

Licensing Sub-Committee of the Regulatory Committee

9.30am, Monday, 11 December 2023

Objections to TRO/23/12 – Communal Bin Review Phase 4 (Zones 3, 4, 5A, 6, 7, 8)

Executive/routine
Wards

Ward 5 – Inverleith
Ward 10 – Morningside
Ward 11 – City Centre
Ward 15 – Southside / Newington

1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Note that the implementation of this Traffic Regulation Order (TRO) is fundamental for the delivery of Phase 4 of the Communal Bin Review (CBR) project;
 - 1.1.2 Set aside the objections that do not relate to TRO matters, as outlined in Appendices 4 and 5;
 - 1.1.3 Remove from the final order any promoted restrictions advertised as part of this TRO related to changes proposed on Lochrin Terrace, Brougham Street, Upper Gilmore Place, Leven Terrace and Barclay Terrace; and
 - 1.1.4 Having considered the objections and comments received to the advertised TRO/23/12, approves setting aside the remaining objections and the making of the Order as advertised, with two amendments contained within this report and detailed in Appendix 3.

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Executive Director of Place

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Report

Objections to TRO/23/12 – Communal Bin Review Phase 4 (Zones 3, 4, 5A, 6, 7, 8)

2. Executive Summary

- 2.1 Committee is asked to consider the objections received during the formal advertising of a Traffic Regulation Order (TRO/23/12) and to determine whether or not to proceed to make the order since more than six objections were received.

3. Background

Communal Bin Review

- 3.1 The [Communal Bin Review](#) (CBR) project involves the redesign of the existing waste and recycling communal bin services that the Council provides to multi-occupancy and flatted properties to improve service performance, perception and access reflecting changes to legislation and policies within and outwith the Council.
- 3.2 The delivery of the CBR Project was [approved](#) by Transport and Environment Committee on 27 February 2020. This includes Phase 4 of the project, which covers Controlled Parking Zones 3, 4, 5A, 6, 7 and 8.
- 3.3 The 27 February 2020 report outlined the city-wide parameters and criteria required to determine the new waste and recycling on street collection hubs.
- 3.4 On 18 May 2023, Transport and Environment Committee approved a [report](#) outlining a Review Framework to allow officers to alter bin hub locations and allow some flexibility in their positioning based on feedback comments received as part of the engagement with the public.
- 3.5 In order to accommodate the revised bin layout, changes are required to the existing layout of parking places and other road-related restrictions. These changes will ensure that the new bin hub locations adequately meet the agreed parameters, as far as is feasible and practical, to support the Council's commitments to improving service delivery and increase recycling rates.
- 3.6 The proposed changes will improve the streetscape. Where possible, locations are being moved from pavements onto the carriageway, with barriers installed around the hubs to demarcate their space and to avoid containers from moving. Also, most

hubs are being proposed at least 10 metres away from junctions and crossings to improve visibility and road safety for all pavement and road users.

Traffic Regulation Order TRO/23/12

- 3.7 A Traffic Regulation Order (TRO) is required to implement these changes. This is a legal proceeding to consult on the changes proposed to the current parking and loading restrictions. As such, as part of the TRO process only matters related to these changes need to be legally considered by Committee on the making of the Orders.
- 3.8 The advertised TRO/23/12 covers the majority of bin hub locations of Phase 4 of the CBR project. Phase 4 of the project includes the delivery of a total of 263 on-street bin hubs. The changes proposed by this TRO, if made and implemented, would introduce parking and loading restrictions where the bin hubs would be located to ensure there is enough space for the upgraded service and to allow for enforcement of the rest of parking restrictions present.
- 3.9 The order proposed to:
 - 3.9.1 Introduce parking, waiting and loading restrictions in the form of Double Yellow Lines on relevant sections of the Controlled Parking Zones to allow for the introduction of bin hubs at those locations;
 - 3.9.2 Change relevant Single or Double Yellow Lines associated with historic bin locations due to be discontinued into Permit Holders Bays, Shared Use Parking Bays or Disabled Person's Parking Places as per adjacent bays; and
 - 3.9.3 Introduce parking, waiting and loading restrictions in the form of Double Yellow Lines on relevant sections of the Controlled Parking Zones to improve road safety, visibility and access near where bin hubs are being introduced.
- 3.10 Without the proposed changes to the parking, waiting and loading restrictions, the new bin hubs cannot legally be introduced in these zones and Phase 4 of the CBR project cannot be implemented.
- 3.11 The TRO was made in terms of Section 1 of the Road Traffic Regulations Act 1984. The detailed process for making a TRO is set out in the Local Authorities Traffic Orders (Procedure)(Scotland) Regulations 1999. In terms of the Regulations given the scope of TRO/23/12, where there remain unresolved objections, it remains a matter for the Council as the Roads Authority to determine whether to proceed to make each order as advertised.
- 3.12 Paragraph 86 of Appendix 6 of the Council's [Scheme of Delegation to Officers](#) delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed. This TRO has been referred to the Committee as more than six objections have been received from the public.
- 3.13 In these circumstances, the Committee may either:

- 3.13.1 Approve making the TRO as advertised;
- 3.13.2 Approve making the TRO with minor modifications. Provided such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it (Regulation 10 of the 1999 Regulations);
- 3.13.3 Direct that a public hearing is to be held on the proposed TRO, in terms of Regulation 8 of the 1999 Regulations, chaired by an Independent Person
- 3.13.4 Approve making the TRO in part; or
- 3.13.5 Refuse the TRO;

4. Main report

- 4.1 The TRO to introduce changes on zones 3, 4, 5A, 6, 7, 8 of the Controlled Parking Zone at selected locations where bin hubs would be installed was advertised between 6 October and 27 October 2023. Links to the Draft Order, Statement of reasons and drawings with the proposed changes can be found on Appendices 7, 8 and 9.
- 4.2 TRO/23/12 was publicised in the following ways:
 - 4.2.1 Online publication of the Orders via the Council's Traffic Orders webpage;
 - 4.2.2 Advertisement in the Scotsman;
 - 4.2.3 Notices displayed on the roads and streets where changes were proposed;
 - 4.2.4 Notification to key stakeholders via email as per statutory requirements including local Councillors, Community Councils and emergency services; and
 - 4.2.5 The CBR section on the Council's website was updated with links to the drawings showing the bin hub proposals, information on how to access the TRO drawings and instructions on how to submit comments. Links to the drawings with the proposed bin hubs can be found on Appendix 10.
- 4.3 Prior to publication of the order, engagement with residents and key stakeholders enabled members of the public to provide feedback on the new bin hub location proposals. The engagement process was carried out in June/July 2023, and it included the postage of letters to all properties that use the communal bin service or are in the proximity of the proposed bin hub.
- 4.4 Seven engagement events were also held in the areas to provide information on how to provide feedback and general information about the aims of the project. The feedback received supported the determination of the final bin hub locations, in accordance with the review framework, which led to changes to 24 locations which were captured in this TRO.

- 4.5 TRO/23/12 was advertised with changes that would allow the implementation of 224 out of the 263 bin hubs on the carriageway where parking, waiting and loading restrictions are present.
- 4.6 The other 39 bin hubs of Phase 4 do not require any changes to parking, waiting and loading restrictions. As such no restrictions related to those sites were advertised as part of this TRO. These sites are already installed and have adequate restrictions in place; or will be progressed as part of other schemes with relevant TROs; or are sections of the public realm that have no restrictions and therefore do not require a TRO; or their design is still ongoing. A list of these sites is captured on Appendix 2.
- 4.7 There were also three streets that have changes proposed as part of this TRO but due to wrong information being provided, they were omitted from the statutory street notices that advertised the Order. To comply with the legal process, it is recommended that these are removed from the final Order. These streets are Lochrin Terrace, Brougham Street and Upper Gilmore Place.
- 4.8 Two other streets were advertised with street notices but had no changes reflected on the CBR maps. For transparency, it is recommended that any restrictions promoted as part of this TRO are removed from the final Order. These streets are Leven Terrace and Barclay Terrace.
- 4.9 A new TRO will be advertised with these restrictions to progress changes on these streets.
- 4.10 There were also notices installed on streets where no changes were proposed. While the advertising of the Order suggested that changes were being made at these locations, there were no changes proposed. Therefore, although the legal process included them, the process is being concluded without any change to on-street restrictions. These are captured on Appendix 1 for clarity.
- 4.11 At the end of this formal consultation period, the Council had received 18 responses related to this TRO: 17 objections and one general comment. Out of the 17 objections, 16 are material objections to the contents promoted by TRO/23/12.
- 4.12 Appendix 3 identifies the issues raised by objectors related to the TRO measures proposed by TRO/23/12, with responses and recommended actions.
- 4.13 Appendix 4 captures the comment and non-material objection received during the consultation of TRO/23/12 with responses and recommended actions.
- 4.14 All objections and comments were from individuals apart from one which was received from an individual representing a group.
- 4.15 It is important to note that many of the concerns raised in the objections are not TRO matters. For example, there were responses in relation to noise and air pollution, fly-tipping, vermin or aesthetics of the bin hubs among others. As such, these comments and concerns are not material to the TRO process and Committee is not required to take account of them in taking a decision on the making of the Order.

- 4.16 Notwithstanding that, and in the interest of completeness, these non-TRO issues have also been logged in Appendix 5 along with a response on these will be managed by the project.
- 4.17 Some of the correspondents have also made suggestions, which again are not material to the making of the Orders. In the interest of completeness these have been captured along with the objections and summarised in Appendices 3 and 4.
- 4.18 As these are non-TRO related issues, it is therefore recommended that objectors that cite non-TRO related issues as the grounds of their objections are set aside.
- 4.19 In terms of the objections raised that are material to the TRO process, below is a summary of the main themes raised by objectors:

Loss of Parking

- 4.20 The majority of objections raised concerns over the loss of parking. These highlighted the impact on residents not being able to park outside their properties.
- 4.21 It is a primary responsibility of the Council as a Roads Authority to control and regulate parking provision within its authority area to allow for the safe and efficient passage of all vehicles and pavement users on roads and footways. Regardless of Title position, individuals have no legal right to park on the carriageway outside their property.
- 4.22 Due to the nature of the project requiring changes to the current parking and loading restrictions within the Controlled Parking Zone areas to deliver the new bin hubs, it is not possible to avoid loss or movement of parking spaces due to the number of locations being changed and implemented. However, on those streets where bin hubs are not proposed on historic bin locations, the former bin locations will be transformed into parking bays as soon as the new hubs are implemented. The concerns raised have been summarised on Appendix 3 and have been considered individually on a site-by-site basis.
- 4.23 It is therefore recommended that objections that cite the loss of parking as the grounds of their objections are set aside.

Road safety concerns

- 4.24 Some objections mentioned road safety concerns related to reducing visibility for all road and pavement users, encouraging dangerous driving, reversing and parking. These concerns have been summarised on Appendix 3 and have been considered individually on a site-by-site basis.
- 4.25 It is acknowledged that on site Z7-21 (Sciennes Gardens) these concerns are founded.
- 4.26 It is therefore recommended that objections that cite road safety concerns are set aside apart from those for site Z7-21 (as detailed in Appendix 3) and a revised location will be progressed. It is anticipated that a new TRO will be advertised to fulfil the CBR requirements for the residents that require a bin hub in Sciennes Hill Place which will include further engagement with stakeholders and residents.

- 4.27 It is also proposed to revise the location of site Z7-63 (Grange Loan) as detailed in Appendix 3 due to a design oversight. It is anticipated that a new TRO will be advertised to fulfil the CBR requirements for the residents that require a bin hub on the north side of Grange Loan which will include further engagement with stakeholders and residents.

5. Next Steps

- 5.1 Acknowledging the objections received and legal process, officers recommend:
- 5.1.1 Committee to set aside all objections received apart from those received against bin hub Z7-21 at Sciennes Gardens; and
 - 5.1.2 Remove from the final order any promoted restrictions advertised as part of this TRO related to changes proposed on Lochrin Terrace, Brougham Street, Upper Gilmore Place, Leven Terrace, Barclay Terrace and for sites Z7-21 and Z7-63.

Implementation

- 5.2 If the Committee approves the recommendations, the Order TRO/23/12 will be formally “made”, and arrangements will be made to have the measures introduced on-street at the same time as the bin hubs.
- 5.3 It is anticipated that the changes proposed by the Order will begin to be implemented from February 2024.

6. Financial impact

- 6.1 The cost of design and construction work, including the installation and adjustment of signage, as well as road marking alterations associated with the changes proposed by this Traffic Regulations Order will be covered by the [CBR budget](#) allocated for road works (as approved by the Finance and Resources Committee on 7 October 2021).

7. Equality and Poverty Impact

- 7.1 The CBR project has an Integrated Impact Assessment (IIA) that covers any impact stemming from the introduction of TROs as well as the wider project.
- 7.2 The [IIA](#) is available on the Council website and was updated on October 2023.
- 7.3 Whilst the implementation of TRO/23/12 will result in a net loss of parking spaces on the streets where changes are promoted, the Council is making the waste and recycling service more accessible which will have significant positive impacts to the environment and residents. It is also anticipated that in some streets, there may be a net increase of parking spaces where the bins are being grouped into one location avoiding segmentation.

- 7.4 The changes will also improve road safety, sense of place and accessibility for all residents, visitors and road users. As such, the proposals intend to advance the Council's public sector duties to advance equalities and create an on-street environment that provides a safe and accessible space for all road users, especially young, old and vulnerable people.
- 7.5 The TRO is a statutory function required to deliver the CBR project achieving a safe road environment and controlling and managing parking in the streets where the changes are proposed.

8. Climate and Nature Emergency Implications

- 8.1 The outcome of the TRO will allow the CBR project to continue to be implemented which in turn is intended to positively support environmental and climate change requirements.

Environmental Impacts

- 8.2 One of the key objectives of the project is to support improvements in recycling performance. By reducing resource consumption, this serves to reduce future climate change as well as provide other environmental benefits such as a reduction of resource extraction, and therefore protect biodiversity.
- 8.3 The increase in frequency for non-recyclable waste and mixed recycling to every other day will reduce incidents of overflowing bins which will reduce side waste and litter which could have a positive impact on the marine and urban environment.
- 8.4 In the longer term, residents' positive behaviour changes will potentially help in reducing overall waste volumes and to reduce net waste quantities, reducing the number of vehicle trips required and reducing associated vehicle emissions.
- 8.5 Changes to fleet will be taking place via scrappage of fossil-fuelled vehicles and modal shift to electric waste vehicles (EVs), in line with local, national and international targets, including the Low Emissions Zone (LEZ) proposals, and as such will contribute to an improvement in local air quality.
- 8.6 The delivery of the project also supports delivery of the Council's Net-Zero 2030 strategy.
- 8.7 The project does not in itself contribute to the mitigation of climate change impacts which are already taking place.

9. Risk, policy, compliance, governance and community impact

- 9.1 The delivery of the wider CBR project, which depends on the measures promoted by TRO/23/12, supports the Council's [waste and cleansing strategy](#).
- 9.2 The parameters and criteria used to determine bin hub locations were approved by Transport and Environment Committee in February 2020 and are based on accessibility, health and safety, legislative requirements to ensure the bin hubs

provide the appropriate services and can be accessed and serviced safely by residents and operational collection crews.

Engagement prior to the Traffic Regulation Order consultation

- 9.3 For all locations as part of phase 4 of the project which are covered by this Traffic Regulation Order (TRO), the project team engaged with residents and key stakeholders ahead of the statutory consultation to allow members of the public to provide feedback on the new bin hub locations. The engagement process was carried out in June/July 2023, and it included the postage of letters to all properties that use the communal bin service or are in the proximity of the proposed bin hub.
- 9.4 Seven engagement events were also held in the areas to share information on how to provide feedback and general information about the aims of the project.

Traffic Regulation Order Statutory Consultation

- 9.5 The legal processes associated with TRO/23/12 have been carried out in accordance with statutory requirements, including consultation with statutory bodies, Community Councils and local resident and amenity groups.

10. Background reading/external references

- 10.1 Enhancing Communal Bin Collections - Transport and Environment Committee, [7 December 2017](#).
- 10.2 Enhancing Communal Bin Collections- Update following trial to implement every other day collections - Transport and Environment Committee, [9 August 2018](#).
- 10.3 Communal Bin Enhancement Update - Transport and Environment Committee, [20 June 2019](#).
- 10.4 Communal Bin Enhancement Update - Transport and Environment Committee, [5 December 2019](#).
- 10.5 Communal Bin Enhancement Update - Transport and Environment Committee, [27 February 2020](#).
- 10.6 Communal Bin Enhancement Update –Transport and Environment Committee, [20 November 2020](#).
- 10.7 Contract Award – Purchase and refurbishment of Communal Bins - Finance and Resource Committee, [4 March 2021](#).
- 10.8 Communal Bin Enhancement Update – Transport and Environment Committee, [22 April 2021](#).
- 10.9 Contract Award – Supply and Installation of Corraling for Bin Hubs and Associated Road Works – Finance and Resources Committee, [7 October 2021](#).
- 10.10 Waste and Cleansing Services Update - Transport and Environment Committee, [31 March 2022](#).

- 10.11 Response to Motion by Councillor Whyte – Cleaning Up Edinburgh (Communal Bin Review Update) – Transport and Environment Committee, [6 October 2022](#).
- 10.12 Communal Bin Review Update – Transport and Environment Committee, [18 May 2023](#).
- 10.13 Communal Bin Review Update – Transport and Environment Committee, [16 November 2023](#).

11. Appendices

- Appendix 1 A list of streets where Street Notices were installed as part of TRO/23/12 where no changes were proposed
- Appendix 2 A list of bin hub locations of Phase 4 that have no associated parking, waiting and loading restrictions promoted as part of this TRO
- Appendix 3 A schedule of the main issues raised through material objections against TRO/23/12, with responses and recommended actions
- Appendix 4 A schedule of the main issues raised through non-material objections and comments against TRO/23/12, with responses and recommended actions
- Appendix 5 A schedule of all other issues raised by objectors, with responses and recommended actions
- Appendix 6 Controlled Parking Zones where changes are being proposed
- Appendix 7 TRO/23/12 Draft Traffic Regulation Order
- Appendix 8 TRO/23/12 Statement of Reasons
- Appendix 9 Advertised Traffic Regulation Order drawings
- Appendix 10 Proposed Bin Hub Locations
- Appendix 11 Consultation Data

Appendix 1 – Streets where Street Notices were installed as part of TRO/23/12 where no changes were proposed

Street Name	Reason it was included and why changes were not proposed
Nicolson Square Gardens	Human error determining the boundary between Nicolson Square Gardens and Nicolson Square (which does have bin hubs).
St Patrick Square Gardens	Human error determining the boundary between St Patrick Square Gardens and St Patrick Square (which does have bin hubs).
Leven Street	Street with Greenway sections where hubs were proposed and for which a different Traffic Regulation Order is required.

Appendix 2 – Phase 4 Bin hub locations that have no associated parking, waiting and loading restrictions promoted as part of this TRO

ZONE	BIN HUB	CLOSEST ADDRESS	REASON
3	Z3-22	130 HOPE PARK CRESCENT	On an existing section of the public realm without restrictions
	Z3-28	1A WEST CROSSCAUSEWAY	Part of a different scheme's TRO
	Z3-31	34 WEST CROSSCAUSEWAY	Part of a different scheme's TRO
	Z3-34	21 EAST CROSSCAUSEWAY	On existing adequate restrictions
	Z3-35	48 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-37	GIBBS ENTRY	On an existing section of the public realm without restrictions
	Z3-38	54 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-39	88 EAST CROSSCAUSEWAY	On an existing section of the public realm without restrictions
	Z3-43	7 WEST NICOLSON STREET	On existing adequate restrictions
	Z3-47	10 NICOLSON SQUARE	On existing adequate restrictions
	Z3-87	5 MEADOW LANE (OPPOSITE)	On an existing section of the public realm without restrictions
	Z3-92	9 GIFFORD PARK	On an existing section of the public realm without restrictions
	Z3-93	171 PLEASANCE	On an existing section of the public realm without restrictions
4	Z4-02	1 GLENGYLE TERRACE	Design and location still ongoing
	Z4-03	8 GLENGYLE TERRACE	Design and location still ongoing
	Z4-04	15 GLENGYLE TERRACE	Design and location still ongoing
	Z4-15	2 LOCHRIN PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-20	1 LOCHRIN PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-38	131 LAURISTON PLACE	To be progressed as part of a different TRO (Greenway)
	Z4-91	31 GARDNER'S CRESCENT	On an existing section of the public realm without restrictions
	Z4-134	1 WEST TOLLCROSS	To be progressed as part of a different TRO (Greenway)
	Z4-140	258 MORRISON STREET	To be progressed as part of a different TRO (Greenway)
5A	5A-12	7 DEAN BANK LANE	On existing adequate restrictions
	5A-19	7 HENDERSON PLACE	On an existing section of the public realm without restrictions
6	Z6-95	12 RODNEY STREET	Already progressed as part of a different TRO
7	Z7-68	192 CAUSEWAYSIDE	On an existing section of the public realm without restrictions
	Z7-71	1 NEW ARTHUR PLACE	On an existing section of the public realm without restrictions
	Z7-72	2 NEW ARTHUR PLACE	On an existing section of the public realm without restrictions
	Z7-73	124 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-74	126 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-75	134 PLEASANCE	On an existing section of the public realm without restrictions
	Z7-81	2 PRIESTFIELD ROAD	On existing adequate restrictions
8	Z8-14	2 VIEWFORTH TERRACE	Already progressed as part of a different TRO
	Z8-20	1 VIEWFORTH	Already progressed as part of a different TRO
	Z8-21	10 VIEWFORTH	Already progressed as part of a different TRO
	Z8-28	5 GILLESPIE CRESCENT	To be progressed as part of a different TRO (Greenway)
	Z8-40	34 WARRENDER PARK TERRACE	Design and location still ongoing
	Z8-44	18 WARRENDER PARK TERRACE	Design and location still ongoing
	Z8-61	46 BRUNTSFIELD PLACE	On an existing section of the public realm without restrictions

Appendix 3 – Material objections received against Traffic Regulation Order TRO/23/12

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB Z7-21 – Sciennes Gardens			12 OBJECTIONS	
<p>Objection to this hub’s associated restrictions on the grounds of road safety due to the hub being proposed on a blind bend of a narrow cul-de-sac street.</p>	<p>Retain the current bin location at Sciennes Hill Place and if necessary extend it into a full bin hub.</p>	<p>The delivery team agrees that the new proposed location may cause some road safety risks if delivered at the location as advertised. This is based on the circumstances that the objectors mention and therefore the team acknowledges that this location is not suitable.</p>	<p>The objectors’ suggestion is the original location that the team shared with the public during the engagement process prior to the statutory TRO consultation.</p> <p>The delivery team altered the location based on feedback received during the engagement process to the current proposal and therefore is not a valid alternative.</p>	<p>It is recommended that this hub’s associated restrictions are not progressed as part of the final order and a new order is progressed to extend the restrictions of bin hub Z7-19 to allow for more capacity at that location.</p> <p>This will in turn allow Z7-21 to be removed.</p>

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB Z7- 62 – Grange Loan		1 OBJECTION		
<p>Objection to this hub’s associated restrictions on the grounds of loss of parking.</p>	<p>Move the location to Ratcliffe Terrace and expand from the existing location there.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<p>Z7-62 needs to be located as close as possible to Ratcliffe Terrace to serve properties of that road minimising walking distance. The hub cannot be located on Ratcliffe Terrace since the project is removing bin hubs from arterial routes like Ratcliffe Terrace.</p> <p>Therefore, the suggestion to reuse the site on Ratcliffe Terrace does not fit within the scope of the project.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB Z7-63 – Grange Loan			1 OBJECTION	
<p>Objection to this hub's associated restrictions on the grounds of loss of parking and road safety for residents, pedestrians and cyclists.</p>	<p>Retain the current bin locations and arrangements in the street in front of commercial properties.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>The bin hub is located on what historically has been parking and the hub takes less width than parked cars. The hub is compliant with the road safety criteria of the project. Therefore the road safety concerns are unfounded.</p>	<p>Upon developing the designs of the locations, the project team has identified an issue with the planned location for bin hub Z7-63 with some manhole hatches. Therefore it is proposed to instead move the site further west to avoid this issue in line with what the residents suggest.</p>	<p>It is recommended that this hub's associated restrictions are not progressed as part of the final order and a new order is progressed west of the current location to avoid the manhole hatches.</p>
ALL ZONE 7			1 OBJECTION	
<p>Objection to this hub's associated restrictions on the grounds of loss of parking.</p>	<p>Halt the delivery of the project and associated restrictions in the zone.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p>	<p>The delivery of the Communal Bin Review Project in Zone 7 was approved by Transport and Environment Committee together with the rest of the relevant zones of the city that use the communal bin service.</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB Z8-56 & Z8-57– Roseneath Terrace			1 OBJECTION	
<p>Objection to these hub’s associated restrictions on the grounds of loss of parking and road safety due to concerns for its proximity to a sharp corner and increased reversing manoeuvres.</p>	<p>Locate the bin hubs on the east sides of the street as per historic locations.</p>	<p>Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.</p> <p>There is a historic bin location present further west in the street with no history of accidents to back any road safety concerns.</p> <p>Whilst collection crews manoeuvre reversing and will continue to do so to service the new hubs, they are trained to do so safely.</p>	<p>The suggestion to reuse the historic location would also require removal of a parking space to ensure compliance with visibility parameters to improve road safety. Trucks therefore would need to reverse anyway negating any positives.</p> <p>Furthermore, whilst not related to the TRO, moving them to these locations would not be possible under the approved review framework since it would move the hub in front of other properties (Appendix 3 – step 6a of Communal Bin Review Update approved by Transport and Environment Committee on 18 May 2023).</p>	<p>It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.</p>

Appendix 4 – Non-Material objections and comments received against Traffic Regulation Order TRO/23/12

ISSUE	SUGGESTIONS	RESPONSE TO OBJECTION/COMMENT	RESPONSE TO SUGGESTION(S)	ACTION
BIN HUB Z3-32 – St Patrick Square			1 COMMENT	
Objection to this hub's associated restrictions on the grounds of loss of parking.	Retain the current bin locations and arrangements.	Net loss of parking cannot be avoided in certain locations. It is anticipated that in some streets there is a net gain due to old bin space being transformed into parking spaces.	<p>The suggestion would not meet the parameters and criteria approved by Transport and Environment Committee on February 2020 since:</p> <ol style="list-style-type: none"> 1. It proposes to split the containers in two locations. 2. It proposes using pavement space. 3. It would also require residents to stand on the carriageway whilst using the bin hub. 	It is recommended that no further action be taken as a result of this comment and that the Order be made as advertised.
BIN HUB Z8-40 – Warrender Park Terrace			1 OBJECTION	
Objection does not relate to TRO matters and no restrictions were advertised for this site since its design is ongoing.	Retain the existing location at the junction between Spottiswoode Street and Warrender Park Terrace.	<p>See Appendix 2.</p> <p>*This objection does not relate to any restrictions advertised as part of this TRO.</p>	Design of this location is still ongoing.	It is recommended that no further action be taken as a result of this objection and that the Order be made as advertised.

Appendix 5 – Issues not related to the Traffic Regulation Orders

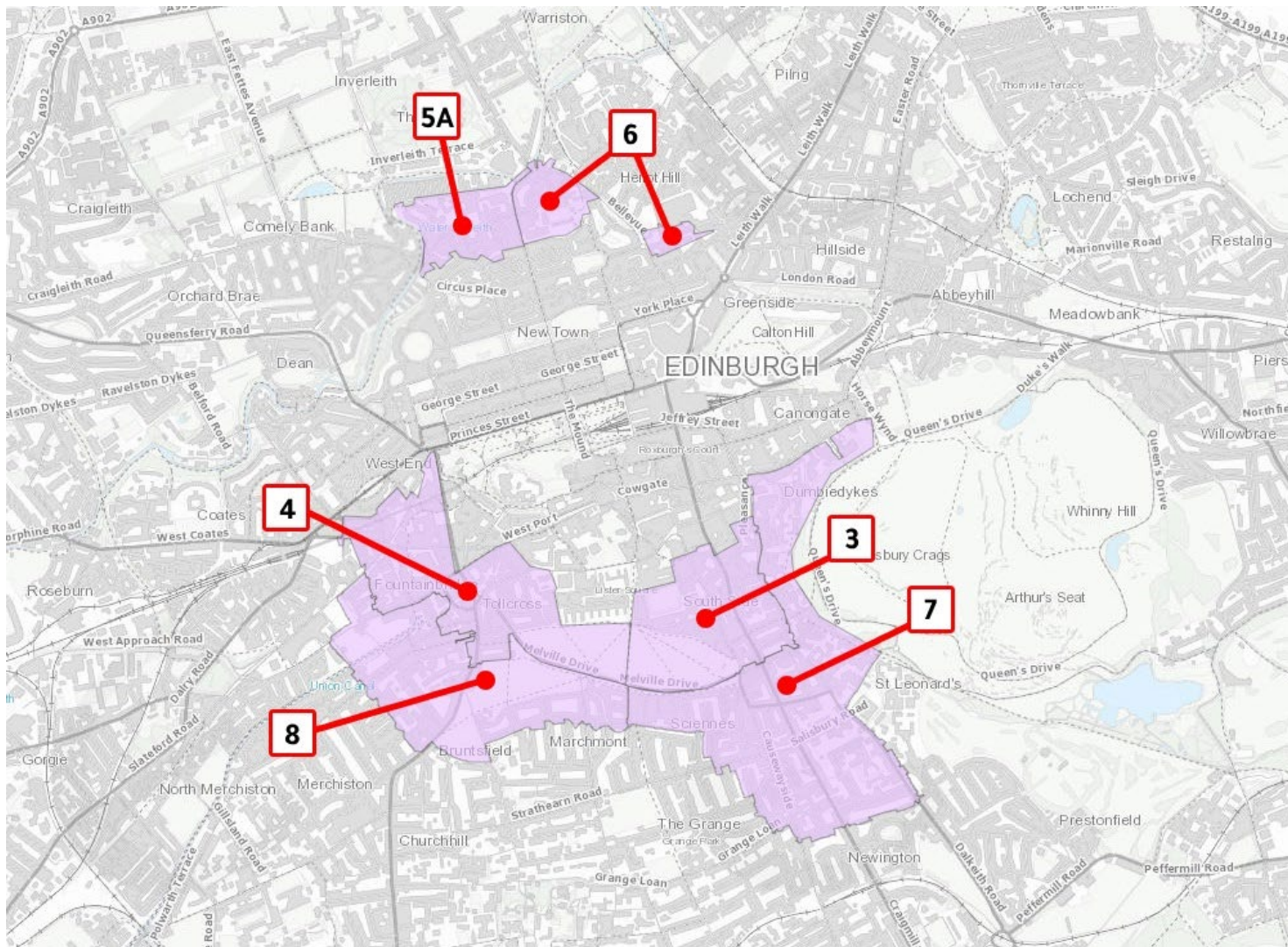
A schedule of all other issues raised by objectors with responses.

The issues have been ordered by volume of objections. For reference a total of 16 objections and one comment were received against the Traffic Regulation Order.

ISSUE	RESPONSE	OBJECTIONS AND COMMENTS THAT MENTIONED THE ISSUE
Loss of parking space.	Every effort has been made to reduce the loss of parking spaces as part of the delivery of this project. However, there are hubs which have been moved from pavements to the carriageway which may mean that some parking loss is unavoidable. To mitigate the impact on parking space, on those streets where bin hubs are not proposed on historic bin locations, these spaces will be transformed into parking bays as soon as the new hubs are implemented.	16 out of 17
Bin hubs are aesthetically displeasing.	On the approved Committee paper from 27 February 2020 different options to manage and collect waste and recycling materials were appraised. On-street containers was the option chosen to take forward. These are utilitarian products designed to host waste and recycling materials. As part of the changes, all containers will be replaced with new or refurbished ones and the collection crews will be trained to keep the hubs tidy after collection and report any incidents of littering or fly-tipping. By removing bins from pavements or corners, the local streetscape is being improved at some locations.	9 out of 17
There is no need for additional bins.	In the report to Transport and Environment Committee on 27 February 2020 it was explained that the current waste collection service does not meet national legislation due to the lack of recycling containers available to residents. The Communal Bin Review project is trying to address this gap by upgrading the service which therefore requires additional containers in many of the city's streets.	4 out of 17
Bin hubs will cause noise pollution.	Glass recycling has historically been concentrated on only a few locations. With the project, glass recycling will be available at every location therefore spreading the previously concentrated noise. Collection frequency will be adjusted to reduce the impact on residents as it is expected that these containers will take longer to fill up due to the new spread.	1 out of 17

Bin hubs will attract fly-tipping and litter.	<p>Fly-tipping is a nationwide issue. There are some people who do not dispose of their waste responsibly and fly-tipping can occur across the city, but this is not limited to communal bin areas. Information on how to dispose of bulky household goods is included in the communication materials circulated with the roll out of the new bin hubs. The Council regularly runs campaigns to promote the services available to residents to dispose of their bulky goods via special uplifts and the Household Waste Recycling Centres and how residents can report any incidents of fly-tipping and littering through the City of Edinburgh Council website.</p> <p>To tackle these issues, an enhanced dumping and fly-tipping collection resource, with bulk collection vehicles tracking communal bin routes was approved at Transport and Environment Committee on 20 April 2023 as part of the Street Cleansing Performance Report. “Four additional vehicles will be deployed and focus on high density areas served by communal bins where fly tipping is demonstrated to be more problematic than traditional kerbside areas. This will allow for a target Service Level Agreement of uplift within 48 hours of report to be achieved. £0.290m has been allocated for this and increases resources by 16 new roles.”</p>	1 out of 17
Bin hubs will cause air pollution (including odours).	<p>The non-recyclable waste and mixed recycling bins will see an increased frequency of collection to every other day reducing the time the waste is present in the container. The food bin is hosted within a metal container which should reduce the likelihood of odours coming out the bin.</p>	1 out of 17
Bin hubs will attract or exacerbate pests/vermin issues.	<p>The increased frequency of collection, newer containers and metal bin food housing should mitigate the risk of pest and vermin issues. The collection of waste in bins in itself reduces these issues versus sack collections. Residents can raise cases of pests with the City of Edinburgh Council through the website which will send a team to investigate.</p>	1 out of 17
Bin hubs will narrow pavements when in use.	<p>Where possible, containers are being moved from pavements onto the carriageway. This is being achieved in the majority of locations proposed. Therefore, the proposed changes not only will not affect the already available pavement width present, but also, in some locations they will improve the pavement space available for all users. When in use, the space available will be reduced in a similar manner as when different parties cross the same space of public realm at the same time which is quite frequent.</p> <p>The Council has policies and projects in place to give back road space to pavement users as part of the wider Active Travel programme.</p>	1 out of 17

Appendix 6 – Controlled Parking Zones where changes are being proposed



Appendix 7 – TRO/23/12 Draft Traffic Regulation Order

DRAFT

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO _)
ORDER 202_

- TRO/23/12

The City of Edinburgh Council in exercise of their powers under Sections 1(1), 2(1) to 2(3), 4(2), 32, 35, 45, 46, 49 and 53 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

1. This Order may be cited as "The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, and Parking Places) (Variation No _) Order 202_" and shall come into operation on the day of Two thousand and .
2. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
3. In this Order, except where the context otherwise requires, the follow expressions have the meanings hereby respectively assigned to them:

“the 2018 Order” means The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018.

4. Designation of parking places and loading places and application of the 2018 Order thereto.
 - a) Each area on a road identified in a map tile as a parking place or loading place and, where applicable, by way of either a map tile label or the map schedule legend, or both, as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the 2018 Order in relation to that type of parking place or loading place, is designated as a parking place or, as the case may be, a loading place.
 - b) Unless otherwise so identified, a parking place or a loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place or loading place as specified in the Traffic Signs Regulations and General Directions 2016.
 - c) The provisions of the 2018 Order (other than Articles 3-1 and 7-1) shall apply to an area designated as a parking place by this Order as if in those provisions any reference to:

- (i) a parking place included a reference to an area designated as a parking place by this Order,
and
- (ii) a loading place included a reference to an area designated as a loading place by this Order.

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the 2018 Order shall have effect

a. as though any loading prohibition and/or waiting restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out and signed as a loading prohibition and/or waiting restriction shall be construed as though it were a prohibited road and/or a restricted road referred to in the 2018 Order.

b. as if, in Schedule 2 to that Order: -

(i) the version number listed for the following map tiles will increase by one whole number:

1159	1160	1217	1218	1219	1220
1221	1276	1569	1570	1571	1572
1573	1575	1629	1630	1631	1632
1634	1635	1689	1690	1691	1693
1694	1748	1749	1750	1751	1752
1753	1754	1807	1808	1809	1810
1811	1812	1813	1871	1872	1930

Executed by The City of Edinburgh Council this day of Two thousand and .

(witness)

signed on behalf of Executive Director of Place

Appendix 8 – TRO/23/12 Statement of Reasons

INTRODUCTION OF BIN HUBS IN CONTROLLED PARKING ZONES 3, 4, 5A, 6, 7 AND 8 (COMMUNAL BIN REVIEW PHASE 4)

STATEMENT OF REASONS.

The Communal Bin Review (CBR) project involves the redesign of the existing waste and recycling communal bin services that the Council provides to ca. 60,000 multi-occupancy and flatted properties.

The project is aiming to:

- increase and improve recycling services to residents in multi-occupancy and flatted properties providing integrated waste and recycling services,
- improve overall recycling performance
- review the existing bin locations to develop more formalised collection hubs to improve the perception of the service and enhance the streetscape
- improve waste and recycling service reliability
- ensure the service reflects changes to legislation and policies within and outwith the Council.

To implement the Communal Bin Review aims it is proposed to re-locate on-street communal waste and recycling bins into more formalised new hubs which will require changes to the existing layout of parking places and other road-related restrictions.

Within the Peripheral and Central Area Controlled Parking Zones, historic on-street bin locations will be replaced by the new Communal Bin hubs. These locations will require introducing waiting and loading restrictions.

Similarly, historic on-street bin locations due to be discontinued currently have waiting and loading restrictions. Once the old containers are removed, these restrictions will not be required.

Therefore, the waiting and loading restrictions present on these historic bin locations are proposed to change into Permit Holders Bays or Shared Use Parking Bays, as per adjacent bays, which will increase the number of available on-street parking bays and reduce street furniture on the pavement.

Appendix 9 – Advertised Traffic Regulation Order drawings

All Traffic Regulation Order tiles advertised for all the relevant Controlled Parking Zones can be found on the following links:

- [Current restrictions](#)
- [Proposed restrictions](#)

Appendix 10 – Proposed Bin Hub Locations

All bin hub proposals for each of the Controlled Parking Zones can be found on the following links:

- [Zone 3](#)
- [Zone 4](#)
- [Zone 5A](#)
- [Zone 6](#)
- [Zone 7](#)
- [Zone 8](#)

Appendix 11 – Consultation data

COMMENT	LOCATION
<p>I am writing regarding THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING, AND PARKING PLACES) (VARIATION NO _) ORDER 202_ TRO/23/12. I would like to share the thoughts of myself and my neighbours. The current bin situation works well overall for residents and council workers. On the warners solicitors side of St Patrick Sq. the bins used to be on the street outside First Psychology 29 St Patrick Sq, which used to cause issues with smell and rodents for residents on the lower and ground floors. However, the bins were moved a few metres to the other side of the road next to the park and phone box. This had multiple benefits, this freed up space for the businesses as the space the bins were moved into was previously unsafe for use for parking, made for a cleaner environment for residents and made the bins and road more accessible for collections. As St Patrick Sq is set back off the Main Street the general public walking by on the busy clerk street don't see the bins as easily which means that the bins are almost only used by residents as designed. There are other bins available a few metres away at the busy stop and in st Patrick sq itself, however, what is a regular occurrence is the green recycling bin (which is currently in the area proposed for the new bins) often being soiled by non-residents who put food, glass beer bottles, and other non-recyclables in the bin without care for recycling, residents or council workers collecting the bins. The main issue in St Patrick Sq is non-permit holding cars parking in the bays designated for permit parking holders. The proposal will see a number of car parking spaces removed from the square and the surrounding roads in order to move the bins to a location which could cause them to fill quicker as both residents and non-residents use the bins in the proposed location. This proposal would see greater conflicts without additional benefit. Meanwhile there is a noticeable increase in bicycles and motorcycles taking up car parking and railing space. If there is proposed parking changes perhaps a designated motorcycle or bicycle parking bay could be useful to avoid conflicts and damage to property. Additionally, there are currently two sewer drains in St Patrick Square that have been blocked by previous road works to install city Wi-Fi and gas works. If this proposal would involve any roadworks I would ask that the drains could be unblocked at the same time as the recent rain has caused significant flooding in the street would causes many mobility and access issues but if the situation worsens it will lead to property flood damage. I hope that this information helps</p>	<p>Z3-32 - St Patrick Square</p>
OBJECTION	LOCATION
<p>We understand the Edinburgh communal bin review is important to provide adequate refuse and recycling facilities for residents. However, there are concerns regarding the implementation, in particular for the location of the Z7-21 hub in our street. The current bins for Glass and Food are never over-flowing. I know because my house is opposite them. Sciennes Hill place, the nearest location with communal stairwells, is already adequately served by two smaller bins on the intersection of Sciennes Gardens Sciennes Hill Place having only three stairwells. Could you tell me what the need is for this new scheme? The increased size and increased number of servicing seem unnecessary, as someone who lives opposite the current bins. Are you planning to invite more streets to use the new bins? If so, it would invite more people to what is a cul-de-sac and a road where safety is already being raised due to restricted visibility. Particularly, when entering the gardens on the right-hand side as required if cars or bins are located on the left. This is a danger to children playing and we have already been advised by Fire Scotland that no permanent street furniture should be located on this corner. The existing locations of the bins are perfectly suitable and are well placed to service the flats. Increasing the number of times big lorries visit this cul-de-sac in a conservation area is not appropriate in my view. The information provided suggests that the new bins are to improve the streetscape of our street however it hasn't been recognised that we have already put proposals into the council for our own ideas around improving the street scape. Could you visit our street to discuss efforts to improve the streetscape and safety of the street and how the proposed recycling hub Z7-21 will be detrimental to them. We have already requested double yellow lines be placed at the proposed location for the bins and I would like to suggest that this be extended to outside my property at 1 Sciennes Gardens. The pavement is very narrow here and due to the blind corner cars park on the pavement which is illegal.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I wish to raise an objection to the location of the Z7-21 recycling hub as I do not think it is suitable for Sciennes gardens for the following reasons. The location of the bins is not suitable for the residents of the street as none of the residents of Sciennes Gardens have communal stairs. They have wheelie bins and boxes for their recycling.</p> <ul style="list-style-type: none"> •The street is a cul de sac and therefore does not have through pedestrians. Any residents of the nearby streets do not go past these bins. •The bins are sighted on a dangerous blind corner: traffic turning into the street cannot see those coming out nor vice versa. This means the proposed location of the bins is often used for an emergency pull over. •The fire service advises against permanent structures in the location. •Lorries (recycling, removals etc.) have difficulty turning in the street and have to reverse to the end and then back into Sciennes Hill place. The bins would obstruct this and provide an extra hazard. •Double yellow lines have been requested for the proposed location of the communal bins. We are awaiting confirmation. Were the traffic authority and Fire Scotland consulted? •The Sciennes Gardens and Sciennes Hill Place community with the support of the Grange association is in the process of improving the streetscape with planters and a mural on the wall behind the proposed bins. •Two smaller bins already serve the Sciennes Hill Place community and there are more bins serving further up Sciennes House Place. 	<p>Z7-21 - Sciennes Gardens</p>

<p>I'd like to object to the proposed plans to move the existing street bins from Sciennes Hill Place to the corner of Sciennes Gardens. I'm objecting on the following grounds: 1. My elderly father holds onto the wall when leaving and entering the street. The bins will be a visual obstruction and the mess that comes with it as seen in the neighbouring streets will leave slip and trip hazards. 2. The proposed location will take up valuable space for cars to pass each other at the entrance of Sciennes Gardens which could result in accidents. 3. The new location will give the street bins undue prominence rather than having them discreetly placed to one side as they are now. Within a conservation area we should strive to retain the special and unique character and the new location will negatively impact this from an aesthetic and practical point of view. I would appreciate it if you could keep me informed in the consultation and the final decision making process.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>We wish to object to the proposal in draft order TRO/23/12, Map tile 4, to locate a recycling bin store at the entrance to Sciennes Gardens. We understand that the proposal has been informed by the Communal Bin Review. Sciennes Gardens is a street in which all householders use individual bins and store them within the boundaries of their properties. There is no requirement for communal bins and there are currently none located in the street. Consequently, we did not consider the review to be relevant to our waste collection requirements and neither we nor, I believe, any other residents of Sciennes Gardens contributed any views to the review. We consider that the stated purposes of the review created a presumption against any possibility that the review might give rise to proposals to locate communal bins in streets whose residents have no need of such bins. This was misleading, in the light of the subsequent proposals, and there was a consequent flaw in the consultation process, which has placed us and our neighbours at an unfair disadvantage. Turning to the proposal in the draft order, we note that the statement of criteria for proposals on the location of communal bin stores begins with an emphasis on safety. We consider that the proposal fails that test. There are two reasons for making that judgement. The first is that the residents recently consulted the Fire Service about proposals to enhance the communal use of the street by locating a bench and some planters on the pavement alongside the area subsequently proposed for the location of communal bins. We received clear advice from the Fire Service that placing street furniture on or adjacent to the pavement alongside the entrance to Sciennes Gardens, which is a sharp bend from the end of Sciennes, would raise safety issues. It is surely necessary for the Council to take account of the judgement of the Fire Service about safety, which appears inconsistent with the proposal in the draft order. The second reason is that vehicles often enter Sciennes Gardens at speed, having failed to realise that it is a cul de sac. This is a source of concern to residents because the households living in the street contain several young children and the street is frequently used as a play space. The existing configuration of the street, with only one parking space past the start of the curve at the entrance, provides adequate opportunity for vehicle drivers to gain a line of sight along the street and correct their speed and, where they have mistaken it for a through road, reverse back out of the street. The proposed location of a communal bin store would require drivers to steer to the right of the current line of entry and would therefore delay their ability to gain a line of sight into the street. This would have potentially serious road safety consequences, particularly for children playing on the roadway but also in terms of the risk of collision between vehicles entering and exiting the street. In addition to these very strong safety considerations, there are two other reasons for our objection. First, one of the stated objectives of the communal bin review is to "enhance streetscape". The proposal for a new communal bin store runs contrary to that objective. It would create an intrusion into the streetscape where there is none at present. This is particularly undesirable because Sciennes Gardens is part of the Grange conservation area. The preservation of the streetscape is an important dimension of the standards which rightly apply to the conservation area. Locating a recycling bin store in a highly visible location at the entrance to the street, where the existing curve of high stone wall is one of the most attractive features of the streetscape, would significantly detract from the conservation quality of the street. Second, the community of residents living in Sciennes Gardens has generated proposals, which we refer to above, to enhance the communal use of the street. These are intended to build on the success of the occasional street events which have been held for several years and they predated the review and the proposals in the draft order. The bin store proposal would directly negate that community led initiative by occupying space which the residents have agreed offers the best opportunity for safe and attractive casual socialisation, and which the community has already begun to enhance with planters decorated by children, which are wall mounted to be compliant with the safety advice received from the Fire Service. These improvements would also be of potential benefit to the residents of Sciennes Hill Place, given the proximity to the junction of the two streets. It is impossible to see a justification for the Councils proposal which is consistent with the stated criteria guiding the review. There is no need to locate the bin store in a different street from Sciennes Hill Place, in which there are tenements whose residents currently use the communal bins located at the entrance to their street or one of the two other sets of communal bins which are less than twenty metres from the nearest set of bins. Access to two sets of those bins, those in Sciennes Hill Place and Sciennes House Place, is available without any need for the residents of the tenements to cross a road, which clearly adds to the safety case for enhancing those facilities rather than creating an entirely new bin store in Sciennes Gardens.</p>	<p>Z7-21 - Sciennes Gardens</p>

<p>We would like to raise our concerns regarding the proposal in relation to the proposed recycling hubs in our area and in particular to Z7-21. We appreciate the overall aim of the council of improving the service and increased recycling however we disagree that it will bring added advantages such as an increase in parking spaces and enhanced streetscape. In addition we have major concerns regarding the impact on the safety of vulnerable road users in Sciennes gardens. We have outlined these in more detail below: 1. Number of recycling hubs: there seems to be an increase in the number of proposed bins/hubs (Z719-20-21-24) to what is currently in the area. If the proposed bins are larger and serviced more frequently why is there a need for more bins? It would also decrease the number of parking spaces which is already inadequate for the number of Zone 7 permits. A previous request to incorporate Sciennes gardens into the M430 with Sciennes Hill place was denied but could maybe be revisited? 2. Safety: we have been in touch with our local councillors to improve the safety, visibility and reduce the speed of cars entering the Sciennes Hill Place and Sciennes gardens. Initially we looked at the placement of street furniture such as planters in the proposed location of hub Z7-21. We were advised against this in consultation with Fire Scotland (community safety) as this will impede on emergency service access to the cul-de-sac. It appears that TRO has not consulted with them? We would also propose a double yellow line outside Sciennes gardens number 1 to stop parking on both sides on weekends and evenings to allow emergency vehicle access. 3. Streetscape: there has been a community effort to enhance the streetscape at the junction with Sciennes-Sciennes Hill Place-Sciennes gardens. This includes space for the tenement residents to sit out and applying for Edinburgh play streets as well as community events. We feel this enhances the community spirit, is in line with conservation status of this area and more likely to enhance the streetscape than the current council proposal for this area. As far as we were aware none of the residents were involved in the engagement exercise in July 23 as stated on your website. We hope you will take our feedback and comments into consideration and meet with us if not.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I am writing with regard to the Traffic consultation regarding bins being placed at the entrance to Sciennes Gardens reference - TRO/23/26. I have heard from the Grange Association that the proposal for locating bins on Sciennes Gardens went out for consultation in July and this has been approved. My objections to location of the bins is that I am concerned about the safety of for pedestrians and cyclist by locating these at the entrance to the street which is also situated on a corner. Cars already come round this corner quickly and narrowing the entrance this will further force drivers entering the street over to the right hand side of the road. In addition refuse collection vehicles may be more likely to reverse into the street which places pedestrians and cyclists at risk. The street has a number of children who not only play on the street but walk along the street (the pavement is narrow). Locating the bins here could create a hazard to these children. Finally we were informed by Fire Scotland not to place permanent structures at the entrance to the street as this would reduce access for emergency vehicles. The location of the bins currently on Sciennes/Sciennes Hill Place seems to work well and serves the flats there as it is on their route out of their street. Placing the bins of Sciennes Gardens would require residents Sciennes Hill Place to double back which they will be less likely to do. I am also concerned that I did not receive notification of the consultation in July and having spoken to my neighbours – no one seems to have seen or been informed of the consultation. If this was by a notice on a lamp-post – then many residents who have children were away in July – and so will have missed this. Is it usual to undertake a consultation during school holidays when families are likely to be away? I would be grateful if you could consider these concerns. I have cc'd my counsellors and my MSP, Daniel Johnson.</p>	<p>Z7-21 - Sciennes Gardens</p>

<p>We should like to express our serious concerns, particularly with regard to safety, about CEC's recent notification that a recycling hub may be placed at the top of Sciennes Gardens, at its junction with Sciennes Hill Place. This flies in the face of another CEC decision, TRO/23/12, altering a single yellow line there to a double yellow, something residents have been asking for because of serious safety concerns on that curved corner, so we thank you for this decision. Our own safety discussions with Fire Scotland elicited the firm advice that no permanent structure of any kind should be sited there, to protect cyclists and pedestrians, avoid collisions and maintain good access for delivery lorries and, especially, emergency services. Hence, we assume, the wise move to a double yellow line. But how then can a large recycling hub then be sited here? This seems both confusing and deeply concerning. We therefore write now on behalf of all residents of Sciennes Gardens and with the approval of many in Sciennes Hill Place, to ask the CEC to reconsider. We strongly suggest CEC does not site a recycling hub in this potentially dangerous location but instead uses the current (underused) location on the opposite curve out of Sciennes Hill Place. We support the concept of recycling hubs: we should like to help CEC meet its objectives, i.e. *help multi-occupancy and flatted properties; *improve perception of CEC recycling service; *enhance our streetscape – this last is of particular importance to us, too. We think the <u>current</u> locations of communal bins are well-nigh ideal: - at each end of Sciennes Hill Place and Sciennes House Place, they serve residents of these tenements who must walk, drive, or cycle past to leave or reach their homes. - In particular, the bins at the junction of Sciennes Gardens and Sciennes Hill Place are on a wider section of the street and easily and safely passed by motorists; whether entering or exiting SHillP or SG, they do not impede a motorist's line of sight.- there is sufficient space at one end of these current bins to site a cycle store, which we have applied for and urgently need. - additionally, these frankly unattractive bins, are sited to one side of a driver or walker's viewpoint at one approaches the Gardens, so while visible they are not constantly in one's line of sight while walking, cycling or driving into the Gardens, a concern for us as we work hard to improve our streetscape. We have concerns about drop in usage because of misplacement:- this new site will be less helpful than the current one to occupants of Sciennes Hill Place (and to those of Sciennes House Place if bins there are removed). For tenement residents, communal bins are essential and ideally located just now, where occupants actually live. If relocated to Sciennes Gardens, the hub will be almost invisible for most of the residents it hopes to serve, round a corner and away from natural desire lines towards town, public transport, shops etc. - Sciennes Gardens homes all have wheelie bins and occupants rarely if ever use the communal bins. Further detail on safety - the new location is completely against recommendations we received from Fire Scotland and our own observations and concerns about existing problems.- discussions with the Fire Service about safety and possible improvements elicited their firm advice that <i>no permanent structure of any kind should be sited where the road curves into Sciennes Gardens</i> . Fire Scotland expressed concern about any structure (we discussed street planters, cf. Sciennes Road) which could compromise access by Fire and other Emergency Service vehicles. We would point out that the proposed recycling hub would be considerably bigger than the planters we enquired about! - Fire Scotland advised a single yellow line along the length of the rhs of the road on entry (now done) - any large recycling hub at this site will block the view for drivers exiting SHPlace;- it will worsen the blind corner for drivers entering from Sciennes by forcing them over to the right hand side of the road as it curves into SGdns, already a danger zone, as drivers cannot immediately see anyone in the road. This quiet street is a fine playground for our children and much used also by cyclists: we've had a number of near-misses involving speedy drivers and reversing delivery vans, and don't want a hit. The proposed site will be detrimental to our streetscape, diminishing rather than improving it, and undermine the considerable efforts we are already making – with the support and help of CEC – to improve and enhance it.- CEC is currently clearing street clutter and will be adjusting overly-bright lamps. - residents have put up wall planters, filled with attractive plants, some to climb the walls and be covered in seasonal flowers, while others will provide communal herbs, strawberries etc. - we have planted climbers inside our garden walls and tumble over the street side, further helping to green our environment. - we close Sciennes Gardens annually for a street party, and often have informal gatherings (see photos attached). This has proved so popular with our growing population of children that we are going to apply for Play Street status in order to close the street on a monthly basis. The proposed site of the new hub would either reduce the play area or make access to the hub difficult, according to where we could erect barricades. - the recycling hub, not hugely attractive to be honest, will be visible along almost the whole length of Sciennes and certainly over the whole approach to Sciennes Gardens. - the hub will also block the view of an old, beautifully built curved stone wall, which we are planning to enhance with attractive signage welcoming visitors. - the pavement here catches afternoon sun, and residents of ShillP often gather in summer; we propose to make a seating hub against the wall here, which will disguise, but keep accessible, the essential winter grit bin and allow tenement dwellers a more attractive communal spot to gather. (Seats will hang from and fold back against the wall, so the pavement is not permanently blocked.) For all the above reasons, we fear that the new recycling hub's location will meet with irritation and annoyance, rather than improving local perception of CEC recycling service. Is all this partly caused perhaps by one CEC department not knowing what another is doing?! We hope this response will help co-ordination of efforts! We urge our Council to reconsider, and site the new recycling hub (which we welcome) at the current location on the other side of the junction of Sciennes Gardens and Sciennes Hill Place. We would be happy to meet with officials and councillors to discuss our concerns on site, and look forward to hearing from you.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>We would like to raise our objection to the proposed traffic order in relation to Sciennes Gardens, located in Zone 7. We are aware that a response has been made by the Sciennes Gardens Streetscape Group and we are in agreement with the points they have raised. We would particularly like to highlight the following points in our own response: Whilst the proposed new double yellow lines are welcomed, and we believe are necessary given recent consultation with Fire Scotland, we are opposed to the statement of reasons provided for this location to be used for a new recycling bin hub. Fire Scotland advised that no permanent structure of any kind should be sited there, to protect cyclists and pedestrians, avoid collisions and maintain good access for delivery lorries and, especially, emergency services. We therefore believe this to be an unsuitable and unsafe location for the site for a large recycling bin hub and request that you reconsider this location. Our view is that the current location on Sciennes Hill Place is better suited for this type of infrastructure. More generally we are disappointed with the poor consultation on the new bin proposals, with the consultation launched over the school holidays.</p>	<p>Z7-21 - Sciennes Gardens</p>

<p>I understand there is a proposal to site a bank of recycling bins at the end of Sciennes Gardens. As a resident of the street, I want to raise some concerns about this location. The area where the bins are to be sited will mean that all traffic into the gardens is funnelled onto the right hand side of the road. There is already an issue on the street of drivers taking the corner too quickly and as it's a cul de sac where children play there is a potential danger. If the bins are permanently sited in this location this issue will become more frequent as drivers will have to approach the entrance to the street on the right hand side of the road. My other query re the bins is why that location has been chosen. There are no tenements on Sciennes Gardens - all the houses and flats have their own bins. It <u>would seem to make more sense to site the bins closer to tenements where the communal bins will be used.</u></p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I am writing to respond to the above consultation. We welcome the councils review of the the bin provision in our area and the plans to simplify and upgrade the quality of bins in across the city. We do however have some concerns about the plans to add a section of double yellow lines to Sciennes Gardens (as described in map tile 4). We assume from the proposal that the corbwr of Sciennes Gardens is being considered as the site for new bins. We do not understand the rationale for this for the following reasons: 1.This is a tight corner and a blind bend, and the addiion of bins will further reduce visabiltiy on a street with small children playing 2.Sciennes Gardens is serviced by individual bins, so it seems strange to site communal bins on our street 3.The residents of the street are actively trying to enhance the street scape with murals and more greenery. The addition of bins (which we don't use) would impact the quality of our street scape. This would seem to sit ar odds with the overarching ambition of the consultation and work of the council to improve the street. Alternative- we would suggest the existing bin store at the corner of Sciennes Hill place be extended This site cannot be used for more parking and is better situated to service the flats who use the bins.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>We wish to object to the proposed location for a new hub of recycling and waste bins in Sciennes Gardens. The residents of Sciennes Gardens have bins collections and would not use these facilities, and as the street is a cul-de-sac, no other local residents would be walking past the site in their normal day to day journeys, which is when most people take their recycling and rubbish out. In other word no-one passes the site, they would have to walk in the opposite direction to a site that cannot be seen from their street. In most cases residents of the tenements walk toward the city or onto Causewayside and would use the first bins they come to on that route. The capacity and number of bins is far higher than what is needed for the three tenement stairs in Sciennes Hill Place, especially if the Council is intending to empty these new bins more frequently. For some time there have been concerns about the road safety at the entrance and corner of Sciennes Gardens/Sciennes Hill Place because vehicles approaching do not see the road signs that it is a dead end and turn into the street approaching the blind corner too fast. And there have been some near misses between cars and cycles leaving the street and cycles coming down SCiennes House Place. This has been raised with the Council and our Councillors, but it was deemed not busy enough a spot for a site visit in the past. Having a bin hub in the location will simply exacerbate the road safety issues. Cars coming to use the bin hub will have nowhere to stop except in the middle of the road, or park on the yellow lines. And bins lorries reversing will be a potential danger to the passing public who have to use the road, because the pavement is too narrow and pedestrians wanting to pass someone have to walk on the road. To improve the streetscape and make it safer the residents are installing street furniture, planters and planting the walls with greenery to compliment the new street signs that we have been told will be put up. he end of the street is a communal space that is used particularly in the summer for sitting out in the sun. The proposed bin hub location is in the same spot. The Bin Hub is also inside the area that is cordoned off each year for the annual streets' party has been running for many years with the Councils' permission. I very much hope that a suitable places and suitable amount of recycling can be provided where it is safe to do so, and in locations that are on the routes that residents use.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I'd like to object to the proposed plans to move the existing street bins from Sciennes Hill Place to the corner of Sciennes Gardens. The move is unnecessary and the proposed location will take up valuable space for cars to pass each other at the entrance of Sciennes Gardens. The new location will give the street bins undue prominence rather than having them discreetly placed to one side as they are now. Within a conservation area we should strive to retain the special character of the street and the new location will negatively impact from an aesthetic and practical point of you.</p>	<p>Z7-21 - Sciennes Gardens</p>
<p>I was sent a link to your website by councillor Tim Pogson as he is concerned about the bins and parking in zone 7 too. At present there are not enough parking spaces for permit holders in this zone and so we have been given permission to park in the pay and display bays and also some streets in the adjoining S1 zone. If the new proposals go ahead then there definitely will not be enough parking spaces for residents. We shouldn't have to pay for a space when we're already paying for a permit. Perhaps those in charge of the project think that everyone who lives in this area is a young, fit student? However many of us are actually retired and rely on our cars to get around as the bus service has deteriorated so much over the years. If there's nowhere close by for us to park then we won't be able to keep a car and will be more or less housebound.</p>	<p>All Zone 7 Streets</p>

<p>Map: Proposed map tiles part 5. Grange Loan between the junctions with Ratcliffe Terrace and Findhorn Place. Change of location - Map legend "blue" - Pay & Display/Pay by phone bay parking space - outside 7 Grange Loan. New location - Map legend "orange" - No waiting, with restricted hours - outside 12 & 20 (main doors) Grange Loan. Grounds for objection: These proposed changes are required to provide locations for communal bin hubs following Phase 4 of the Council's Communal Bin Review Project. With other residents I have submitted a Stage 1 Complaint, that includes parking issues, on the consultation process used for deciding these locations. These proposed consequential parking changes should not be taken forward until the complaint process has run its course. Implementing the changes before this would obviously be preemptive.</p>	<p>Z7-62 and Z7-63 -Grange Loan</p>
<p>I can find no evidence of an environmental impact assessment report relating to the proposed installation of a new waste bin hub on Warrender Park Terrace (opposite Nos 36 - 33). The objections set out in our email dated 4th July 2023 have not only not been addressed, they have been completely ignored. The noise*, fly-tipping (and potential vermin) which will be generated at this new, completely unnecessary, hub would be excessive and the damage to the natural environment (flora and fauna) unacceptable. The existing site of the bin hubs at the top (western) end of the terrace and at the junction of Warrender Park Terrace and Marchmont Street (i.e. across the road from the pavement) have been in place for many years and function satisfactorily. (Even these hubs are often surrounded by waste and fly-tipped items for days on end). We would be grateful if you could address our concerns. Bottle/glass bins are notoriously noisy; how is this to be addressed? Presumably there will be no objection to residents installing double-glazing in an attempt to mitigate this detrimental (and distressing) effect on their environment? With regard to food waste bins: will they be washed on a regular basis?</p>	<p>Z8-40 Warrender Park Terrace</p>
<p>I am writing to lodge objection to proposed traffic order TRO/23/12. I am resident of Roseneath Terrace. I have already responded to the bin hub consultation with issues that I foresee with the proposed bin hub arrangement specifically insofar as it relates to Roseneath Terrace. My primary concern is the safety of the public (pedestrians, cyclists and motorists on the road and footway). Also of concern is the detriment to the parking provision. A feature of Roseneath Terrace that sets it apart from other streets in Marchmont is that while it is notionally a through-road, it is effectively a cul-de-sac for large vans and lorries including refuse collection vehicles because of the narrow sharp junction with Roseneath Place (which itself is one-way). The consequence of this is that RCVs must reverse onto the street from Argyle Place, which is a hazard to other street users, risks damage to parked vehicles and is a nuisance for the RCV driver. In order to minimise the amount of reversing, the ideal position for the bin hubs would be at the (east) end of the street nearest Argyle Place, where bins are already situated and where parking is already to a large extent restricted. The placement of the bin hubs at the east end of the street would also avoid fragmenting the parking provision, thereby reducing the likelihood of unparkable gaps left by spaces vacated by very short/very long cars. Could I urge CEC colleagues in Waste Services and Roads Services to please work together to review the bin hub proposals in view of the unusual characteristics of Roseneath Terrace and consider the attached/below alternative in the interests of the residents of the street and of the refuse collection team.</p>	<p>Z8-56 and Z8-57 - Roseneath Terrace</p>