

Transport and Environment Committee

10.00am, Monday, 18 November 2024

Communal Bin Review Update

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Note the engagement undertaken in Phase 5 Area A (Old Town and George Street Corridor) (Appendix 1);
 - 1.1.2 Note the outcomes from workshops arranged in response to actions previously agreed by the Council (Appendix 2);
 - 1.1.3 Approve the updated review framework to be used when reviewing existing bin hub locations and/or determining the design and location of proposed bin hubs (Appendix 3);
 - 1.1.4 Approve the engagement approach and timeline for Phase 5 - Area B and C (New Town, West End and other areas within the World Heritage Site) (Appendix 4); and
 - 1.1.5 Approve the revised timeline for project delivery (Appendix 5)

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Communal Bin Review Update

2. Executive Summary

- 2.1 This report provides an update on the Communal Bin Review (CBR) project and highlights the engagement approach taken for Phase 5 Area A – Old Town and George Street corridor (Appendix 1).
- 2.2 It also responds to actions agreed by Committee in relation to the implementation of bin hubs. An updated review framework (Appendix 3) has been produced based on feedback from attendees at two workshops (Appendix 2) which sought to review the existing criteria and consider additional criterion relating to hospitality venues and resident amenity, including noise from glass recycling.
- 2.3 The report also provides an update on the trial of gull proof bags in additional streets within the New Town, includes a proposed engagement approach (Appendix 4) and seeks approval of the revised delivery timeline (Appendix 5) (which reflects planned works) and considers the expected works required to complete the project.

3. Background

- 3.1 On 27 February 2020, Transport and Environment Committee approved the [report](#) outlining the approach to implementation of the communal bin review project. This included setting out the parameters and criteria to be used to determine the locations of each bin hub and they type of bins that would be used for non-recyclable waste, mixed recycling, food waste and glass.
- 3.2 Phases 1, 2, 3, 4 and A of the project have been implemented. Phase 5 (Edinburgh World Heritage Site) was paused following concerns raised by heritage bodies and community groups. This report provides an update on the work being undertaken to achieve the project objectives whilst acknowledging the heritage status of this unique area.
- 3.3 On 18 May 2023 Committee approved a [report](#) outlining a Review Framework to allow officers to check bin hub locations and allow some flexibility in their positioning.

4. Main report

Implementation in Phases 1, 2, 3, 4 and A - Complete

- 4.1 Phase 1 (completed March 2022) saw the introduction of approximately 360 bin hubs installed in Leith, Bonnington, Abbeyhill, Craigentiny, Meadowbank, Pilrig and Restalrig to service around 12,000 households.
- 4.2 Phase 2 and Phase A (completed between 2023 and 2024) saw 230 bin hubs installed in Gorgie, Roseburn, Corstorphine, Trinity, Newhaven, Portobello, Oxfords and Granton servicing 8,000 households.
- 4.3 Phase 3 (completed late 2023) saw 355 bin hubs installed in Polwarth, Dalry, Hillside, Broughton, Comely Bank, Marchmont, Morningside and Churchill, servicing around 15,000 households.
- 4.4 Phase 4 (completed April 2024) saw 230 bin hubs installed in Stockbridge, Canonmills, Tollcross, Fountainbridge, North Marchmont, Southside and Newington to service 10,000 households.
- 4.5 As previously reported to Committee, the Review Framework will see changes made to 133 bin hubs across Phases 1, 2, 3, 4 and A of the project. Additionally, 55 bin hubs are due to be installed in the extended and peripheral Controlled Parking Zones in South Morningside, Newington and Prestonfield and Queensferry Road at Ravelston. Work is underway to secure the required Traffic Regulation Orders (TROs) before these works can be actioned in early 2025.
- 4.6 Improvements to the recycling service for off-street locations with bin stores are progressing with works completed in 10 wards. Works are underway in a further six wards and are expected to be completed by the end of 2024. Off-street improvements in Ward 11 City Centre will be carried out in-line with the installation of bin hubs in early 2025.

Implementation in Phase 5 – Planned for early 2025

- 4.7 In May 2024, an engagement exercise was undertaken which saw plans for introducing bin hubs in Area A (Old Town and George Street Corridor) made available for comment. The plans included proposed locations and were communicated to residents, businesses, Ward Councillors, Community Councils and other stakeholders. Appendix 1 includes an overview of the engagement approach, a summary of comments and details of the 13 changes requested, eight of which have been approved. Following the engagement exercise, work commenced to secure a Traffic Regulation Order to enable the associated works to be completed in early 2025.
- 4.8 In Areas B and C (New Town, West End and other areas within the World Heritage Site) a trial of gull-proof sacks (GPS) for non-recyclable and dry mixed recycling took place between November 2023 and November 2024. Following the trial, an engagement approach (Appendix 4) has been developed to consider options on how the waste and recycling service will be managed in these areas.

- 4.9 The proposals include a period of engagement with residents, Community Councils, Resident Street Associations and Ward Councillors starting early 2025. A decision is expected to be made at the May 2025 meeting of the Transport and Environment Committee.

Workshop

- 4.10 At the February Council meeting, a motion by Councillor Mitchell was approved regarding noise mitigation from communal bins, and particularly bins for glass recycling.
- 4.11 In May 2024, Committee sought recommendations for additional criterion for siting bin hubs in relation to hospitality venues. Committee also requested that a workshop to investigate if resident amenity can be considered as part of the process for determining bin hub locations.
- 4.12 In response to these actions, two workshops were held (one in-person and one online) to which Councillors, Community Councils, MSPs and MPs were invited. To ensure everyone had an equal opportunity to provide comments, whether they attended a workshop or not, an online survey was also circulated. The notes from the workshops and the survey data are included in Appendix 2. Please note that there were nine (9) responses to the survey so with a small dataset the responses may not reflect the wider view.

Updated Review Framework

- 4.13 In May 2023, Committee approved the Review Framework which included flexibility on two existing criteria used to determine bin hub locations. Between late 2023 and mid-2024, the Review Framework was applied to all bin hubs and will see changes to 133 bin hubs (9%). These bin hubs will be moved, merged, made bigger or removed once the Traffic Regulation Order has been secured.
- 4.14 The updated review framework (Appendix 3) includes a criterion for bin hubs to not be sited directly adjacent to an outdoor area currently used for tables and chairs by a hospitality venue, where possible. Bin hubs located near premises (hospitality or otherwise) which do not currently use outdoor seating will not necessarily be moved if a permit is subsequently granted for tables and chairs at the location.
- 4.15 Resident amenity has also been considered within the updated review framework by including tolerances for some criteria. It also enables a case-by-case approach for certain types of roads such as cul-de-sacs and one-way streets.
- 4.16 To ensure the effective application of the updated review framework, bin hubs must be reviewed in a wider context of service provision for nearby residents. Bin hubs are located to provide a service and to ensure sufficient capacity for nearby residential properties. Making a change to the design, layout or location of one bin hub, may have unforeseen circumstances (impact on capacity, road safety, accessibility etc.) This means that all nearby bin hubs must be installed and should have been operational for a period of at least three months before the hub(s) can be reviewed. This will ensure that, as far as possible, the decision to make changes to

any bin hub is an informed one using data reflecting the actual usage and operation of the bin hub in the wider context of service provision for residents.

- 4.17 Following review, any changes to bin hubs will be communicated to impacted residents and stakeholders before works commence. Depending on the change and location of the bin hub, a TRO may be required. The TRO process can take between six and 18 months to complete.

5. Next Steps

- 5.1 The project implementation will continue as outlined in the main report.

6. Financial impact

- 6.1 The Council has committed over £3.2m of capital investment to upgrade communal bins.
- 6.2 In addition, the project was successful in obtaining £7.7m from Zero Waste Scotland's [Recycling Improvement Fund](#) (RIF). Funding was granted for refurbishment of bins, corralling and associated roadworks, electric refuse vehicles, in-cab devices and bin sensors. Further information regarding the funding was provided in the [Business Bulletin](#) to Transport and Environment Committee on 27 January 2022.
- 6.3 Costs increased as a result of the global economic challenges which fed through to the costs associated with equipment and fuel. The cost of bins and containers have increased by approximately 25-30%.
- 6.4 To off-set these costs, an application for additional funding from Zero Waste Scotland, under the RIF was submitted and additional funding of £792,000 has been secured for the roll out of the project.

7. Equality and Poverty Impact

- 7.1 The [Integrated Impact Assessment](#) (IIA) was last updated following the approval of the review framework in May 2023 and is available on the Council website.
- 7.2 Further changes to any criteria used for reviewing existing bin hub locations and/or determining the design and location of proposed bin hubs will require an updated IIA.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

“In exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 8.3 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.
- 8.4 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.
- 8.5 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.
- 8.6 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 Council's Low Emissions Zone (LEZ) proposals, and as such will contribute to an improvement in local air quality.
- 8.7 The delivery of the project also supports delivery of the Council's Net-Zero 2030 strategy.
- 8.8 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 parameters and criteria approved by Committee in February 2020 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.
- 9.2 All efforts are made to accommodate requests both from residents or Elected Members to move locations including meeting on site with residents and ward councillors. The review framework approved by Committee in May 2023 includes

greater flexibility on walking distance and crossing the road to dispose waste and recycling under certain circumstances.

- 9.3 The Review Framework offers flexibility to bin hub locations and will see changes made to 133 bin hub locations equal to around 9% of all bin hubs. Most of these changes are within Controlled Parking Zones and must go through a new TRO process. It is anticipated the TRO will be advertised in Winter 2024 and the works to implement these changes will commence in 2025.
- 9.4 For locations in Phase 5 – Area A (Old Town and George Street corridor), the project team has engaged with Edinburgh World Heritage and Historic Environment Scotland on proposed bin hub locations and measures to mitigate the impact on the WHS.
- 9.5 The delivery of the project supports the Council [waste and cleansing strategy](#).

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](#)
- 10.14 Objections to TRO 23 12 Communal Bin Review Phase 4 – Licensing Sub-Committee, [12 December 2023](#)
- 10.15 Communal Bin Review Update – Shandon (S5 Zone) Business Bulletin -Transport and Environment Committee, [1 February 2024](#)
- 10.16 Communal Bin Review Update – Transport and Environment Committee, [23 May 2024](#)

11. Appendices

Appendix 1 – Phase 5 Area A Engagement summary

Appendix 2 – Workshop and survey feedback

Appendix 3 – Updated Review Framework

Appendix 4 – Phase 5 Area B and C Engagement approach

Appendix 5 - Project timeline

Appendix 1: Phase 5 Area A Engagement summary

Pre-Engagement (1 week before engagement period)

Monday 29 April: Proposals for bin hub locations along with copies of letters sent to residents and business owners were shared (by email) with:

- Ward Councillors (12 Councillors)
 - Ward 5 (Inverleith): Councillors Bandel, Mitchell, Osler and Nicholson
 - Ward 11 (City Centre): Councillors Graham, McFarlane, Miller and Mowat
 - Ward 15 (Southside/Newington): Councillors Burgess, Flannery, Kumar and Pogson
- Transport & Environment Committee members (11 Councillors)
 - Councillors Arthur, Aston, Bandel, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane, Munro, and O'Neill
- City of Edinburgh Council (CEC) colleagues
 - Executive & Business Support Services
 - Executive Assistants
 - Elected Member support
 - Neighbourhood Environmental Services (NES)
 - Waste Operations (Ops)
 - Contact Centre
 - Legal
 - Comms
 - Street Enforcement
- Community Councils, Heritage Bodies, and other stakeholders
 - New Town and Broughton Community Council
 - Old Town Community Council
 - West End Community Council
 - Southside Community Council
 - Stockbridge/Inverleith Community Council
 - Marchmont and Sciennes Community Council
 - Cockburn Association
 - Edinburgh World Heritage (EWH)
 - Historic Environment Scotland (HES)
 - Zero Waste Scotland (ZWS)
 - George Street Association
 - George Street and First New Town Project

Wednesday 1 May: Elected Members Briefing (Councillors Cowdy, Flannery, Graham & Mowat)

Thursday 2 May

- CEC Briefing (Colleagues from Ops, NES, Street Enforcement, Contact Centre)
- Community Councils and Heritage groups Briefing (EWH and ZWS)

Friday 3 May: CBR website updated and correx posters were put up and many photographed in situ (See images below)



Engagement period opened May 6, closed May 26

Monday 6 May

- Community Councils and Heritage groups briefing (EWH & HES)
- Correx posters updated
- Letters started arriving with residents and businesses

Tuesday 7 May: Elected Members Briefing (Councillors Arthur, Dobbin, Kumar, Mitchell, Pogson)

Wednesday 8 May: CEC briefing (Colleagues from Waste Operations, NES, Comms, Legal)

Monday 13 May: Information session at the Crannie Community Hub (11am-5pm) Attendees: 10

Tuesday 14 May: Information sessions at the City Chambers (12-3pm & 4pm-7pm) Attendees: 6

Thursday 16 May: Briefing session for George Street Association arranged for 12noon. (No attendees)

Friday 17 May: Briefing session for New Town and Broughton Community Council

Monday 20 May: Information sessions at the Central Library (12-3pm & 4pm-7pm). Attendees: 8

Wednesday 22 May: Information session at the New Town Church of Scotland (11am-3pm)
Attendees: 10

Friday 24 May: Information session at the Crannie Community Hub (11am-5pm) Attendees: 7

Summary of engagement comments

A total of 79 comments were received during and shortly after the engagement period. 10 bin hubs received only supportive comments (15 comments total) in relation to the location and/or the improvement in recycling service:

- Z3-60 Drummond Street (x 3)
- Z3-61 Drummond Street (x 2)
- Z3-64 Drummond Street (x 2)
- Z3-76 Jeffrey Street (x 2)
- Z3-78 Jeffrey Street
- Z3-83 St Giles' Street
- Z3-89 Chambers Street
- Z4-40 Keir Street
- Z4-53 & Z4-54 King's Stables Road

“I live on Drummond Street, so this relates to Z3-64, Z3-61 and Z3-60. I am fully supportive of the proposed bin hubs in these locations and am grateful to see careful consideration of the visual heritage impact.”

“I've recently moved to Drummond Street and was struggling with the location of the recycling bins as they currently stand, so I was very happy to receive the new plans which would put the full suite of recycling opposite my flat. I look forward to the new hub being set up!”

“I'm absolutely thrilled to hear that my street (Jeffrey St) will finally be set up to ensure proper recycling”

“As a resident of Jeffrey St, I strongly approve of the implementation of new recycling facilities on our street. Our current nearest glass and compost facilities are in Dumbiedykes, so this would greatly enhance the liveability of our area.”

“Many thanks for letter and detailed update on the recycling bin project. Have shared with the property management at Advocates Close 4 and supportive myself for the suggested locations (St Giles Street).”

“I very much welcome the addition of glass & mixed recycling bins being placed in Chambers Street. The present location of these bins provide a problem for local people transporting recycling items.”

“I am delighted to hear we will have more recycling bins in our street (Keir Street). At the moment we have no glass or food recycling bins. I carry glass to other local streets where there are recycling bins, but it's always a bit of an inconvenience. I don't recycle food as the bins are too far away.”

“We support the proposal and, in particular, the proposed location of the bin hubs (King's Stables Road) Sometimes, overflow from the bins can block the drainage at that corner so relocating the bin hub should assist with this issue. As for the styling of the hub, it is clear that thought has been given to the WHS nature of the location. The proposals should certainly improve the look of the area which has very high tourist footfall. In short, we are very supportive of the proposal.”

“I am writing to express my support for the proposed bin hub on Cambridge Street (Z4-64). I am a resident, and our on-street bin is currently some distance away, and lacks any provision for recycling.”

27 bin hubs received a mix of comments (64 comments in total) in relation to:

- requests to relocate the bin hub (13 requests)
- issues related to the impact on parking
- concerns about noise from bin usage and/or servicing
- accessibility of bins
- fly tipping
- trade waste misuse

CBR Phase 5 (Area A) Proposed bin hub locations (60 hubs)

REFERENCE	CLOSEST ADDRESS	REFERENCE	CLOSEST ADDRESS
1A-11	61 FREDERICK STREET	Z3-98	27 ST MARY'S STREET
1A-16	46 NORTH CASTLE STREET (YOUNG ST)	Z3-99	44 ST MARY'S STREET
1A-17	43 NORTH CASTLE STREET	Z3-100	11 BLACKFRIARS STREET
1A-20	46 QUEEN STREET	Z3-101	50 BLACKFRIARS STREET
1A-29	26 QUEEN STREET	Z3-102	15 GUTHRIE STREET
Z2-09	2 REGENT ROAD	Z4-40	10 KEIR STREET
Z2-14	35 GREENSIDE ROW	Z4-41	18 KEIR STREET
Z2-15	6 CALTON ROAD	Z4-42	32 KEIR STREET
Z3-48	35 LOTHIAN STREET (BRIGHTON ST)	Z4-45	39 LAURISTON PLACE
Z3-49	53 LOTHIAN STREET	Z4-49	3 MERCHANT STREET
Z3-52	16 HILL PLACE	Z4-51	114 WEST BOW
Z3-59	12 ROXBURGH STREET	Z4-53	2 KING'S STABLES ROAD
Z3-60	34 DRUMMOND ST	Z4-54	13 KING'S STABLES ROAD
Z3-61	22 DRUMMOND ST	Z4-55	11 CASTLE TERRACE
Z3-64	3 DRUMMOND ST	Z4-57	9 CORNWALL STREET
Z3-66	6 SOUTH COLLEGE STREET	Z4-58	7 GRINDLAY STREET
Z3-67	9 INFIRMARY STREET	Z4-59	4 GRINDLAY STREET
Z3-68	53 NIDDRY STREET	Z4-60	16 GRINDLAY STREET
Z3-73	33 BLAIR STREET	Z4-61	15 SPITAL STREET
Z3-74	10 BLAIR STREET	Z4-63	14 SPITAL STREET
Z3-75	2 CRANSTON STREET	Z4-64	2 CAMBRIDGE STREET
Z3-76	18 JEFFREY STREET	Z4-65	4 LADY LAWSON STREET
Z3-78	13 JEFFREY STREET	Z4-66	149 WEST PORT
Z3-80	16 COCKBURN STREET	Z4-67	8 BREAD STREET
Z3-81	69 COCKBURN STREET	Z4-98	38 WEST PORT
Z3-82	16 COCKBURN STREET	Z4-103	16 NORTH BANK STREET
Z3-83	26 ST GILES' STREET	Z4-104	1 MOUND PLACE
Z3-89	25 CHAMBERS STREET	Z4-105	58 GRASSMARKET
Z3-96	6 HIGH SCHOOL YARDS	Z4-108	7 JOHNSTON TERRACE
Z3-97	8 ST MARY'S STREET	Z4-109	17 JOHNSTON TERRACE

Key

Supportive comments on proposal/No request to change location: 10 hubs

Change made to location as per resident feedback: 8 hubs

Original location retained/Change not possible: 5 hubs

No request to move bin hub (Comments about parking, accessibility or seeking clarification): 14 hubs

No comments received on proposed location: 23 hubs

Summary of changes requested

Hub	Street	Request	Rationale/Notes	Decision
1A-11	Frederick Street	Re-design as nose-in to match existing parking, use existing location and extend North towards 63	Parking layout (Linked to George Street project) will not be changing before bin hub due for install	Move as proposed
1A-16	Young Street	Move hub to other side of street away from residential windows	Parking needs moved to other side of street. Some residents will have to walk more than 50mtr + cross a road regardless of which side the hub is on. Parking elsewhere in this street is moving to other side so this aligns with that approach	Move as proposed
1A-29	Queen Street	Move proposed hub from existing bin location between parking spaces to sit outside Travelodge	Increased walking distance for Hanover Street residents. Hub closer to junction (impact on traffic especially when servicing bins). Hub more visible as no parking nearby to "hide" the bins	Retain original
Z2-09	Regent Road	Not needed/remove. Add extra glass bin for Calton Hill visitors	Calton Road nearby will be a bigger hub and having a hub on Regent Road improves capacity for all streams. There is no space for additional glass bin within the hub although servicing frequency can be increased if capacity is an issue.	Retain original
Z2-15	Calton Road	Move hub to other side of road as fly tipping occurs here and impedes pavement	Would breach walking distance + crossing road for residents in Leith Street. Move wouldn't resolve or prevent the issues outlined	Retain original
Z3-52	Hill Place	Move hub slightly (2mtrs) away from gate of basement residential property - litter blows in here	Further away from residential basement and in front of same office/business. No impact on parking	Move as proposed
Z3-96	High School Yards	Use existing bin location on other side of road	Pavement width at existing location and on that side of the street is less than 1.5mtr so breaches framework	Retain original
Z3-100	Blackfriars Street	Use existing location on other side of street	Hub needed on proposed side for residents on High Street to not breach walking distance + crossing road. Hub can be moved to top of street (outside Tour place) to minimise loss of parking.	Move as proposed

Z4-41	Keir Street	Move around corner to existing bin location (next to non-residential/fence)	Yes, existing location for bins and there is a hub at other end of this section of Keir Stret	Move as proposed
Z4-55	Castle Terrace	Move slightly to outside number 12 (as opposed to between 11 & 12)	Non-residential (office) and proposed location was sited half in front of this building. Residents have checked with Cox & Co	Move as proposed
Z4-57	Cornwall Street	Use existing location of OMB on other side of street	Road is wider than 10.5mtr. Castle Terrace residents would also have to walk over 50mtr + cross a road so hub needed on the same side as properties. 7 Options explored by team - see separate document	Retain original
Z4-64	Cambridge Street	Move hub outside 5-7 Cambridge St (NHS office)	Non-residential, no loss of parking (proposed location reduced parking)	Move as proposed
Z4-104	Mound Place	Use existing bin location next to vehicle barriers	Yes, existing location and other hub can be made smaller with this change (2 less bins in this area)	Move as proposed

Appendix 2: Workshop and survey feedback

Background

The Communal Bin Review team organised an in-person workshop (16/09/2024) and an online workshop (via Microsoft Teams on 23/10/2024) to enable discussion of issues highlighted in motions approved by Councillors recently. Across both workshops, to which Councillors, Community Councils, MSPs and MPs were invited, around 55 people attended.

Format

Information was conveyed in a PowerPoint presentation given at both workshops and included:

- Overview of Parameters and criteria
- Resident amenity & hospitality venues
- Noise mitigation
- Project impact of criteria changes

Selection of comments and points noted during both workshops and in the breakout groups

General

- Residents should take overall priority when siting bin hubs
- Reduce the number of food waste bins
- Perhaps a simple scoring system could be applied and be available to residents so that they can understand the decision process
- If changes are to be applied to the project, we should only look at hubs that have been contested or complained about and perhaps only by Elected Members or Community Councils

Crossing roads / road safety

- 100m walking distance should not be cut if residents also have to cross a road, the extra 10.5m should just be added to the distance they travel.
- The 10.5m crossing width should be removed if the road is quiet i.e. a cul-de-sac, 20mph and not busy, there is a formal crossing point nearby.
- 10.5m+ road widths should be considered if there is a safety point such as a traffic island or within cul-de-sacs

Distances

- There needs to be an acceptable error margin of 10% this would mean residents are not frustrated by being a few centimetres short of framework minimums i.e. 1.5m footway width, 10.5m road crossing width.
- Possibly reduce min footway width to 1m in places where there is an ideal spot.

Footways

- If footway is over 3m then there should be an option to place bins on the footway, as an alternative to placing them in parking and/or in front of residential properties.
- The pavements should not be used as hubs, the point of the CBR project was to uniform hubs and stop bins being sited on pavements
- Hubs should not be sited outside properties (particularly basement properties) when the pavement is under or around 1.5m

Glass recycling

- Could glass bins be considered potentially to be separated from hubs in some cases? e.g. at bring sites, supermarkets, or a location nearby which is not disruptive to residents
- Why are textile banks/donating clothes considered ok to bring large distances, but glass is not?
- How could the deposit return scheme affect the need for glass bins?
- Can glass collection times be reviewed, less early in morning?

Hospitality

- Hospitality needs e.g. outdoor seating should be considered and altered for where possible, if still works for residents
- Hospitality issues should be considered on an individual basis
- Proximity to hospitality should depend on pavement width. Over 3m is more acceptable.

Location

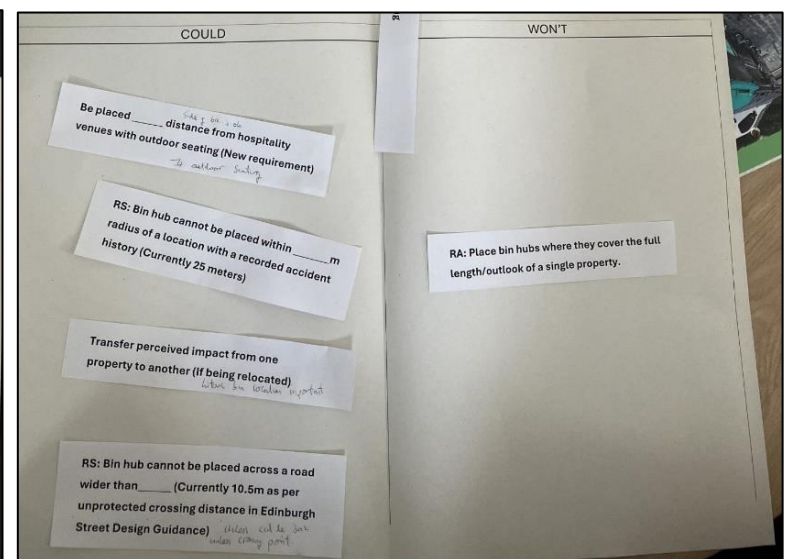
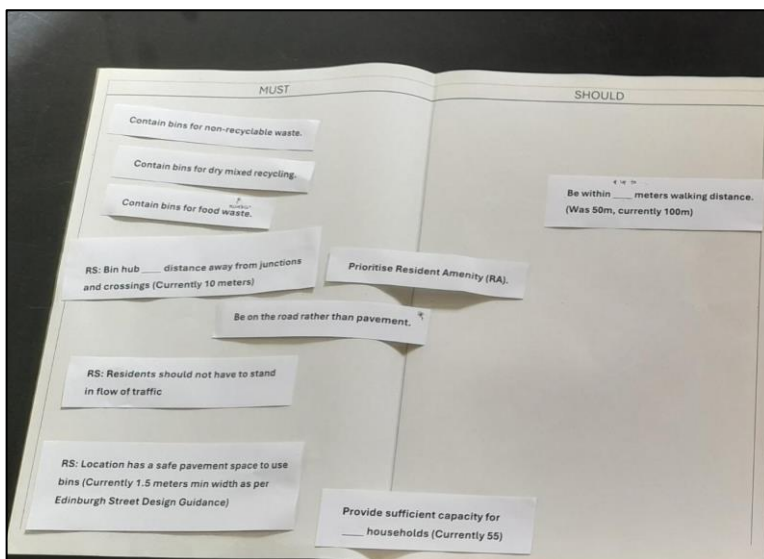
- It should be acceptable to place hubs outside buildings that have off street services where there is a wall without windows facing bins.
- Supportive of properties with individual services having hubs near to them especially if there was a blank wall
- Hedges should not increase likelihood of bins being placed there but outside walls are acceptable.

Breakout groups (In-person)

Breakout groups were used and there was time for questions at the end of the session. The point of the breakout activities was to demonstrate the challenges faced by the project team in trying to satisfy all the criteria for each bin hub or street. Not all criteria were discussed or placed in each group due to timescales, the level of discussion or that the group were unable to reach consensus.

Breakout 1

In Breakout 1, groups were tasked with placing each criterion within a “Must, Should, Could or Won’t” category. The results from all 3 groups have been recreated in the below table.

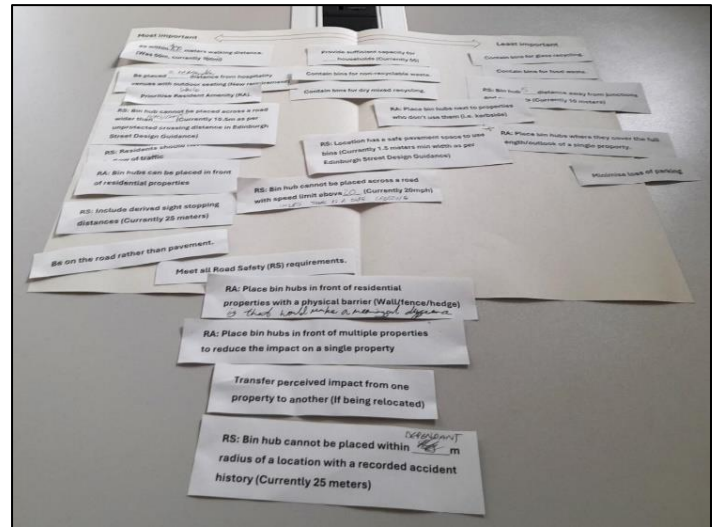
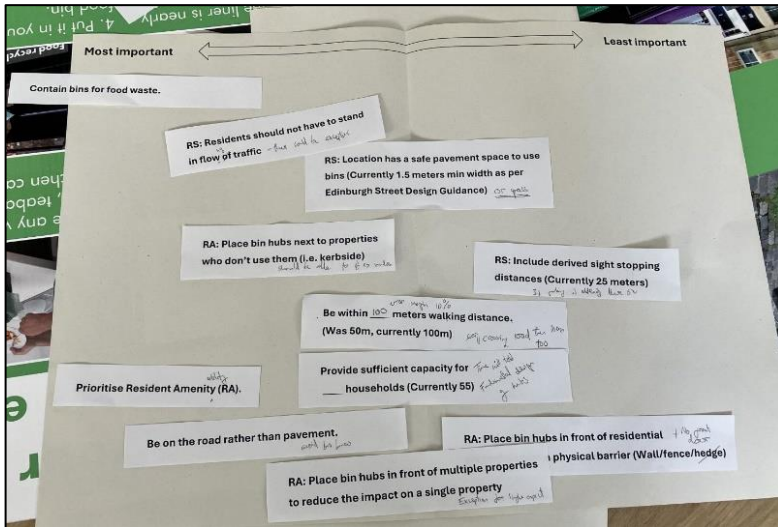


Images: Photographs from some breakout 1 groups

MUST	SHOULD
<ul style="list-style-type: none"> • Contain bins for non-recyclable waste x 2 • Contain bins for dry mixed recycling x 2 • Bin hub ___ distance away from junctions and crossings (Currently 10 meters) x 2 • Contain bins for food waste. • Be on the road rather than pavement. • Residents should not have to stand in flow of traffic • Location has a safe pavement space to use bins (Currently 1.5 meters min width per ESDG) • Meet all Road Safety requirements. • Be placed _____ distance from hospitality venues with outdoor seating (New requirement) • Be within ___ meters walking distance • RS: Bin hub cannot be placed across a road wider than_____ (Currently 10.5m as per unprotected crossing distance in ESDG) 	<ul style="list-style-type: none"> • Be on the road rather than pavement x 2 • RS: Bin hub cannot be placed across a road with speed limit above 20mph x 2 • Be within __m walking distance • Place bin hubs in front of multiple properties to reduce the impact on a single property • Place bin hubs in front of residential properties with a physical barrier (Wall/fence) • Meet all Road Safety (RS) requirements. • Provide sufficient capacity for ___ households (Currently 55) • Location has a safe pavement space to use bins (Currently 1.5 meters min per ESDG) • Bin hub __m distance away from junctions and crossings (Currently 10 meters) • Prioritise Resident Amenity • Residents should not have to stand in flow of traffic • Contain bins for dry mixed recycling. • Contain bins for food waste. • Contain bins for glass recycling. <p style="text-align: center;">*These criteria were placed between Must & Should*</p> <p style="text-align: center;">Prioritise Resident Amenity (RA)</p> <p style="text-align: center;">Provide sufficient capacity for ___ households (Currently 55)</p>
COULD	WON'T
<ul style="list-style-type: none"> • Bin hubs can be placed in front of residential properties x 2 • Bin hub cannot be placed within 25m radius of a location with a recorded accident history x 2 • Bin hub cannot be placed across a road with speed limit above 20mph • Be placed _____ distance from hospitality venues with outdoor seating • Transfer perceived impact from one property to another (If being relocated) • Bin hub cannot be placed across a road wider than_____ (Currently 10.5m as per ESDG) • RA: Place bin hubs in front of residential properties with a physical barrier (Wall/fence/hedge) • Minimise loss of parking • Place hubs next to properties who don't use them • Include derived sight stopping distance of 25m 	<ul style="list-style-type: none"> • RA: Place bin hubs where they cover the full length/outlook of a single property. • Minimise loss of parking

Breakout 2

Breakout 2 saw the groups discuss the same criteria with the aim of placing each along a “Most to Least Important” scale.



Images: Photographs from some breakout 2 groups

Online Workshop: Notes

In advance of attending the online workshop, attendees were sent a copy of the presentation and a summary of feedback from the in-person workshop. Participants also received the survey link (details below) which provided further context for the workshop.

The limitations in an online format meant that it was difficult to replicate the breakout group activities for online attendees. Online, the breakout groups were utilised to enable discussion of the information provided in the presentation. The number of attendees (15) meant that breakout groups were smaller and provided an opportunity for everyone to contribute. There was also time allocated within the session for questions.

Feedback from the breakout groups and the main session was similar in topic to the in-person session and has been included in the above.

Survey: Overview

To ensure everyone had an equal opportunity to provide comments, whether they attended a workshop or not, an online survey was also circulated. The survey was open October 9 – October 30 (21 days) and was intended to be answered by Councillors, Community Councils, MSPs and MPs who had the opportunity to attend one of the workshops. The workshops enabled discussion and consideration of the criteria in the context of the overall project objectives, rather than considering bin hubs in isolation. The survey used the Likert scale (Strongly Agree, Agree, Neutral, Disagree, Strongly Disagree) asked respondents “To what extent do [they] agree or disagree with the following statements?” The statements related to bin hubs and were split into the following categories:

- Design and location (10 statements)
- Road Safety (8 statements)
- Resident amenity (5 statements)
- Review of bin hubs (5 statements)

There was also an option for respondents to provide comments or feedback on the Communal Bin Review.

Survey: Results (Summary)

There were 9 responses received during the 3 weeks the survey was open and a brief summary of the answers is contained on this page. The survey full results and helpful charts are located below. Other comments submitted as part of a survey response related to:

- Cleanliness of bins
- Use of gull proof sacks (instead of communal bins)
- Individual approach (instead of one-size-fits-all)
- Review of requirement for glass and food at each hub
- Closer monitoring of usage data and then remove/reduce hubs
- Unaware of engagement approach
- Bin hub ombudsman
- Removal of crossing the road criteria
- Addition of resident amenity criterion
- Review glass after 12 months of installation of hubs in an area

Questions 1 and 2 enabled analysis of who completed the survey and whether they had attended either workshop. We can see that two responses were not from Councillors, MPs, MSPs or Community Council representatives and that two respondents did not attend a workshop.

There are a couple of key points which, along with feedback from both workshops, shaped the proposed Updated Review Framework (Appendix 3). This is mainly in terms of the additional resident amenity and hospitality venue criteria, inclusion of guidance notes and changes to other criteria.

Design

- 66% agreed or strongly agreed that the perceived impact should not be transferred from one property to another (if the hub is being relocated)
- 66% agreed or strongly agreed that hubs should not be located adjacent to outdoor hospitality seating
- 56% disagreed or strongly disagreed that a glass recycling bin should be in each hub

Road safety

- 78% disagreed or strongly disagreed that a hub should not be located across a road wider than 10.5 meters (As per Edinburgh Street Design Guidance)
- 78% agreed or strongly agreed that residents should not have to stand in the flow of traffic to use the bins
- 56% agreed or strongly agreed that hubs should include a safe pavement space to use the bins

Resident amenity

- 100% agreed or strongly agreed that resident amenity should be prioritised
- 89% agreed or strongly agreed that hubs should not be located where they cover the full length/outlook of a single property

Priorities

In terms of how any review should be undertaken, respondents, overall, indicated this approach regarding prioritising hubs for review:

1. Hubs with active complaints/raised by Councillors/Community Councils
2. Hubs near hospitality venues
3. Replicate the phased approach of CBR by reviewing hubs in Phase 1 then Phase 2 etc
4. Hubs outwith Controlled Parking Zones which do not require a Traffic Regulation Order to make any changes

Communal Bin Review – Full survey responses

<https://consultationhub.edinburgh.gov.uk/sfc/0838464e>

This report was created on Thursday 31 October 2024 at 08:54

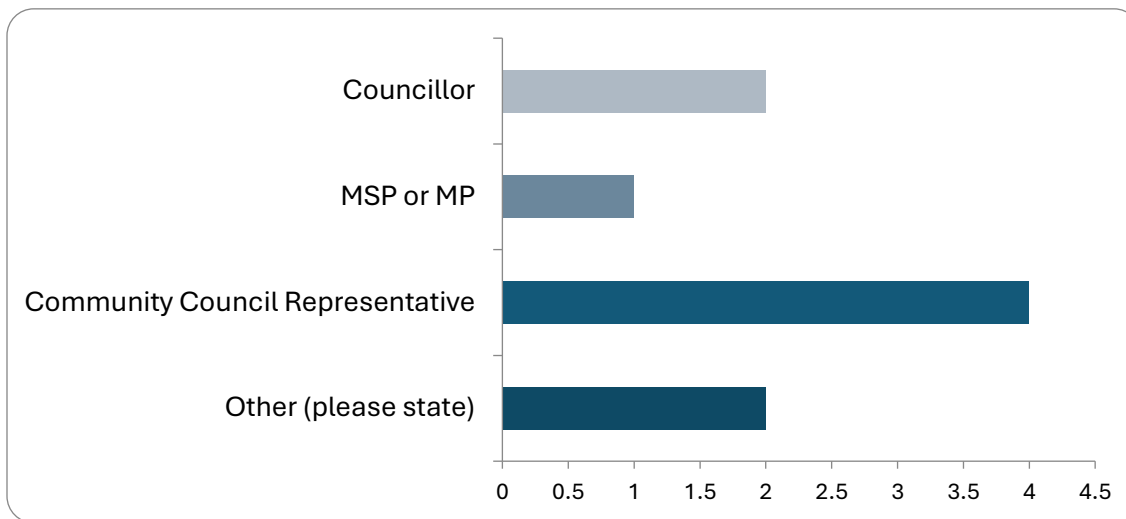
The activity ran from 09/10/2024 to 30/10/2024

Responses to this survey: **9**

1: Which one of these apply to you?

Responding as

There were 9 responses to this part of the question.



Option	Total	Percent
Councillor	2	22.22%
MSP or MP	1	11.11%
Community Council Representative	4	44.44%
Other (please state)	2	22.22%
Not Answered	0	0.00%

Other (please state)

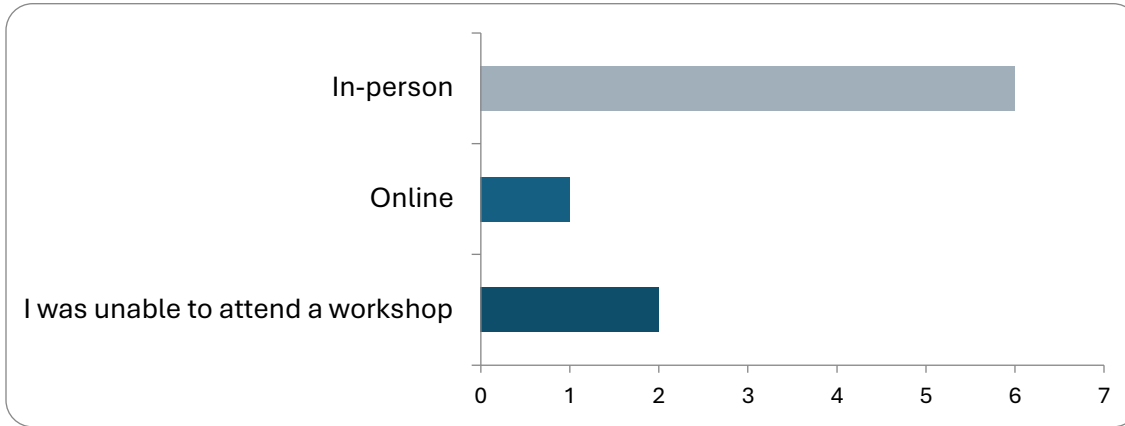
There was 1 response to this part of the question.

- Edinburgh resident

2: Which workshop did you attend?

Attended workshop

There were 9 responses to this part of the question.

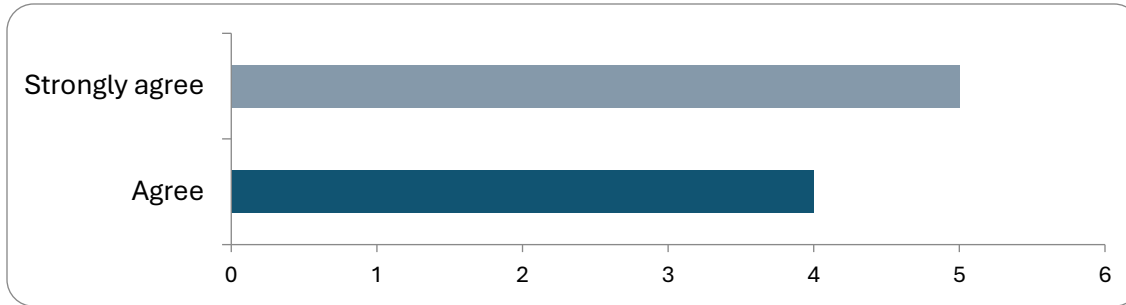


Option	Total	Percent
In-person	6	66.67%
Online	1	11.11%
I was unable to attend a workshop	2	22.22%
Not Answered	0	0.00%

3: Considering the design and location of bin hubs, to what extent do you agree or disagree with the following statements?

design and location - Contain bins for non-recyclable waste

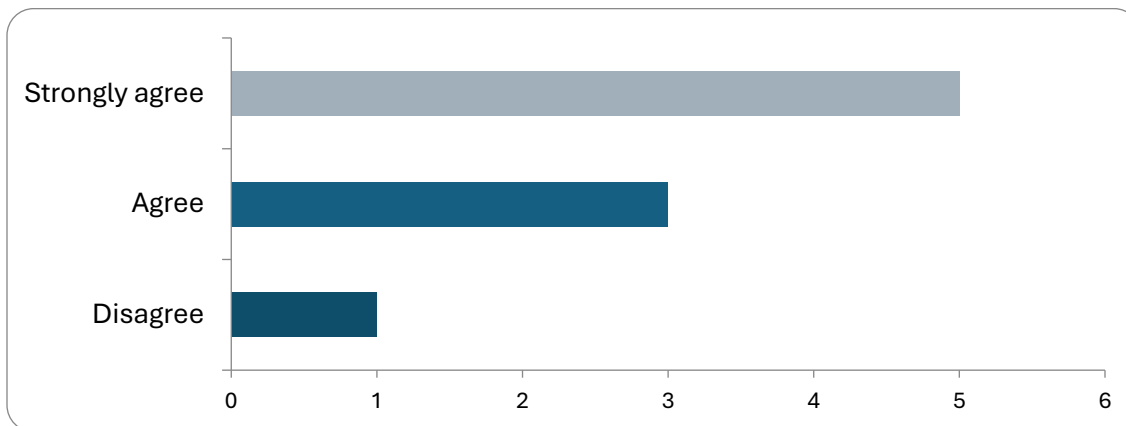
There were 9 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	55.56%
Agree	4	44.44%
Neither agree nor disagree	0	0.00%
Disagree	0	0.00%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

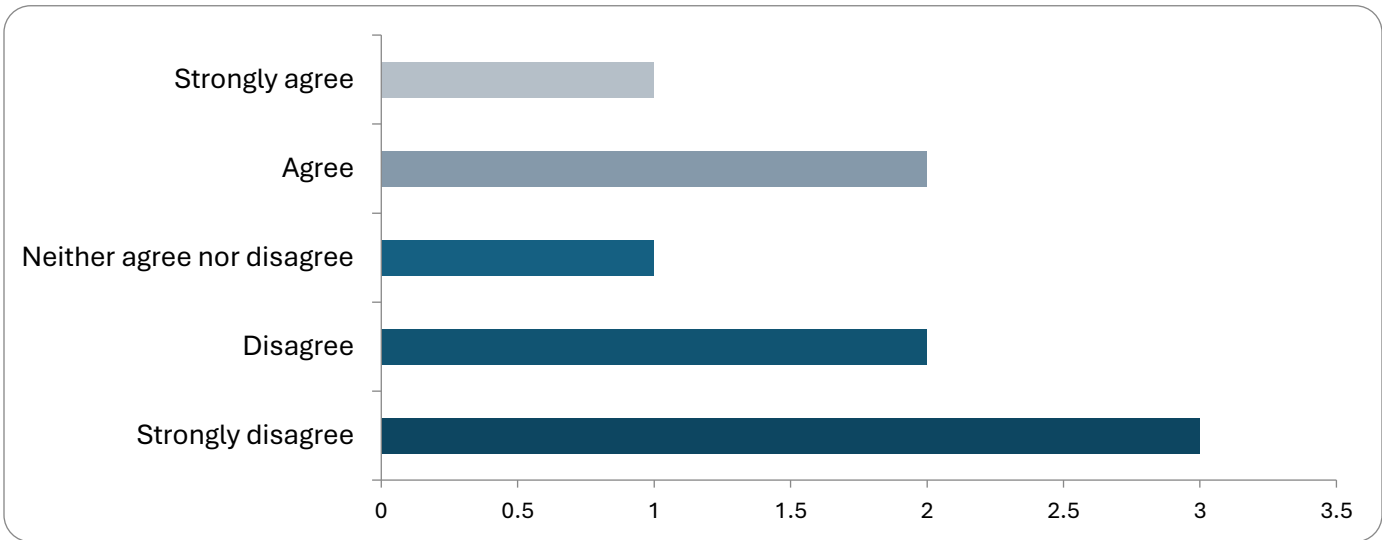
design and location - Contain bins for dry mixed recycling

There were 9 responses to this part of the question.



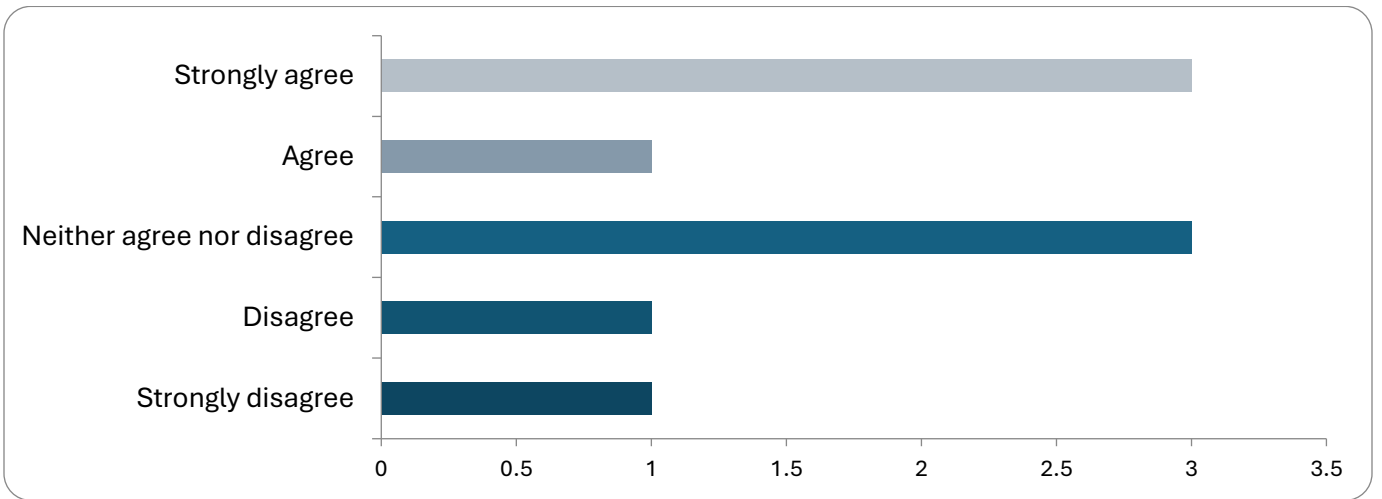
Option	Total	Percent
Strongly agree	5	55.56%
Agree	3	33.33%
Neither agree nor disagree	0	0.00%
Disagree	1	11.11%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

design and location - Contain bins for glass recycling



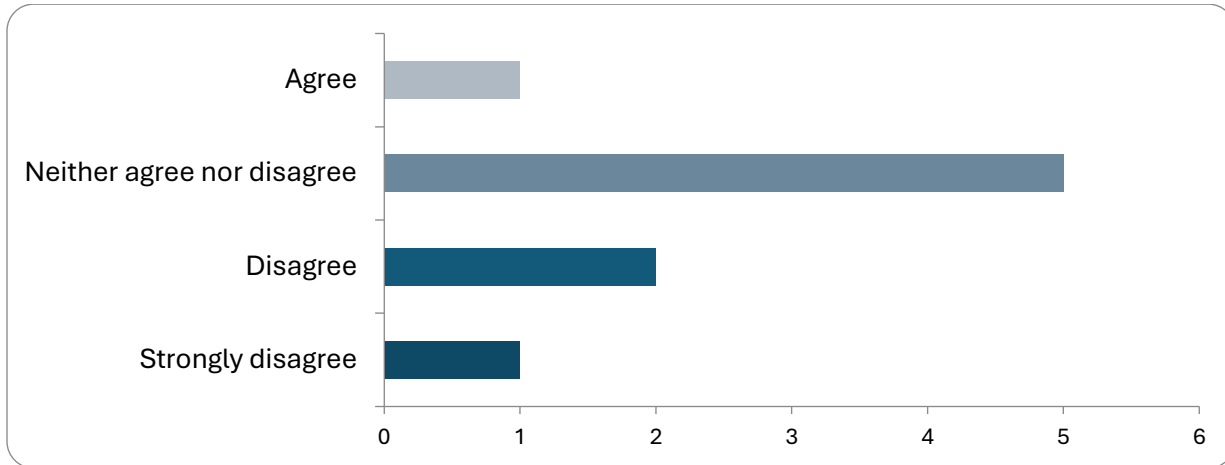
Option	Total	Percent
Strongly agree	1	11.11%
Agree	2	22.22%
Neither agree nor disagree	1	11.11%
Disagree	2	22.22%
Strongly disagree	3	33.33%
Not Answered	0	0.00%

design and location - Contain bins for food waste



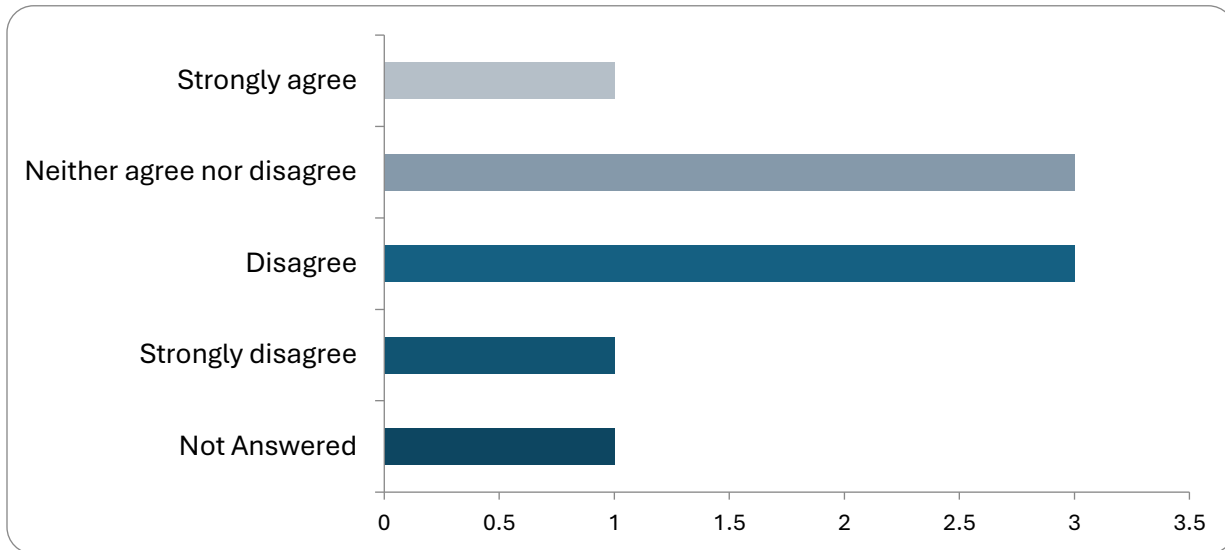
Option	Total	Percent
Strongly agree	3	33.33%
Agree	1	11.11%
Neither agree nor disagree	3	33.33%
Disagree	1	11.11%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

design and location - Provide sufficient capacity for 55 households



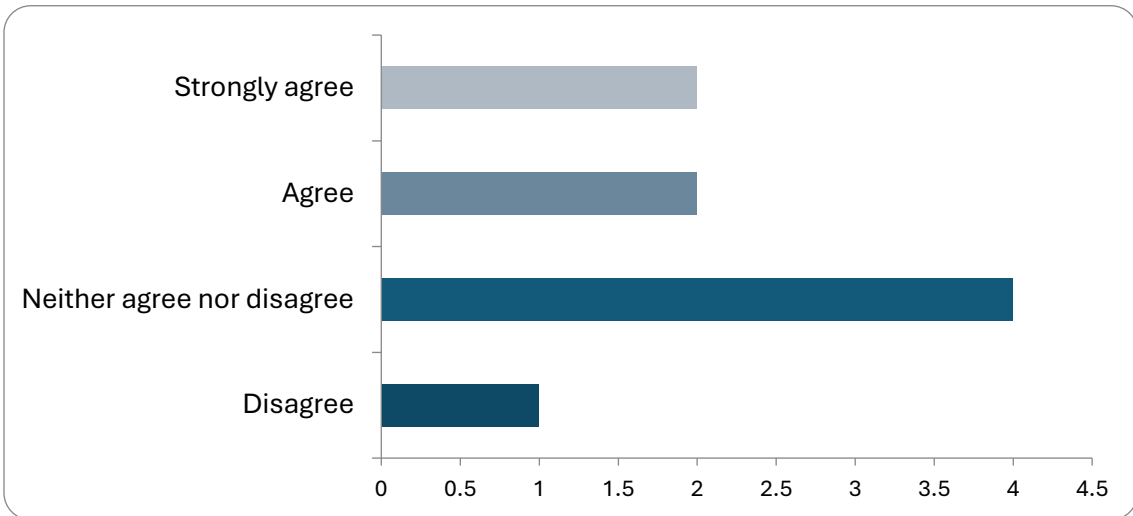
Option	Total	Percent
Strongly agree	0	0.00%
Agree	1	11.11%
Neither agree nor disagree	5	55.56%
Disagree	2	22.22%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

design and location - Be within 100 meters walking distance



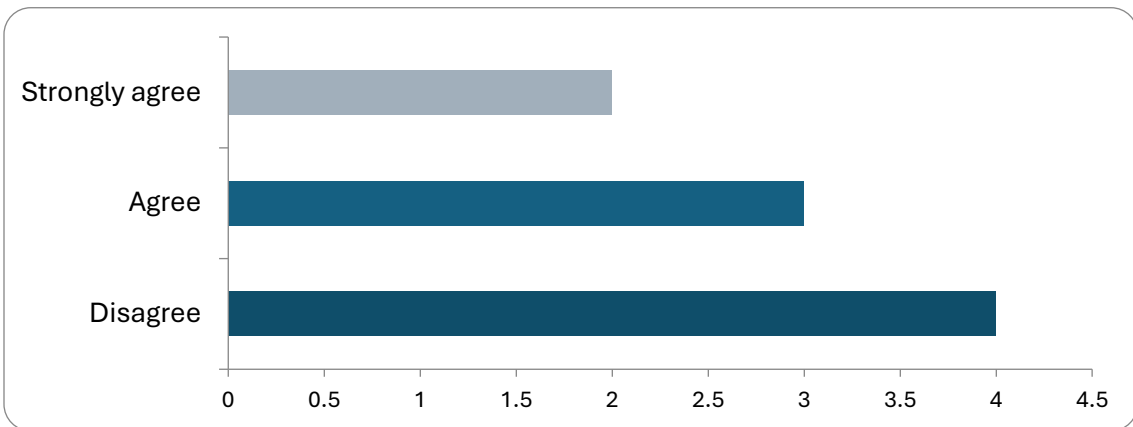
Option	Total	Percent
Strongly agree	1	11.11%
Agree	0	0.00%
Neither agree nor disagree	3	33.33%
Disagree	3	33.33%
Strongly disagree	1	11.11%
Not Answered	1	11.11%

design and location - Be on the road rather than pavement



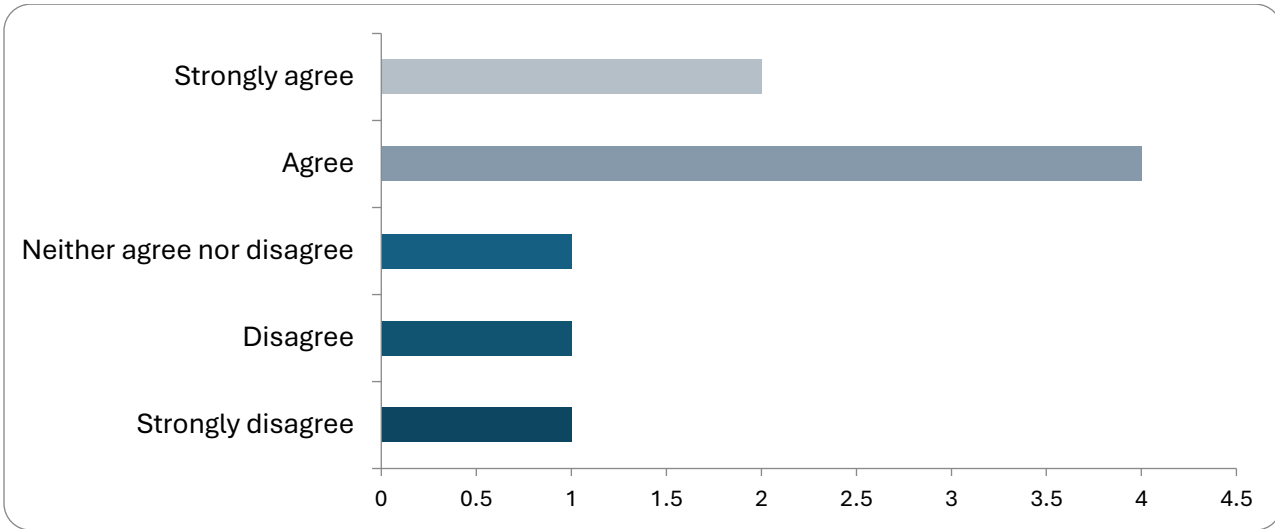
Option	Total	Percent
Strongly agree	2	22.22%
Agree	2	22.22%
Neither agree nor disagree	4	44.44%
Disagree	1	11.11%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

design and location - Minimise loss of parking



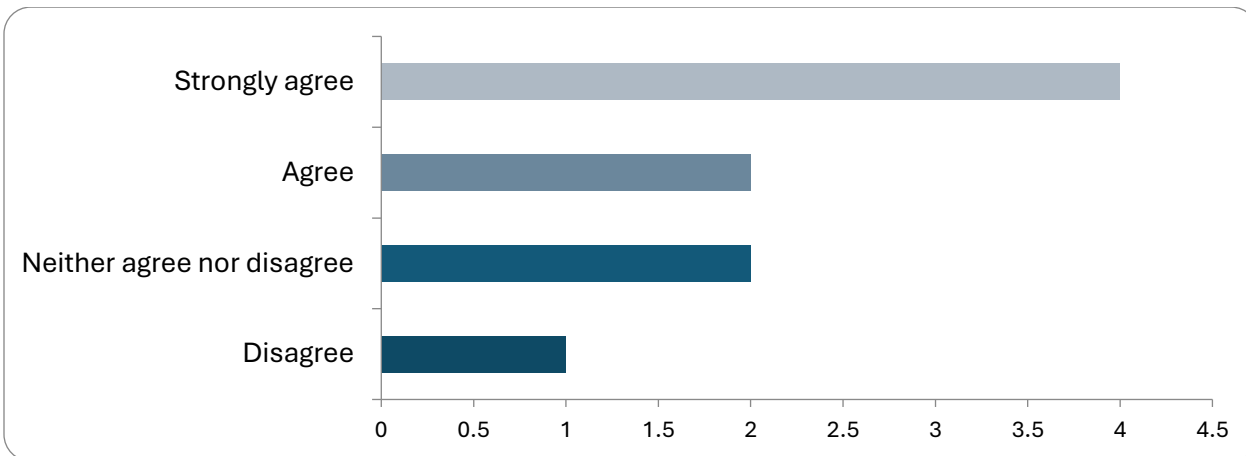
Option	Total	Percent
Strongly agree	2	22.22%
Agree	3	33.33%
Neither agree nor disagree	0	0.00%
Disagree	4	44.44%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

design and location - Not transfer the perceived impact from one property to another (If being relocated)



Option	Total	Percent
Strongly agree	2	22.22%
Agree	4	44.44%
Neither agree nor disagree	1	11.11%
Disagree	1	11.11%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

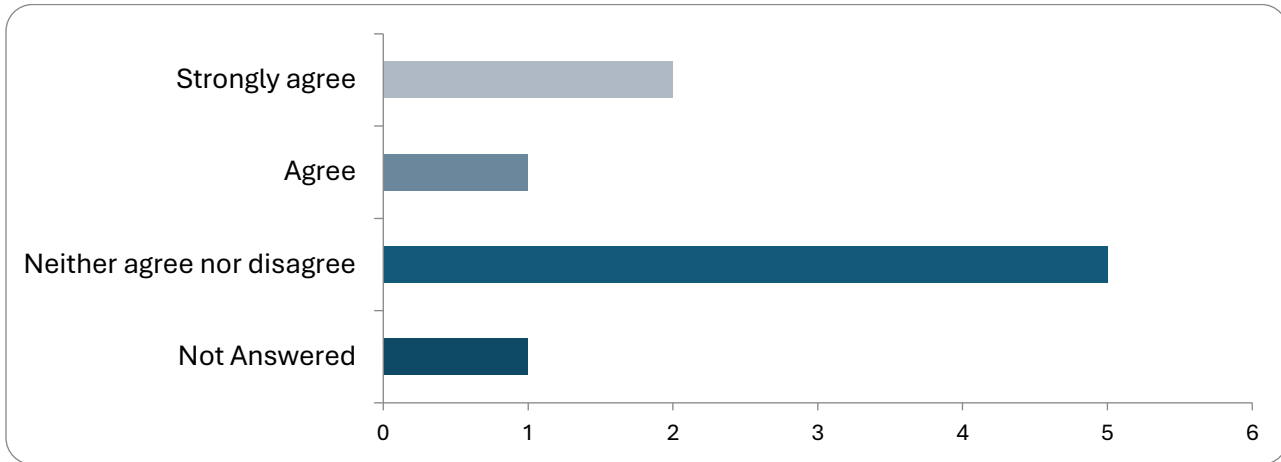
design and location - Not be placed adjacent to outdoor seating used for hospitality



Option	Total	Percent
Strongly agree	4	44.44%
Agree	2	22.22%
Neither agree nor disagree	2	22.22%
Disagree	1	11.11%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

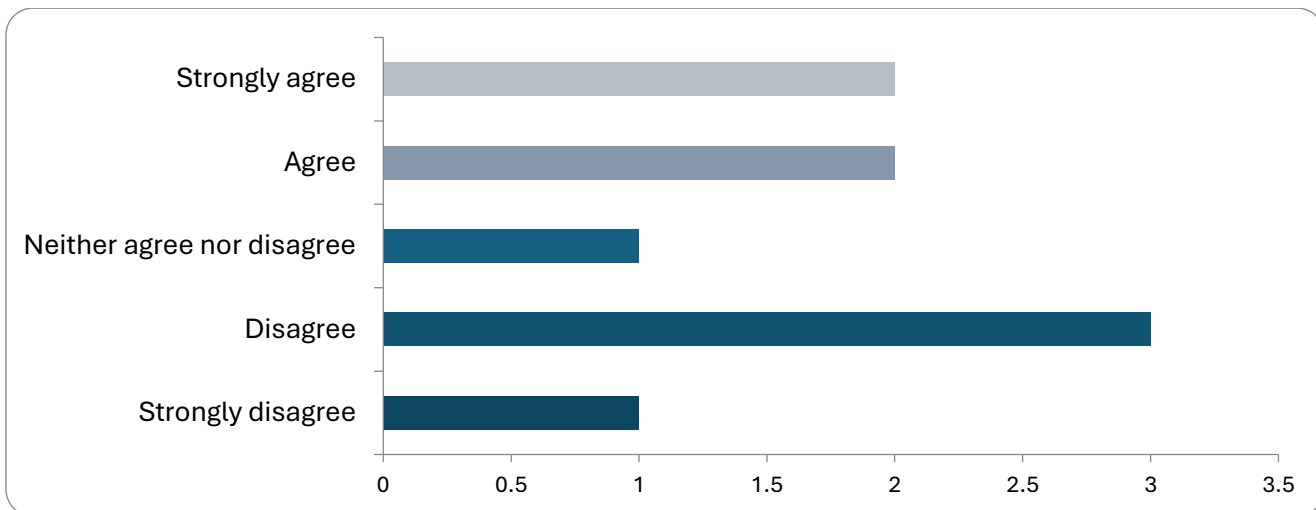
4: Considering road safety, to what extent do you agree or disagree with the following statements?

Road safety - Meet all Road Safety Requirements



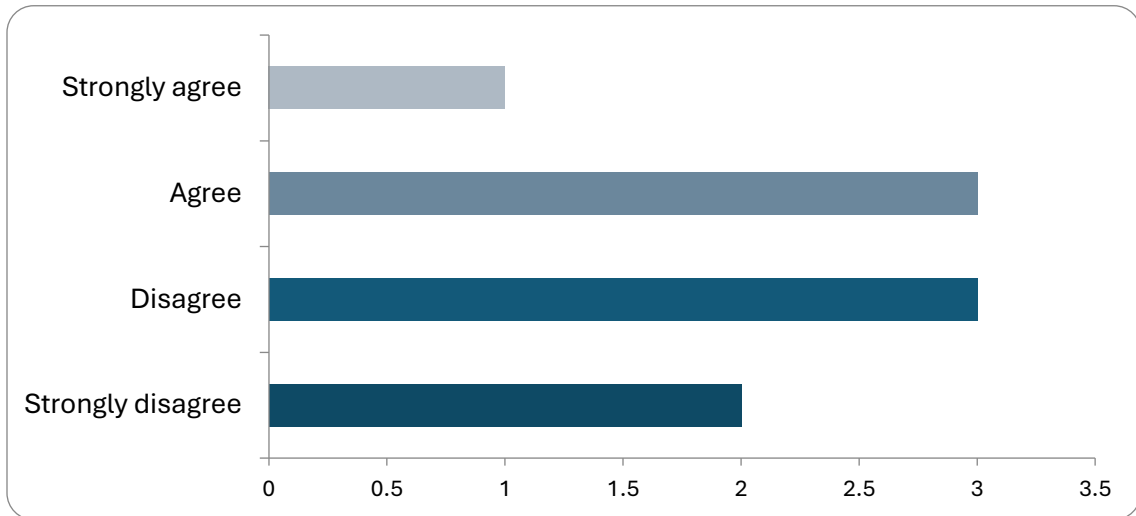
Option	Total	Percent
Strongly agree	2	22.22%
Agree	1	11.11%
Neither agree nor disagree	5	55.56%
Disagree	0	0.00%
Strongly disagree	0	0.00%
Not Answered	1	11.11%

Road safety - Be at least 10 meters away from junctions and crossings



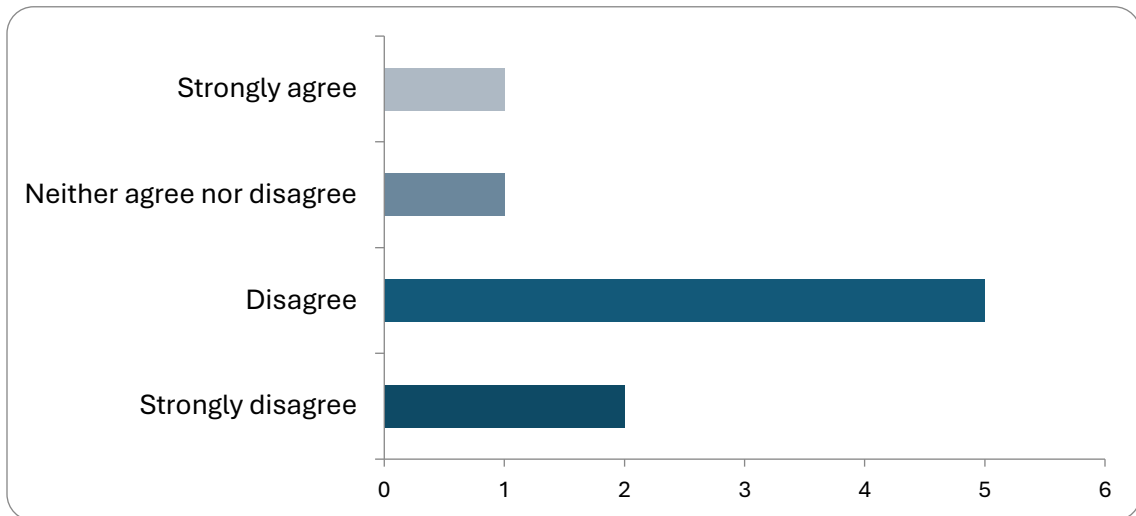
Option	Total	Percent
Strongly agree	2	22.22%
Agree	2	22.22%
Neither agree nor disagree	1	11.11%
Disagree	3	33.33%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

Road safety - Not be placed across a road with speed limit above 20mph



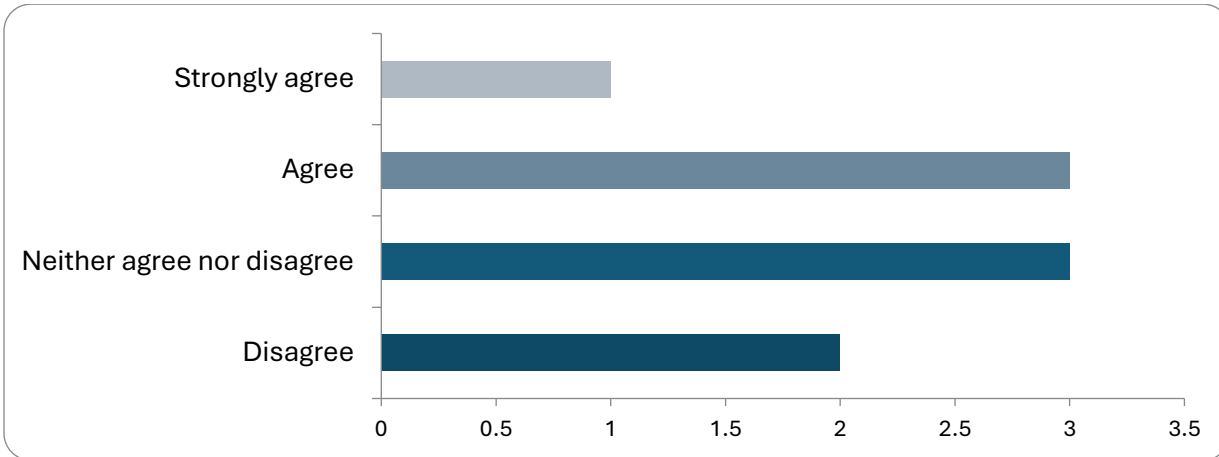
Option	Total	Percent
Strongly agree	1	11.11%
Agree	3	33.33%
Neither agree nor disagree	0	0.00%
Disagree	3	33.33%
Strongly disagree	2	22.22%
Not Answered	0	0.00%

Road safety - Not be placed across a road wider than 10.5 meters (Max unprotected crossing distance in Edinburgh Street Design Guidance)



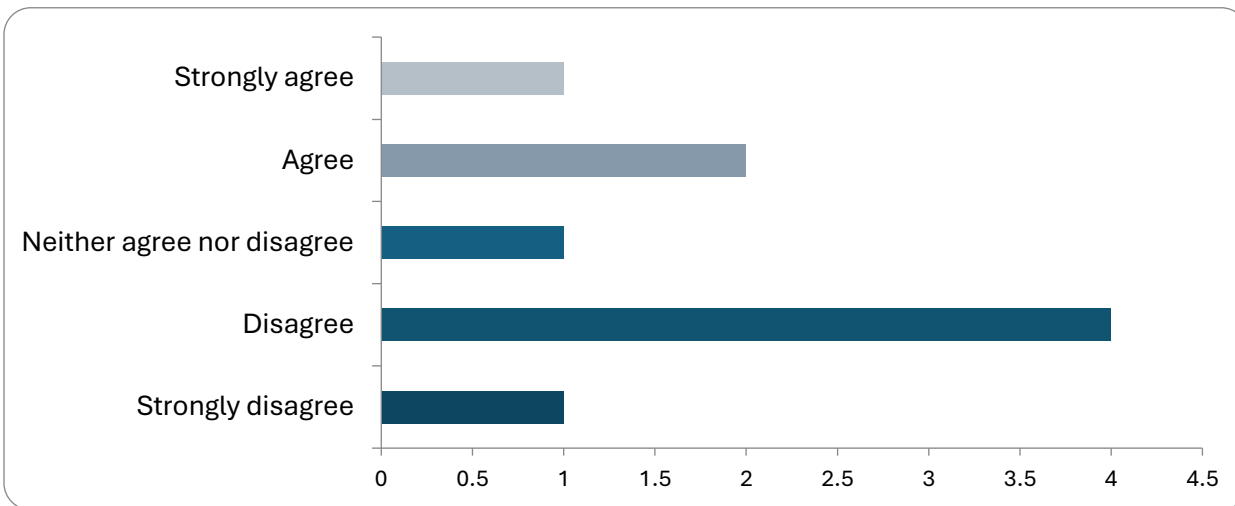
Option	Total	Percent
Strongly agree	1	11.11%
Agree	0	0.00%
Neither agree nor disagree	1	11.11%
Disagree	5	55.56%
Strongly disagree	2	22.22%
Not Answered	0	0.00%

Road safety - Not be placed where there is less than 25 meters of visibility for approaching vehicles (i.e. bin hub cannot be placed on a sharp bend)



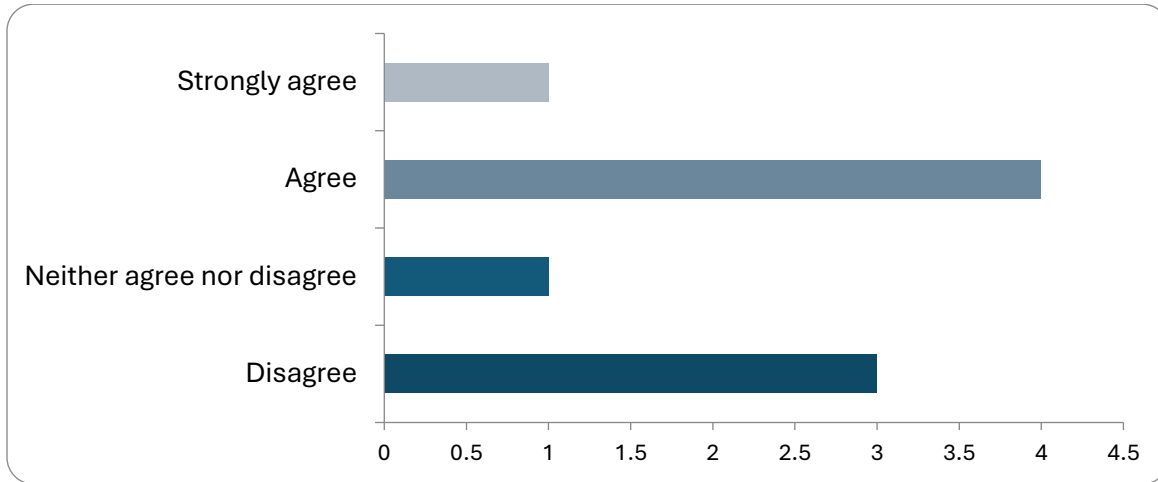
Option	Total	Percent
Strongly agree	1	11.11%
Agree	3	33.33%
Neither agree nor disagree	3	33.33%
Disagree	2	22.22%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

Road safety - Not be placed within 25 meters radius of a location with a recorded accident history



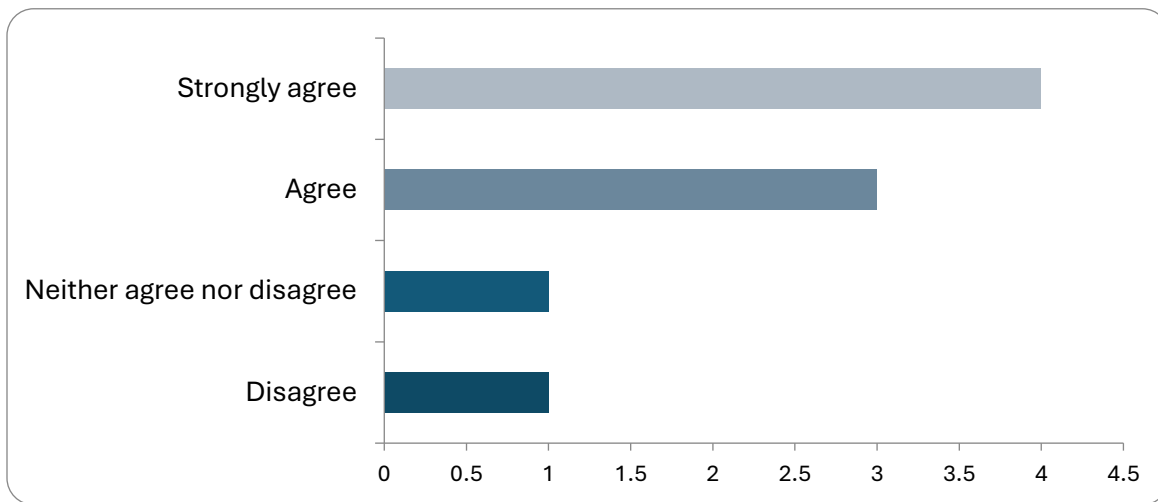
Option	Total	Percent
Strongly agree	1	11.11%
Agree	2	22.22%
Neither agree nor disagree	1	11.11%
Disagree	4	44.44%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

Road safety - Include a safe pavement space to use bins (Currently 1.5 meters min width as per Edinburgh Street Design Guidance)



Option	Total	Percent
Strongly agree	1	11.11%
Agree	4	44.44%
Neither agree nor disagree	1	11.11%
Disagree	3	33.33%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

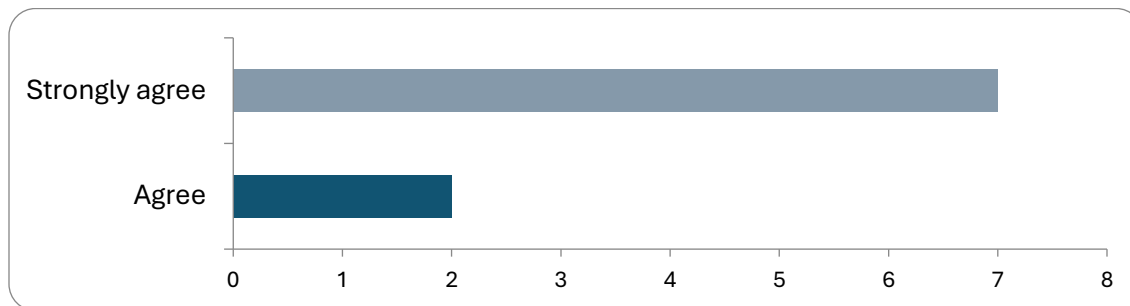
Road safety - Not require residents to stand in the flow of traffic



Option	Total	Percent
Strongly agree	4	44.44%
Agree	3	33.33%
Neither agree nor disagree	1	11.11%
Disagree	1	11.11%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

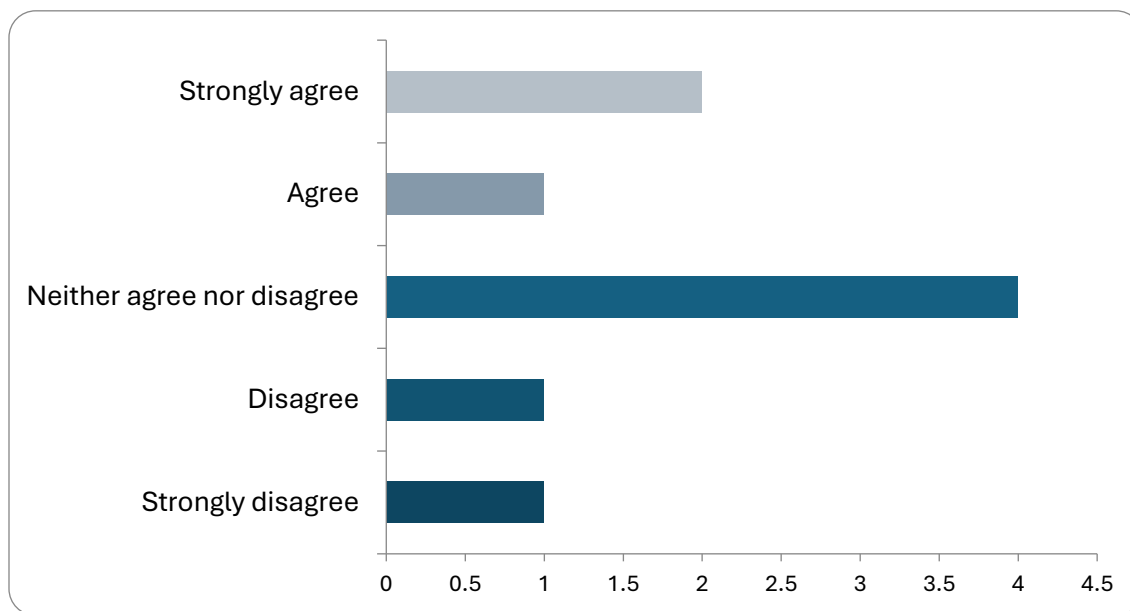
5: Considering resident amenity, to what extent do you agree or disagree with the following statements?

Resident amenity - Prioritise resident amenity



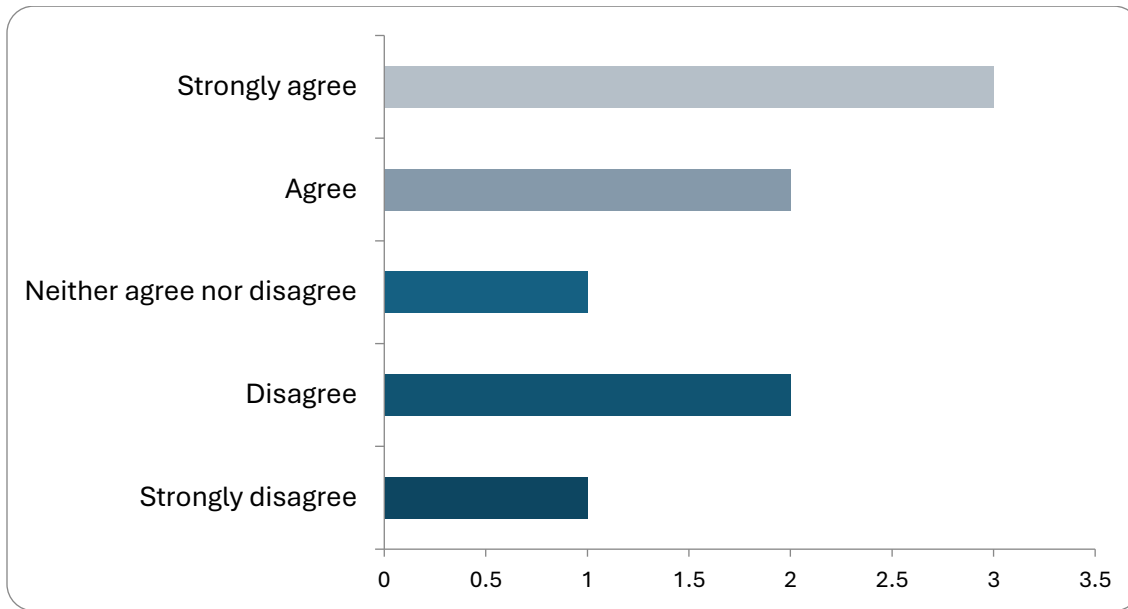
Option	Total	Percent
Strongly agree	7	77.78%
Agree	2	22.22%
Neither agree nor disagree	0	0.00%
Disagree	0	0.00%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

Resident amenity - Be placed in front of residential properties with a physical barrier (Wall/fence/hedge)



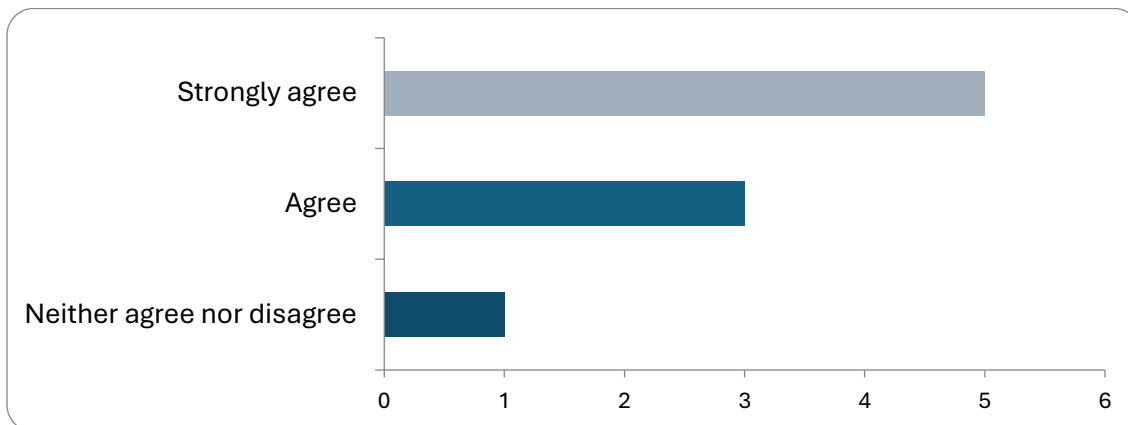
Option	Total	Percent
Strongly agree	2	22.22%
Agree	1	11.11%
Neither agree nor disagree	4	44.44%
Disagree	1	11.11%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

Resident amenity - Be placed in front of multiple properties to reduce the impact on a single property



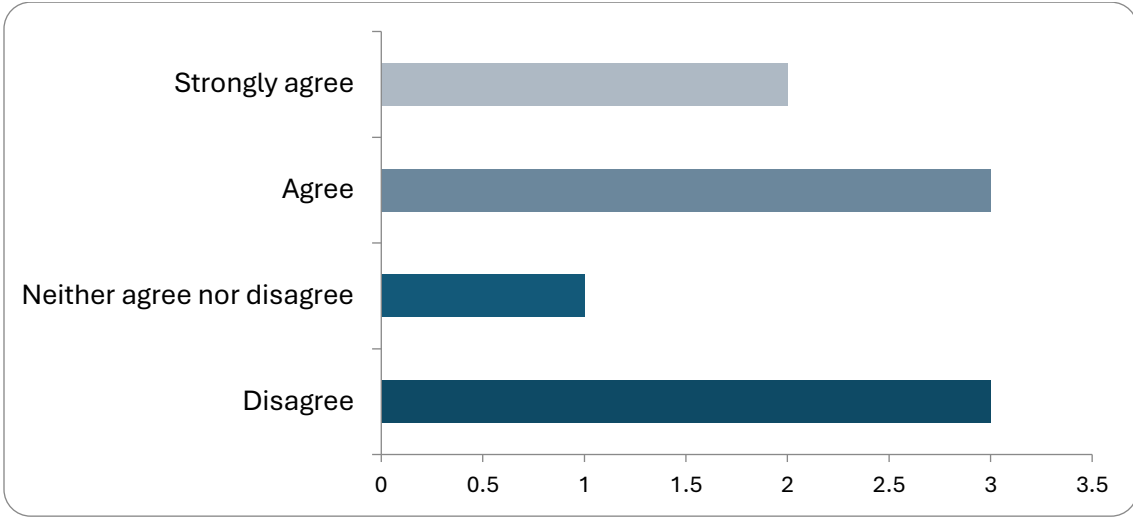
Option	Total	Percent
Strongly agree	3	33.33%
Agree	2	22.22%
Neither agree nor disagree	1	11.11%
Disagree	2	22.22%
Strongly disagree	1	11.11%
Not Answered	0	0.00%

Resident amenity - Not be placed where they cover the full length/outlook of a single property



Option	Total	Percent
Strongly agree	5	55.56%
Agree	3	33.33%
Neither agree nor disagree	1	11.11%
Disagree	0	0.00%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

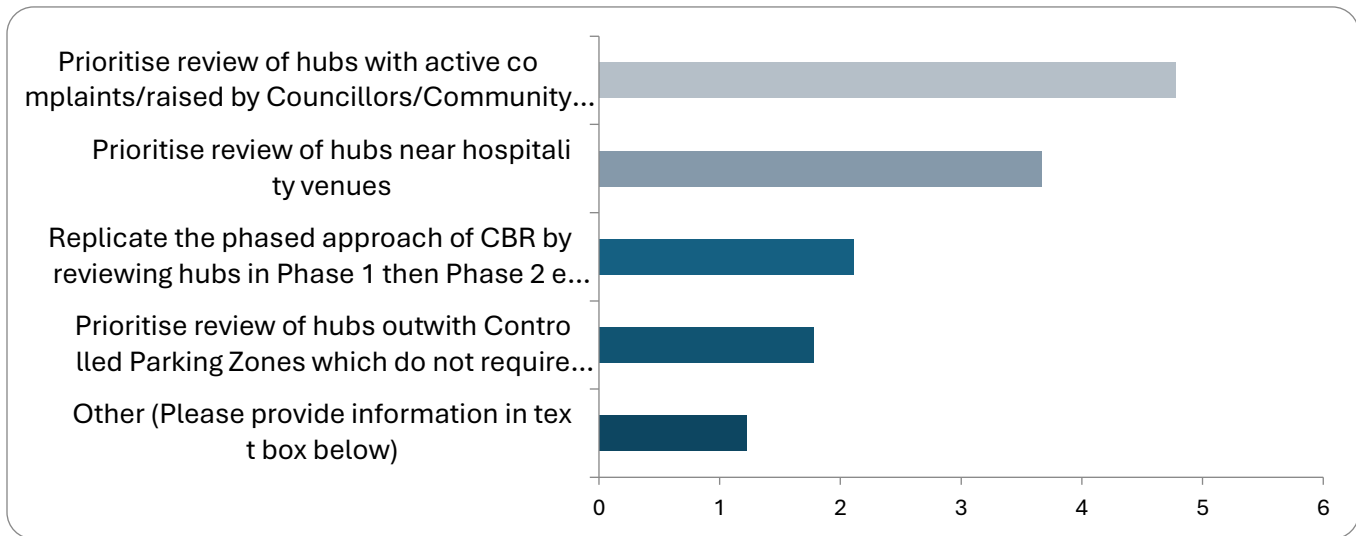
Resident amenity - Not be placed next to properties who don't use them (i.e. properties with kerbside/individual bins)



Option	Total	Percent
Strongly agree	2	22.22%
Agree	3	33.33%
Neither agree nor disagree	1	11.11%
Disagree	3	33.33%
Strongly disagree	0	0.00%
Not Answered	0	0.00%

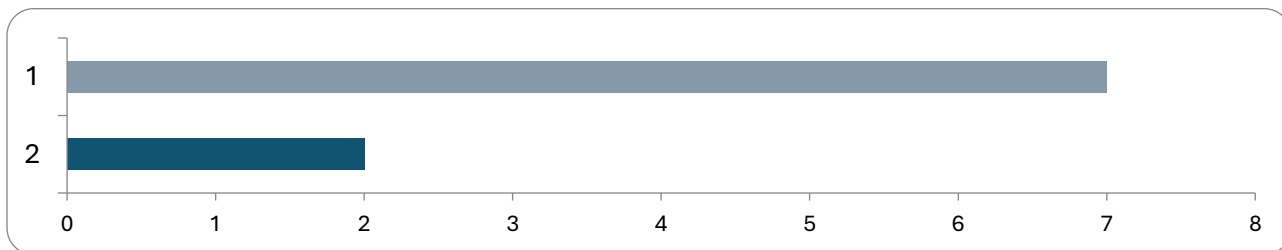
6: How should the review of bin hubs (linked to any criteria changes) be prioritized?

Ranking of 'Priorities'



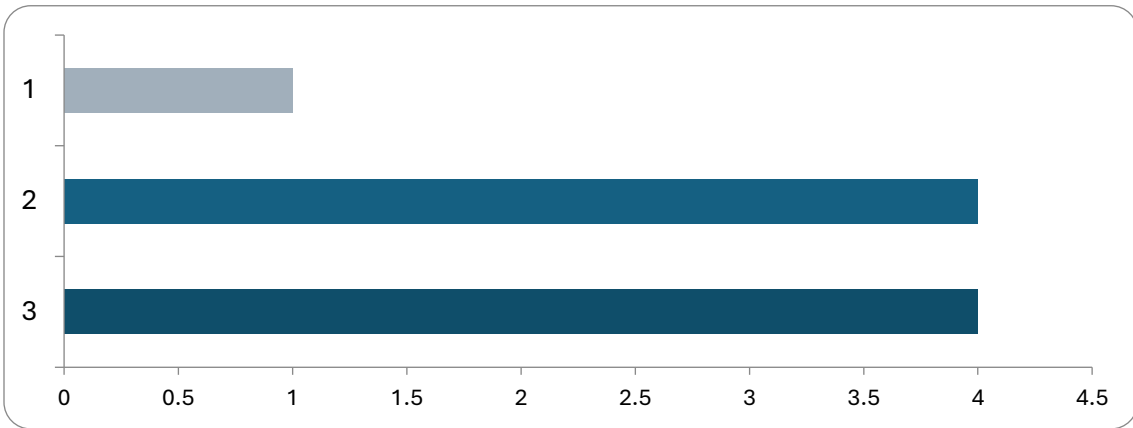
Item	Ranking
Prioritise review of hubs with active complaints/raised by Councillors/Community Councils	4.78
Prioritise review of hubs near hospitality venues	3.67
Replicate the phased approach of CBR by reviewing hubs in Phase 1 then Phase 2 etc	2.11
Prioritise review of hubs outwith Controlled Parking Zones which do not require a Traffic Regulation Order to make any changes	1.78
Other (Please provide information in text box below)	1.22

Priorities - Prioritise review of hubs with active complaints/raised by Councillors/Community Councils



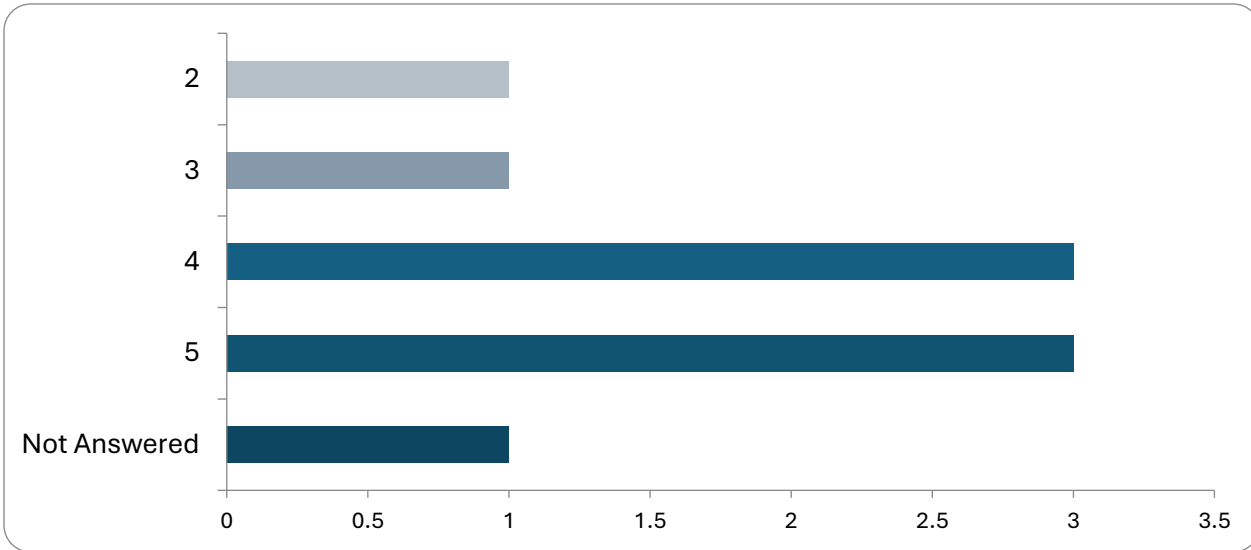
Option	Total	Percent
1	7	77.78%
2	2	22.22%
3	0	0.00%
4	0	0.00%
5	0	0.00%
Not Answered	0	0.00%

Priorities - Prioritise review of hubs near hospitality venues



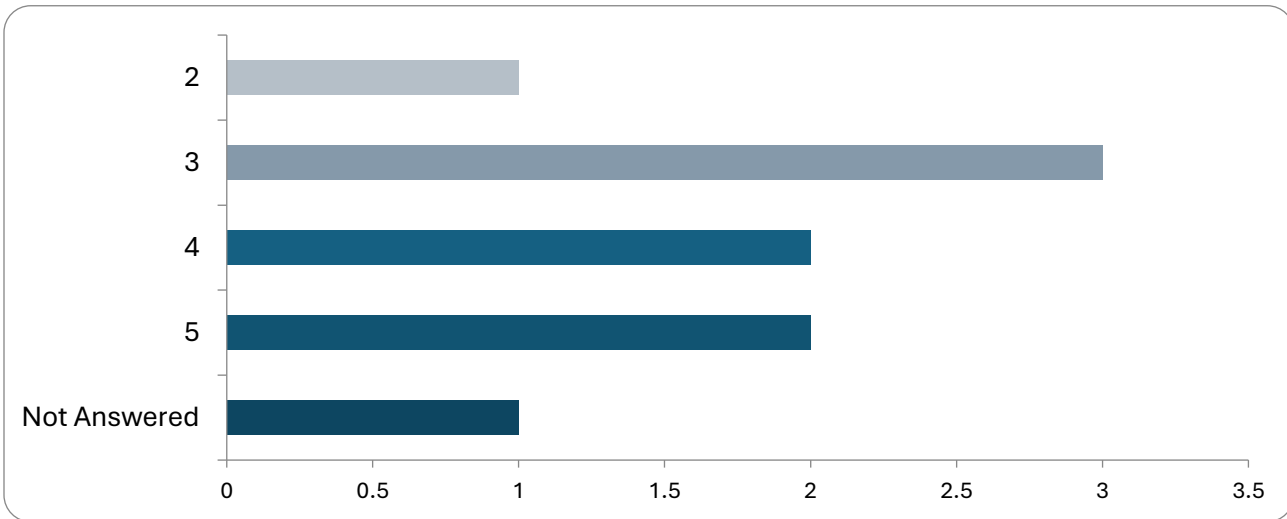
Option	Total	Percent
1	1	11.11%
2	4	44.44%
3	4	44.44%
4	0	0.00%
5	0	0.00%
Not Answered	0	0.00%

Priorities - Prioritise review of hubs outwith Controlled Parking Zones which do not require a Traffic Regulation Order to make any changes



Option	Total	Percent
1	0	0.00%
2	1	11.11%
3	1	11.11%
4	3	33.33%
5	3	33.33%
Not Answered	1	11.11%

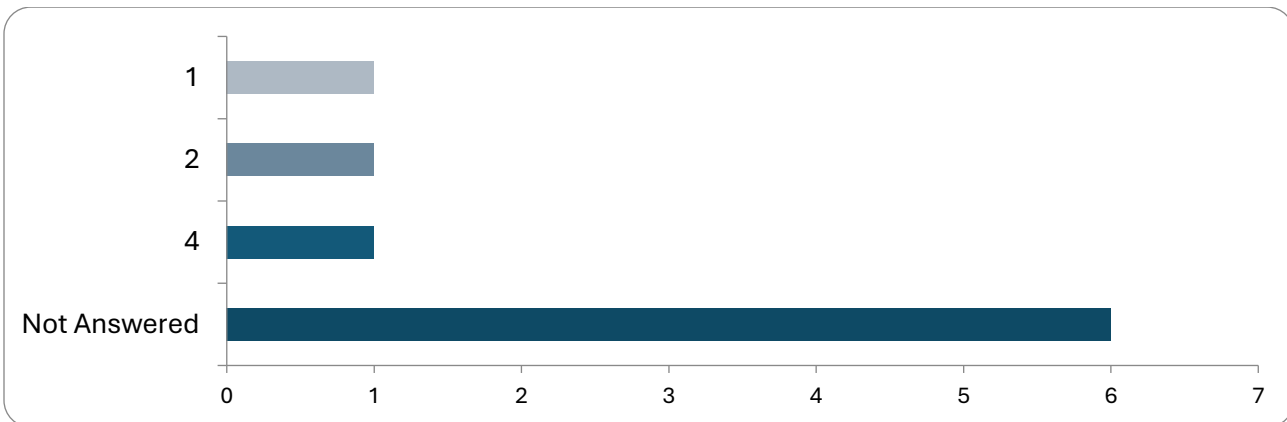
Priorities - Replicate the phased approach of CBR by reviewing hubs in Phase 1 then Phase 2 etc



Option	Total	Percent
1	0	0.00%
2	1	11.11%
3	3	33.33%
4	2	22.22%
5	2	22.22%
Not Answered	1	11.11%

Priorities - Other (Please provide information in text box below)

There were 3 responses to this part of the question.



Option	Total	Percent
1	1	11.11%
2	1	11.11%
3	0	0.00%
4	1	11.11%
5	0	0.00%
Not Answered	6	66.67%

Please enter comments here

There were 4 responses to this part of the question.

Prioritise re-siting of hubs where there are two hubs opposite each other in the same street. Of the above, prioritise placement away from a road junction. (For example, Lochrin Place, EH3). Ensure that bin hubs have no individual bins that can be arranged to block use of each other, so preventing easy access. (They are moved by motorists trying to make longer parking spaces.) Prioritise delineating spaces for bin hubs with barriers and clear road marking.

All residents should have a means to complain about the location of bin hubs and offer an appropriate (ie conforming to the criteria agreed) alternative. These should be top priority, but the box insists that I choose 4!!

Review this with new locations as opposed to historic. Review this placed in front of one sole property and therefore most impacted.

Rather than any of the prioritisations suggested above how about you triage them on the basis of extent of misery/impact on people the particular bin-hub is causing - some bin hubs cause irritation but others cause total misery to residents, including potentially mental health problems and distress as a result of a) the positioning of the bin hub in front of someone's window and b) intransigence of the Council in accepting the negative impacts this has had on someone's amenity.

7: Please use the space below for anything else you would like to tell us about the Communal Bin Review.

There were 9 responses to this part of the question.

The bins have in the past, and with the recovery of seagull populations will be generally coated with seagull and pigeon excrement on the bin opening covers. This especially after rain, when has spread the many viral and bacterial pathogens over the whole surface. This represents an environmental health hazard. Stickers should be placed on all bins warning people to wash their hands after touching a bin opening cover, or asked to wear disposable gloves whilst doing so. Zoonotic diseases continue to be a dangerous problem world-wide.

to improve the recycling rates consideration should be given to using green gull proof sacks so people are responsible for their own recycling (which is more pleasant to keep in a flat) and means that the quality is improved as this would reduce contamination of the large bins. This could be combined with on street residual bins to reduce the impact of bins on the streets.

We need to make sure that all hubs are located holistically. It's important not to focus too much on making a one-size-fits-all for all locations, it's more important that every location is considered individually to minimise negative impact. Things like not having residents stand in the flow of traffic is important on a busy road like Morningside Road, but for a quite cul de sac like Jordan Lane, this wouldn't be a problem.

Glass bins need to be located away from bin hubs into locations that are appropriate and further away from residencies. Without this change Resident Amenity can never be reached. A similar approach for food bins would be appropriate also, once they get dirty, they will smell.

Actual waste reduction and recovery needs to be monitored and if there is an overcapacity then the hub should be removed or reduced. The best short term solution may be to use existing locations and add a green bin? Glass needs to be carefully positioned and is not essential to a bin hub.

We live in a conservation area. Covering our streets in horrible smelling bin hubs does nothing to enhance a lovely neighbourhood? At no time during the setting up of this process were we consulted. We received no communication from the council. One notice appeared on a lamppost when the consultation process was closed. Not a democratic process from start to finish?

Your process could do with an independent review role where you decide not to move a bin-hub you should give reasons to residents and they should be able to ask someone to review the decision - a sort of 'bin hub ombudsman'. I raise several cases with the Council - submitting a presentation with pictures and notes about the impact the bin hubs were having and just got a short email back that none of them could be moved. For the woman who has the underside of a bin hub as her only view from her kitchen window this was appalling and

showed a complete lack of empathy with her situation. There should at least be a site visit to discuss with the resident and the Community Council.

The word 'must' in the bin hub location policy should be changed to 'should' throughout except for the need to provide waste collection facilities and to avoid residents being forced to stand in the flow of traffic to use a bin. Consequently, the interpretation of the criteria should become much more flexible in order to accommodate specific circumstances, mostly relating to issues of resident amenity.

The restriction applied to the use of the 100m distance criterion in combination with the crossing the road criterion should be removed.

A new criterion should be introduced to take account of resident amenity as defined by Planning policy Des5, i.e. to take account of noise, odour and impact on outlook and privacy.

A review should be carried out of the number and distribution of glass bins based on collection data with a view to potentially reducing the number of glass bins and therefore the potential noise impacts.

Within 12 months of the completed installation of bin hubs in an area, a review should be carried out of capacity requirements based on collection data with a view to potentially reducing the number of hubs.

The New Town and Broughton Community Council recognises that communal bin hubs will need to be part of the solution to future waste and recycling collection arrangements.

As the bin hubs have been installed under permitted development rights, there has been no requirement to consider residential amenity in their siting as there would have been had they been subject to the planning process. We therefore welcome the decision to formally include residential amenity in the criteria to be used to determine the location of communal bin hubs.

Consideration should be given to adopting a criterion of residential amenity based on the current Local Development Plan - Policy Des 5 Development Design - Amenity which states that:

Planning permission will be granted for development where it is demonstrated that:

a) the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook.

Based on this definition of residential amenity, proximity of bin hubs to the residential properties should be one of the main issues in their placement. Given the potential for bin hubs to act a magnet for fly-tipping and vermin as well as smells associated with food waste, these are issues which should also be considered. Pavement widths at chosen locations should at least meet the minimum requirements of the ESDG to ensure that there is safe access for pedestrians and wheelers.

In our responses above there are some points where we have stated that we neither agree or disagree with a stated position. This does not imply that we don't care but instead recognises that in some cases the application of standard rules does not apply. For example we are aware of some communal bin hubs that have been placed on the road outside residential properties rather than on the pavement where bins have been historically located away from the front of individual residential properties but where the pavement has been expanded for traffic management purposes so that there remains a significant area of pavement for pedestrians and wheelers. The rigid adoption of rules should not replace common sense in making the decisions about the placement of bin hubs.

Updated Review Framework (November 2024 – Proposal)

This framework should be used when:

- Determining locations for new bin hubs, as part of any changes to the waste and recycling service
- Reviewing existing bin hub locations currently installed and operational

New and existing bin hub locations should satisfy all these requirements, where possible.

The Edinburgh Street Design Guidance (ESDG) factsheets provide guidelines on how our streets and roads should be designed regarding the usage of space, accessibility and road safety. As such, distances and measurements included in any ESDG factsheets will be preserved.

1. Range of materials collected: Non-recyclable waste (NRW), dry mixed recycling (DMR), glass and food waste. **(See guidance note 1)**
2. Capacity (L) provided per property per week: NRW = 140/170L, DMR = 140/170L, Glass = 5/20L, Food waste = 5/20L **(See guidance note 1)**
3. Walking distance: Relaxed from 100 meters to 120 meters **(See guidance note 2)**
4. Road safety requirements and streetscape:
 - a. bins 10mtrs away from junctions and pedestrian crossings
 - b. bins on roads (not pavements)
 - c. bin hubs can be placed on opposite side of the road/pavement if: -
 - i. it is a 20mph road
 - ii. road width does not exceed 10.5mtr (Max unprotected walking crossing distance as per ESDG) **(See guidance note 3)**
 - iii. clear 25mtr lines of sight maintained based on derived sight stopping distances (SSD)
 - iv. No accident history within 25m radius from proposed location
 - v. Safe space to use bins – min pavement width of 1.5mtr (ESDG)
 - d. residents should not have to stand in the flow of traffic to use bins
 - e. The perceived impact is not transferred to another property
 - f. Parking optimization
5. Hospitality: Bin hubs should not be sited directly adjacent to an outdoor area currently used for tables and chairs by a hospitality venue. **(See guidance note 4)**
6. Resident amenity: Bin hubs should be sited in locations which minimise any negative impacts on resident amenity (if at all possible). **(See guidance note 5)**

Guidance Notes

These guidance notes are included to provide additional context on the application of the criteria included in the Updated Review Framework.

Guidance note 1: The provision of glass recycling at each bin hub to be reviewed post-implementation of the project with regard to capacity requirements linked to usage data of the glass recycling bins.

Guidance note 2: Walking distance can be relaxed provided the total walking distance including crossing a road (as outlined in criteria 4C) does not exceed 120 meters and that there is no adverse impact on capacity for nearby bin hubs.

Guidance note 3: Consideration should be given to road width requirements in cul-de-sacs and no through roads. Protecting pedestrians and road users must remain a priority.

Guidance note 4: To preserve resident amenity (criteria 6), in streets with both residential and hospitality premises, bin hubs may be placed in front of hospitality venues. Bin hubs located near premises (hospitality or otherwise) which do not currently use outdoor seating will not necessarily be moved if a permit is subsequently granted for tables and chairs.

Guidance note 5: Changes to criteria 1, 2, 3 & 4C(ii) are designed to allow greater flexibility and consideration of the impact on resident amenity.

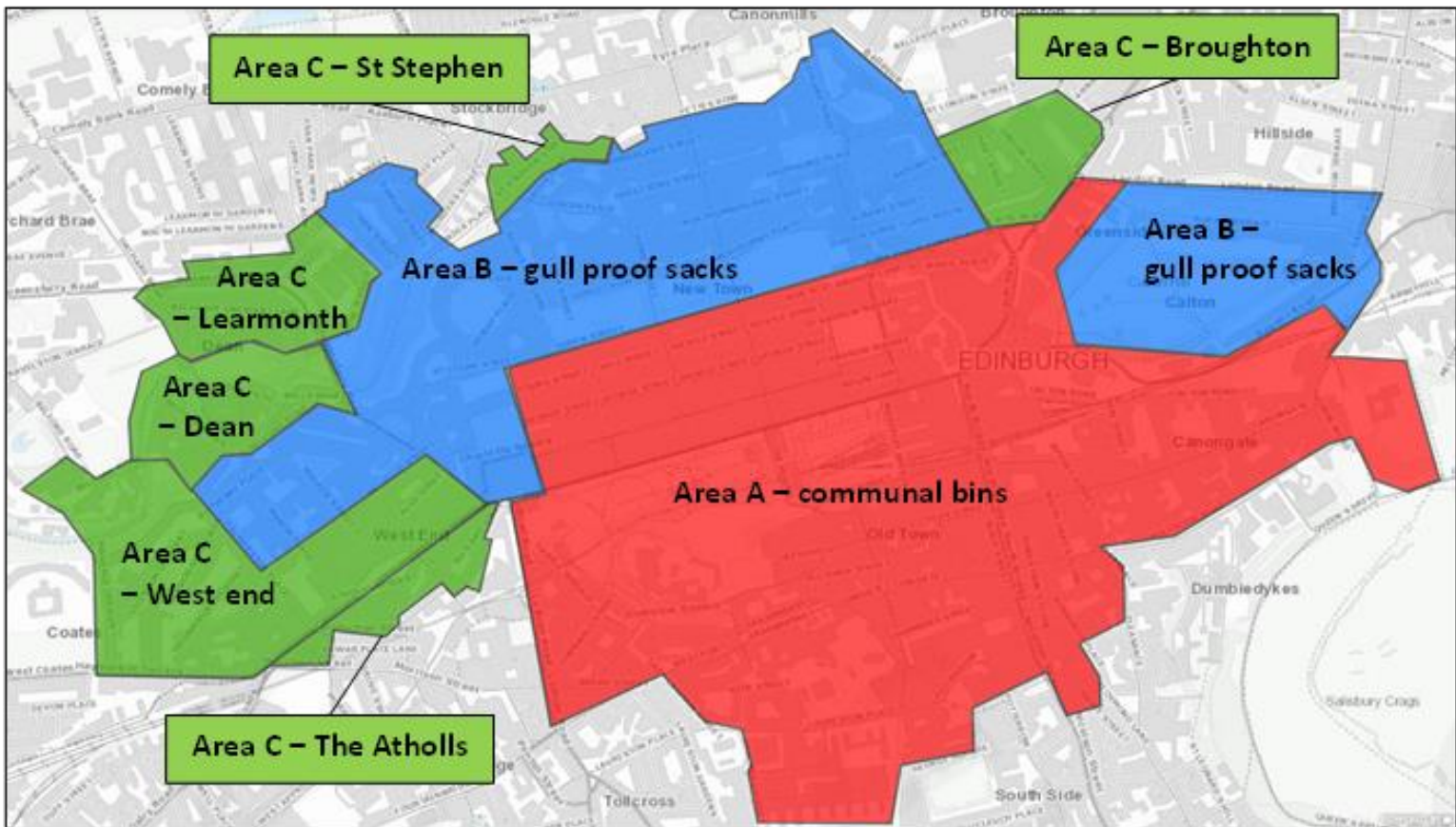
Appendix 4: Phase 5 Area B & C Engagement approach

Area B – New Town and West End

At the Transport and Environment Committee meeting in November 2023, a trial of gull proof sacks (GPS) was approved for some streets in Area B within the New Town. There are currently 2,000 properties on GPS and around 2,000 properties on communal service. The trial has demonstrated that a gull proof sack (GPS) service can be an effective way of delivering a waste and recycling service in some streets.

Area C - Broughton, St Stephen, Learmonth, Dean and Atholls

Communal bins are provided in most streets across Area C servicing around 3,000 properties. Proposals for an improved waste and recycling service here need to consider whether the GPS service or communal service would be most practical in these streets. Plans for proposed bin hub locations were prepared at the beginning of the CBR project using initial criteria (Approved February 2020). These would need reviewed in-line with the current criteria before engagement on proposed locations could take place.



Work is now required to engage with residents in Area B and Area C about proposals to:

- Maintain or introduce a GPS service across all streets
- Maintain or introduce a communal bin service (i.e. bin hubs) across all streets

The financial impact of implementing each option needs to be fully costed in relation to additional collection crews, purchase of bins/sacks/boxes, communications and engagement activities (mailings,

surveys, information sessions) extending the CBR project team to secure any Traffic Regulation Orders required to introduce bin hubs.

Timeline

- December: Prepare plans and communication materials
- January: Briefings for Ward Councillors, Community Council and other key stakeholders
- February: Engagement period (Including information sessions and online survey)
- March/April: Review feedback and update plans
- May: Take proposals for implementation to Transport and Environment Committee
- June: Commence works*

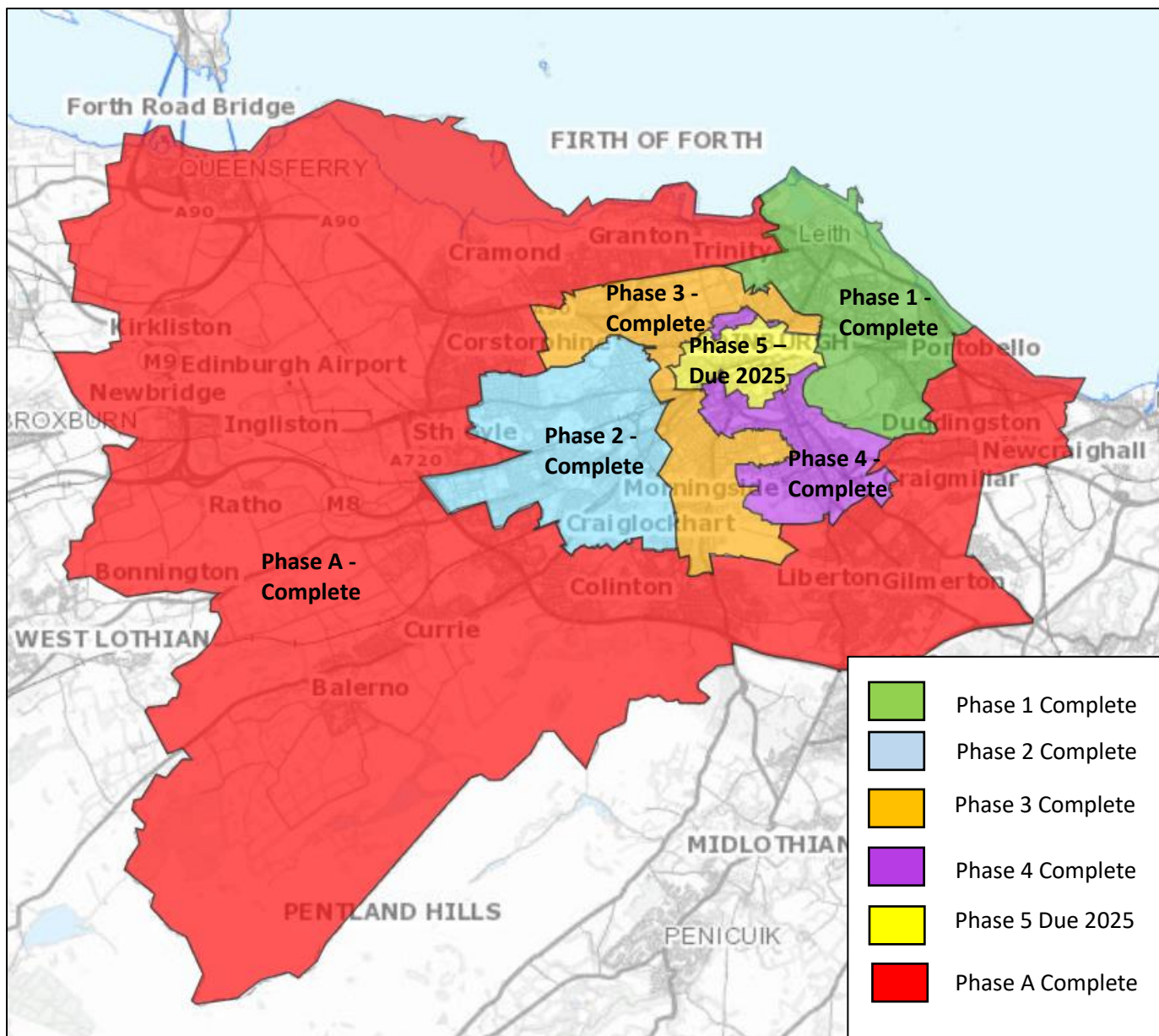
*The works required depend on the agreed approach and can include delivery of bags or boxes, the preparation of a TRO, removal of existing communal bins, sending letters/postcards/recycling guides, putting up posters on lampposts or in stairwells etc.

Appendix 5: Project Timeline

The timeline for the project is under continuous assessment to consider dependencies linked to other Council projects (e.g. Strategic Review of Parking, Active Travel), where possible. Changes to the criteria used for siting bin hubs has impacted the project timeline due to works being required at 133 locations, most of which require a TRO before the change can happen.

Traffic Regulation Orders (TRO)

The siting of communal bins at on-street locations in controlled parking zones (CPZ) requires the Council to promote Traffic Regulation Orders (TRO). This process is used to adjust the layout of parking places to accommodate and correctly reflect bin locations. The TRO introduces yellow line restrictions at bin locations that ensure that the Council complies with the requirement that all areas within a CPZ must be subject to parking controls and further helps to ensure that appropriate action can be taken if vehicles park adjacent to bin locations. The TRO process has the added benefit of providing transparency, as the legal process includes a formal consultation that enables anyone interested in the proposal to view it in detail and to object to the proposals. The Council is legally required to consider any material objections received in relation to the detail of the proposals. The TRO process can take time, with some Orders taking up to 18 months to complete. Orders relating to the Review are being expedited as fast as is possible.



Map - Project phasing and status

Works due for completion by March 2025

Phase 5 Area A (Old Town and George Street Corridor) – Installation of 60 bin hubs and removal of existing 70 OMB bins

Plans to introduce 60 bin hubs are progressing and TRO/24/23 has completed Stage 1 of the process. Work is underway to commence Stage 2 and the works to install the bin hubs are expected to take place in early 2025. Additionally, to install bin hubs at many locations requires the removal of existing on-street bins including around 70 OMBs.

Extended and peripheral Controlled Parking Zones (South Morningside, Newington & Prestonfield and Queensferry Road at Ravelston) – Installation of 55 bin hubs

Plans to introduce 55 bin hubs are progressing and TRO/23/35 has completed Stage 1 of the process. Work is underway to commence Stage 2 and the works to install the bin hubs are expected to take place in early 2025

Review Framework - Install 77 bin hubs and move/make changes to 68 bin hubs

Plans to install 77 bin hubs within Phase 3 and Phase 4 areas and to make changes to 68 bin hubs across all Phases are progressing. Final site visits were conducted in June 2024 and work to secure the required TRO is underway. The works to install/change these bin hubs will be arranged once the TRO has been secured.

Greenways – Install 11 bin hubs

There are 11 bin hubs (GG-23, GG-39, COR-01, SK-13, SK-22, P2-01, Z4-15, Z4-20, Z4-38, Z4-140 & Z8-28) due to be installed within Greenways areas and work is underway to secure the TRO. The works to install these bin hubs will be arranged once the TRO has been secured.

Risk of works not being completed by March 2025

The Communal Bin Review team are working to secure 4 x TROs, as outlined above, before works can take place. There are several factors which could impact the delivery timeline of the CBR planned works including:

- The system used to process and manage TROs within the Council has recently changed
- Any TRO which contains a bin hub location that receives 6 or more objections during Stage 2 would need to be considered by the TRO Subcommittee.
- Until a TRO has completed Stage 2, it is not known if there are 6 objections to a location.
- Additionally, the dates for meetings of the TRO Subcommittee in 2025 are not yet confirmed.
- Works cannot be scheduled with the contractors until the TRO has been secured so we cannot confirm if more than one crew can be provided for the works.
- Edinburgh Festival Embargo (26/07/25 - 07/09/25) means works cannot be completed in central areas

Considering the timescales involved in the TRO process, including statutory consultation and advertising periods, and the status of each TRO currently, there is potential that all works required to complete the project may not take place by the end of March 2025. Colleagues in Waste and Traffic Orders are working closely to ensure that the required TROs are processed as quickly as it is possible to do so.

Additionally, the engagement approach for Phase 5 Areas B & C and the subsequent decision on managing waste and recycling in those areas may include bin hubs in some streets. This means there will be a requirement for the Communal Bin Review project team, in some form, to continue beyond March 2025.

CBR Phase	Areas covered	Households (On-street)	Status	Hubs due for install	Project Progress (On-street)	Accumulative progress (Minus review framework)	Review changes (Phase 3 & 4)	Review changes (All Phases)	Total Review Changes	Total Review Changes (%)
		49,100		1512	87%	79%	67	66	133	8.80%
Phase 1	Leith, Bonnington, Abbeyhill, Pilrig, Meadowbank, Restalrig, Craigentenny,	12,000	Completed March 2022	380	25%	24%	0	21	21	5.53%
Phase 2	Gorgie, Roseburn, Shandon, Corstorphine	4,300	Completed April 2023	120	33%	29%	0	9	9	7.50%
Phase A (CPZ)	Portobello, Trinity, Newhaven	2,500	Completed April 2023	89	39%	35%	0	4	4	4.49%
Phase 3	Hillside, Broughton, Inverleith, Marchmont	15,000	Completed December 2023	436	68%	60%	43	18	61	13.99%
Phase 4	Stockbridge, Canonmills, Fountainbridge, Tollcross, Southside	9,600	Completed April 2024	262	85%	75%	24	8	32	12.21%
Phase A (Non-CPZ)	Granton, Oxgangs, Peffer, Spylaw, Firrhill	1,100	Completed September 2024	33	87%	79%	0	0	0	0.00%
Extended & Peripheral CPZ	South Morningside, Newington & Prestonfield and Queensferry Road	1,600	Due early 2025	55	91%	82%	0	5	5	9.09%
Phase 5	Old Town, George Street Corridor	3,000	Due early 2025	60	95%	87%	0	0	0	0.00%
Review	Installs in Phases 3 & 4	-	Due mid 2025	77	100%	95%	0	0	0	0.00%
Review	Changes City-wide	-	Due mid 2025	68	N/A	100%	0	0	0	0.00%