

Deputations

Transport and Environment Committee

10.00 am Thursday, 6th October, 2022

Dean of Guild Court Room, City Chambers

Deputations

Contacts

Email: martin.scott@edinburgh.gov.uk / louise.p.williamson@edinburgh.gov.uk

Nick Smith

Service Director, Legal and Assurance

This page is intentionally left blank

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

6 October 2022

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 7.1 on the agenda - Our Future Streets: Edinburgh's approach to a circulation plan	Spokes (written submission attached)
3.2 In relation to Item 7.2 on the agenda - Response to Motion by Councillor Booth - Rainbow Bridge/Lindsay Road Bridge –	Save the Pride Bridge (written submission attached)
3.3 In relation to Item 7.4 on the agenda – Response to Motion by Councillor McVey – Trams to Newhaven Progress Update Autumn 2022	Community Councils Together on Trams (CCTT) (written submission attached)
3.4 In relation to Item 7.5 on the agenda – Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update)	a) Leith Community Council (written submission attached) b) Councillor Caldwell (written submission attached)

TEC 6.10.22 - Paper 7.1 -

Our Future Streets: Edinburgh's approach to a circulation plan

Comments from Spokes Planning Group, particularly on appendix 2

In general, Spokes welcomes the circulation plan proposals. However, we have a small number of particular concerns and comments where we believe it is too rigid. We trust that councillors will consider our suggested improvements carefully.

Clearly, it is vital that the Council develops an approach which takes strong cognisance of the transport hierarchy. However, it can never be 100%, or all road space would be converted into walking-only. This is presumably in part why the word 'Generally' appears quite often in appendix 2. Rather, it is a question of balancing alternatives, but with a strong emphasis towards modes that are higher in the hierarchy.

We believe that none of the principles in the draft framework should be 100% categorical, as there will always be exceptions. For example, where there are critical safety issues for a particular mode at a particular junction or other location, or for other unforeseeable reasons. We are pleased to see that virtually all the principles in the draft framework are already worded in this way, but note that the second bullet point in the Cycle Network section is not. It should be reworded slightly to allow for some discretion.

However we have a particular concern re **High Streets/ shopping streets** such as Dalry Road, Morningside Road, Portobello, etc, and the slightly different case of Princes Street.

Shopping streets are sometimes of restricted width, but are also important destinations and are likely to be significant links in any city cycle network. We hope there would normally be width for segregated cycling provision, e.g. as in the very popular [tweet](#) by Cllr Ross McKenzie a few weeks ago for Gorgie/Dalry.

We believe it is incredibly important that the city builds a continuous cycling network which is suitable for cyclists of all abilities to use, and which includes destinations such as high streets and town centres. Wherever possible, this should be dealt with by reallocating carriageway space to allow for footways and cycleways of acceptable widths. We accept that in a small number of particularly constrained streets, it will not be possible to provide the desirable widths of footways and cycleways. In these situations, we would urge that cycleways be included, even if the widths of the cycleways and footways are slightly substandard as a result.

Other measures to reduce through traffic, such as bus gates, would also be beneficial in terms of making streets be relatively safe and attractive for getting about by bike, for people of all types and levels of confidence.

Finally, there can also be cases where the framework could be problematic from a safety perspective. For example, the phase 3 tramline safety project which is shortly to begin construction at South St Andrew St (the scene of many cyclist injuries, including serious injuries resulting in compensation claims against the Council) would quite probably *never have been allowed* under the 'Place, Walking and Wheeling' section of appendix 2.

Specifically on **Princes Street**, Spokes remains strongly of the view that protected cycling provision is vital, in part to reduce the continuing non-blackspot crashes which occur when cyclists are travelling parallel to the tramlines but do encounter them. Some in the Council argue that George St is an alternative. George Street is indeed an important route, but for

many trips it is not an acceptable alternative to Princes Street, or would require several extra junction manoeuvres or tramline crossings to use it. Furthermore, we are extremely concerned that the current proposed concept of a 'cycle street' in the centre of George St (which Spokes originally reluctantly agreed in place of protected lanes) is being watered down more and more, with additional categories of motor traffic access now being actively considered.

More generally, we have concerns that some of the framework objectives are genuinely incompatible, and in danger of promising everything to everyone. For example, ensuring that all residents have "adequate access to useable car parking" seems highly optimistic, particularly in the inner city residential areas, unless this is referring to car club spaces rather than private ownership. Also, how extensive is the "clear and coherent network" of car routes? - the more extensive it is, the less space remains for public and active travel infrastructure.

In conclusion, the Council has made a valuable first step in developing the Circulation Plan, but modifications such as we suggest need careful thought.

We thank you for listening, and trust our points can be taken into account by the Committee.

Deputation statement on behalf of Save the Pride Bridge

Transport and Environment Committee Meeting, 6 October 2022

The Save the Pride Bridge community organisation requests that the TEC complete a full costing and impact assessment exploring possibilities for restoring the pedestrianised bridge at the northmost end of North Fort Street, known locally as the Pride Bridge. Due to concerns about its structural integrity, the bridge is currently closed and likely to be demolished, removing an important community space and part of local active transport infrastructure and thus negatively impacting quality of life for local residents.

Originally carrying traffic over the railway line, the bridge historically served as the boundary between Newhaven and North Leith. It was closed to road traffic following the rerouting of the A901 and has since served as a quiet, safe, and frequently used pedestrian route removed from the faster traffic of the Hawthornvale cycle path, continuing to connect the two communities. Recognising that the bridge was in need of attention, and wishing to create a more pleasant community space in response to homophobic graffiti in the area, community members received permission to paint the bridge in rainbow colours in 2021.

The bridge is well used by the local community and serves as an important point of connection. Until it was blocked, the bridge offered the most direct and accessible walking and rolling route between North Fort Street and Annfield, with connections onward to the shops and bus routes on Ferry Road and a nursery on North Fort Street, and the Western Harbour area (including ASDA, Victoria Primary School, a future tram stop, and other local amenities). This route was convenient, safe, and attractive. The dropped kerb on the south end of the bridge made the route accessible to those with mobility issues, and crossing the bridge allowed people to avoid the busy junction where Lindsay Road joins the A901.

Since access across the bridge has been closed, there have been two alternative routes: first, travelling along the recently reopened A901 section of Lindsay Road, and second, crossing the Hawthornvale path, via the ramps from Nichollfield and Hawthornvale or the steps next to the Prom Bar. Both routes are unsatisfactory, adding unnecessary distance in amounts that are non-trivial to those with limited mobility or those travelling with young children. The route along Lindsay Road runs first along a residential street with narrow pavements (one section of which has been broken for months, completely blocking access on the northern side) and then along a busy main road (the A901). Access to the Hawthornvale path is difficult for those with limited mobility, as it requires using steps and/or ramps with relatively steep inclines. The path is also secluded from nearby residences and therefore presents safety concerns at night.

The bridge is in its current state after decades of neglect. It was not maintained after the main road was rerouted—apparently being considered lower priority once it no longer carried cars, despite its ongoing importance as a pedestrian route. We acknowledge this is an inherited problem for the council in a traditionally underserved community, and hope to work constructively to reach a positive outcome that advances this administration's active and public transport goals.

The current situation presents an opportunity for the council to work with the community to collectively explore options for maintaining an historic structure, supporting a vital, secure, and accessible active transport route and community space that can be enjoyed for many years to come.

For the attention of :

Cllr Cammy Day, Leader of Edinburgh City Council

Cllr Scott Arthur, Transport Convener of Edinburgh City Council

Cllr Chas Booth, Green Party Councillor for Leith

Cllr Adam McVey, SNP Councillor for Leith

Cllr Katrina Faccenda, Labour Councillor for Leith



We, the undersigned, call upon Edinburgh City Council to undertake to carry out the necessary repairs to the Pride Bridge at Lindsay Road, Leith.

The Pride Bridge is a community art project and public space. Painted by a diverse group of local volunteers, it marks the boundary of Leith and welcomes visitors with a rainbow that incorporates the colours of both the Pride and Trans Pride flags.

As well as being a much loved LGBTQ monument (the first of its kind in the city), the bridge is an important pedestrian and cycle thoroughfare, connecting the residential area to the main road, shops, public transport and schools. It is crucial for access and safety, and its retention is of key importance to active travel in the area. To lose it would particularly disadvantage not only pedestrians and cyclists but also wheelchair and buggy users. It is also a much valued community space, where people can meet in the beer garden and children can play in a safe, pedestrianised area which has been thoroughly weeded and litter picked to remove hazards. The bridge is also an important cornerstone of Leith's industrial heritage.

The council has earmarked the bridge for demolition due to a failure to maintain it which has led to it becoming structurally unsound. Repairs are possible, and for less than the price of demolition. However, they are currently reluctant to pursue repair as an option, despite support from local Councillors, business owners and the wider community.

We, as representatives of local businesses, community groups, charities and organisations, wish to show our support for maintaining the bridge as a safe community space, safe access route for active travel, preserving our local heritage, and keeping this much loved LGBTQ landmark.

Signed -

Dr Mhairi Crawford, Chief Executive, LGBT Youth Scotland

Dr Rebecca Crowther, Policy Coordinator, Equality Network

Carrie Lyell and staff at Mermaids UK

Staff of Waverley Care

Emma Cranshaw, Crew 2000 Scotland

Zachariah Drew Riding and Oskar Kirk Hansen, owners of Kafe Kweer

Mike Kerracher, Association Manager of YMCA Edinburgh SCIO

Tom Farrington, Chair, Leith Late

Anne Clouston, Leith Social

Jennie Walker, Living Leith

Matthew Day, National OSS Manager, Autism Initiatives

Judy Crabb, Chair, Heart of Newhaven

Mike Kerracher, President, Leith Honeybadgers Basketball Club

Patricia Margaret Lawson, Newhaven Rowing Club

Adrian Sargent, Chief Executive, Castle Community Bank

Em Still and Luna Freya Harvey, co-founders of Gull's Grocery

Peter Mason, Patrick Kavanagh and Julie Carty - owners of Leith Depot

Mitch Stark, Director, CC Bloom's

Lucy Watters, owner of Weigh To Go

Anne Atkinson, owner of Lovella Beauty and Gifts

Ross Naylor, Sanctuary Body Art

Jenni McCarroll, owner of Fundamental Hair and Beauty

Aidan Daniel Zyw, Co-Owner/Director, Lioness of Leith

Alex Harriss, Owner, Leith Bottle Shop

Adam Barclay, Manager, Argonaut Books

James Welby, Owner, Tattie Shaws

Vilma Kirvelaite, General Manager, Handsel

Jordan Fleming, General Manager, Woodland Creatures

Julie Di Toro and Samuel Barker, Directors, Mistral Leith

Shaun McCarron, Co-Owner, The Little Chartroom

Mandy Birnie and James McCafferty, Owners, FacePlant Foods

Rhiain Gordon, Owner, Babyfaced Baker

Rachel Stickle, Bar Manager, Basils

Nat Kwek, owner of The Haven Cafe

Tracy Griffen, owner of Griffen Fitness

Bryony Stewart, Owner, Smoke and Mirrors

Allan Matheson, Director, Studio M Ltd

Glenn Nixon, Director, Original Casuals

Jonny and Lyn Kane, owners of the Roseleaf

Bogdan Kostiw Brunklaus, owner of Braw Dugs

Noel Spencer, Andrew Tress and staff, Bare Branding CIC

David Elders, Operations Manager, OC Social Club

Craig Hannigan, co-founder of Good Time Running Club

Paul Gibson, Owner, Campervan Brewery

Patrick Jones, Director, and staff of Pilot Beer Limited

Emma McIntosh, Director at Newbarns Brewery

Reece Hugill, Director at Donzoko Brewing Company

Nathan Ryder-Jones and Louise Reekie, owners of Abode Bar

Michael Johnstone, Co-Founder, Walkie Talky Brewery

Chartered Bridge Engineer (CEng MStructE MICE) and Edinburgh resident who prefers to go off-record

Current Condition

From an initial view of the bridge it is clear that the central span has been allowed to deteriorate and is now in a very poor and substandard condition, possibly to a point where a major intervention is required to ensure the safety of the general public.

The primary deck elements of the central span comprise steel or wrought iron girders with lattice web arrangement and plate flanges. These appear to be in very poor condition, it is noted that many of the rivet heads have completely corroded, and full section loss of web and flange elements was observed. It is not possible to determine the full extent of deterioration without removal of all rust, say by grit blasting.

Vehicle access to the bridge has been prevented by the use of bollards for many years, however the bridge has provided pedestrian access over the cycle path and also appears to carry utilities. Any long term solution that involved demolition of the bridge would also need to address the significant cost of diverting these utilities.

Interim Measures

Interim measures, including fencing and concrete blocks, have been put in place to restrict access to the central span both at road level and below the deck. It is assumed that the restrictions at road level are to restrict loading of the deck and to reduce the risk of further damage or collapse of the bridge, though the impact of individuals crossing the bridge compared to the overall dead loading on the is likely to be small if crowd loading is avoided. The structural form of the bridge is such (with relatively closely spaced primary deck elements) that the structure has a degree of redundancy and that the risk of imminent catastrophic collapse is very low, though it is assumed that if the risk of failure is such to warrant the restrictions to pedestrians that increased monitoring of the bridge would also be prudent to identify further deterioration and evidence of structural distress.

The central span has not been propped, however such measures might be needed if the bridge deteriorates further to prevent collapse, to limit the risk of damage to services on the bridge or to allow safe access to the bridge.



Longer Term Solutions

The form of construction is such that the central span could, if necessary, be removed without affecting the integrity of the rest of the bridge and a long-term solution implemented to maintain the

existing utilities and pedestrian access (including maintaining access for disabled users and cyclists). The space under the central span is not used and so a variety of options could be considered to support any replacement span including infill.

Email from David Mason at Asset International Structures -

Attached are some images of schemes where our Multiplate product has been used to great effect for maintaining the historic bridge structures and indeed keeping the potential use for pedestrian and cycle routes.

Based on the information you have kindly sent on the Lindsay Road Bridge; I think our Super Span low profile arches would be a potential option for the three spans. You can see attached a scheme that was completed earlier this year in Glasgow "Crosslee Station". And again, in the last image is a bridge structure that was relined with our Super Span low profile arch in Manchester some years back.

The principal is that our Multiplate is designed to take the full design load of the road over 120-year design life. This will make the existing structure redundant even though the deck and abutments remain in place. The Multiplate would be built and slid, "Tirfores" into position, shuttered at either end and backfilled with a foam concrete design mix in even 500mm – 1m lifts either side of the arch and normally finished with a non shrink grout the final pour in the soffit, and the ends can be dressed in local stone to tie in with the original look of the structure abutments and parapets.

The shape is of course dictated by its perspective minimum height of cover to road surface to allow for the design to work but also trying to optimise the shape to minimize the amount of foam concrete infill and maintaining an envelope suitable for the multipurpose route.

Of course, there is the cost of the material but there will be further design work carried out by others regarding the foundations based on GI reports. Looking at the detail in the feasibility report I have standardised on one shape to reline the three spans and I have used our 8.884m span x 2.913m rise LPA.

The cost for one 10m long arch would be £28,920.00 delivered to Edinburgh, you need to consider the cost of the foundation, installation and other materials and I don't have any past records of what these are as a guide as all schemes are different.

But this option would preserve the original bridge and repurpose structure for future use.

If you wish to discuss further, please do not hesitate to call.

Kind Regards

David Mason
Product Sales Manager - Steel



Asset International Structures (A Division of Hill & Smith Ltd)

Suite 5 Brecon House | William Brown Close

Llantarnam Industrial Park | Llantarnam

Cwmbran | Torfaen | NP44 3AB

Telephone: +44 (0) 1633 499830

Mobile: +44 (0) 7712 880742

Website: www.assetint.co.uk

Email: david.mason@assetint.co.uk





Photos of infilled bridge on NCN7 in Paisley (Google Maps 55.84163,-4.436997) and similar unfilled.



Item No 3.2(f)





Outline of CCTT DEPUTATION to TEC 6-10-22

(in relation to 7.4 Response to Motion by Councillor McVey - Trams to Newhaven Progress Update Autumn 2022)

CCTT notes the progress of the Trams to Newhaven Project - despite the ill winds of lockdowns, choked global material supply and labour shortages - and we are grateful for the constructive and courteous engagement we had with the Tram Project Team, both prior to the Final Business Case and during the ongoing construction phase.

With this deputation we want to highlight to TEC Councillors the importance of seeking rational solutions to the upcoming real issues which - inevitably for a project of this size and complexity - will arise and should be addressed (a) *before* the first trams run to Newhaven, (b) *during* the 2 year defects period, and (c) *separately* as committed CEC projects which rectify known problems outwith the tram contract and the project construction phase.

Such a structured approach will ensure that high-level transport, environmental and financial goals are accomplished.

Having discussed the above with the Tram Project Team, CCTT believe that there are four key elements that need to be agreed, managed and closely monitored over the two to five years:

1. Pre-project completion period and final handover (now - c. May 2023)
 - **fixing defects prior to handover** to CEC
 - ensuring **CEC's capacity to ingest** tram project assets is commensurate with Tram Project Team timetable and capable of managing issues that have arisen from early handover to public use
2. Two year defects period (June 2023 - May 2025)
 - availability of TT expertise to oversee and manage **all defects** (other than those agreed to be addressed under 3)
 - availability of legal expertise and capacity to **manage any conflicts arising from early handover to public use**
3. Issues to be addressed outside the Project and recorded in the **Commitments Register**
 - this would include issues like Elm Row and other problematic design issues (inconsistent positioning of signage, inconsistent paving, ARMCO barriers)
 - in addition, the performance of various novel design features may require adaptation and change
4. **Parallel measures and projects** agreed at the time of the FBC to leverage high-level goals (substantive modal shift for commuters and residents outwith 750m of the tram corridor; reduction of air pollution in known hotspots; tram fare box increases as per FBC) **need to be progressed at pace** and in sync with the Tram Project
 - CPZ roll-out along tram route
 - fully integrated ticketing across LB, East Coast Buses, Trams
 - integrated timetabling and public information across LB, East Coast Buses, Trams
 - friction-free, efficient communal waste collection

We therefore invite TEC to help bring the Tram Project to a successful conclusion, thereby creating a legacy which everyone - including the long-suffering residents along the route - can be proud of, and a sustainable public realm that can be looked after efficiently and affordably.

In particular, we would ask that a brief report be brought to the next TEC (3 November) that addresses point 1 and 4 above and sets out a timeline to bring forward solutions to points 2 and 3 above that meet the overarching transport, environmental and financial expectations set at the time of the Full Business Case.



Written Deputation

From: Leith Links Community Council

To: City of Edinburgh Council

Transport and Environment Committee – 6 October 2022

Item 7.5 – Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update)

1. Purpose

1.1 To make representations to the Committee in relation to the process for securing relocation of Communal Bin hubs in the Leith Links Community Council area.

2. Background

2.1 The Committee will be familiar with the role and constitution of local Community Councils to act as a voice for our local area. We do that by raising matters of concern with our elected representatives or directly to public bodies. We also work to improve our local community by taking part in partnership work and by undertaking our own projects. Leith Links Community Council covers an area within the Leith Ward, bounded by the red line on the map at Annex A.

2.2 Our area was one of the first in Edinburgh affected by the Communal Bin Hub programme. We first received notice of the roll-out via email from the Council dated 18 November 2021. This advised the works to 'roll out' the new bin hubs – primarily the installation of chrome hoops in the street - in Leith ward would commence on 22 November and carry on '*until the second week of December*'. This email also advised that due to supplier issues the new bins forming the Bin Hubs would not be placed into position until January 2022. Since November 2021 the LLCC has engaged with the process, including undertaking location by location audits – the first in January 2022 - and feeding back the findings to the Council.

2.3 We have warmly welcomed any initiative to clean up the appearance of communal bins in our area. Edinburgh's large, often battered, broken and heavily graffiti laden communal bins deliver a great deal of 'aesthetic distress' to our streets and appear to serve as attractors to fly tipping. Overfull bins shed their contents to the wider streets, parks, and in Leith the Water of Leith as rubbish is 'wind-blown' The provision of new bins and particularly the move to increased frequency of collections might promise to deliver a big improvement in look and cleanliness on our streets, notwithstanding that

these above ground communal bins continue to take up a lot of space on our streets.

- 2.4 We have actively engaged in the roll out of communal bin hubs in our area suggesting improvements in the process and communicating the change to local people – our email newsletter for example has c1,500 followers as does our twitter account. This engagement has included:
- a) engagement with the Council – and Councillors - on a number of matters relating to specific locations of bin hubs, including asking for some locations to be altered prior to their installation (none of which were agreed to our great disappointment).
 - b) responded to the Council with comments on the proposed locations of bin-hubs in our area – based on street-by-street audit across the area in January 2022 - and raised queries about communal bins which whilst present on our streets and pavements did not feature on the Council's maps;
 - c) undertook a further audit of progress in April 2022 and presented findings at one of our meetings;
 - d) commented on the draft of communications leaflets/booklets going to residents affected by the introduction of bin hubs.
 - e) Kept progress under review at all our meetings this year.
- 2.5 Our January 2022 audit found installation was not complete; there were a number of locations with communal bins not shown on maps – often stray communal bins of various kinds on pavements; there were safety issues presented by some new bins parked 'back to back' requiring users to go into the road to access all the bin openings and in some locations a significant reduction in the number of bins raised questions about whether there would be sufficient capacity. We observe from the paper on item 7.5 that the roll out of bin hubs in our area was not actually complete until August 2022, some 7 months after we were advised it would be.
- 2.6 We appreciate the primary goal of the communal bin hub project is to increase recycling rates. We see the project as delivering much needed new clean bins – and more order – and more frequent collections. By August 2022 these infrastructure improvements had been achieved. However, communal bin hub locations continue to be a target for flytipping of large items of broken furniture and electrical items and in some locations bags of rubbish. Not all of this is necessarily produced by the residents living locally and there are some locations of bin hubs which appear to be very attractive for fly tipping because of the lack of visibility of the location. Initiatives are needed to improve signage about flytipping in those areas. Recently small posters about dumping have appeared on some lamp posts in our area but these become broken from their cable ties and add to the street litter – a more robust approach which is proximate to the bins (eg on the side of the communal bins) would make more sense. Some new bins have been rapidly covered in graffiti (notably 'doon yer tea – eat yer bred' bandits. Also there continue to be a number of random older communal bins on roads and pavements in our area

which could benefit from replacement, relocation or removal. An audit of the area would be beneficial and a maintenance schedule going forward.

Asks

- 2.6 As will be clear from the above the LLCC has taken a close interest in the roll out of bin hubs in our area. We note the content of Appendix 2 'Lessons Learned' and Appendix 3 'Determination of a bin hub location process' and have the following comments and asks:
- a) We **agree** that more and different advance communication and local engagement would improve customer awareness. Advance engagement in our area was extremely limited.
 - b) We **agree** that the delay between installing the chrome hoops and supplying new bins (and increasing frequency of collection?) and the slow pace of delivery will have muted the potential to present and engage people with change and improvement in their area.
 - c) We would **ask** that in relation to the 'bin hub location process' at Appendix 3 there is engagement with the local Community Council between Step 3 (officer proposals) and Step 4 'TRO process'. It is at this point that a local Community Council might be able to bring their local knowledge to bear and suggest alternative locations or highlight issues and questions BEFORE a statutory process commences.
 - d) **We would particularly ask that in relation to the existing bin hubs in the LLCC area we can now request consideration is given to relocation in light of local resident feedback, particularly where a bin hub came to be located in close proximity to a resident's window where communal bins had not previously been located or by its location is a magnet for fly tipping.**
 - e) In relation to the proposed **Appendix 4 Performance Indicators** it is notable that some of the new bins at Bin Hubs in Leith, including in the LLCC area, have rapidly acquired graffiti. Additionally, prior to the arrival of the new bins forming bin hubs many of the communal bins were battered, filthy, lid-less monsters. In addition to having a measure of the capacity and presence of bins we would **suggest** there is an additional indicator or measure of the **quality of the infrastructure** in terms of absence of graffiti and broken lids and doors, as on new food bins. This could be measured through regular visual audits, perhaps undertaken by local CCs or volunteers or by the council setting up monitoring arrangements with text-based surveys of residents who use particular communal bin hubs – as per commercial customer service surveys.
 - f) We note a proposed PI on complaints – this seems to be too broad in scope and it should be possible to identify separately incidence of fly tipping attracted to the communal bin hubs as a place to dump various broken furniture etc as distinct from complaints about failure to collect or reports of broken equipment. We therefore suggest that the 'complaints' PI is developed to distinguish clearly between complaints and reports and service

delivery performance and data on actual incidence of fly tipping at bin hub locations.

- g) Finally, we remain unclear of the value/impact of the chrome hoops/bull bars which may have been a major area of expenditure and we question whether those are required to secure desired impacts. If they are not essential could costs for future bin hubs be reduced by reverting to painting a box on the road surface within which the bins should be located.

Conclusions

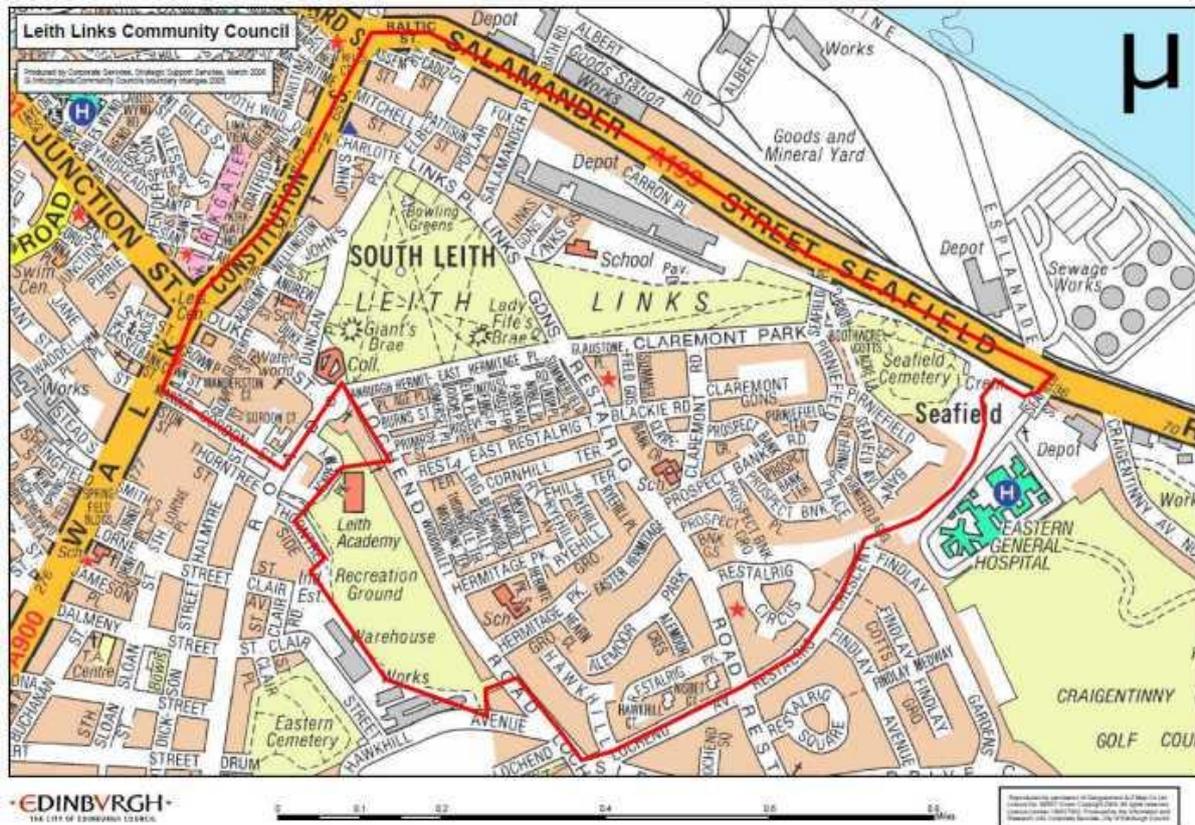
We welcome more and new bins in our area and more frequent collections. Both should improve street cleanliness. **We would like the opportunity to seek review of some bin hub locations in our area as the engagement process in the LLCC area was not as full as now seems to be proposed for future areas in light of lessons learned.** We also ask that CC's are built into the engagement process on bin hub locations before any statutory process is commenced, and suggest that performance measures include measures of the quality of bin infrastructure in place – i.e. that it is free of graffiti and is in a good condition.

More broadly, and related to the paper at Item 7.6, CEC's communications with the public relating to littering and fly tipping, use of communal bins and recycling – including behaviour change could be playing a much more significant role in managing waste and rubbish in Edinburgh. There seems to be almost no focus on how to change public behaviour – though there is much learning from elsewhere which we hope the Council will draw on. A few links are provided in Annex A.

Leith Links Community Council

4 October 2022

Annex A – Leith Links Community Council area



A few links to litter/waste behaviour change communications resources/examples

[Using communications to promote behaviour change | Zero Waste Scotland](#)

[Reducing littering | Local Government Association](#)

[Eliminating fly tipping | Local Government Association](#)

[Improving Hampshire's recycling using behavioural insights | Local Government Association](#)

['My Council / Report it' digital app | Local Government Association](#)

'The impact of behaviour change on residents' climate change related behaviour can be shown by the example of littering in the New Forest's coastal areas which had increased during the first months of the COVID-19 outbreak. **New Forest District Council worked on the LGA Behavioural Insights Programme** to support the development of a new insight-led approach to tackling this issue, which proved highly successful. The intervention, which used novel messaging and imagery on advertising trailers at three sites and dispensed rubbish bags, reduced litter by 10.8 tonnes over a one month period (a reduction of 29 per cent), saving an estimated £10,000 in waste collection costs.'

I wish to raise some 'learning experiences' and 'food for thought' for both the Convenor and members of the Transport and Environment committee in regards to the nearly-completed rollout of Phase 1 of the Communal Bin Review across the communities of Leith, Pilrig, Bonnington and Abbeyhill. Although there are frustrations, I wish to preface this by thanking Officers for their engagement during the process which has been significant given the enormous task they were delegated from a previous iteration of the Transport and Environment committee. It is also significant due to the statutorily moderate range of powers delegated to them.

There are several items in the report which I believe need highlighted and addressed.

Decision-making process challenges

Phase 1 (existing bin rollout) engagement

Further engagement for Phase 1, outlined in 7.2, is welcome, but this report does not outline how residents, particularly in my ward where rollout began around a year ago, can engage and influence change through the correct channels. I hope particular consideration is given to this in the next report. Several residents have indicated to me that they feel their neighbourhood in Leith Walk ward has been treated as a trial for the rest of the city since rollout began in 2021, which I do not believe was the Council's initial intention. I note that two community councils in my ward have played an important role at engaging officers at the early stage and believe any engagement mechanism should continue to include them. Again I am grateful to Officers who have attempted engagements under the current scheme and it's constraints.

Appendix 3 currently states that only "If road safety or accessibility concerns are raised post implementation or post approval of the TRO, the location will be revised accordingly.". Again, this does not take into account other reasonable concerns such as noise (ie glass), smell, or view for nearby properties, nor desired lines for pedestrians.

Phase 2 (upcoming bin rollout) engagement

For future rollouts, section 7.3 states that 'all feedback from the public on specific locations gathered through the TRO process is considered and accommodated where practicable and in accordance with the project's parameters and criteria', however it is difficult to justify that statement when the Transport and Environment committee on September 1st did not approve the change of any proposals due to non-vehicle traffic-related concerns.

Operational challenges

Regular collections

Sections 4.4 and 4.5 outline 'more regular collections', and while this has generally been a net positive upon the previous system, with collections occurring three times a week, when collections are missed, as has happened on several occasions in north Pilrig, it leaves residents with less options than before in terms of places to dispose of their waste and/or recycling. This provides greater challenges to residents when the whole route is impacted versus one individual bin-hub being missed.

Flytipping

There have been a large number of reports regarding flytipping next to the bins. Although I can only provide anecdotal evidence, I would suggest that the new bin hubs attract a large amount of flytipping. I appreciate there has been a new protocol with waste lorries now having reporting mechanisms in-cabs and new training for Cleansing officers to report flytipping en-route, but I would also request Transport and Environment committee examine the large number of flytipped items in

bin-hubs and explore options to make uplifts easier for the end-user to mitigate the amount of furniture which is being collected by the Council (ie making uplifts free).

Recycling contamination

The last challenge I would ask Transport and Environment Committee to dutifully monitor is mixed-recycling contamination and what impact having different types of bins grouped together has had on contamination levels.

I am happy to answer any questions upon request.

Thanks and regards,
Councillor Jack Caldwell
Leith Walk ward (Scottish Liberal Democrat group)