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## Executive Summary

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ENCAMS carried out a postal survey of local authorities in England to collate information that could be used to develop a Voluntary Code of Practice for the Fast Food Industry on behalf of the Department of the Environment, Food and Rural Affairs (DEFRA). A self-completion questionnaire was sent to 298 local authorities, a total of 94 local authorities responded, giving a response rate of 32%.

### Types of Outlet

- ❖ Within the category of primary fast food outlets, 28% of local authorities rated drive thrus as being a 'major problem'.
- ❖ Large, primary fast food outlets were rated as being a 'major problem' by 18% of local authorities.
- ❖ 38% of local authorities rated mobile outlets as causing 'no' or 'little problem' in terms of litter.
- ❖ Large, secondary fast food outlets were rated as being less of a problem with regards to litter than the other size secondary outlets such as newsagents and smaller supermarket chains.

### Location of Litter

- ❖ 31% of local authorities rated town/city centres as being a 'major problem'.
- ❖ Only 1% of authorities rated schools as causing 'no problem'.
- ❖ Beaches were rated as having 'no problem' by 31% of authorities.
- ❖ Lay-bys (noted by 76% of authorities), town/city centres (57%), parks and open spaces (66%), and shopping precincts (62%) were rated as being a problem 'all of the time'.
- ❖ 69% of local authorities rated areas around schools, and 48% around colleges and universities as being most problematic on weekdays.
- ❖ Areas around schools, and colleges and universities were rated as being a problem at lunchtimes, rated by 70% and 46% of respondents respectively.

- ❖ 55% of respondents rated town/city centres, around sporting stadia (47%), and parks and other open spaces (47%) as being a problem at weekends.
- ❖ The only areas which were particularly causing a problem in the evenings (after 9pm) were found to be town/city centres (by 37% of respondents).

### **The Issue of Bins**

- ❖ 33% of local authorities said that they 'always' provide bins outside fast food outlets.
- ❖ 61% of local authorities said that they 'sometimes' provide bins outside fast food outlets.
- ❖ Only 4% of respondents stated that they 'never' provide bins to fast food outlets.
- ❖ Local authorities are very likely to both pay for (90%) and service (96%) the bins that they provide to fast food outlets.
- ❖ 48% of the authorities said that they 'sometimes' allow fast food outlets to provide their own bins for placement on local authority land, and 33% said that they 'always' do.
- ❖ Fast food outlets are likely to have to pay for their own bins that are placed on local authority land. The servicing of these bins is just as likely to be by the fast food outlets as it is by the local authority.

### **Planning**

- ❖ Local authorities are just as likely to make comments on new fast food outlets (46%) as they are to make comments if an outlet has a change of use (48%).
- ❖ 66% of the local authorities, who make comments to the planning department, said that the department 'sometimes' takes their comments on board, 18% stated that they 'always' do.
- ❖ 98% of the local authorities thought that environmental requirements in planning applications would improve standards of both litter and waste.

## Legislation

- ❖ 38% of local authorities stated that they had adopted the Fixed Penalty Scheme (FPS) under section 88 of the EPA (Environmental Protection Act).
- ❖ Only 8% of local authorities, who had adopted the FPS, had issued any Fixed Penalty Notices (FPN's) on fast food operators for leaving trade waste in the wrong place or at the wrong time.
- ❖ 40% of local authorities rated the FPN's as being 'quite useful', and 27% rated them as being 'very useful'.
- ❖ 86% of local authorities had designated Litter Control Areas on fast food operators.
- ❖ Litter Control Areas were rated (for use on fast food outlets) as being 'quite useful' by 45% and 'very useful' by 25%.
- ❖ 70% of the local authorities had **not** served any Street Litter Control Notices (SLCNs) on fast food outlets.
- ❖ SLCNs were rated by the majority of respondents (51%) as being 'quite useful', and 'very useful' by 23%.

## Number of Fast Food Outlets

- ❖ The number of small outlets per authority ranged from three to 600, with the average number of small primary fast food outlets being 77.
- ❖ The number of medium outlets per authority ranged from zero to 325, with the average number of medium primary fast food outlets being 37.
- ❖ The number of large outlets per authority ranged from zero to 300, with the average number of large primary fast food outlets being 15.
- ❖ The largest number of drive thrus recorded within one local authority was 12.

## Packaging

- ❖ 83% of the local authorities that responded to the question thought that some outlets could provide less packaging.

ENCAMS has utilised these findings along with studies of members of the fast food industry and the general public to develop a Code of Practice for voluntary use by the Fast Food Industry. This Code, following consultation, will be disseminated in the summer of 2003.

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## Introduction

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### 1.1 Background

In January 2002 the Right Hon Michael Meacher MP Minister of State (Environment) (as was) began a consultation process with key members of the Fast Food and Packaging Industry, forming the Fast Food Forum. The problem of fast food was addressed as it tied in closely with the Government's initiatives on litter and waste, public open space, regeneration, and safe, clean streets.

In July 2002, the Department of the Environment, Food and Rural Affairs (DEFRA), asked ENCAMS to devise a Voluntary Code of Practice for the Fast Food Industry, which would be made available to all local authorities in England. This Voluntary Code of Practice would feed information into other Government initiatives, aimed at improving local environmental quality, and the public space in rural and urban areas. The code will also be aligned with current practical and legislative approaches.

### 1.2 Aim of the Code

The aim of the Voluntary Code of Practice for the Fast Food Industry is to produce a clear framework of best environmental practice for fast food operators, enabling them to work more productively with local authorities, other major land managers and enforcement agencies. This, in turn, will reduce litter and waste in the local environment, without creating significant extra cost to the industry. A clear communications strategy will also be produced which will ensure the efficient and effective implementation of the voluntary code across the fast food industry.

### 1.3 Objectives of the Code

The objectives of the Code are as follows:

- To obtain signatures from the Fast Food Forum members stating their adherence to the written Code of Practice;

- To reduce fast food litter and decrease public fast food littering;
- To increase the 'business to agency' waste disposal and segregation;
- To compile a recommended Communication Strategy for each of the different fast food operators segments;
- To produce a Fast Food Code of Best Environmental Practice;
- To calculate ball-park figures of costs to the industry with the implementation of this Code.

#### **1.4 Research for Code of Practice**

In order to create the Code of Practice it was necessary to compile extensive research which would be used to inform the contents of the Code. The research consisted of both qualitative and quantitative research methods. The qualitative research was obtained via four standard length focus groups, comprising of local authority members; further qualitative information was also acquired through conversing with other fast food contacts. The quantitative research was gained through a questionnaire that was distributed to all local authorities in England, the results of which are outlined in this report.

#### **1.5 Aim of Survey**

The aim of this survey was to establish the current practices amongst local authorities and their relationship with fast food outlets, on areas such as litter, waste and relevant legislation.

#### **1.6 Objectives of Survey**

The objectives of this survey were as follows:

- To establish the extent and timing of the litter problem amongst fast food outlets, of varying sizes;
- To collate information concerning the provision and servicing of bins;
- To understand the links within local authorities between litter and waste management, and planning;

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- To collate the views of the local authorities on the current legislation and the extent of its use;
- To establish the numbers and categories of fast food outlets in the local authority areas.

## **1.7 Survey Design**

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ENCAMS distributed a self-completion questionnaire to all local authorities in England. A copy of this questionnaire can be found in appendix 1.

## **1.8 Response Rate**

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A total of 94 local authorities responded to the questionnaire, giving an overall response rate of 32%.

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## Types of Outlet

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### 2.1 Definitions

In order to avoid confusion and subjectivity concerning the definition of different types of fast food outlet, a definitions sheet was sent to local authorities with the questionnaire. Therefore throughout this report the definitions of certain ambiguous terms are defined as below. These definitions were developed from the qualitative research stage.

- **Fast Food** – Any edible product which can be eaten immediately upon exiting the premise in which it was bought.
- **Fast Food Litter** – Any fast food (as defined above) or the packaging sold with the food substance which is found discarded onto public streets.
- **Primary Fast Food Outlet** – An outlet whose main or sole purpose is to sell fast food to customers, e.g. pizza shops, chip shops, burger bars, bakeries. Primary fast food outlets are sub categorised further depending on their size.
  - ❖ **Small, Primary Fast Food Outlet** – These may be single premises or a couple of nuclear units often family owned, e.g. local pizza, kebab shops.
  - ❖ **Medium, Primary Fast Food Outlets** – Small to medium chains or franchise operations, usually regionally based, such as sandwich shops or bakeries.
  - ❖ **Large, Primary Fast Food Outlets** - This sector is dominated by national and international franchises otherwise known as Quick Service Restaurants (QSRs). Major multi-million pound sub-regional franchises are also in this bracket, where every outlet in the same franchise is owned by one business (or individual).
- **Drive Thrus** - International franchises, dominate this sector, but there are also smaller local and regional drive thrus.
- **Mobile Outlets** - These include potato vans, hot dog vans, ice cream vans and roadside vehicles.

- **Secondary Fast Food** - An outlet that sells fast food but this is not its sole or main function, e.g. newsagents, supermarkets, petrol stations and any store selling sandwiches.
  - ❖ **Small** - May be single premises or a couple of nuclear units, often family-owned, e.g. local newsagents, corner shops.
  - ❖ **Medium** - These are characterised by local or regional marketing, franchise or packaging operations, such as Spar, Happy Shopper. Also, petrol station shops and public houses selling food and drink for consumption off the premises are included in this category.
  - ❖ **Large** - These include large high street retailers and supermarkets, primarily those that sell takeaway sandwiches.

## 2.2 Litter Problem by Outlet Type

Local authorities were asked to rate the overall litter problem in their area for different categories of fast food outlets (as determined in 2.1). They were asked to use a scale of 1-6, where 1 = no problem and 6 = a major problem. Figure 2.2.1 illustrates the results obtained for primary outlets and figure 2.2.2 illustrates the results obtained for secondary outlets.

**Figure 2.2.1 Overall Litter Problem by Type of Outlet – Primary Outlets**

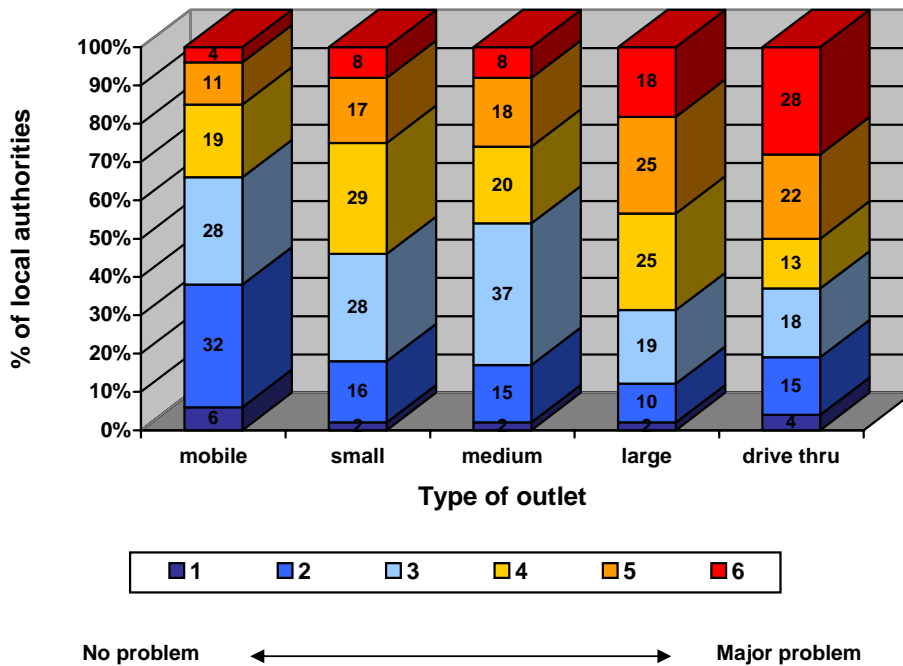
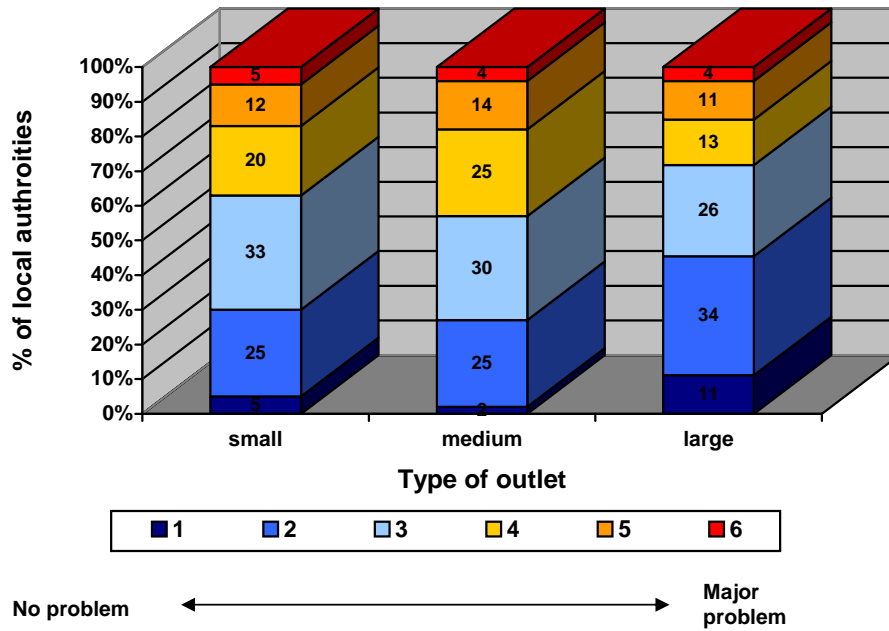


Figure 2.2.1 shows that drive thrus are rated as being a ‘major problem’ for over a quarter of local authorities (28%). Next were large outlets, rated as being a ‘major problem’ by 18%. Surprisingly, mobile outlets were rated as being the least problematic, with 38% rating the litter problem outside these outlets as 1 (‘no problem’) or 2. It should be noted however that a small minority said there were no fast food problems, surrounding any of the defined fast food outlets.

Figure 2.2.2 Overall Litter Problem by Types of Outlets – Secondary Outlets



Fewer secondary outlets were rated 6 (major problem), than were primary outlets. If we consider ratings of 4, 5 and 6 (major problem), then secondary fast food outlets were also less problematic than their equivalently sized primary outlets (small primary outlets 54%, compared with small secondary outlets 37%; medium primary outlets 46%, compared with medium secondary outlets 43%; and large primary outlets 68%, compared with large secondary outlets 28%).

Of the secondary outlets however, it was the medium sized stores, e.g. Day and Night, Happy Shopper, Londis etc. and the small stores e.g. corner shops, which were most problematic with only 2% and 5% of local authority representatives stating that there was 'no problem'.

## Location of Litter

### 3.1 Fast Food Litter by Area

Respondents were asked how they would rate the fast food litter problem in several different areas. The responses given are shown in figure 3.1.1.

**Figure 3.1.1 Fast Food Litter Problem by Area**

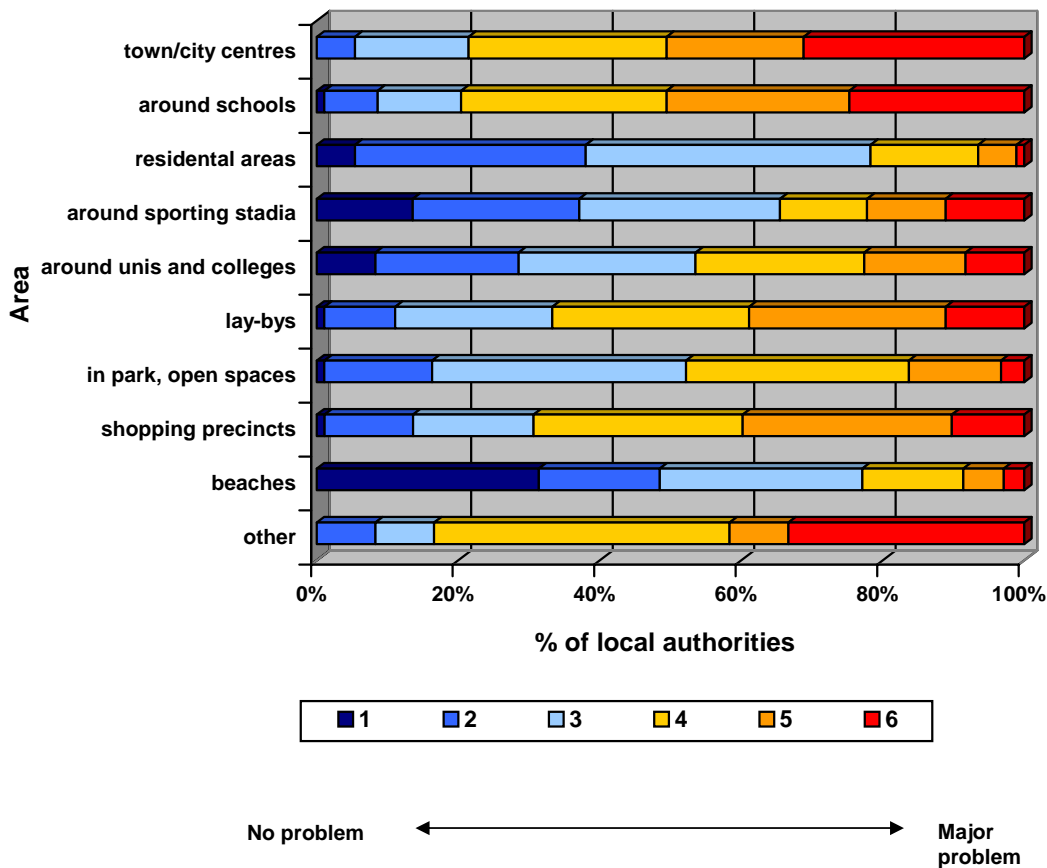


Figure 3.1.1 shows that the most problematic areas were surrounding schools (80% gave a 4,5 or 6 ('major problem') rating), town/city centres (78% gave a 4,5 or 6 rating) and shopping precincts (70% gave a 4,5, or 6 rating). Residential areas, beaches and sporting stadia were least problematic areas with 78%, 77% and 66% of local authorities respectively rating these 1 ('no problem'), 2 or 3. It should be noted that around a third of local authorities (31%) said there was no problem with fast food litter on and around beaches in their area.

Other areas where fast food problems occurred included rural roads, private land, entertainment venues play areas, bus stops, roads and highways, benches, community centres, car parks, footpaths and bridal ways, school routes in the early morning, train stations, pubs.

Respondents were then asked at what times these areas are a problem, more than one answer was allowed. The results are illustrated in figure 3.1.2.

Figure 3.1.2 Time of the Problem by Area

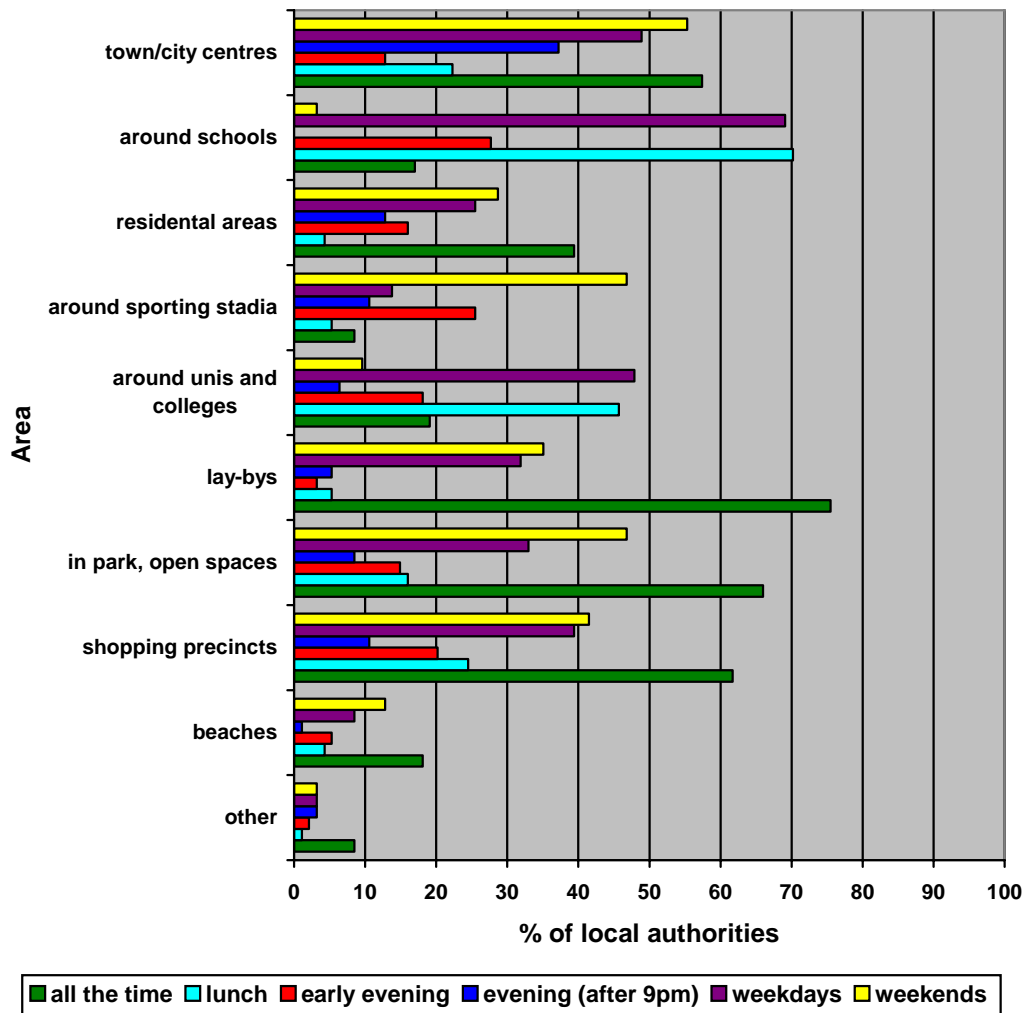


Figure 3.1.2 illustrates that the local authorities rated lay-bys (76%), town/city centres (57%), parks and open spaces (66%), and shopping precincts (62%) as being a problem 'all of the time'. Areas around schools (69%), and colleges and universities (48%) were found to be most problematic on weekdays and more specifically at lunchtimes, rated by 70% and 46% respondents respectively.

The problem areas at weekends were found to be town/city centres (55%), around sporting stadia (47%) and parks and other open spaces (47%). The only areas which were particularly causing a problem in the evenings (after 9pm) were found to be town/city centres (37%).

A list of the 'other' responses for figures 3.1.1 and 3.1.2 can be found in appendix 2.

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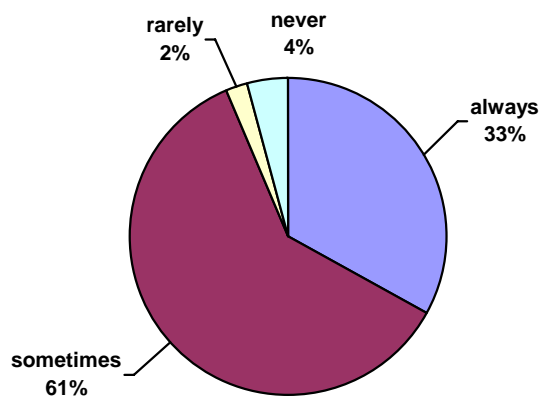
## The Issue of Bins

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### 4.1 Provision of Bins

Respondents were asked whether they provide bins outside fast food outlets. The results are shown in figure 4.1.1.

**Figure 4.1.1 Provision of Bins to Fast Food Outlets**



The results from figure 4.1.1 show that a third of local authorities (33%) stated that they 'always' provide bins outside fast food outlets. 61% of local authorities stated that they 'sometimes' provide bins, and only 4% said that they 'never' provide bins to outlets.

Responsibility for payment and servicing of the bins provided outside fast food outlets by local authorities appeared to lie with the local authorities themselves, with 90% stating that they paid for the bins and 96% stating that they serviced them. Some local authorities however, had individual arrangements with the fast food vendor in their area.

When asked whether they allow fast food operators to provide their own bins for placement on local authority land, around four in five local authority representatives (81%) said they 'always' or 'sometimes' allowed this (33% 'always' and 48% 'sometimes'). Whereas one in five local authorities (19%) said they 'rarely' or 'never' allowed this (10% 'rarely' and 9% 'never').

Where individual vendors provided the bins outside their outlets, the majority of local authority representatives (85%) stated that the vendors paid for them, whereas only around half of the local authority representatives (53%) said the vendors actually serviced the bins themselves.

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## Planning

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### 5.1 Planning Application Process

When asked what their department were given planning applications to comment on the results showed that less than half of all local authorities were consulted (46% for new outlets and 48% for change of use properties).

Those respondents that were consulted were then asked whether the planning department takes their comments on board. The results are illustrated in figure 5.1.1.

**Figure 5.1.1 Does the Planning Department take your Comments on Board?**



Figure 5.1.1 shows that 66% of the local authorities that provided comments to the planning department thought that the planning department 'sometimes' acted on their comments, and 18% stated that they 'always' do.

The vast majority of local authorities (98%), however when asked, thought that environmental requirements in planning applications would improve both standards of litter and waste management. Further comments to this question can be found in appendix 4.

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## Legislation

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### 6.1 Fixed Penalty Scheme

Local authorities were asked whether they had adopted the Fixed Penalty Scheme (FPS) for littering under section 88 of the Environmental Protection Act (1990). The results to this question are shown in figure 6.1.1.

**Figure 6.1.1 Adoption of the Fixed Penalty Scheme**

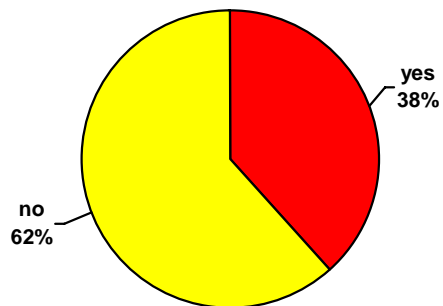


Figure 6.1.1 shows that 38% of local authorities stated that they had adopted the Fixed Penalty Scheme for littering.

The respondents that had adopted the FPS were then asked whether they had issued any Fixed Penalty Notices (FPNs) on fast food operators, for leaving trade waste in the wrong place or at the wrong time. The results obtained are presented in figure 6.1.2.

**Figure 6.1.2 Fixed Penalty Notices Issued on Fast Food Operators**

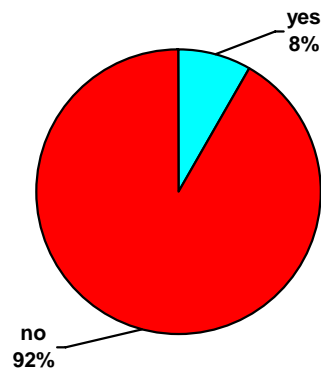


Figure 6.1.2 illustrates that only 8% of local authorities (3) with a FPS in place had issued FPNs on fast food operators for leaving trade waste in the wrong place, or at the wrong time. Two of the three local authorities had issued four notices whilst the third had issued 14. All respondents were then asked to rate the Fixed Penalty Scheme legislation, for this purpose. Figure 6.1.3 illustrates the results found.

**Figure 6.1.3 Rating of Fixed Penalty Notice Scheme on Fast Food Operators**

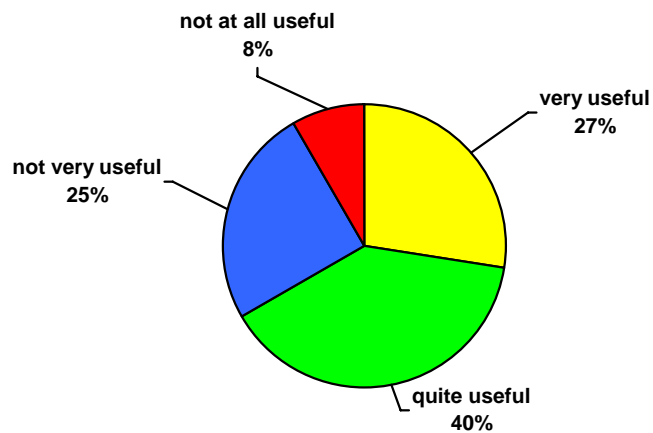


Figure 6.1.3 shows that the majority of local authorities rated the scheme as being useful to some degree with 27% and 40% stating it was 'very useful' and 'quite' useful respectively. Further comments can be found in appendix 5.

## 6.2 Litter Control Areas

Local authorities were asked whether they had designated any Litter Control Areas on fast food operators under section 90 of the EPA. Figure 6.2.1 illustrates the results.

**Figure 6.2.1 Designation of Litter Control Areas on Fast Food Operators**

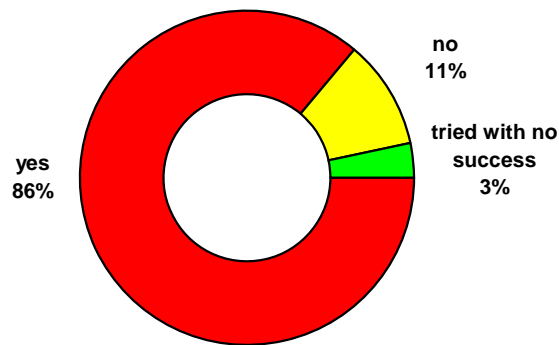


Figure 6.2.1 shows that 86% of local authorities that responded to the question stated that they had designated Litter Control Areas on fast food operators. Only 3% of authorities had attempted to utilise this legislation but found it unsuccessful.

Local authorities were then asked to rate the Litter Control Area legislation for the purpose of regulating fast food operators. The findings are presented in figure 6.2.2.

**Figure 6.2.2 Rating of using Litter Control Area Legislation for Fast Food Outlets**

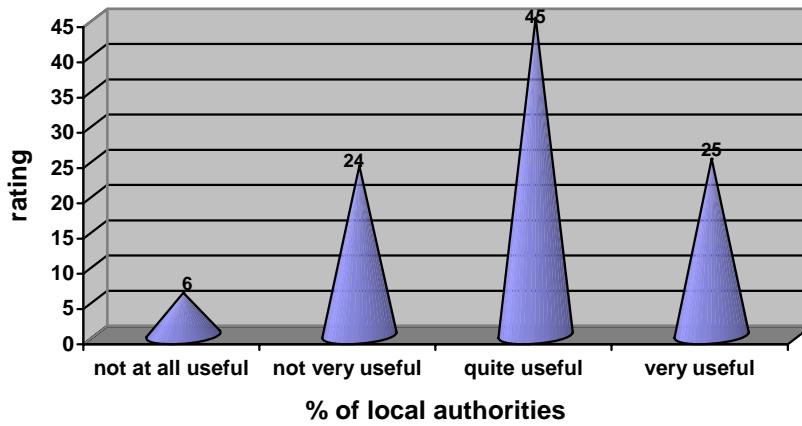


Figure 6.2.2 shows that the majority of local authorities (70%) felt that this legislation was useful to some degree, with 25% rating it 'very useful' and 45% rating it 'quite useful'. Further comments can be found in appendix 6.

### **6.3 Street Litter Control Notices**

Respondents were asked if they had ever served Street Litter Control Notices (SLCNs) on fast food operators under sections 93 and 94 of the EPA. The results are presented in figure 6.3.1.

**Figure 6.3.1 Authorities who had Served SLCNs on Fast Food Operators**

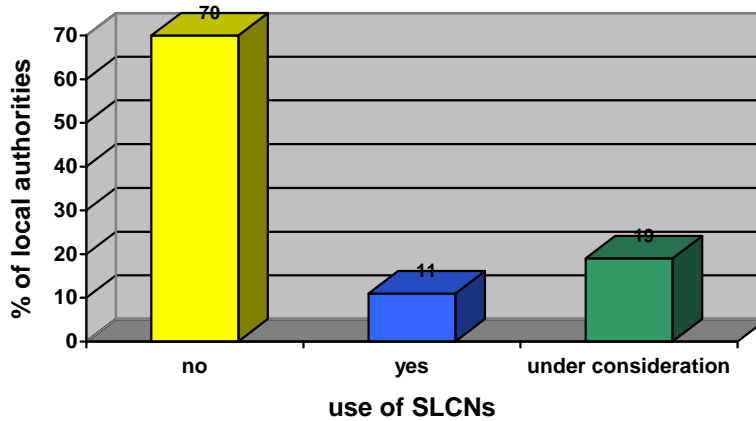


Figure 6.3.1 shows that the vast majority (70%) of respondents had not served any Street Litter Control Notices on fast food operators. Out of the 11% (10 authorities) who had served notices on fast food operators, the actual numbers served ranged from one to seven. All respondents were then asked how they would rate SLCNs for use on fast food outlets, as shown in figure 6.3.2.

**Figure 6.3.2 Rating of SLCN on Fast Food Outlets**

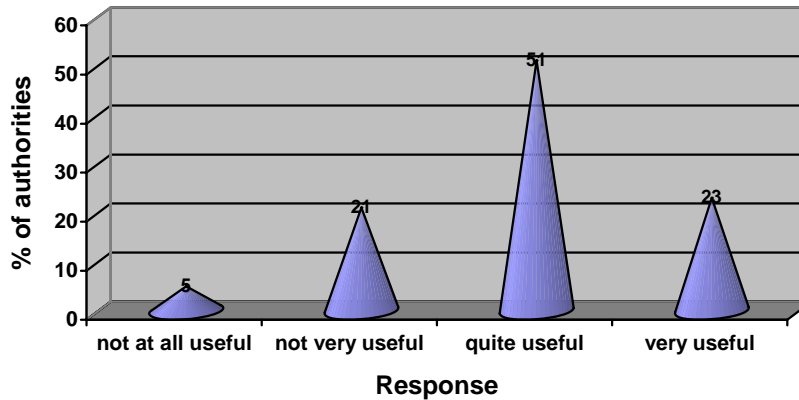


Figure 6.3.2 shows that the majority of authorities (74%) positively rated SLCN's for use on fast food outlets (51% 'quite useful' and 23% 'very useful'). For further comments see appendix 7.

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## Number of Fast Food Outlets

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### 7.1 Number of Outlets by Category

Respondents were asked to provide numbers of primary fast food outlets (refer to section 2.1 for definitions) in the categories of small, medium and large. The results are provided in figures 7.1.1 – 7.1.3.

**Figure 7.1.1 Number of Primary Fast Food Outlets – Small Outlets**

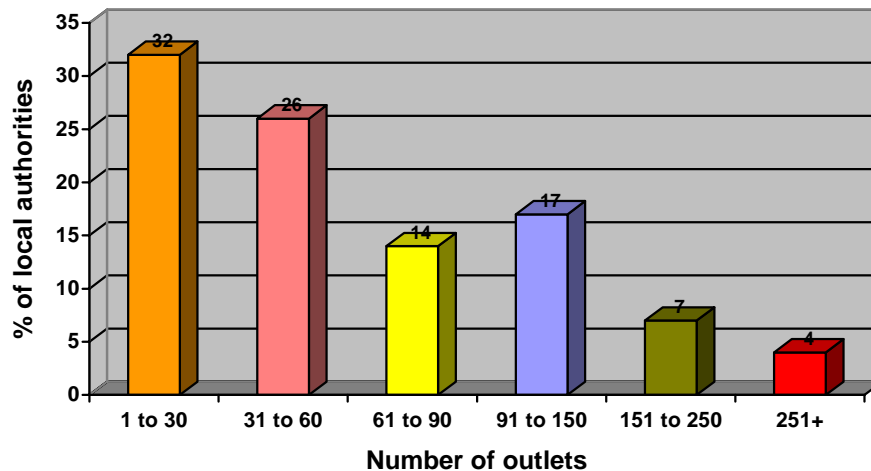


Figure 7.1.1 shows that 32% of the local authorities questioned claimed to have between one and 30 small, primary, fast food outlets in their local authority area, followed by 26% stating that they have between 31 and 60 of this type of outlet. Only 4% of the local authorities questioned claimed to have over 250 small, primary, fast food outlets in their area. The number of small outlets per authority ranged from three to 600, with the average number of small primary fast food outlets being 77.

**Figure 7.1.2 Number of Primary Fast Food Outlets – Medium Outlets**

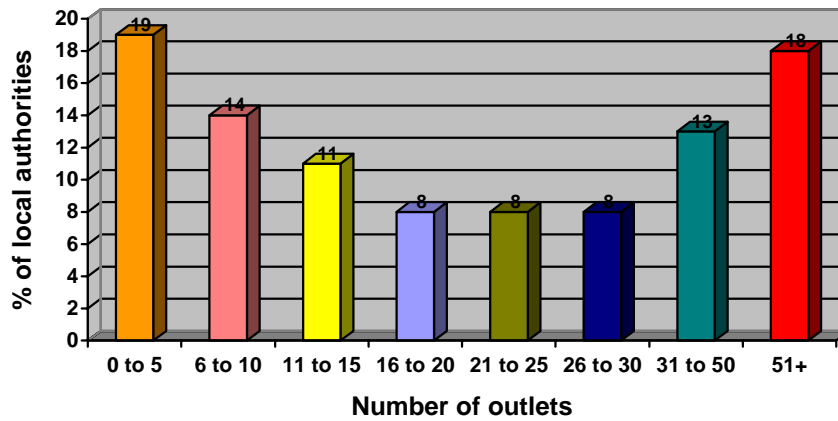


Figure 7.1.2 shows that 19% of local authorities claimed to have up to five medium fast food outlets in their local authority area and 14% have between six and ten outlets. The number of medium outlets per authority ranged from zero to 325, with the average number of medium primary fast food outlets being 37.

**Figure 7.1.3 Number of Primary Fast Food Outlets in Each Local Authority – Large**

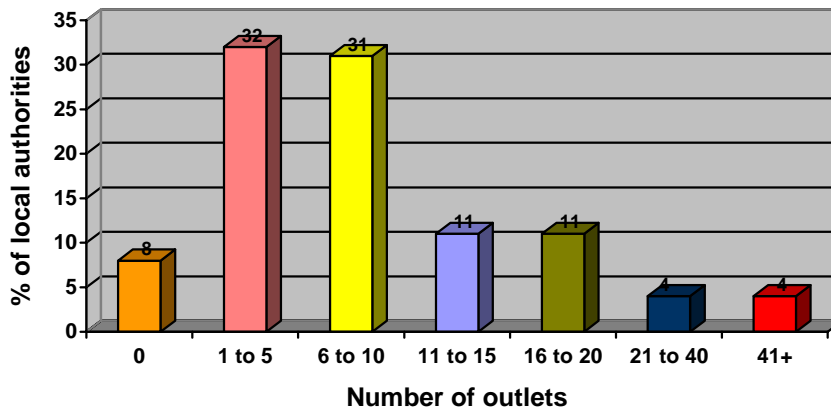


Figure 7.1.3 shows that 8% of local authorities stated that they had no large fast food outlets in their area. 32% of local authorities in the sample had between one and five and 31% said that they have between six and ten large fast food outlets in their area. The number of large outlets per authority ranged from zero to 300, with the average number of large primary fast food outlets being 15.

74% of the local authorities stated that the numbers provided (for the above categories of small, medium and large outlets) were estimated figures, 26% stated that the figures were actual.

Respondents were asked how many fast food outlets in their local authority have a drive thru. The results obtained are presented in figure 7.1.4.

**Figure 7.1.4 Number of Fast Food Outlets with Drive Thrus**

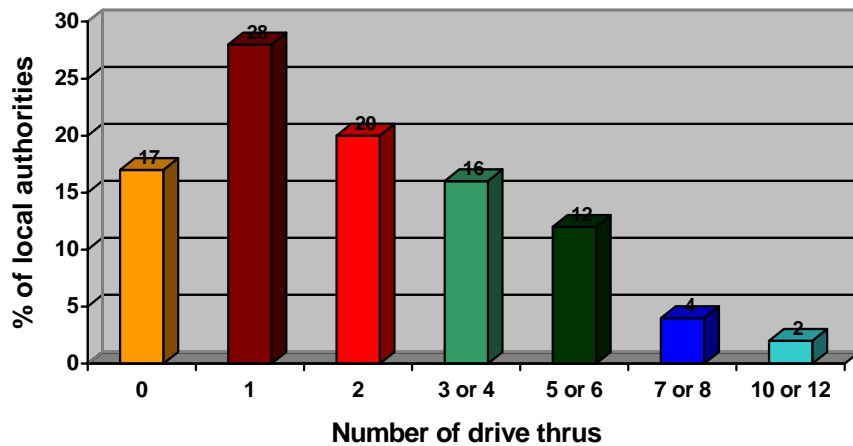


Figure 7.1.4 shows 83% of local authorities have a drive thru in their area. 28% of the local authorities in the sample stated that one of the fast food outlets, in their area, has a drive thru, and 20% of the authorities said that two of the fast food outlets in their area have a drive thru. The largest number of drive thrus recorded within one local authority was 12.

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## Packaging

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### 8.1 Fast Food Packaging

Respondents were asked whether they felt that some outlets could provide less packaging.

**Figure 8.1.1 Could Some Outlets Provide Less Packaging**

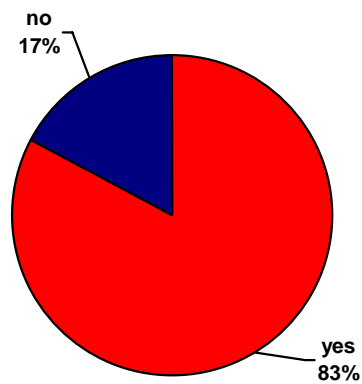


Figure 8.1.1 shows that 83% of local authorities thought that some outlets could provide less packaging, comments included: less gimmicks such as bargain buckets and happy meals, no bags for pies and sandwiches, reduction of double wrapping at fish and chip shops. A full list of comments can be found in appendix 9.

Finally respondents were also asked if they had any current initiatives running with fast food operators in their authority. A variety of local authority initiatives were being tested, details of which can be found in appendix 8. Further comments and overall conclusions made by respondents can be found in appendix 10.

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## Conclusion

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The aim of this study was to acquire background information which could be used to develop the Voluntary Code of Practice for the Fast Food Industry as requested by DEFRA. This survey of local authorities, was designed to establish their current practices in relation to fast food outlets, reduce the level of problem in relation to various types of food and different locations, and uncover the extent to which current legislation was being utilised.

It is clear that fast food outlets are causing a litter problem for local authorities. This problem is most severe with primary outlets, i.e. outlets whose main or sole purpose is to sell fast food, large outlets and drive thrus being rated as a 'major problem' by 28% and 18% of authorities respectively. Nevertheless secondary outlets were also found to be causing a problem, shown by the fact that almost 90% of local authorities rated them as being a problem to some degree. These findings highlight the need to include all types of food and packaging eaten on the streets within the 'fast food' definition and how it is important to categorise fast food outlets depending on their size and intended purpose, i.e. primary or secondary fast food outlet.

Interestingly, for the primary fast food outlets, the larger the outlet the greater the litter problem associated with it, whereas larger secondary outlets were perceived to cause a problem similar to the smaller ones.

The outlets creating the greatest problem with litter were felt to be drive thrus which are often part of a major outlet. This suggests that working with these larger outlets first could provide local authorities with quicker improvements in standards than by working with smaller stores. Clearly the problem of fast food litter differs significantly at different times of the day and week and in different locations. Most of these conclusions appeared fairly obvious, in that education establishments cause problems during the day and at lunch times, and at weekends the town and city centres were more of a problem. Nevertheless, the findings reinforce the point that something needs to be done to improve the litter problem specific to each area.

The survey found that many local authorities are currently trying to combat the problem of fast food litter by working with outlets and / or using legislative powers. A consistent finding from the survey was that the legislation that local authorities have available to them for use on fast food outlets was not being used to its full potential. For example, 92% of local authorities said that they have not issued any Fixed Penalty Notices (FPNs), nevertheless FPNs were rated as being 'quite' or 'very useful' by 67% of the local authorities. This therefore indicates an area for improvement and notes the future potential of FPNs.

Further legislation, such as Street Litter Control Notices, again, was not been used to its full potential, as 70% of the local authorities in this survey had not issued any SLCNs on fast food outlets under sections 93 and 94 of the EPA, yet 74% rated this as a useful piece of legislation. Also 83% of the local authorities said that some outlets could provide less packaging. This study has highlighted the necessity for an additional study into packaging, both in type and quantity provided.

This study highlights the views and activities within local authorities, which is an essential factor in any new set of guidelines relating to litter and waste management. In developing the Code of Practice, ENCAMS has however combined these findings with the views of the Fast Food Industry and the consumers of fast food (the general public) to maximise the effectiveness of the Code of Practice in combating the issue of fast food litter in the future.

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## **APPENDICES**

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<h2 style="margin: 0;">FAST FOOD QUESTIONNAIRE</h2>	
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Contact name	
Job title	
Authority name	
Address	
Telephone	
Email address	

**Before completing the questionnaire, please read the attached definitions sheet, and refer to this throughout.**

**LITTER**

1. Overall, how would you rate the litter problem around the following types of outlet (refer to definitions of outlets).

Please rate each outlet on a scale of 1-6 where 1 = no problem and 6 = a major problem

Outlet	No <span style="font-size: 1.2em;">—————</span> Major problem <span style="float: right;">problem</span>					
	1	2	3	4	5	6
<b>Primary outlets</b>						
Mobile vendors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Small operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Large operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive thrus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Secondary outlets</b>						
Small operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Large operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**FAST FOOD LITTER**

2. Overall, how would you rate the **fast food** litter problem in the following areas?

Area	No problem					Major problem
	1	2	3	4	5	6
Town/city centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around sporting stadia	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around universities/ colleges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lay-bys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In parks, open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping precincts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. At what times are these areas a problem? (please tick all relevant boxes)

Area	All the time	Lunch	Early evening	Evening (after 9pm)	Weekdays		Weekends	
					Weekdays	Weekends		
Town/ city centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around sporting stadia	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Around universities / colleges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lay-bys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In parks, open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping precincts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**BINS**

4. Do you provide bins outside fast food outlets?

- always
- sometimes
- rarely
- never

If never, go to question 5

Who pays for these bins?

- fast food outlet
- local authority

Who services these bins?

- fast food outlet
- local authority

5. Do you allow fast food operators to provide their own bins for placement on local authority land?

- always
- sometimes
- rarely
- never

If never, go to question 6a

Who pays for these bins?

- fast food outlet
- local authority

Who services these bins?

- fast food outlet
- local authority

please comment if necessary

**PLANNING**

6a. Does your department comment on planning applications for fast food outlets for:

new fast food outlets	<input type="checkbox"/> yes	<input type="checkbox"/> no
change of use	<input type="checkbox"/> yes	<input type="checkbox"/> no

If yes (to either) continue, otherwise go to question 6b

Does the planning department take your comments on board?

<input type="checkbox"/>	always
<input type="checkbox"/>	sometimes
<input type="checkbox"/>	rarely
<input type="checkbox"/>	never

6b. Do you think that environmental requirements in planning applications would improve standards of:

litter	<input type="checkbox"/> yes	<input type="checkbox"/> no
waste management	<input type="checkbox"/> yes	<input type="checkbox"/> no

Write any additional comments regarding planning in the box below:

**LEGISLATION**

**Fixed Penalty scheme**

7a. Have you adopted the Fixed Penalty scheme for littering under section 88 of the EPA?

- yes       no

If no, go to question 7b

Have you issued any fixed penalty notices on **fast food operators** for leaving trade waste in the wrong place or at the wrong time (i.e. on-street, in bins)?

- yes       no

If no, go to question 7b

How many have you issued in the last three years? \_\_\_\_\_

7b. How would you rate this legislation with regards to serving fixed penalty notices on fast food operators?

- very useful  
 quite useful  
 not very useful  
 not at all useful

please comment if not very useful or not at all useful

**Litter Control Areas**

8a. Do you designated any Litter Control Areas on **fast food operators** under section 90 of the EPA?

- No     Yes     Tried with no success

8b. How would you rate Litter Control Areas for this purpose?

- very useful  
 quite useful  
 not very useful  
 not at all useful

please comment if not very useful or not at all useful

**Street Litter Control Notices**

9a. Have you served any Street Litter Control Notices (SLCNs) on **fast food operators** under sections 93 and 94 of the EPA?

- No     Yes     Under consideration

If yes continue, otherwise go to question 9b

How many have you issued in the last three years? \_\_\_\_\_

9b. How would you rate SLCNs for use on fast food outlets?

- very useful  
 quite useful  
 not very useful  
 not at all useful

please comment if not very useful or not at all useful

**NUMBER OF FAST FOOD OUTLETS**

10. Please provide numbers of **primary fast food** outlets in the varying categories within your local authority area. Estimates can be provided if actual figures are unavailable.

N.B. 'Primary fast food outlets' only includes operators whose main business is to provide food which can be eaten outdoors.

Type of outlet (see definitions)	No of outlets	Are these estimates?	
		Yes	No
Small outlets			
Medium outlets			
Large outlets			
Total			

How many of the above outlets have a drive thru? \_\_\_\_\_

11. Do you currently have any initiatives running with fast food operators in your authority? Please provide details of initiatives and successes / failures.

**PACKAGING**

12. Do you feel that certain outlets could provide less packaging?

yes                       no

If yes, please provide examples below:

**CONCLUSION**

Any further comments?

**THANKYOU FOR TAKING THE TIME TO COMPLETE THIS QUESTIONNAIRE**

Please return to **by Friday 27<sup>th</sup> September** to:

**Market Research Department, ENCAMS  
Elizabeth House, The Pier, Wigan  
WN3 4EX**

## Appendix 2

<b>Other responses to Questions 2 and 3 – Areas of the litter problem</b>
Rural roads.
Private land.
Entertainment venues.
Play areas.
Bus stops.
Roads and highways.
Benches.
Community centres.
Car parks.
Footpaths and bridle ways.
School routes in the early morning.
Train stations.
Pubs.

## Appendix 3

<p align="center"><b>Other Responses to Question 5 – ‘Do you allow fast food operators to provide their own bins for placement on local authority land?’</b></p>
<p>Only one or two examples across the city and inconsistent even within the group or chair, i.e. one outlet of [outlet x] looks after its exterior and bins while others don't.</p>
<p>The issue is catching the litter. It's often not at the fast food outlet, it's the 'eating distance' away that bins are needed. Traffic islands and hold up spots are notorious for catching litter.</p>
<p>There can be problems when the fast food outlets put out a lockable bin, but do not provide a suitable key for us to open it. Bins, if not serviced regularly, can be counter productive.</p>
<p>Most fast food premises are in shopping parades where bins are provided by and serviced by the council. Major chains also provide and service some additional bins themselves.</p>
<p>Are starting to require operators to provide own bins, subject to bins being appropriate design for the area.</p>
<p>Fast food outlets are encouraged to provide/sponsor bin provision and to take a proactive responsibility for their litter. Litter patrols in town centres etc.</p>
<p>I have been managing the service for 18 months and the request has never been made.</p>
<p>The council provides bins at or near the premises. However it may be useful to consider the outlet providing a bin.</p>
<p>Any fast food outlet should accept responsibility for litter emanating from sales from their premises.</p>
<p>[outlet x] are well known to provide their own bins but the placement is more PR than cleansing related i.e. they are right o/s the premises. The impact is felt further afield.</p>
<p>In as many cases as possible we always encourage fast food outlets to take responsibility for litter which their business created.</p>
<p>Town councils provide bins and may allow operators to place bins.</p>
<p>Planning consent is an issue.</p>
<p>Bins at large outlets and drive thrus only at the moment.</p>
<p>Some put temporary bins out when they are open.</p>

At planning permission stage when change of use to food a request that planning department require fast food outlet to provide litter bin(s) to council specification for placement in vicinity or outlet on pedestrian route near outlet.

No experience of fast food outlets requesting to provide own bins on local authority land.

If the community identifies a particular problem area and requests extra bins, we will provide and service them if physically possible to locate them. Most, if not all fast food outlets likely to have bins provided. May be on the route where most rubbish is.

Hasn't actually arisen. We would allow it and expect the outlet to pay for the bin plus emptying.

## Appendix 4

<b>Other Responses to Question 6 – ‘Comments Regarding Planning’</b>
Regeneration is a key for most local councils. The issue regarding waste and litter is rarely considered seriously, priority is given to making the project work. Dealing with litter etc. Is then left to service providers.
I'm dubious here. A requirement to provide is easy. A requirement to use is impossible. In authority we do everything we can to get bins wherever they are needed by any means we c
A major source of litter are off-licenses which become congregation points for youngsters at night, generating cans, bottles, crisp and food wrappers etc. Planning needs careful consideration.
It is much easier to have operators install litter control and waste storage facilities at the planning stage than once they are operating.
Litter and waste management should be part of planning applications for development site - town centre or building new housing estates, i.e. siting of underground litter/recycling facilities and an alternative consideration should be in place.
Currently there is little planners can do to prevent fast food outlets opening. Scant regard appears to be paid to disposal of waste apart from a standard requirement to act within the EPA.
I believe the planning consent should include provision for the installation of litter bins in the vicinity and the requirement to collect the their litter, i.e. include in the planning consent a permanent Litter Control Notice for the premises.
Litter and refuse are a material planning matter and this authority does request conditions negotiating waste storage when it is perceived to be a problem. No conditions are suggested regarding litter bins for customers or cleaning of streets adjacent to.
Useful to insist on planning applications to provide various types of bins for recycling.
When granting planning permission, a condition should be made that the fast food outlet takes responsibility for litter emanating from sales from their premises.
Litter is a behavioural issue.
Especially in the case of change of use where there is no rear access to collect containers and storage. Prior to collection, containers have to be on the street frontage. Planners do not see this as a reason to refuse an application.

Some kind of communication with environmental services should be made prior to planning being authorised so advice can be given if required.
Needs to be legislation which requires all fast food (primary and secondary) to provide a litter management plan with the planning application. This would be studied by the Cleansing Manager at the council. The plan would need to provide 'Method Statement'.
They could be more involved with the problem rather than looking at a simple solution (usually negative).
The planning process fails to appreciate the magnitude of the problem. It is not so bad in town centre areas where there is a high frequency of cleansing attention, but drive thrus in particular can be sited in places that receive only ad hoc attention.
Requirements making outlet owners responsible for litter clearance outside their shops would help.
This is an option that is currently being reviewed for both new fast food outlets and change of use. Understand other local authorities already have this requirement in place - names of such local authorities would be useful as a kick start.
Building regulations ask that space is available for waste storage however does not consider road/space of sufficient dimensions to actually collect refuse using RCUs. Also depends on diligence/workloads of planning officers. Receipt of weekly planning.
Suitability and sufficiency of waste storage, access by vehicles and crews, recycling and provision and servicing of litter bins.
With reference to 6a, we have in the past but to no avail so therefore stopped. Could be worth trying again.
Our latest local plan, currently on deposit, includes clauses allowing the council to require additional amenities such as litter bins to be provided on a condition of development.
With regard to 6a, we are presently in discussion with planning to establish these arrangements.
It would help if a litter management obligation and refuse storage/presentation considerations (residential as well as commercial) could be embodied in planning conditions with powers to enforce.
Provision of satisfactory waste management arrangements would make the proprietor responsible for dealing with waste resulting from the retail activities.
Consideration of mechanical cleaning when siting bollards furniture etc. Block paving. Considering removal of litter when planting shrub beds to prevent 'litter traps'.

## Appendix 5

Other Responses to Question 7 – ‘Rating of Fixed Penalty Legislation’
Polluter pays to the maximum. Litter is a people issue, not those who sell the food. Fixed penalties on litter droppers should be enforced to a higher degree.
This legislation is difficult, time consuming with little reward or lasting effect.
Need dedicated officer.
Requires constant monitoring for enforcement. Too many locations, cost of resourcing not feasible. Litter often dropped some way from outlet especially drive thrus.
Fairly useful for dealing with waste management issues but doesn't address litter arising from customers.
Had a meeting [date] about introducing this legislation. No results to report as of yet.
The major difficulty is in identifying the source of the litter. The major players are good and pick up their own. One bag/chip tray looks much like another.
Quite helpful if the offender is co-operative. Unfortunate in cases where the offender will not co-operate.
Fixed penalty scheme has received approval in principal from members. Formal adoption going to the committee in October. Have not considered using fixed penalty for wrongly placed trade waste - could be useful.
There appears to be little financial incentive for local authorities to pursue such means. There are so few successful prosecutions nationally that are heard of, that it is hardly inspiring. There is also insufficient time/manpower.
Finding or identifying the correct person to legally fix the notice on would be difficult. We are using the Duty of Care provision in the EPA to deal with the situation.
Difficult to enforce as it is difficult to prove which premises the litter originated from.
Enforcement of Duty of Care under S 33 for local authorities would be more helpful.
Use alternative legislation, i.e. section 47 EPA.
Would need to apply to all waste producing premises. Need to give power to councils to demand evidence of Waste Transfer Note - only Environment Agency can do this.
Difficult to monitor.
There is a difficulty in identifying offenders as legislation does not require offender to give information and the law does not allow officer to demand it.

This would force operators to address litter deposited some distance from the outlet.
Like most legislation, grey in too many places. We have a new team (just formed) to undertake a range of enforcement actions so will be implementing legislation in the future.
Prefer the look of Street Litter Control Notices.
We are currently looking to implement a fixed penalty scheme but as yet have not served any notices.
Most have trade bins, the litter is the problem. Also mobile van outlets tend to operate from home, discarding rubbish with domestic waste which is difficult to trace.
Means of strong enforcement if dialogue for partnerships fail.
In the process of employing part time enforcement officer for litter due to commence Winter 2002. The issuing FPN's will be considered as part of their work duty. Please note: Did not realise that FPN's could be issued to fast food operators.
Quality of wardens to prevent twin standards. Significant cost with hypothecation of fines. Objective assessment of outcomes is difficult.
Can't comment as we have not tried it yet. Only prepared ourselves for it by getting various people authorised. This work will sit in a larger scheme being worked up as a " [place x] Pride" type of campaign.
Political environment not permitting S88 EPA to be adopted.
Other legislation available for Environmental Health to use litter order.
We use section 89, section 34 and section 94.
To use this legislation, this council would have to employ wardens.
We deal with trade waste under 33 and 34 and will soon adopt powers to use Street Litter Control notices and litter abatement orders.
Fines should be increased to a meaningful level.

## Appendix 6

<b>Other responses to Question 8 – ‘Rating of litter Control Areas on Fast Food Outlets’</b>
A question of co-operation between traders.
Too long winded, difficult to police.
Has been approved in principle - to the committee in October 2002.
Difficult to enforce.
Found that the threat of designating a LCA works well to obtain an informal agreement.
Rubbish deposited throughout the district and not confined to a specific area in the locality of the premises.
Too complicated and bureaucratic. Need to designate the whole area so all areas come within scope of litter legislation (like poopscoop).
Monitoring requires a large amount of officer time.
Requires regular monitoring with limited resources so unable to do effectively.
Nobody seems to know the procedures to use these pieces of legislation effectively.
For same reasons as 7b.
Again, this will be an issue for the part time enforcement officer to consider.
Bureaucratic.
Never needed to date. If a nuisance is identified the operator would be approached and hopefully persuaded to co-operate.
Planning to adopt these powers.

## Appendix 7

<b>Other Responses to Question 9 – ‘Rating of Street Litter Control Notices’</b>
Long winded process and ultimately the authority will be serving notice on itself - as charged with cleaning the highway.
Too labour intensive and difficult to monitor.
Currently looking at the use of both Litter Control Areas & Street Litter Control Notices.
Enforcement of such policies is very difficult. There needs to be an improved solution to ensure that the retail outlets have more responsibility to control litter in their immediate area. Greater education/awareness is required.
Has been approved in principle - to committee in October 2002.
National chains have their own street cleaners. Other take away food tends to be spread about a large area.
Difficult to enforce.
Difficult as the effect of litter from premises can cause a problem over a wide area and is not restricted to the immediate vicinity, i.e. leaflet distribution for nightclubs etc.
Waste food wrappings usually disposed of following consumption.
Monitoring of outlets difficult and time consuming.
Again limited resources for enforcement work.
I hope they will be very useful.
The threat seems to work.
To be considered by the part time enforcement officer.
Bureaucratic.
Never needed to date.

## Appendix 8

<b>Other Responses to Question 11 – ‘Initiatives with Fast Food Operators’</b>
None I'm aware of.
About to talk to [list of outlets].
We have a Town Keeper service which is a partnership scheme where we offer additional services such as graffiti removal. In return shop keepers are expected to deal appropriately with trade work/litter etc. This is very successful but applies to all trade.
Working with [outlet x]. Some premises but not all unfortunately in our area.
Pilot programme being tried in an area of the city where there are two large outlets, a small outlet and a convenience store in close proximity. All were generating a lot of litter, which resulted in complaints from local residents. Meetings have taken place.
Sponsorship for litter bins - 4 outlets to date. Support for litter campaign is very successful.
Local arrangements with [outlet x]. Sponsored bins and litter patrol by their staff. Problems with changes in franchise managers and litter patrol operatives.
Pilot scheme with medium outlet serving a comprehensive school to control litter. Litter control area used to ensure co-operation. Litter reduced but still a problem.
Work with operators on an individual basis as problems occur. Large chains much more likely to take voluntary action to clean up litter as they can afford full time cleaners. Many late night outlets use staff safety as an excuse not to clear up after them.
Tidy Trader scheme.
No but intending to set up a forum.
Have no initiatives at this time, but have recently visited all shops in Front Street, [place name] (Main Shopping Centre) giving advice regarding "duty of care", litter and their responsibilities.
[outlet x] sponsor the young farmers to litter pick the small rural roads where the 'restaurant' is located.
Not at present.
Yes, Tidy Trader Initiatives - Poster and Sticker provided.
Informal discussions have served fixed penalty notices on customers seen dropping food packaging in a fast food outlet car park.

<p>Manager of [outlet x] (owned not franchise) runs a number of very successful initiatives in the [place name] area. Going to contact the franchisee of the other five [outlet x] in the area.</p>
<p>Have ran litter picks sponsored by [outlet x] with some success.</p>
<p>Yes, to introduce a voluntary code of practice for fast food outlets. (Eat Neat).</p>
<p>Threaten prosecution / litter control notices to get problem outlets to clear up the problem. Guarantee to regularly empty any bins provided by outlets. Work with head offices to make franchises do more.</p>
<p>Some have informal arrangements by which they clear their waste from the immediate environs of their shop but obviously has no impact on litter dropped beyond, i.e. when the customer has finished eating.</p>
<p>Agreement with [outlet x] that they litter pick at agreed times but this is not rigid and often fails to get done if they are understaffed.</p>
<p>Under consideration but none at the moment.</p>
<p>We are planning to meet large outlet in town centre soon to discuss/agree plan for dealing with litter etc generated in the high profile area. Our current thoughts are that the outlet provides resources to clear litter within a radius of the site throughout.</p>
<p>Putting posters up in their premises.</p>
<p>Informal dialogue takes place with food operators where litter is an issue, particularly large outlets such as [outlet x] who undertake regular community clean ups and support local groups in kind.</p>
<p>Involved [ outlet x] in 'Just Bin It' annually - no assistance forthcoming this year.</p>
<p>Recently launched 'Business with Pride' award scheme to support 'Pride in [place name]'. Early days.</p>
<p>We have made informal visits to fast food outlets in the borough in an effort to enlist their help and also to gain information that may be of use should we get the desired power.</p>
<p>Not at the moment. All new businesses are visited as standard regarding Duty of Care. We have run some initiatives in the past, mainly directed towards customers.</p>

## Appendix 9

<b>Other Responses to Question 12 – ‘Packaging’</b>
All supermarkets packed food.
[outlet x] problem here is the fact that [outlet x] simply do not have the capacity to provide container station for the volume of waste they produce.
Two issues, sustainability and litter. The less of it, the better. [Outlet x] type packaging is acceptable unless it's thrown away but there is too much of it.
Less boxes and containers. Less gimmicks like 'bargain bucket, 'happy meals' and toys etc. Less giant drinks containers which mainly contain ice.
Packaging for sandwiches such as in supermarkets etc.
[Outlet x] - huge size of Happy Meal cartons.
Some of the smaller outlets, in particular fish and chip shops, insist in wrapping their goods in several layers of paper then putting it into plastic carrier bags.
[Outlet x] in particular. Change packing materials to biodegradable. Prevent non-recyclable containers.
Although health and safety are major issues when handling food, the packaging should be recycled material.
Some chip shops still use newspaper rather than a single tray.
Pies and sandwiches purchased are sold in a paper bag which is discarded outside the shop.
For example, paper wrapping instead of polystyrene boxes.
[Outlet x] -type outlets provide containers for packaging food for eating purposes therefore this packaging is also necessary to keep the food warm and for carrying purposes. Other areas of design are required to make this plastic packaging more biodegradable.
Use of real plates, knives, forks etc. Most of packaging unnecessary.
Wrapped sandwiches do not need a separate bag.
[Outlet x] particularly for take aways. [Outlet y] for food to eat on the street and boxes. These should be banned for eating on street purposes and an alternative sought.
Single wrapping for each food item. Avoid need for outer bag, especially at chip shops.
Fish and chip shops.
Pizza cartons.

[Outlet x] litter has been found in over 25 prime locations on a recent litter survey. Also [outlet x] packaging was found in over 75% of all lay-bys.
Why have a bag when the burgers are already in boxes?
More use of paper by large multi-nationals.
Wrapped/sealed food does not require paper bag or plastic carrier.
Double wrapping could be reduced. Fish and chip wrapping could be improved.
Double wrapping of food from fast food premises, i.e. boxed then bagged therefore disposed of at separate times during consumption.
No need to give bags.
Too many tissues given out or made available in large outlets. Drive thrus give out above in separate bag.
Straws not paper packed. Sauces handed out only when asked for. Paper carrier bags not necessary for small order. Cardboard drinks holders not used.
Large outlets tend to double wrap most items and use paper bags for no reason.
Fish and chip shops.
[Outlet x] etc, burgers in tissues, boxes, bags.
Chip shop packaging, [outlet] packaging, pizza boxes (one completely blocks a litter bin).
All majors have multiple layer packaging.
Polystyrene boxes and carrier bags are not essential.
[Outlet x] - one container could be used for burger and chips etc.
Less plastic / polystyrene.
Packaging seems to be as much about branding as keeping the food warm etc. However it should still be able to be litter picked or deposited in the bin.
Chip shops always double, if not treble wrap.
[Outlet x], [outlet y], [outlet z] - all items wrapped and cartoned then placed in another bag with handwipes and napkins
Not enough information on the procedures to follow is supplied for legislation and how best to use it. Fixed penalties are ok if you have the number of people to cover areas and people are willing to give you an address.
Seem to use too much wrapping for small items.
The obvious ones – [outlet x] etc.
Bakeries provide paper bag to contain previously packaged baguettes or sandwiches. The use of polystyrene trays for fish and chips, kebabs etc is superfluous and means that

crispy foods (i.e. chips) are allowed to sweat and spoil.
Double wrapping for food which is going to be eaten straight away outside the premises seems superfluous.
Serve food in hand to children.
Pizza boxes, fish and chip paper, lidded cartons.
[Outlet x] could provide thinner biodegradable wrappings and cups.
Burgers etc packed in boxes and then in paper bags.
Burger chains could reduce the use of polystyrene, plastics, bright colours, materials with longevity in the environment.
Fish and chip wrapping, [outlet x], [outlet y], [outlet z].
Many options, recycling etc, returnable containers, total re-think in line with waste strategies.
All fast food outlets have too much packaging. The only good thing is that a lot of it is identifiable and this should help in investigations.
Why do you need a separate bag containing straws, tissues, plastic spoons etc, and another bag with boxed food which is easy for the vendor to dispatch, just so this may be thrown out of vehicle windows.
Drive thru tend to have everything wrapped, even straws then covered, placed on trays with loads of napkins.

## Appendix 10

<b>Conclusions and Further Comments</b>
Fast food operators are one of the principle problems facing [place name]. Traditionally they have been unwilling to offer any real assistance relating to the problem they create.
Litter causes innumerable complaints to this council. It's arterial roads need litter picking constantly, not from litter from the borough, more often discarded from windows of travellers purchased elsewhere.
Close all fast food outlets, or strictly control, through national legislation, the packaging and its disposal. The laws relating to the EPA and littering are not tough enough.
[Outlet x] main problem of fast food litter.
Take aways and snack foods (sweets, crisps etc) produce ridiculous amounts of non-recyclable or biodegradable waste, not to mention the people that buy these.
Unhealthy food options seem to have no regard for being environmentally aware.
If purchased as a group, generic packaging could be utilised.
Drive thrus of major chains should be charged by local authorities of areas quite some distance from their premises. Thrown from cars on main roads, side roads, lay bys etc. Perhaps a standard surcharge relating to size of outlet could be levied on rates.
Please provide information if any authority has a successful approach to schools and lunchtime litter.
The message of litter awareness does not appear to be getting through to the general public. There is still an element of apathy especially with younger people. Enforcement is difficult due to costs and red tape. Further development needs to be undertaken.
[Place name] council is a very rural authority with only one [outlet x]. There are problems associated with that outlet but nothing on the scale of a larger town or city.
Shops could provide signs around and in their shops to advise people of the penalties for dropping litter.
Schools are aware of litter problems during lunchtimes. Some schools take action during lunchtime and 'patrol' the area the pupils walk to monitor and try to correct the litter problem.
The problem of litter is often associated with late night drinking and proximity of takeaways to taxi offices. Customers waiting for taxis are not allowed food in the vehicle.

As a very rural area, the only fast food outlets are similar to fish and chip shops and Indian restaurants.
Pizza outlets should make slices of pizza available to buy as well as whole ones. At weekends you find pizza littered as well as the boxes usually in highly pedestrianised areas.
Litter from fast food outlets substantially increases our street cleansing costs. Would like to be able to recover some of these costs from food premises.
If companies sell food produce that is 'taken away', they must start to work with local authorities to attempt to reduce litter generated, i.e. sponsor bins. If not, the only way forward must be a 'green' tax that applies only to fast food premises.
It would be nice to have producer responsibility for all waste from commercial premises.
The problem is not so much with the businesses (apart from a few believed to be fly-tipping commercial waste!) but with the attitude of customers 'buy fast', 'eat fast', 'dispose fast' (and occasionally 'vomit fast').
One cannot divorce the littering problem from the drinking culture that exists. Often it is also associated with vomiting and urinating that goes with a 'good night out'. Small outlets have a major impact on the immediate environment.
We would welcome the voluntary code suggested as the basis for strong partnerships towards a cleaner and better environment. Visible activity by outlets can only encourage their customers to sign up to the challenge.
It would be a positive move to have all fast food outlets provide litter bins to local authority specification upon opening and an ongoing commitment to additional replacements of litter bins, i.e. every other year.
These questionnaires are often difficult. There is a difference between larger city/town areas and the more rural small town areas. This area has 5 main communities and over 60 villages. I have responded in the context of our own area not as a comparison.
To try to stop fast food packaging is impractical. Therefore we should ensure that the packaging used quickly degrades, i.e. ban polystyrene.