

Deputations

Transport and Environment Committee

10.00am Monday, 18th November, 2024

Dean of Guild Court Room - City Chambers

Deputations

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CITY OF EDINBURGH COUNCIL

Item No 3

Transport and Environment Committee

18 November 2024

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to item 6.1 – Business Bulletin	Spokes Planning Group (Written submission)
3.2 In relation to item 7.2 – Communal Bin Hub Update	Citizen-led Bin Hub Committee (Written submission) South Meadows Action Group (Written and Verbal submission) Bruntsfield Gardens Residents Group (Written and Verbal submission) Stair Association for 10-14 Bruntsfield Gardens (Written submission)
3.3 In relation to item 8.2 – Citywide Road Coordination – Revised Charging Structure	LS Productions (Written submission)
3.4 In relation to item 8.6 – City Centre Ward Councillors - Cowgate	Living Streets Edinburgh Group (Written submission)
3.5 In relation to item 9.2 - Motion by Councillor McKenzie – Save the Burnside	Longstone Community Council (Verbal Submission) Spokes Planning Group (Verbal Submission)

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We note that the statistics referred to in the Business bulletin item “Annual update on car kilometres” show that, unless something radically changes, it is now incredibly unlikely that the council will meet the 30% reduction by 2030 target.

So it must now be asked how councillors plan to turn this around. What measures to reduce private vehicle use and enable more journeys to be made using sustainable modes of transport? We believe that these figures clearly make the case for increased levels of active travel investment, and much faster implementation of projects in the pipeline. The process for building the City Centre West East Link route started in 2014, and it is still not finished. Other major active travel projects, such as Meadows-George Street and Meadows-Canal, are likely to have similar (or longer) timescales. Councillors need to find ways to fix this.

There are also cheaper and quicker interventions which are known to reduce car usage and enable people to walk, wheel and cycle more. These include Low Traffic Neighbourhoods, which should be rolled out citywide.

However, we are not aware of any city in the world that has achieved anything close to a 30% reduction in car-kilometres without introducing strong demand management policies, such as congestion pricing or workplace parking levies. We believe the figures referred to in the Business Bulletin make a strong case for revisiting the decision to reject a workplace parking levy.

We also believe it is important that the council increasingly reallocates road space from private motor vehicles to sustainable modes of transport. This should be done as a matter of course in all resurfacing projects, with particular importance at junctions. Doing so is necessary to provide the space needed to create a continuous and coherent network of safe cycling routes.

Edinburgh’s target of reducing car-kilometres driven by 30% by 2030 is ambitious, but achieving it will have multiple major health and economic benefits for people who live in, work in or visit Edinburgh. It is now time to make it happen.

Spokes planning group

Deputation to the Transport and Environment Committee meeting to be held on 18 November 2024.

City of Edinburgh Council
City Chambers
249 High Street
Edinburgh, EH1 1 YJ

11 November 2024

Dear Convener and Councillors of the Transport and Environment Committee,

Subject: Invitation for the debate on the outcome from communal bin review workshop together with the community proposal.

The new bin hub framework is an important matter for the residents and small business owners who have been affected in many ways by the roll out of the bin hubs across Edinburgh districts. In short, the peace of hundreds of homes has been disrupted and many restaurants/cafes have faced financial detriment or even possible closure.

The meeting on 18 November 2024 creates a great opportunity for joining the forces, namely, discussing the outcome from the workshop together with the complementary set of ideas that comes from the community – many people’s stories. So, all adds value and enhance the current parameters and criteria **improving at the same time residential amenity.**

The community are calling for **flexible parameters and criteria** allowing to review a bin case on individual basis **offering minimum one solution** instead of a robotic ‘No’.

In general, in terms of the current parameters and criteria the community welcome:

- > **Relaxation of rules: the 100m walking distance, crossing of a road, standing on the road, using wide pavements in certain instances and a 10m distance away from junctions and pedestrian crossing in a case of the dead-end streets with no traffic.**

Additionally, there are **five key elements** that the community would like the committee to discuss:

Alternative Suitable Locations

- > Be open to address H&S issues and take bin hubs **away from the windows/doors protecting the residential amenity** – at least 6 meters from dwellings/the point of catching fire should be adopted.
- > Be open to a **bin hub in neutral locations**, especially when the alternatives are possible, for example: behind hedges, parks/communal private gardens, walls of non-residential properties (except hospitality/customer-service oriented venues) other available spaces.

Glass Bins

- > Be open to set up **sperate parameters and criteria for the glass bin** and detach it from bin hubs, namely, locate **bigger, soundproof, modern/nice looking bin glass** (ideally the bell recycling bin) in neutral, but strategic places where people can easily access it for example: on the way to a supermarket, pub, park, school, post office, parking etc.

- > Be open to involve more supermarkets in supporting in collecting glass by placing glass bins in parking area and via the home delivery service offering picking up to 2-3 glass items from the elderly and people with limited mobility.

Food Bins

- > Be open to **decrease a number of food bins with the same frequency of waste collection** or **separate them** the same way as suggested above for the glass bin and review it on an individual basis on a 3 - month trial period.
- > Be open to promote more individual composting and consider introducing the community composting so people could benefit from it.

Overprovision

- > Be open to review overprovision on some of the streets. Review it on an individual street basis taking into consideration a size and type of households and on request to **test less bins with the same frequency of waste collection** on a 3 - month trial period.

Other Reasonable Adjustments

- > Be open to **split the bin hub in certain instances** when neighbours give the consent to share them nearby or there is a neutral alternative place for a half of them - not at the cost of parking.
- > Be open to **change of layout of bins and adjust the way cars are parked.**
- > Be open to **offer bin screens in cases where there is no alternative location** and allow residents, who are interested, to make them pretty by adding plants or Scottish theme artwork prints. The initiative could be an option for the local community who would like to be creative and willing to look after a bin screen to minimise graffiti on it. All could be driven and coordinated by volunteers with the approval by the local councils.
- > Be open to in certain streets that are not protected by Edinburgh World Heritage to **replace a bin hub with the gull proof bags** in case of the main door properties consisting of just 1 or 2 households with the consultation with all residents. It could improve aesthetics of some streets and potentially help to resolve conflicts where a bin hub is supposed to be located on a different street affecting the residents who already use other bin services.
- > Willing to **find a suitable solution** for hospitality venues **by implementing a combination of parameters and criteria** protecting both the residents and business owners.

Other

- > Be open to **become a community partner** who designs similar projects to the bin hub one with a community collaboration, namely, a selected working group of residents who have an expertise/knowledge/experience relevant to a project so the best possible outcomes are achieved straight away for all the parties involved and the city. In return, the residents who participate in an initial project stage, could possibly be offered a council tax discount.

Thank you for consideration of the deputation.

Yours sincerely,

Daria McDonald
Citizen-led Bin Hub Committee
citizenled.binhub.committee@gmail.com

Deputation to the Transport and Environment Committee, City of Edinburgh Council on 18th November, 2024

SMAG Comments on the current CEC Criteria (shown in PURPLE) and recommendations for bin hub placement Presented by Kate McNairney

Following discussions with members and other residents, the SMAG Committee has prepared this critique of the flawed, current criteria, which have caused so much heart-ache to residents. SMAG recommendations are then added.

These are the CEC Criteria for placing Bin Hubs

When selecting bin hub locations, we consider the below points approved by the Transport and Environment committee. Feedback on proposed locations is welcome from residents and suggested alternative locations for a bin hub should meet this criteria.

- Safety - we locate bins on the same side of the road as the properties intended to use them meaning people should not usually have to cross a road to access their bins. Placing the bins on the opposite side of the road creates extra risk for people using the bins as well as for pedestrians, cyclists and drivers. We also aim to locate bins at least 10 metres from any junctions or crossing points to improve visibility for pedestrians and road users.

Both of these points are unnecessarily constricting since in many cases there are possible Bin Hub sites that would be less intrusive to residents: Residents are quite capable of crossing the road without presenting a risk to themselves or other road users; the 10 meter constraint also prevents better sites from being selected. 5 metres is plenty in a quiet, residential area.

- Walking distance - we place bins where people should not normally have to walk more than 50 metres to use them although in some circumstances this can be extended to 100 metres.

Most shops are significantly more than 100 metres from a residence. So, requiring residents to travel 200 or even 300 metres to carry their rubbish would be preferable compared to hosting hubs right outside our doors.

- Placement - we place bins on roads rather than pavements to reduce street clutter. If there are bins currently on a pavement nearby these will likely be removed when bin hubs are installed.

Placing Bin Hubs on roads is acceptable.

- Full range of waste and recycling bins - each bin hub includes bins for non-recyclable waste, mixed recycling, glass recycling and food waste.

Virtually no-one carries all their different types of rubbish out in one trip. So this requirement creates an apparent conformity which serves little or no purpose. The Changeworks study that allegedly recommended this is not available on the CEC website and so cannot be questioned.

- Capacity - each standard bin hub provides capacity for up to 55 nearby residential properties. This means residents can dispose of their household waste and recycling in the one location. In some streets, we may install a slightly larger bin hub to ensure sufficient capacity for all nearby residents.

Bin size is a function of handling capacity machinery and expected per capita output. The current bin size contributes to creating many Bin Hubs and this we believe is a wrong approach, requiring a surfeit of rubbish locations which encourage fly-tipping, which seems to have increased since the CEC insisted (from Covid) that appointments are now required to visit Council Household Waste Recycling Centres.

This also increases bin noise, particularly for glass bins. The issue of glass bin noise is discussed in the supplement to this deputation paper. In the area covered by the SMAG Bin Hub Survey, there are over 80 glass bins. This is significantly reducing Resident Amenity.

- Collection frequency - some bins will be emptied more often to ensure residents have space to recycle. The non-recyclable and mixed recycling bins are emptied every other day, for example, every two days. The food waste is serviced weekly, and the glass recycling is collected every two weeks. Collection frequencies are kept under review to ensure we reduce the risk of overflowing bins and litter.

Collection frequency links to bin size and per capita output. It needs to be monitored regularly.

Please note that these criteria completely ignore deposit and collection noise and its impact on Resident Amenity.

SMAG Conclusions & Recommendations

The large number of Bin Hubs, their noisy, unsightly nature across dwelling entries and the general visual intrusion in a Conservation Area are serious issues to Marchmont Residents. All the rules so far established by the CEC are overly constricting, and have resulted in Bin Hub locations that are seriously upsetting to our members' health and well-being. This needs to be addressed before the next council elections.

1. Residents should take overall priority when siting Bin Hubs.

Resident Amenity ought to take precedent over all issues in a residential area. Every proposed Bin Hub should be tested against this.

2. Crossing the road in a City is a normal experience.

Bin Hub locations should not be limited by such a stricture.

3. Specifying a maximum walking distance to the Bin Hubs is unnecessarily limiting

The limit is a nonsense for an adult population. And, by creating a larger number of Bin Hubs, it generates far too much noise and disturbance to Residents' Amenity. Our survey identified many cases where two Bin Hubs are too close together.

4. Bin Hubs should not be placed across residential entrances or open gardens.

A fundamental part of Marchmont being a Conservation Area is the open aspect of ground floor gardens. Placing rubbish receptacles for 55 households directly in front of a resident's entrance is discriminatory and unacceptable.

5. Proximity to hospitality should NOT depend on pavement width.

Restaurants and Food Shops etc. should not be asked to host rubbish bins outside their front doors...at all. These bins are never cleaned and quickly get unsightly and smelly and will become a health hazard.

6. Glass bins should be considered potentially to be separated from hubs

There must be a change in the operation of glass bins. These should really be separated from Bin Hubs, placed in more discreet locations which do not inflict noise on residents. Lining the glass bins is now essential. The noise of the empty bins is horrendous: results from the attached supplement on the SMAG Noise Survey (and the Council's report) confirm that their use, unloading and movement are far too noisy and often illegally loud.

7. Food bins are too numerous and unhygienic to be placed simply in all hubs.

Separate 'Hygiene Hubs' carrying Glass and Food Waste could be placed in sensible, non-controversial locations

8. There should be a clear path for residents to challenge Bin Hub placement

All residents need to have the right to seek to re-locate a noxious hub - there should be a clear path for residents, with local support, to challenge Bin Hub placement

The SMAG Committee looks forward to seeing the amended and improved criteria for Bin Hub placement, taking account of Residents' needs for amenity, noise issues and their well-being.

Agreed by the SMAG Committee
Nick Hepworth, Kate Macnairey and Alastair Dickie

Supplement to Deputation to the Transport and Environment Committee, City of Edinburgh Council on 18th November, 2024

A Survey of Noise from Glass Bin Hubs in Marchmont, Edinburgh

The Noise Tests carried out by SMAG used a Decibel X: dB Sound Level Meter by Thanh Dinh. It covered separate glass deposits of 3 bottles and 6 bottles in a range of different locations in Marchmont.

The following Tables show the recorded results:

Table 1: 3 Bottle Deposit Test

SMAG Zone	Location	No. of Bottles	Duration (secs)	Equivalent Continuous Sound Level (Leq)				
				Ave Leq (dB)	Min Ave Leq (dB)	8 hr time weighted Ave (dB)	Max Ave Leq (dB)	Peak Leq (dB)
1	3 WPC	3	13	89	45.6	55.4	101.5	106.9
1	19 WPC	3	76	79.5	43.9	52.4	97.8	103.6
2	107 WPR	3	18	84.2	28.4	51.8	97	102.7
2	65 WPR	3	12	86.5	56.5	52.5	98.6	106.3
3	30 Spot	3	8	89.3	35.2	53.6	100.4	106.7
6	12 MP 1	3	6	84	50.5	47.1	94.2	98.3
6	12 MP 2	3	7	86.2	45.9	50	98.2	102.4

Table 2: 6 Bottles Deposit Test

SMAG Zone	Location	No. of Bottles	Duration (secs)	Equivalent Continuous Sound Level (Leq)				
				Ave Leq (dB)	Min Ave Leq (dB)	8 hr time weighted Ave (dB)	Max Ave Leq (dB)	Peak Leq (dB)
1	3 WPC	6	18	85.5	45.6	53.2	99.7	104.6
1	19 WPC	6	36	85	49.4	55.5	100.5	106.6
2	107 WPR	6	29	84.9	40.7	54.7	99.1	106.8
2	65 WPR	6	22	93	52.6	61.7	108.7	115.3
3	30 Spot	6	18	88.7	41.6	56.5	101.8	107.5
6	12 MP 1	6	14	87.5	50.5	54.1	99.1	106.1
6	12 MP 2	6	20	86.3	46	54.5	100.4	106.6
6	12 MP 3	6	11	90.5	45.3	56.4	101.2	106.4

Unsurprisingly, the results show a consistent pattern. With background noise generally well below 50 dB, each deposit of a bottle gives a sharp noise burst of 100 dB or more (highlighted).

The World Health Organization (WHO) defines noise above 65 decibels (dB) as noise pollution. To be precise, noise becomes harmful when it exceeds 75 decibels (dB) and is painful above 120 dB. As a consequence, it is recommended noise levels be kept below

65 dB during the day and indicates that restful sleep is impossible with night-time ambient noise levels in excess of 30 dB.

US Occupational Safety and Hazard Administration (OSHA) guidelines are as follows:

OSHA permissible noise exposures

These are the daily averaged allowable noise exposures for worksite settings.

Exposure above these levels requires employers to create a "hearing conservation program" for employees.

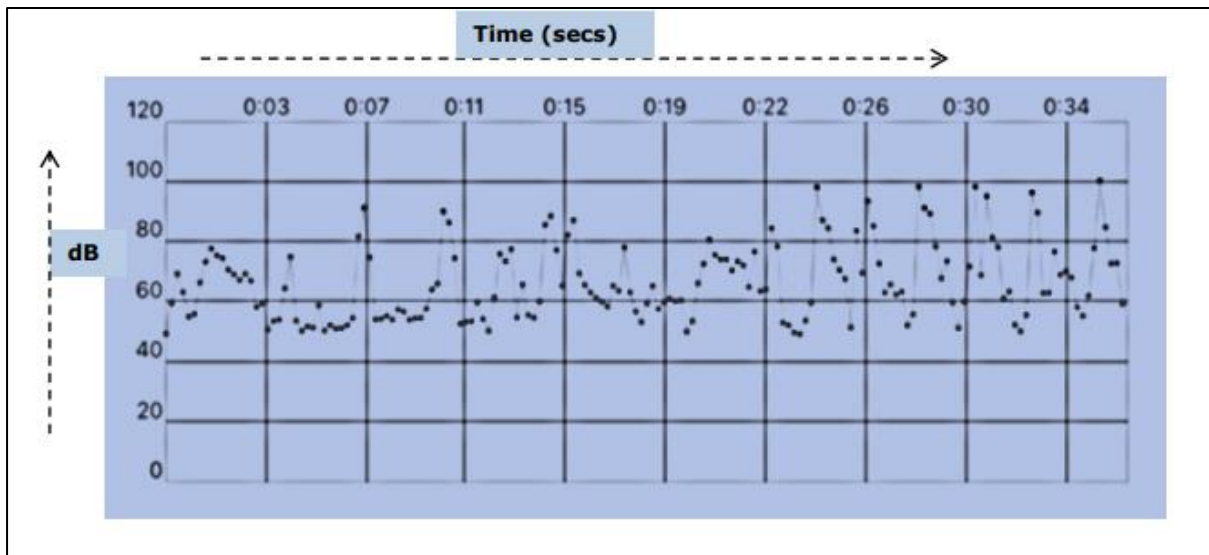
(For reference, 90 dB is roughly equivalent to using a common power tool, 100 dB is similar to riding a motorcycle, and 110 dB is like being in the front seats at a rock concert.)

Decibels (dB)	Hours of exposure
90	8
92	6
95	3
100	2
102	1.5
105	1
110	<15 mins

Edinburgh Glass Bins show noise bursts of 100dB of up to 30 seconds of glass deposits. These occur potentially up to 50 times per day in every bin.

Typical Glass Bin Hub Noise Measurement Report

With the results so similar it is pointless to show every example test. (although these are available if required). The chart below shows a typical result. Over the 30-45 seconds of glass deposits of 3 or 6 bottles/containers, the noise registers multiple peaks of ≈ 100 dB every time a unit is dropped into the bin.



In the calm of a day, each noise burst is like a small unexpected explosion. Deposits in an empty bin echo like thunder.

The Glass Bin Experience

The installed glass bins in Edinburgh are around 500Litres in volume and are estimated to hold up to 700 units of bottles or jar containers at 90% capacity. With the loading time expected to last over two weeks, between Council pick-ups, this means that residents are experiencing some variation of up to 50 such noise burst each day (on average).

In addition, the Council pick-up lasts for around 90-120 seconds and reaches much louder levels – just outside residents’ gardens!

All of this is an unacceptable destruction of resident amenity.

As part of its activity, SMAG collected the thoughts and comments of residents on the Glass Bin Experience and these are shown in the Appendix to this paper. There has been a clear effect on the mental health of many residents. Some residents have erected fences to block the Bin Hubs; some have moved to the rear of their property and some have moved house! So far these strong feelings, which reveal the depression and anxiety brought about by glass bin noise, have brought a zero response from the Council.

Conclusion

SMAG is seeking to change the bin hub criteria for glass bins. The council needs to reduce the number of glass hubs in our streets and require glass bins to be placed in less intrusive locations, eventually to be shielded with foliage etc.

Agreed by the SMAG Committee
Nick Hepworth, Kate Macnairey and Alastair Dickie

What Residents in Marchmont think* about the Noisy Bin Hubs!

<p>Worst of all is the noise – the constant crashing of bin lids, glass and collection lorries.</p>	<p>I no longer enjoy being in my garden which is hugely upsetting.</p>	<p>All Councillors should be obliged to come and experience the results of their appalling decisions.</p>
<p>I don't sit in my front room anymore because of the noise and constant banging of lids and crashing of bottles.</p>	<p>Bin hubs undermine the special features of this neighbourhood which made it a pleasure to live in.</p>	<p>In an untended and unforeseeable way the bin-hubs are changing the way our homes and gardens (and residents) relate to their environment.</p>
<p>It is extremely noisy ... really impacting sleep as my bedroom is front facing. I am unable to study for my exams as a university student.</p>	<p>The Council's Bin Hub Project has made my family's life a misery.</p>	<p>Noise late at night disturbing our dog....when [he] hears bottles emptied late at night he barks in fear.</p>
<p>But with the constant debris, hygiene concerns, the odours and now the constant noise from the glass bins.... We have actually lost the use of our garden.</p>	<p>Having to leave our lovely home because of the hubs would be heart-breaking for my family.</p>	<p>While in my front garden last week there was a loud bang which made me jump with alarm. This was caused by someone throwing a bottle into an empty glass recycling bin just outside our garden.</p>
<p>The bins are outside my sitting room window. The noise during the day is upsetting.</p>	<p>The noise from glass being deposited and emptied is very disturbing. I don't sleep well at times and the noise from glass recycling makes this worse.</p>	<p>... the sounds of plastic being crushed into the containers. And the stream of heavy lorries stopping by to empty them.</p>
<p>... a lot of hubbub outside our bedroom windows and all the associated noise very early on Saturday and Sunday mornings.</p>	<p>There's no sense of privacy now. Or peace. The thud of the bin lids closing, the smashing of glass,...</p>	<p>The noise from the glass bins causes a lot of disturbance during all hours of the day and as a student who is studying from the flat it is very disruptive.</p>
<p>It's become generally much busier and noise outside my house since on-street bins were introduced.</p>	<p>I often have to work very late nights. Then the glass smashing can start as early as 7am so I'm consistently deprived because of the on-street bins.</p>	
<p>My sleep and that of my children has been badly affected by the noise of having a waste-hub near our home.</p>	<p>Living with a bin hub means the absence of guaranteed rest.</p>	

Residents' Detailed Comments on Noise Pollution in support of South Meadows Action Group on Bins (SMAG) submission to CEC

Noise both from glass dumping and from industrial vehicles working:

"Living with a bin hub means the absence of guaranteed rest". Anytime I might wish to sleep, there is the anxiety that someone might use the glass bin. And they do - after 9pm, at 7am on a Sunday, any time I might want to nap."

Lisa Craig

I am a resident of a main door flat. The noise from the glass bins causes a lot of disturbance during all hours of the day and as a student who is studying from the flat it is very disruptive and leading to increased stress as exams are currently being undertaken. I would greatly appreciate it if the arrangement of the bins could be reconsidered as its made a big negative impact on my life.

*Anonymous**

While in my front garden last week there was a loud bang which made me jump with alarm. This was caused by someone throwing a bottle into an empty glass recycling bin just outside our garden. The noise was worse than breaking glass, totally unacceptable right outside our garden in a residential street. All CEC Councillors should be obliged to come and experience the results of their appalling decisions.

Evelyn Dickie

Since the Council placed this hub directly across my house entrance, despite my objections, the impact on my life has been severe. I'm having problems with sleep, I don't sit in my front room anymore because of the noise and constant banging of lids and crashing of bottles. I can't enjoy my small garden any more and my husband can't enjoy sitting out on good days because there is no peace with the constant flow of people using the bins. The amenity of this flat, our home for 45 years, has been completely destroyed. We are now in our mid seventies and for the first time in our lives we feel like second class citizens who don't deserve the same consideration as our neighbours. We feel bullied by the Council.

*Anonymous**

The bins are outside my sitting room window. The noise during the day is upsetting; people peering into my window is both frightening and intrusive.

Ann Dickson

The addition of bin hubs has severely impacted us in our flat on Roseneath Terrace. We are a ground floor flat and directly outside our flat and in view are 7 bins. This has been a huge disturbance in terms of noise, mess and loss of parking. It is extremely noisy with people constantly at the bins day and night really impacting sleep as my bedroom is front facing. I am unable to study for my exams as a university student. It is a constant disturbance, having to seek alternative options and places of study which is hugely inconvenient. As you can imagine, people at the glass bins all throughout the night is also an immense disturbance to sleep.

*Anonymous**

It's become generally much busier and noise outside my house since on-street bins were introduced. Lots of people depositing their waste, all day and all week, but particularly at the weekends. There's no sense of privacy now. Or peace. The thud of the bin lids closing, the smashing of glass, the sounds of plastic being crushed into the containers. And the stream of heavy lorries stopping by to empty. It is otherwise a very peaceful and beautiful street and that is why we chose to live here. My home no longer feels peaceful, or beautiful, and it's far less private than it was.

My sleep and that of my children has been badly affected by the noise of having a waste-hub near our home. I often have to work very late nights. Then the glass smashing can start as early as 7am so I'm consistently deprived because of the on-street bins. This is having an effect on my health already.

In my experience weekend mornings are very popular for recycling generally which means a lot of hubbub outside our bedroom windows and all the associated noise very early on Saturday and Sunday mornings. When you chose to live in a peaceful neighbourhood and have for many years happily, it's a shock quite honestly to be dealing with sounds more usually associated with a tip or a recycling plant.

Silke Dykstra (and her neighbours)

My family and I have lost the use of our lovely garden. Our front garden is private and as a main door flat we used like to use a lot for leisure; as an extension of our indoor space really. It has green open views of the Bruntsfield Links, Castle and Arthurs Seat. It's east facing so it gets the sun until lunchtime so we used to spend our mornings out there as a family, entertaining, having coffee and lunch with friends. It's the main reason we chose this house. I'm a keen gardener, knew I wanted my children to have a safe outdoor space. But with the constant debris, hygiene concerns, the odours and now the constant noise from the glass bins.... We have actually lost the use of our garden. It's very sad. And as a family with children and pets, we really do need our garden back. This has been our home for over 15 years and has been in the family for 40 years. Having to leave our lovely home because of the hubs would be heart-breaking for my family.....And speaking as a long-standing resident I can honestly say the waste arrangements in Marchmont have removed the charm and appeal of living here completely.

Silke Dykstra (and her neighbours)

The noise from glass being deposited and emptied is very disturbing. I don't sleep well at times and the noise from glass recycling makes this worse.

Anonymous

** Not all residents were ready to publish their names. But the Committee has ensured that all comments have been made by bona fide residents.*

We, as residents of Merchiston, supported by Merchiston Community Council, are making a deputation about the problems caused by the implementation of the Communal Bin Review, as we feel the planning criteria are not fair and are undemocratic and do not take enough account of the environmental impact of the barricade of six bins in a hub. We want you to consider relaxing the one objection to relocation suggestions as part of the extra relocation criteria and to consider how the hub size can be reduced or modified to take account of the loss of amenity for residents and businesses. Six bins including a glass bin creates a nuisance with increased fly-tipping due to smaller black bins and littering/cigarette butts/lack of care when using the bins.

1. RELOCATION The “6a) perceived impact” of a hub location should not be assumed by the CBR team and we would argue that if the historic locations were mainly reused and **if the TRO process is allowed to proceed, then we would see if there are actual objections. If the bin hubs were smaller their impact at any location would be less. Maindoor flats’ perceived impact needs to be prioritised.**

2. DEMOCRATIC The targeting of one main door flat, that is the majority of locations, has meant that the burden of a hub has not been shared. At the very least the hubs could be relocated across common tenement stairs and thereby halving the impact for the main door flats. **Can you take account of sharing the burden to make the relocations more democratic?**

3. MONITORING and MECHANISM FOR CHANGE POST-IMPLEMENTATION Now that most of the hubs are in place, without a proper consultation, what can we do to see if the locations are adequate and have increased recycling or changed user behaviour? Specifically, if there is a gross over or under provision can the hubs sizes be altered. It is noticeable that hubs are not always used by the properties that they are supposed to serve, e.g. at our local Sainsbury’s there is passerby use and resident behaviour of emptying bins on the way to the main road or local shop, so the bins are overflowing.

How can you measure the ongoing use? Can the operatives be asked to observe and feed back? What about consulting behavioural management/architecture experts? **If there is an extreme over-provision can the hubs be reduced in size or potentially one hub be removed entirely?** Also, in many streets the bin uplift does not empty bins that are not nearly full. Why? If there is an under-provision can hubs be repositioned or enlarged? Could this be done on a street-by-street basis? Can local citizens help with a valid planning survey?

4. GLASS BINS are a noise polluter especially when being emptied (above 10.5 decibels?) and their location within every hub needs to be reconsidered, as even with only uplift every 2 weeks they are never full. **We suggest a reduction in glass bins by at least a half.** This is very important given the 8m length taking up 2 parking spaces at 5.5m and a net loss in our single street at Bruntsfield Gardens of six parking spaces. Removing some glass bins would optimise parking spaces. Glass bins being repositioned side-on is also likely to cause accessibility/safety issues.

We, as the Stair Association 10-14 Bruntsfield Gardens are making deputations about the problems caused by the implementation of the Communal Bin Review as we feel the planning criteria are not fair/undemocratic in tenement locations and do not take enough account of the environmental impact of the barricade of six bins in a hub in Conservation Areas.

We want you to consider relaxing the one objection to relocation suggestions as part of the extra relocation criteria in the November 18th review framework 4.e. "The perceived impact is not transferred to another property." and to consider more fully how the hub size can be reduced or modified to take account of the loss of amenity for residents and businesses.

In particular there are two parts of the review framework that we want the committee to focus on:

Firstly, 4.e. RELOCATION The "perceived impact" of a hub location should not be assumed by the CBR team and we would argue that **if the TRO process is allowed to proceed then we would see if there are actual objections. Maindoor flats perceived impact needs to be prioritised. Is it possible to allow tenements to share the burden if a majority agrees? Moving hubs across tenements would be more proportionate and stop most of the burden on one property and be aligned with tenement law and majority voting.**

Secondly, Guidance Note 1. MONITORING and MECHANISM FOR CHANGE POST-IMPLEMENTATION Now that most of the hubs are in place, what can we do to see if the locations are adequate and have increased recycling or changed user behaviour? Specifically, **if there is a gross over or under provision can the hubs sizes be altered and not limit this to the monitoring of glass?**

How can you measure the ongoing use? Can the operatives be asked to observe and feedback or do you have sensors to survey usage? What about consulting behavioural management/architecture experts? If there is an extreme over-provision can the hubs be reduced in size or potentially remove one hub entirely? Will glass bins be removed and not only made smaller and therefore decrease the environmental impact. This would also optimise parking spaces.



GLOBAL PRODUCTION PARTNER

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For attention of: The Transport and Environment Committee,

My name is Amy Morement, I am the Head of Locations at Edinburgh-based production company LS Productions. On behalf of LS Productions, I am submitting a written deputation in regards to the report on Citywide Road Coordination and Revised Charging Structure. We have noted that the report includes recommendations on TTRNs and TTROs which Film, TV, commercial and fashion shoots often require for traffic management on public roads and/or parking restrictions outside the usual controlled hours for the purpose of filming and photography.

The shoots we work on at LS Productions, that require the above, vary in scale, creative intention and lead time. Time spent filming on the roads can be as minimal as a few hours. When working on film shoots in the city we currently work with the council to arrange the necessary permissions and permits, including on public roads as and when required in the script or creative brief. We also arrange permissions to film with private locations, hire local crew and cast, studios, equipment from local businesses, accommodation, vehicles and catering, to name a few local services we provide for incoming productions. This brings vital money and growth to the local economy. To give context of the wider filming landscape, the film office for the city, Film Edinburgh, reported an estimated £10.8m delivered into the local economy in 2023 across Edinburgh and the Lothians and an estimated direct spend of £9.4m within the city of Edinburgh alone. The shoots we produce at LS Productions contribute towards these figures.

We have a concern that the report names filming as an example of a 'complex event', requiring a £6,000 fee and a 6 month minimum lead time. We currently collaborate with Film Edinburgh and the council to obtain the correct permissions when filming on public

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roads, pay fees for permits (and any other associated costs) and adhere to lead times currently set out. Film Edinburgh ensures production in the city works in accordance with an established film charter and code of practice. This secures Edinburgh's position in a competitive filming market, with fees and lead times comparable to the other UK cities and some other cities around the world with which it competes to attract filming. I was recently a stakeholder in the Culture & Communities committee review of the use of Public Spaces for Events and Filming. We advocated that filming in Edinburgh has an established code of practice that works successfully and ensures the city is a key competitor for attracting filming alongside other UK cities. We would ask that the same consideration be given here and that any changes to charging structures and lead times that could impact filming be looked at through a UK-wide lens and with a broader industry context in mind.

Whilst we appreciate the importance of the council being able to generate revenue from road coordination, and also continue to generate revenue from filming, we have a concern that inflating lead time requirements and cost would rule filming in the city out for most productions. Edinburgh will lose its ability to attract production to the city if it increases prices and lead times out of line with industry expectations. It is vital that Edinburgh continues to be attractive as a base for filming when productions are reviewing options across the UK. We are fortunate to work across the UK, and now globally, but being able to host productions in the city in which we are based remains a high priority in our company roadmap. Growth in the creative sector in Edinburgh is incredibly important to us as a business and we are concerned that some of the proposals outlined in the report would be detrimental to this. As well as competing within a global location market, advances in technology and AI also present challenges as they offer alternative methods to filming that don't always involve filming in real-world locations such as public roads. Whilst there is lots of opportunity with this developing technology in the creative industry, it's also important that Edinburgh continues to highlight the real-world locations that it has to offer, including its iconic streets which are such a draw for filmmakers. Keeping the lead time and costs of filming on public roads in Edinburgh competitive, ensures that we can continue to hire local people and provide opportunities for local communities and businesses. We don't wish to relocate shoots that would have otherwise taken place in Edinburgh but we would need to consider this if filming was classed as a complex event.

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Our CEO Marie Owen is very passionate about the furtherment of Edinburgh's reputation as a film friendly city;

'I launched LS Productions in Edinburgh in 2006 because of the huge amount of potential for filming, both in the city itself and as an access point to film across Scotland, bringing Edinburgh and Scotland to the attention of a global audience. Our head office remains in Edinburgh today and we shoot in the city many times each year. It's vital to the success of my business and for the growth of the creative sector that Edinburgh remains a film-friendly city with permissions, lead times and prices in line with the rest of the UK and other major cities globally; with which we are in constant competition to attract filming. This includes permission to close and control public roads temporarily for filming activity.'

Marie Owen, CEO, LS Productions

Our hope is that the council engages in a dialogue with Film Edinburgh and other representatives of the local film industry as required to consult on permissions, lead times and a charging structure in relation to filming activity on public roads. We feel confident that a conclusion could be reached that solidifies Edinburgh's popularity and reputation as a world class destination for filming whilst also contributing to the council's wider goals for road coordination.

Yours Sincerely,



Amy Morement
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Cowgate: Deputation by Living Streets Edinburgh Group to the Transport and Environment Committee 18 November 2024

We welcome the motion by Cllr Mowat and the subsequent report to committee following the dreadful incident on the Cowgate on 2 November. We record our condolences to Mr Leneghan's family and friends.

While we don't know the circumstances of this incident and wouldn't wish to speculate on them, we do know that the Cowgate have long been recognised as a dangerous street owing to its unique features and uses. This is why the ban of traffic after 10pm was introduced more than 20 years ago.

The council also commissioned Living Streets to review the street in 2016. A participant in that review described the Cowgate as "the worst street in Edinburgh for pedestrians" bit.ly/2covi3Q. The report highlighted especially the significant problems of road safety and accessibility due to heavy fast traffic and inadequate pavements as well as recommending a number of practical, small-scale improvements.

Since 2016, there have been some welcome improvements - the introduction of a 20mph speed limit, installation of double yellow lines and the ban on pavement parking. However, the fundamental problems of the street - too much traffic, inadequate pavements - remain. The carriageway was extensively resurfaced in 2020, but no improvements were made to the footways.

Options to improve safety could include major changes such as making the street one-way to traffic, removing through-traffic (using a "filter") or banning traffic entirely (with appropriate access arrangements for key services). However it would be essential for such options to be considered in the context of wider traffic plans ('Future Streets') for the city and the Old Town in particular. It is especially important that traffic isn't driven onto the Canongate. Traffic and pedestrian comfort and safety is just as important on the Royal Mile with its primary school and high footfall, as on the Cowgate.

Another option (recommended in the 2016 report) would be to install chicanes under the Bridges on the Cowgate. This would reduce the carriageway to a single lane which traffic would use in alternating directions. It would permit the pavements to be significantly widened (and the big, inaccessible kerbs removed) and would also slow down traffic and remove its appeal as a through-route.

We welcome Police Scotland's recommendation to bring forward the traffic ban to start earlier than 10.00pm. This would be a quick and cheap way to reduce some risks pedestrian-vehicle conflict. We have also long argued for much more stringent traffic restrictions in key Old Town streets including the Cowgate during the summer festivals when the mix of vehicles and pedestrians is often totally unsuitable.

A growing population and rising visitor numbers mean more traffic and busier streets in Edinburgh - but with a legacy of some hopelessly inadequate pedestrian facilities. We hope that the Council will seize this moment to act quickly to ensure that people can use Cowgate and other Old Town streets safely.

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