transformed, becomes 2).

⁸ A p-value expresses the probability of the data giving such a result if there is no relationship between the variables being studied. p-values typically must be below 0.05 to be considered significant (i.e. low p-values show that the data are not what would be expected if there were no relationship between the variables and therefore indicate that a relationship is likely).

1.0 Introduction

Whilst there is no legal definition, fly-tipping is broadly defined as the 'illegal deposit of any waste onto land that does not have a licence to accept it'. Dumping furniture, electrical items, or a bin bag full of rubbish in the street, layby, stream, or anywhere else is a crime, creates a local nuisance, risks harming the local environment and wildlife, and negatively affects the appearance of the area.

In recent years, some local authorities have introduced a charge for residents to deposit DIY-type waste, such as rubble, sanitaryware, or plasterboard at Household Waste Recycling Centres (HWRCs). Consequently, there is a concern as to whether this leads to an increase in fly-tipping, as people may choose to illegally dump their waste rather than pay to dispose of it.

This study compares fly-tipping rates among local authorities that charge, or do not charge, for DIY-type waste, while controlling for other factors (deprivation levels, rurality and residual waste collection frequency) that might influence fly-tipping. This study aims to improve understanding of fly-tipping behaviours and their relation to charging at HWRCs.

2.0 Methodology

The methodology chosen was limited by the availability of data. Ideally, the best approach would be to look at many individual local authorities that had introduced charging, and to assess whether these authorities had experienced an increase in fly-tipping after the charges were introduced. This was not possible as WRAP did not have data on when individual authorities introduced charging, and the project did not have sufficient resources to collect this information. In addition, fly-tipping data for England were only available on an annual basis, while such analysis would require more frequent (e.g. quarterly) reporting to produce reliable results.

In the absence of this data, a regression-based approach was adopted. Regression analysis allows us to assess the relationship between HWRC charges and fly-tipping, while controlling for potential confounding factors such as demographics, local authority type and household residual collection frequency. It cannot, however, be used to infer a causal relationship – only to show an association once other variables are controlled for. This is often sufficient (if a strong relationship can be shown and no serious alternative to a causal hypothesis can be envisaged), and in any event can serve as a useful first phase, in that it can help assess whether a *potential* cause-effect relationship exists that might be worth exploring further.

The additional factors controlled for in the model were selected based on internal discussion and ready availability. The data used in this analysis were as follows:

- Number of fly-tips in year 2018/19 – the latest published data available at the time of this study⁹. The number of fly-tips per head of population was the response variable in the regression model.
 - The primary response variable analysed was the total number of fly-tips of all types. This is the most robust estimator of fly-tipping in the local authority. DIY-only fly-tips represent only around 5% of total reported fly-tips, which makes the reported data less robust; when combined with mixed fly-tips and potential misreporting (many fly-tips can be classified under a number of headings) the resultant data quality issues are enough to compromise any analysis.
 - As an experiment, analysis was also conducted on a hybrid variable designed to capture the materials likely to be covered by a “typical” HWRC charging scheme. The variable used was the sum of the number of fly-tips categorised as DIY waste, construction and demolition type waste, asbestos and tyres. No significant results

⁹ <https://www.gov.uk/government/statistics/fly-tipping-in-england>

were found from this analysis. A summary of the model is provided for completeness in Appendix 2.

- Population of the local authority, taken from WasteDataFlow question 1 for January 2018.
- Whether or not the local authority charges for the deposit of DIY-waste. This data was not readily available in a single location and was compiled by online search and phone calls to all waste collection authorities (WCAs) and unitary authorities in England. This work was conducted in June 2019.
- Level of deprivation, as expressed by the indices of multiple deprivation (IMD) Average Rank¹⁰
- The Urban-Rural Classification¹¹ of the local authority.
- The most common residual waste collection frequency within the authority by number of households (weekly or more frequent vs fortnightly or less) based on analysis of WasteDataFlow question 4.

Given that local authorities vary in population, the number of fly-tips per person per year (rather than the total number of fly-tips) was taken as the response variable. Since these data were heavily skewed (most authorities had low values, but with a tail of higher values), the data were log transformed¹² to produce a more normally distributed data set (see Appendix 1 for a comparison of the transformed and untransformed data).

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/464464/File_10_ID2015_Local_Authority_District_Summaries.xlsx

¹¹ <https://www.gov.uk/government/statistics/2011-rural-urban-classification>

¹² Log transformation is a technique commonly used to reshape data to a more normal distribution. A log-transformed value is converted back to the original value by raising 10 to the power of the log transformed value. For example, the log transformation of 100 is 2, while that of 1,000 is 3. The log transformation of 500 is 2.699 (since $10^{2.699} = 500$).

3.0 Results

After incomplete cases (i.e. cases where data were not available for all of the model variables¹³) had been removed, the remaining data covered 301 local authorities out of a possible 317¹⁴. Of these, 132 operated some type of charge for HWRC waste (typically DIY waste, tyres and asbestos) while 169 did not have any charging in place.

The distribution of fly-tipping rates (fly-tips per year per 1,000 population) is shown in Figure 1 below.

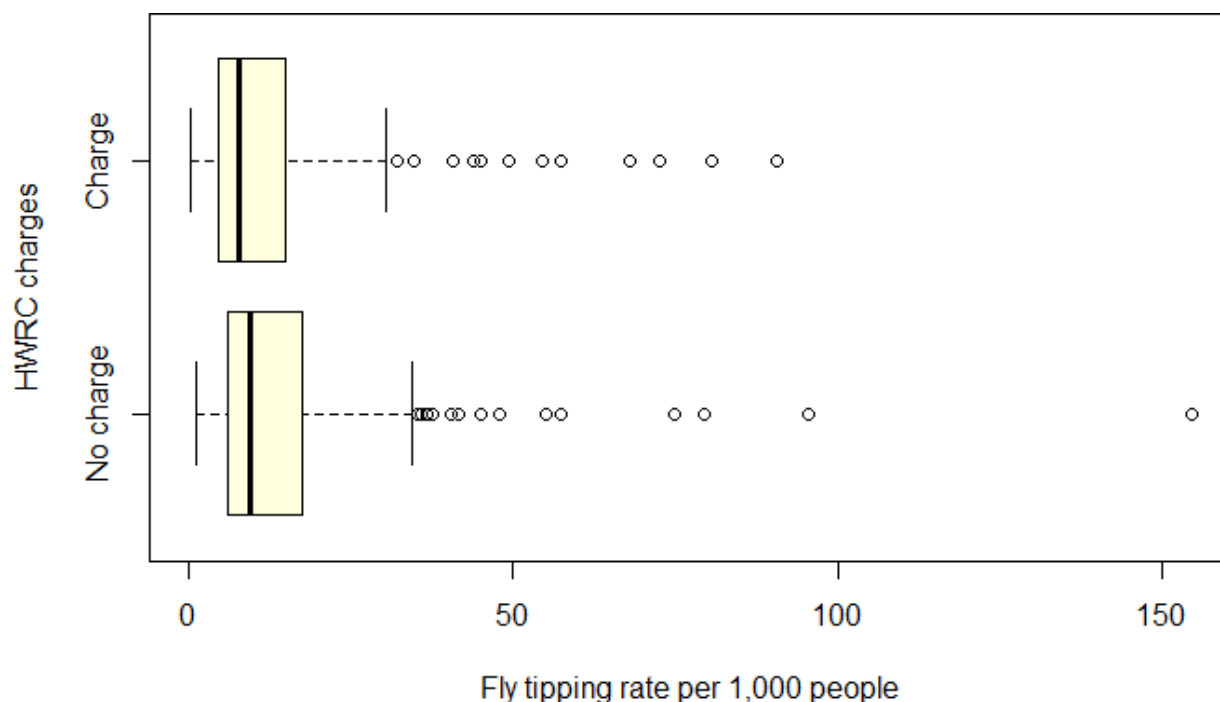


Figure 1: Comparison of fly-tipping rates with and without HWRC charges

Initial exploration of the data showed that:

- the average number of fly-tips for local authorities that charge at HWRCs is 13.3 per 1,000 people per year
- The average number of fly-tips that do not charge at HWRCs is 15.3 per 1,000 people per year

A t-test¹⁵ showed that these results were not statistically significant ($t = 1.02$, $df = 296$, $p=0.31$). This means that, while those authorities that charge at HWRCs appear to have fewer fly-tipping incidents per head of population, the difference is small enough to be explained by random variation. Taken at face value, there is no evidence that charging at HWRCs either increases or decreases fly-tipping rates.

However, this comparison does not control for potential confounding variables (for example, perhaps authorities with low fly-tipping rates to begin with are more likely to introduce charging, or perhaps fly-tipping and the presence or absence of charging are driven by some underlying variable

¹³ Incomplete data was due to a range of factors, including non-reporting of fly-tipping data. The most common reason was that the different data sets that were combined to build the model cover slightly different time periods; local authorities that were merged or otherwise reorganised over the period where model data were collected (2017–2019) were omitted, as they were missing from some data sets.

¹⁴ Counties were not included in the analysis as the model was built at the Waste Collection Authority level.

¹⁵ A t-test expresses the probability of two samples being as different as those observed if they are drawn from the same population (i.e. if there are no underlying differences and the observed differences are simply due to the sampling).

such as deprivation). The regression model allows us to control for such factors and produce a more insightful picture of any relationship.

The variables included in the final model were:

- Log transformed fly-tips per capita per year (2018). This is the response variable (i.e. the variable predicted by the model).
- HWRC Charges: a binary variable that codes whether the authority operates a charge for any materials deposited by households at the HWRC.
- The Urban-Rural Classification of the local authority. This classifies authorities into six groups:
 1. Mainly rural
 2. Largely rural
 3. Urban with significant rural
 4. Urban with city and town
 5. Urban with minor conurbation
 6. Urban with major conurbation
- Collection frequency: a binary variable that codes for the most common frequency of household kerbside residual waste collections in the authority (1= fortnightly or less; 0 = weekly or more frequently).
- Indices of Multiple Deprivation (IMD) average rank: the average rank score for the authority on the IMD.

The results of the model suggest that:

- HWRC charging does not have a statistically significant association with increased fly-tipping ($\beta=4.08\times10^{-2}$, $p=0.29$).
 - The confidence interval for the coefficient lies between -2.89×10^{-2} and 1.21×10^{-1} . The upper and lower bounds of this range correspond to a 6% decrease and a 32% increase in fly-tipping rates (the coefficient estimate corresponds to an 11% increase). Since this range of reasonable values includes zero the model does not provide evidence of a relationship between HWRC charging and fly-tipping.
- Fortnightly residual waste collection frequency does not have a significant association with increased fly-tipping ($\beta=-1.72\times10^{-2}$, $p=0.72$).
- The only variables that do have a significant association with fly-tipping are:
 - Deprivation rank ($\beta=2.81\times10^{-5}$, $p<0.001$) – fly-tipping rates increase with deprivation levels.
 - Urban-Rural Classification (major conurbation only) ($\beta=3.61\times10^{-1}$, $p<0.001$) – areas classified as “Urban with Major Conurbation” have higher fly-tipping rates than other areas.

Overall, the model was not a strong predictor, accounting for 37% of the variation in fly-tipping rates. This means the majority of variation in fly-tipping rates is due to other factors (i.e. unique local factors, random variation or variables not considered in the model).

For more details of the regression model and the experimental “DIY -waste-only” model see the appendices.

3.1 Limitations

This study has two significant limitations. The primary limitation concerns data quality. Data captured via Fly Capture can have issues with accuracy, as there is no formal legal definition of fly-tipping and there may be differences between local authorities in how exactly fly-tipping is defined (for example, how the distinction between a fly-tip and a littering incident is drawn). This affects the number of total fly-tips recorded, but is likely to have a greater impact at the level of how fly-tips are classified. In addition, the data only covers fly-tips on public land where clearance is the responsibility of the local authority. The majority of fly-tipping on private land is omitted from the statistics, and this could have a significant impact on the robustness of the data.

A second limitation of this analysis is that it cannot be used to imply causality. In the circumstances, the model provides reasonable evidence that there does not appear to be any significant

relationship between fly-tipping rates and charging at HWRCs. The model cannot, however, compensate for the data quality issues outlined above.

4.0 Conclusion

Comparison of fly-tipping rates does not show that those local authorities that have introduced charges for some HWRC waste have higher fly-tipping rates than those without charges.

To investigate this further, a regression model was constructed in an attempt to control for a range of confounding variables, such as levels of deprivation. This model also failed to find evidence that HWRC charging is associated with higher rates of fly-tipping.

In conclusion, it appears unlikely that there is an association between fly-tipping and charging at HWRCs. While a regression model cannot prove or disprove the existence of a causal relationship, it does show that if such a relationship exists it is likely to be weak, as no difference in outcomes can be predicted based upon the data currently available.

If a more accurate and detailed study of potential causal relationships is required, consideration should be given to a longitudinal analysis. This could take a two forms:

- Change point analysis of fly-tip data from a reasonably sized sample (50-100) local authorities that have introduced charging at HWRCs. The test would be to assess how accurately the model can identify the moment of service change as a change point in the time series.
- Analysis of the change in fly-tipping rate from a similar sample of local authorities before and after the introduction of charging.

Both approaches would require data on when the service change was implemented in each local authority and would benefit from the availability of fly-tipping data at a quarterly frequency. This latter approach would produce more data points for a time series analysis, and to allow detrending of data from a before-and-after approach. Alternatively, year before and year after data could be used with a control group of authorities that did not introduce a service change. The difficulty in this case would be the timescale – with authorities introducing service changes at different points in time, a feasible approach may be to match each authority with a randomly selected non-charging authority over the same time period. However, data quality issues and the lack of statistical power of such an approach makes it unlikely that any significant relationship would be uncovered.

5.0 References:

Department for Environment, Food and Rural Affairs. (2019) *Fly-tipping statistics for England*. Government Statistics. Available at:
<https://www.gov.uk/government/statistics/fly-tipping-in-england>

Department for Communities and Local Government. (2015) *English Indices of Deprivation*. [Online] Available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/464464/File_10_ID2015_Local_Authority_District_Summaries.xlsx

Appendix 1: Regression model detail

Figure 2 below shows the histograms of the flytipping rate data before and after log (base 10) transformation. While not normally distributed (Shapiro-Wilk p-value = 0.03514) the results are a good approximation of a normal distribution and superior to the untransformed data for regression analysis.

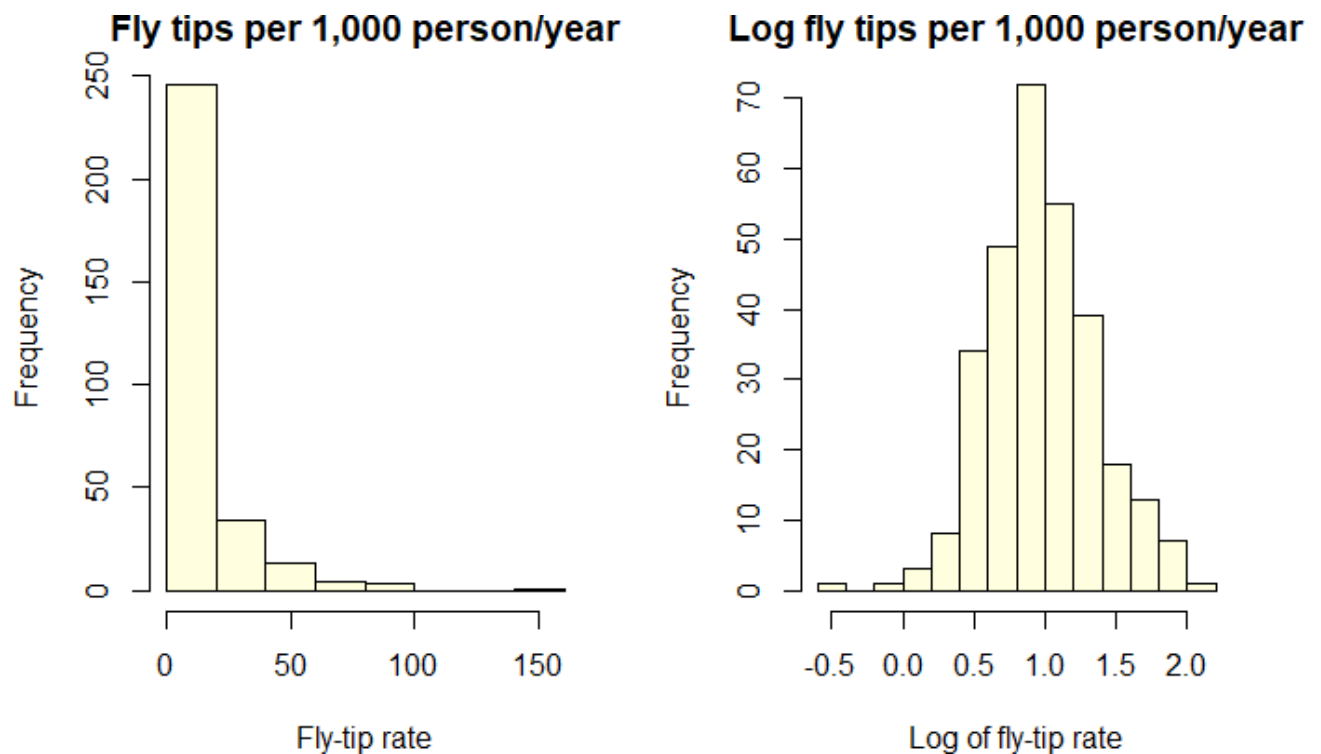


Figure 2: Untransformed and log transformed fly-tip rate data

The regression model on which the reported results are based is shown below (Table 1). While this model contains several non-significant variables, removing these reduced the explanatory value of the model (judged by adjusted R^2 and AIC) and so the full model was retained as the most suitable for the analysis.

Table 1: Regression outputs for fly-tipping per 1,000 population

	β	St. error	t-value	p
Intercept	4.089×10^{-1}	8.699×10^{-2}	4.700	4.01×10^{-6}
HWRC charge - yes	4.080×10^{-2}	3.821×10^{-2}	1.068	0.287
Deprivation rank	2.807×10^{-5}	3.794×10^{-6}	7.399	1.47×10^{-12}
Fortnightly residual - yes	-1.722×10^{-2}	4.723×10^{-2}	-0.365	0.716
Mainly rural	-4.618×10^{-2}	6.964×10^{-2}	-0.663	0.508
Urban with city & town	1.189×10^{-1}	6.195×10^{-2}	1.919	0.056
Urban w/ major conurbation	3.612×10^{-1}	6.708×10^{-2}	5.384	1.5×10^{-7}
Urban w/ minor conurbation	2.719×10^{-2}	1.177×10^{-1}	0.231	0.818
Urban w/ significant rural	1.126×10^{-1}	6.791×10^{-2}	1.658	0.098
Residual standard error	0.312 on 292 degrees of freedom			
Multiple R-squared	0.369			
Adjusted R-squared	0.352			
F statistic	21.34 on 8 and 292 degrees of freedom			
p-value	2.2×10^{-16}			
Residuals	Min -1.38, 1Q -0.17, Median 0.02, 3Q 0.19, Max 1.07			

The explanatory variable being investigated (whether or not an authority charges at HWRCs) has an estimated regression coefficient of 4.08×10^{-2} . This is equivalent to saying that, accounting for all other variables in the model, charging at HWRCs is associated with an 11% higher rate of fly-tipping. This result is not significant, however. The 95% confidence interval for the regression coefficient lies between -2.89×10^{-2} and 1.21×10^{-1} . The upper and lower bounds of this range correspond to a 6% decrease and a 32% increase in fly-tipping rates. Overall, the regression shows no evidence for a relationship between charging at HWRCs and fly-tipping.

A diagnostic (residuals vs model prediction) plot for the regression is shown below. This suggests that the model error are approximately randomly distributed and that the model is not systematically misrepresenting the data in any manner.

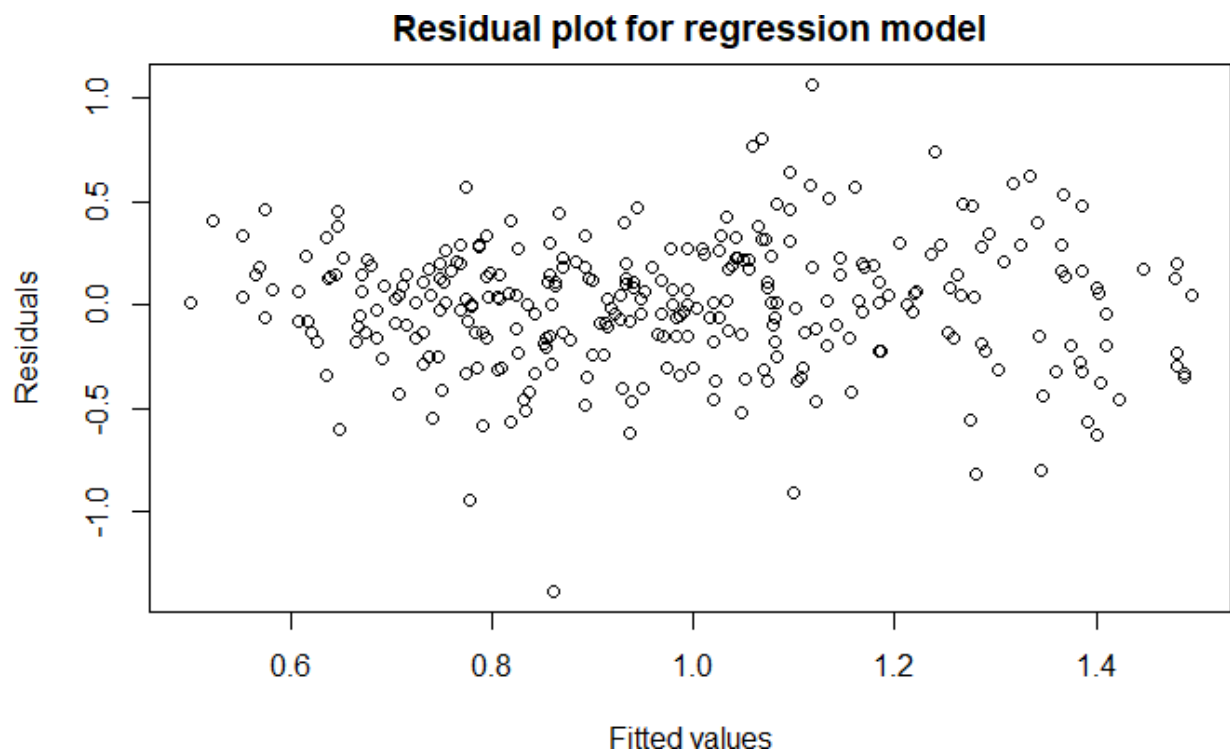


Figure 3: Model residuals vs fitted values

Appendix 2: a “DIY-only” regression model

Table 2 below shows the results of an experimental regression based on an attempt to classify DIY-type fly-tips (incorporating fly-tips classified as DIY, construction and demolition, asbestos and tyres).

Table 2: Regression outputs for fly-tipping per 1,000 population

	β	St. error	t-value	p
Intercept	-2.344×10^{-3}	1.009×10^{-1}	-0.023	0.98148
HWRC charge - yes	3.896×10^{-2}	4.442×10^{-2}	0.877	0.3811
Deprivation rank	3.836×10^{-6}	4.403×10^{-6}	0.871	0.384334
Fortnightly residual - yes	-3.593×10^{-2}	5.484×10^{-2}	-0.655	0.512851
Mainly rural	-7.611×10^{-2}	8.075×10^{-2}	-0.943	0.346652
Urban with city & town	-2.425×10^{-1}	7.184×10^{-2}	-3.376	8.350×10^{-4}
Urban w/ major conurbation	-5.588×10^{-2}	7.816×10^{-2}	-0.715	0.475174
Urban w/ minor conurbation	-1.695×10^{-1}	1.365×10^{-1}	-1.242	0.215295
Urban w/ significant rural	-5.375×10^{-2}	7.874×10^{-2}	-0.683	0.495405
Residual standard error	0.362 on 291 degrees of freedom			
Multiple R-squared	0.062			
Adjusted R-squared	0.036			
F statistic	2.41 on 8 and 291 degrees of freedom			
p-value	0.016			
Residuals	Min -1.42, 1Q -0.17, Median 0.04, 3Q 0.24, Max 1.11			

The very low significance of the HWRC charging coefficient, combined with the very poor predictive power of this model shows clearly that there is no point in proceeding with this approach, as the fly-tipping rate values are dominated by random error.

Appendix 3: List of local authorities included in the model

Some local authorities were not able to be included in the study, due to issues with matching fly tipping, population, refuse service and population data. Reasons for omission included absence of a fly-tipping figure, absence of charging data or mismatches in the geographies at which different data were available (e.g. where LA boundaries may have changed between generation of a deprivation index and reporting of the latest fly tip data) or where service changes made it impossible to reliably identify the most appropriate classification. Those local authorities that were included in the analysis are listed below.

Local authority		
Adur	Gosport	Rotherham
Allerdale	Gravesham	Rugby
Amber Valley	Great Yarmouth	Runnymede
Arun	Greenwich	Rushcliffe
Ashfield	Guildford	Rushmoor
Ashford	Hackney	Rutland County
Aylesbury Vale	Halton	Ryedale
Babergh	Hambleton	Salford
Barking and Dagenham	Hammersmith and Fulham	Sandwell
Barnet	Harborough	Scarborough
Barnsley	Haringey	Sedgemoor
Barrow-in-Furness	Harlow	Sefton
Basildon	Harrogate	Selby
Basingstoke and Deane	Harrow	Sevenoaks
Bassetlaw	Hart	Sheffield
Bath and North East Somerset	Hartlepool	Shropshire
Bedford	Hastings	Slough
Bexley	Havant	Solihull
Birmingham	Havering	South Bucks
Blaby	Herefordshire	South Cambridgeshire
Blackburn with Darwen	Hertsmere	South Derbyshire
Blackpool	High Peak	South Gloucestershire
Bolsover	Hillingdon	South Hams
Bolton	Hinckley and Bosworth	South Holland
Boston	Horsham	South Kesteven
Bracknell Forest	Hounslow	South Lakeland
Bradford	Huntingdonshire	South Norfolk
Braintree	Hyndburn	South Northamptonshire
Breckland	Ipswich	South Oxfordshire
Brent	Islington	South Ribble
Brentwood	Kensington and Chelsea	South Somerset
Brighton and Hove	Kettering	South Staffordshire
Bristol	Kings Lynn and West Norfolk	South Tyneside
Broadland	Kingston upon Hull, City of	Southampton

Bromley	Kingston upon Thames	Southend-on-Sea
Bromsgrove	Kirklees	Southwark
Broxbourne	Knowsley	Spelthorne
Broxtowe	Lambeth	St Helens
Burnley	Lancaster	Stafford
Bury	Leeds	Staffordshire Moorlands
Calderdale	Leicester	Stockport
Cambridge	Lewes	Stockton-on-Tees
Camden	Lewisham	Stoke-on-Trent
Cannock Chase	Lichfield	Stratford-on-Avon
Canterbury	Lincoln	Stroud
Carlisle	Liverpool	Sunderland
Castle Point	Luton	Surrey Heath
Central Bedfordshire	Maidstone	Sutton
Charnwood	Maldon	Swale
Chelmsford	Malvern Hills	Swindon
Cheltenham	Manchester	Tameside
Cherwell	Mansfield	Tamworth
Cheshire East	Medway	Tandridge
Cheshire West and Chester	Melton	Teignbridge
Chesterfield	Mendip	Telford and Wrekin
Chichester	Merton	Tendring
Chiltern	Mid Devon	Test Valley
Chorley	Mid Suffolk	Tewkesbury
City of London	Mid Sussex	Thanet
Colchester	Middlesbrough	Three Rivers
Copeland	Milton Keynes	Thurrock
Corby	Mole Valley	Tonbridge and Malling
Cornwall	New Forest	Torbay
Cotswold	Newark and Sherwood	Torridge
County Durham	Newcastle-under-Lyme	Tower Hamlets
Coventry	Newcastle-upon-Tyne	Trafford
Craven	Newham	Uttlesford
Crawley	North Devon	Vale of White Horse
Croydon	North East Derbyshire	Wakefield
Dacorum	North East Lincolnshire	Walsall
Darlington	North Hertfordshire	Waltham Forest
Dartford	North Kesteven	Wandsworth
Daventry	North Lincolnshire	Warrington
Derby	North Norfolk	Warwick
Derbyshire Dales	North Somerset	Watford
Doncaster	North Tyneside	Waverley
Dover	North Warwickshire	Wealden
Dudley	North West Leicestershire	Wellingborough
Ealing	Northampton	West Berkshire

East Cambridgeshire	Norwich	West Devon
East Devon	Nottingham	West Lancashire
East Hampshire	Nuneaton and Bedworth	West Lindsey
East Lindsey	Oadby and Wigston	West Oxfordshire
East Northamptonshire	Oldham	Westminster
East Riding of Yorkshire	Oxford	Wigan
East Staffordshire	Pendle	Wiltshire
Eastbourne	Peterborough	Winchester
Eastleigh	Plymouth	Windsor and Maidenhead
Eden	Portsmouth	Wirral
Elmbridge	Preston	Woking
Enfield	Reading	Wokingham
Epping Forest	Redcar and Cleveland	Wolverhampton
Epsom and Ewell	Redditch	Worcester
Erewash	Reigate and Banstead	Worthing
Exeter	Ribble Valley	Wychavon
Fareham	Richmond upon Thames	Wycombe
Fenland	Richmondshire	Wyre
Forest of Dean	Rochdale	Wyre Forest
Fylde	Rochford	York
Gedling	Rossendale	
Gloucester	Rother	