

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 12 November 2020

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Scott Arthur Councillor Eleanor Bird Councillor Gavin Corbett Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Susan Webber Councillor Iain Whyte</p>	<p>Veronica Wishart Senior Executive Assistant 0131 469 3603</p> <p>Veronica MacMillan Committee Services 0131 529 4283</p> <p>Martin Scott Committee Services 0131 529 4237</p>

Recent news	Further information
<p>Edinburgh City Centre Transformation (ECCT)</p> <p>To support the city’s recovery from the COVID-19 pandemic and to align with finalisation of the City Mobility Plan, a brief review of ECCT’s delivery plan is underway.</p> <p>A year-on from approval of the ECCT Strategy, it has informed the Spaces for People (SfP) programme’s temporary street closures in the Old Town, to support safer conditions walking, cycling, wheeling for exercise and essential travel. As reported separately, ECCT projects such as the City Centre West-East Link, Meadows to George Street and George Street and the First New Town (GNT) are progressing towards delivery.</p>	<p>Contact:</p> <p>Will Garrett Spatial Policy Team Manager</p> <p>Will.Garrett@edinburgh.gov.uk</p> <p>Wards affected – City Centre, Southside/Newington.</p>

The George Street and the First New Town project will now enter an exciting and critical phase to develop a final Concept Design by early Spring 2021 through the appointment of a multidisciplinary design team. Progress towards finalising the Concept Design, the forward programme and consultation strategy will be reported in January.

The ECCT one-year review will place renewed focus on achieving a carbon neutral Edinburgh by 2030, lessons learned through SfP and consider recent change in travel behaviours. This will help to shape the development of the Strategy's wider City Centre Pedestrian Priority Zone to create people friendly streets and liveable neighbourhoods.

The review will link with the emerging Princes Street and Waverley Valley Strategy reported to Planning Committee in October. The updated ECCT delivery plan will be reported in early 2021

Kirkliston and Queensferry Traffic and Active Travel Study

An update on the actions arising from this study is provided below.

Contact

Dave Sinclair

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Workplace Parking Levy Update

The City of Edinburgh Council has a commitment to investigate a Workplace Parking Levy (WPL) for Edinburgh which is now permitted as a discretionary power from the Transport (Scotland) Act 2019. The legislation focus is on utilised parking at workplaces and does not cover wider non-residential parking including customer parking spaces. A workplace parking survey was completed in Edinburgh during February to March 2020 to help inform the feasibility of a WPL in the city. More detail on the research is provided below.

The survey identified 1,085 businesses and 2,766 workplace locations/sites within Edinburgh. These included all services in scope of the legislation. The forecast shows around 32,500 parking places across the city were identified as chargeable within the terms of the legislation as part of a WPL scheme. This total therefore takes account of the national exemption on medical properties and places allocated for disabled parking.

Contact

Paula McLeay, Policy and Insight Senior Manager
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Continued development of a WPL scheme is dependent on relevant regulations for the Transport (Scotland) Act 2019 being prepared by Government officials. Work on the preparation of these Regulations was delayed as a result of COVID-19 until at least the end of 2021. Any further business case development for a WPL can only be taken forward once the Regulations are in place and, following legislative direction, must be aligned to local transport plan objectives. As such, any further consideration of the WPL will be reflected as part of the City Mobility Plan development.

Council officers will continue to make use of the wider information provided in the survey to support transport initiatives and mobility plan development.

E-Scooter Update

E-scooters are currently not legally permitted on roads or footways within Scotland.

Edinburgh is awaiting the results of the Department for Transport's e-scooter trials in other UK cities before looking to progress with any trials for encouraging their uptake here.

Should the use of e-scooters be legalised in Scotland, consideration will be required as to how to enable their use in a manner that is safe for both e-scooter users and all other road and footway users.

Further updates will be provided to Committee on completion of trials elsewhere in the UK. Trials are expected to run for 12 months, most having begun in July or August 2020.

Background Links

<https://www.gov.uk/government/consultations/legalising-rental-e-scooter-trials-defining-e-scooters-and-rules-for-their-use>

<https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users#trial-areas>

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators#timescales>

Brunstane Road Closure and Coillesdene Area Traffic Management Proposals

Residents on Brunstane Road, between Milton Road and the railway bridge, have experienced long-standing traffic problems due to a combination of the narrow width of the road, increasing volumes of traffic and the general increase in the physical size of vehicles. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged. Local councillors have asked that officers review resident concerns and consider a solution to mitigate the problem. This is proposed through the implementation of infrastructure to create a quiet neighbourhood within the Joppa triangle.

Following the closure of Brighton Place for road reconstruction work during 2019, representations were made from residents that this had increased traffic volumes on Brunstane Road. As a means of addressing this, the decision was taken in late February 2019 to close Brunstane Road to motorised vehicles, and this closure remained in place until December 2019 when Brighton Place reopened. During this period, residents reported a significant improvement in quality of life on this section of Brunstane Road as a result of the reduced level of traffic. However, during the closure of Brunstane Road, complaints were received from residents in the Coillesdene area citing an increase in traffic due to displaced traffic from Brunstane Road.

Since Brunstane Road reopened a number of local residents have continued to contact the Council requesting a permanent closure to be introduced.

However, it is recognised that any such closure would have an impact on traffic in the Coillesdene area and have looked at mitigation measures within that area as part of any proposal to close Brunstane Road to through traffic.

The preferred option is considered to be a closure of Brunstane Road at the railway bridge in conjunction with measures at various locations in the Coillesdene area with the aim of creating a quiet neighbourhood where unnecessary through traffic is discouraged. If taken forward, the measures could be introduced through an Experimental Traffic Regulation Order (ETRO) to reduce the volume and speed of vehicles through the area,

Contact

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providing a safer environment for residents, pedestrians and cyclists. This placemaking vision for the Joppa triangle is in-line with current philosophies which take a people-centred approach to urban planning to promote health, happiness and well-being.

The key stages of promoting an ETRO include; statutory consultation, placing the draft order on public deposit, assessing objections and finalising the ETRO. Committee would then consider objections and determine if the ETRO should be made. If agreed, the ETRO would then be published and the temporary infrastructure would be installed. The minimum period for the introduction of an ETRO is nine months as the above statutory stages must be complied with; and can be in place for up to 18 months. The impact on the local area would be monitored and reviewed to consider whether a permanent traffic regulation order should be introduced.

Portobello Community Council consulted the wider community in March 2020 on the potential closure of Brunstane Road. The conclusion of this showed that of 441 responses, 18% were in support of the proposal to close Brunstane Road, with 80% against it.

Whilst some informal consultation with local residents had been held prior to the COVID-19 lockdown, it is now planned to undertake wider consultation through the Council's Consultation Hub in late 2020, with the intention of formally reporting to the Transport and Environment Committee in January 2021.

Strategic Review of Parking - Update

In September 2019, approval was given to commence work on extending the Controlled Parking Zones. Four phases of implementation were planned, subject to initial consultations and Committee approval to commence the necessary legal processes.

While an informal consultation was carried out in late 2019 for Phase 1 (covering Gorgie/Shandon, Leith Walk and Leith), the planned consultations for Phases 2 (Bonnington, Easter Road and A8 corridor) and 3 (Grange, Prestonfield, Craigleith, Warriston and Telford) were postponed as a result of the lockdown conditions introduced due to COVID-19.

For Further Information

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Leader - Parking

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As a result of ongoing discussions with our appointed consultant, it is now proposed to make preparations to proceed with the planned consultations. Although some details have yet to be finalised, it is anticipated that all aspects of those consultations will now take place virtually rather than face to face. This approach recognises the ongoing challenges and advice regarding large gatherings and the need to reduce the risks for staff and attendees.

In terms of timescales, COVID-19 has impacted on the timeline previously reported to Committee, but plans to negate, as far as possible, any impact on the overall time to deliver the four approved phases have been developed.

The revised implementation timetable, subject to Committee approval and providing sufficient time for completion of the necessary legal processes, is as follows:

- Phase 1: moved to Q4 of 2021,
- Phase 2: moved to Q2 of 2022;
- Phase 3: moved to Q4 of 2022; and
- Phase 4: remains in Q1/2 of 2023.

The informal consultations for Phases 2, 3 and 4 will begin in January 2021. The results of those consultations will be reported to Transport and Environment Committee.

A full report will be submitted to Committee in January 2021 setting out details of the revised timescale, the results of the Phase 1 consultation and will seek a decision on the next steps for that proposal, including whether to commence the Traffic Regulation Order process.

Department for Transport Highway Code consultation

The Department for Transport (DfT) is undertaking a review of the Highway Code, with a view to improving safety for cyclists, pedestrians and horse riders.

The proposed changes will help to protect more vulnerable users of the city's streets. The proposed new rules will further enable the Council to shape the city's built environment and streets to support and encourage our citizens and visitors to travel actively around the city. In doing so, these changes support Edinburgh's strategy to achieve net-zero carbon emissions by 2030, facilitate better health and support Edinburgh as a place to live and do business.

Contact:

Sarah Feldman
Transport Officer

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In consultation with the Transport Convenor and Vice Convenor, a response has been submitted to the Department of Transport.

The DfT will publish a summary of responses, including next steps within the next three months.

Communal Bin Enhancement Update

Transport and Environment Committee received an update on the Communal Bin Enhancement project on [27 February 2020](#) and approved:

- Parameters and criteria to be used to determine locations of each bin hub;
- The types of bins that would be used for non-recyclable waste, recycling, food waste and glass; and
- The phasing and timeline.

However, due to COVID-19 and other workstream dependencies, the phasing and timeline are currently being reviewed and an update will be reported to Transport and Environment Committee in January 2021.

The COVID-19 restrictions have particularly impacted on the types of engagement which have been possible. In August and September 2020, in collaboration with Changeworks, outdoor events were carried out (a summary of this is attached). Plans for further engagement are currently being developed, with a focus on online engagement to recognise the restrictions of COVID-19 and the upcoming winter weather.

For the areas which are subject to parking restrictions, within the current Controlled Parking Zones (CPZ), variations of those parking restrictions need to be amended through the Traffic Regulation Order (TRO) process. It is anticipated that TROs for extended areas (N1-N5 and S1-S4) will be advertised in autumn/winter 2020. Plans for the other parking areas within the current CPZ, zones 1-8, will be progressed with support from colleagues in the Parking team.

Contact:

Andy Williams

Waste and Cleansing
Service Manager

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Kirkliston and Queensferry Traffic and Active Travel Study

Briefing Note – November 2020 v3

Intervention Timeline	Recommendation	Action owner	Update from	Update at April 2020	Further Action	Update November 2020
Short Term	Local Active Travel improvements Signs and local infrastructure changes	Active Travel	Andres Lices, CEC Active Travel Team	<p>Andres is currently working on a programme of minor improvements across the City and has reviewed the Traffic Study report to consider the minor improvements suggested within it for incorporation into this programme.</p> <p>For the purposes of this programme, minor improvements are defined as:</p> <p>“A low-cost/high-benefit improvement that requires minimal design work and consultation (an easy win) and that can be easily implemented in a small section of the current cycle and pedestrian network”.</p> <p>Low cost defined as small “projects” that are under £5k, or up to £12k if the following criteria is met:</p> <ul style="list-style-type: none"> - Traffic management is required. - They are safety improvements. - They cannot be part of a bigger scheme. <p>Minor improvements could cover:</p> <ul style="list-style-type: none"> - Missing (small) infrastructure such as: Dropped Kerb, Islands. - Missing or worn markings. - Missing or obsolete signage. - Removal of barriers: Chicanes - Review of local signage <p>Andres has also reviewed the list of issues from the Active Travel Study and suggested the following:</p>	Update on minor improvements programme, Sustrans Barriers study and local signs review.	Contact - Andrew Easson. Due to competing workload demands, including the Spaces for People programme, actions from the Active Travel minor improvements programme will be assessed and considered in 2021.

			<p>4.1 B8000 between South Queensferry and Kirkliston – Increasing distance between live traffic and the shared footpath/cycleway: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p> <p>4.2 Northern Access to Kirkliston – Installation of On-Road Cycle Lanes: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p> <p>4.3 B800/B907/Ferrymuir Roundabout – Cyclist Priority Raised Crossing (South Arm): Signage to be reviewed and project to be considered in more detail.</p> <p>4.4 South Queensferry Town Centre via B907 (Kirkliston Road/The Loan) – Signage/Lining and Drop kerbs. Signage to be reviewed and project to be considered in more in detail.</p> <p>4.5 A904 Between Forth Bridge Junctions - Builyeon Road remote cycleway/footpath: This active travel improvement is being progressed under the context of transport improvements associated with the adjacent proposed development. The Active Travel team are involved in ongoing discussions/design considerations.</p> <p>4.6 Cycle Link from Dalmeny to Newbridge – Infrastructure Improvements/ Surfacing/ Lighting/Improved Access points: For consideration in line with the 2020 Active Travel Action Plan (ATAP).</p>		
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				<p>Installation of benches along the cycle Path between Dalmeny and South Queensferry.</p> <p>This additional minor improvement was suggested by one of the ward Councillors. After looking in detail to the location, it was deemed that this would not be included within the minor improvements programme, as building plinths to install the benches would exceed the criteria set out above.</p> <p>Sustrans have recently provided the Active Travel team with a list of barriers (access restrictions) at locations across the city, which include some within the study area. Andres has just received this information and has yet to consider the findings. It is understood that many of these barriers or restrictions on public land should be reviewed as part of the minor improvements programme – further information to follow.</p>		
	<p>Kirkliston Crossroads</p> <p>Junction efficiency assessment and Section 75 investment.</p>	<p>Transport Network and Enforcement Team (ITS)</p>	<p>Mark Love, CEC Traffic Signals Team (ITS)</p>	<p>Original Section 75 from Cala Homes used to upgrade the junction signals and controller in 2007/8.</p> <p>Phasing changed to introduce split north/south stages:</p> <p>In early 2015 the controller configuration was changed and additional vehicle detectors added, as well as the footway improvements using further S75 contributions. At the time extensive traffic monitoring was carried out and additional timing changes were implemented during frequent observations.</p> <p>Junction efficiency assessment and changes to timings:</p> <p>In 2019 further adjustment were made to the right turn timings and the right turn detector operation to improve junction efficiency.</p>	<p>No further update.</p>	<p>Traffic Signals team continue to monitor junction efficiency following the reopening of the Burnshot Bridge. No significant signal timing changes have been necessary.</p>

				<p>Further Junctions Improvements:</p> <p>Currently, there are no realistic physical or technical changes that would improve the efficiency of the signalised junction. Under normal circumstances the junction is vastly over capacity, only significant changes to demand or revised priorities/layout would be likely to reduce traffic volumes.</p> <p>Burnshot Bridge:</p> <p>When the Burnshot bridge reopens, we should expect fewer vehicles turning right from the west and turning left from the east, therefore increasing the gaps in traffic for opposing vehicles who would normally turn right.</p>		
	<p>Queensferry High Street Town Centre Improvement project Expected start date Feb/March 2020</p>	<p>North West Locality team</p>	<p>Dave Sinclair, North West Locality Team</p>	<p>Project Update:</p> <ul style="list-style-type: none"> • Project Tender issued 20th December 2019 • Tender Review meeting 27th February • Cost of tender greater than current project budget (£2m less design/supervision fees) • Currently, in discussion with the preferred contractor to negotiate rate reduction/changes to project scope. • Consideration to re-tender revised scope of work (To be agreed) • Virtual Project Steering Group Meeting to be arranged 	<p>Project Steering Group meeting to be arranged to update on tender decisions and consider future programme in Queensferry.</p>	<p>Project scope revised and expanded following discussions and agreement with the Steering Group.</p> <p>Proposal to include one-way traffic management, contraflow cycle lane and revised parking/access arrangements.</p> <p>Sustrans bid to be submitted November 2020.</p>
	<p>Queensferry – Station Road Corridor Installation of local traffic calming</p>	<p>North West Locality team</p>	<p>Dave Sinclair, North West Locality Team</p>	<p>Additional Traffic Calming on Rosshill Terrace:</p> <ul style="list-style-type: none"> • Raised Table to be installed at the Bankhead Grove/Forth Terrace junction. • Design complete • Consultation with Public transport operators to be undertaken 	<p>Programme update from NW team regarding anticipated installation date.</p>	<p>Installation of the proposed raised table on Rosshill Terrace will be considered as part of the planned Queensferry High Street Town Centre works.</p>

Kirkliston and Queensferry Traffic and Active Travel Study

Briefing Note – November 2020 v3

				<ul style="list-style-type: none"> Installation expected Summer/Autumn 2020, depending on resource availability. 		
Longer Term	Local Active Travel investment Consider projects in line with city wide 2020 Active Travel Action Plan.	Active Travel Team	Andrew Easson, Road Safety & Active Travel Manager	Active Travel Team to update on development and outcome of 2020 Action Plan (ATAP).		Contact - Andrew Easson. Local Active Travel investment will be considered, assessed and prioritised under the context of the Active Travel Action Plan.
	Kirkliston Town Centre Crossroads junction reconfiguration	Strategic Transport Team	N/A	No further update to offer		No update to offer.
	A90 Slip Road local access trial with Transport Scotland	Transport Network and Enforcement Team (ITS)	Graeme Paget, Roads Directorate, Transport Scotland	<p>Update from Transport Scotland – December 2019:</p> <p>The Forth Road Bridge(A9000) now forms part of the Forth Estuary Public Transport Corridor as do the Public Transport Links described in the survey report. Legislation passed through the Scottish Parliament does not allow private car use on these Public Transport Links, only buses, taxis, motorcycles under 125cc and other authorised vehicles, mainly agricultural.</p> <p>Furthermore, the use of the Forth Road Bridge as a dedicated public transport corridor, and the associated bus lane infrastructure installed as part of the Fife ITS and Junction 1A schemes, have reduced journey times for public transport users from the Fife park and ride sites. Analysis shows around a 40% saving in journey time over the driven route by using public transport between Ferrytoll and Newbridge roundabout at peak times. These benefits would not be realised if access was given to private cars during peak times.</p> <p>A review of the project will be available early next year (2020) to look at how it has performed during its first full year operating as a motorway and public transport</p>	Dave Sinclair to make contact with Veronica Allan regarding suggested 2020 review outcome (presumably subject to recent CV-19 changes to traffic conditions and staff availability).	Dave Sinclair has been in contact with Graeme Paget, Transport Scotland Network Manager) and Veronica Allan. Update regarding TS Public Transport Review has not been provided to date.

Kirkliston and Queensferry Traffic and Active Travel Study

Briefing Note – November 2020 v3

				<p>corridor. At that stage, it may be possible to look at other measures to enhance the driveability of any identified problem areas.</p> <p>As this piece of work is being managed by our Transport Strategy & Analysis team, I've copied your email to Veronica Allan, Senior Transport Planner who is better placed to provide up to date information on this issue and confirm to you the timeline ahead.</p>		
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Summary Briefing - Edinburgh Workplace Parking Survey 2020

Executive Summary

- 1.1 This report provides a summary of the methodology and results of the Edinburgh workplace parking survey. The main findings from the survey include:
 - 1.1.1 Edinburgh Parking Survey research identified 1,085 businesses and 2,766 workplace sites with around 75,000 parking spaces within the city boundary.
 - 1.1.2 A sample survey further assessed and validated almost 800 workplaces covering 59,000 parking spaces.
 - 1.1.3 It was estimated that the number places considered to be chargeable as part of a Workplace Parking Levy scheme in Edinburgh was 32,500.
- 1.2 Legislation requires that any future consideration of WPL is closely tied to the objectives and outcomes of local transport plans.

Background

- 1.3 A study began at the end of 2019 to examine the workplace parking supply in Edinburgh in order to inform the Council's consideration of a Workplace Parking Levy (WPL) in Edinburgh.
- 1.4 The main aim of the commissioned research was to quantify the typical vehicle occupancy at workplaces and establish the number of occupied spaces considered to be chargeable ('liable') under the legislation, providing an independent evidence base for any future business case development.
- 1.5 Development of a WPL scheme business case and proposal cannot be progressed until regulations for the Transport (Scotland) Act 2019 having been completed in Parliament. These have been delayed as a result of COVID and are not expected to be complete before the end of 2021.

Survey Methodology

- 1.6 The Workplace Parking survey involved the identification of 1,085 businesses and 2,766 workplace locations/sites. These included all sites eligible under the legislation.
- 1.7 To complete the estimate for WPL liability in Edinburgh a sample approach was used to ensure the maximum amount of parking places could be validated and that the size of WPL liability could be estimated with few as necessary physical visits or direct contact with workplaces.
- 1.8 Throughout February and March 2020, parking surveys were undertaken at almost 800 business places within the City boundary. The sample visit of surveys resulted

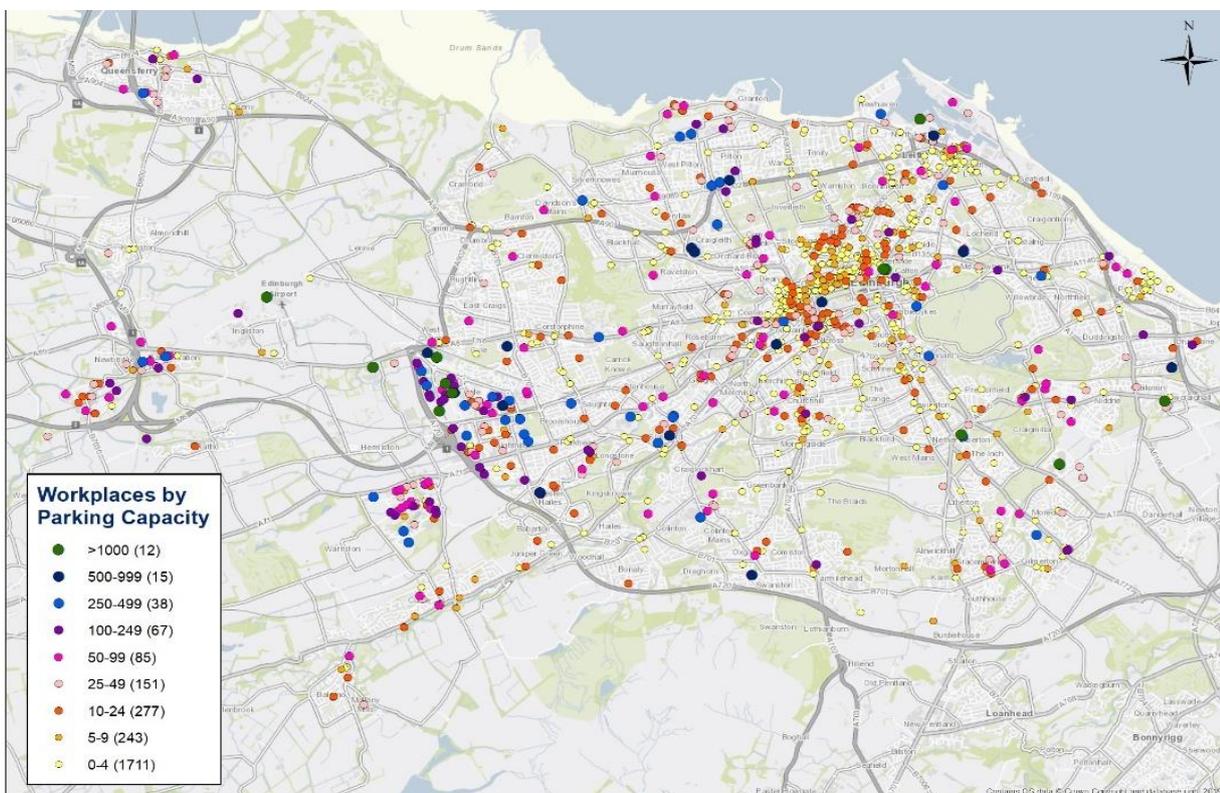
in 762 workplaces or 28% of total workplaces being visited and assessment of 59,000 parking spaces or 80% of total parking spaces identified.

- 1.9 These physical visits counted parking capacity, utilised spaces, assessed count on WPL liability places, EV parking spaces, disabled parking spaces, and noted comments on location like access to alternative parking. This created a comprehensive dataset of parking activity that will be used as a baseline for further potential work.

Survey Results

- 1.10 Over 59,000 parking spaces were surveyed at least once during the survey period in early 2020. This was from a total of validated maximum occupied parking spaces total of 74,877. Findings from the study are considered to have a 'high' level of accuracy and representativeness, using statistical estimation the surveys conducted produced a 97% level of confidence in results.
- 1.11 The study forecast a liable total of 32,541 parking places across the city (places considered to be chargeable as part of a WPL scheme). This total accounts for the national exemption on medical properties, allocated blue badge spaces.
- 1.12 42% of all workplace parking is in the city centre. Figure 1 shows the location of workplaces by parking size across the city.

Figure 1: Distribution of workplace parking sites Edinburgh 2020



- 1.13 The study estimates that 24,379 were liable at the time of the survey from the sample of workplaces they were directly able to contact and visit over that time. As this estimate was based on only a sample and not all workplaces in Edinburgh, it

was able to forecast a total of 35,003 WPL liable spaces using all parking locations in the city. Figure 2 shows parking capacity and WPL liable parking by land use.

- 1.14 The forecast shows a liable total of 32,514 parking places across the city (places considered to be chargeable as part of a WPL scheme). This total accounts for the national exemption on medical properties, allocated blue badge spaces.

Figure 2: Parking capacity and WPL liability by land use Edinburgh 2020

Type of Workplace / Land Use	Parking Capacity	Survey WPL liable Parking	Estimated WPL liable Parking	% WPL liable
Large Office, >100 space	14,389	9,756	12,953	90%
School / University / Nursery	8,509	5,868	7,743	91%
Medium Office, >10 space	6,719	4,415	5,691	85%
Shopping Centre / Retail	24,350	947	1,883	8%
Medical / Health (exempt)	1,932	1,251	1,694	88%
Small Office, <10 space	2,154	624	1,619	75%
Industrial	1,538	960	1,330	86%
Other (workplaces <5 spaces)	6,817	213	858	13%
Transport Depot	592	505	579	98%
Police Service	702	242	403	57%
Hotels	5,000	0	250	5%
Land Use unknown / not	2,175	0	-	0%
Total	74,887	24,379	35,003	47%

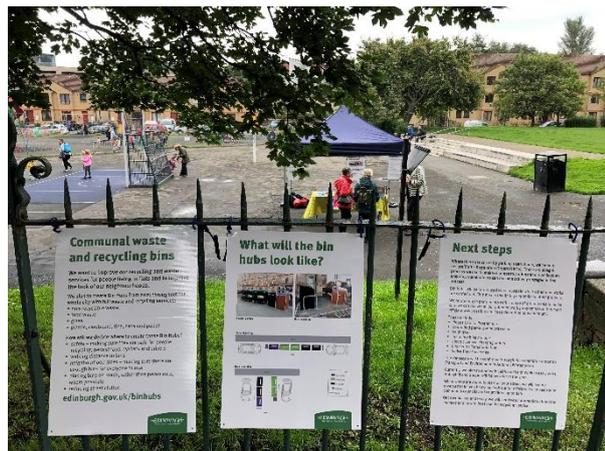
Note: To produce a conservative estimate 'Other' and 'Medical / Health' categories. Medical is by legislation excluded as a chargeable for a Workplace Parking Levy scheme. This would produce an estimated WPL liable parking total of 32,514 spaces.

Communal Bin Review project

On-street engagement, 18 August – 24 September 2020

Changeworks and The City of Edinburgh Council Waste and Cleansing Team collaborated to deliver a series of on-street community engagement events across Edinburgh to inform the public about planned improvements to their waste and recycling service as part of the Council's [Communal Bin Review project](#).

These improvements will make it easier for people living in flats to recycle and will improve the look of Edinburgh's neighbourhoods. New bin hubs are being created across the city in 2021 which will provide a full waste and recycling services at each location, modelling the new bin hubs which have already been successfully installed and well received in Albert Street as part of a concept testing in 2019.



Due to the Covid-19 restriction the information events previously planned to happen indoor have been carried out in outdoor setting. Further measures to fulfil Covid-19 requirements and guidance have been implemented including provision of hand wash gel to regularly wash hands, absence of hand out printed material, provision of printed materials as poster to maintain a safe distance between officers and residents.

Twelve engagement events took place between 18 August and 24 September 2020. Staff from Changeworks and The City of Edinburgh Council spoke to a **total of 667 people** about the communal bin improvements. Public response was overwhelmingly positive. Some responses included: *“Sounds good! When will you get to my street?”*, *“That’ll make things easier”*, *“Finally! Good news!”*, *“Sounds like an improvement”*. Staff worked to invite people over to the stall to talk (from a social distance) and generally the public were happy to engage on this topic; there was only one day where engagement figures were significantly lower which was due to heavy rain (on Tay Street).



Other positive comments included:

- *Yes, this is a great idea. People can't be bothered walking to find a bin so if they're all together it'll be lots easier to recycle.*
- *Sounds excellent! Much easier for my glass recycling. There aren't enough glass bins at the moment.*
- *Sounds like a good idea, look forward to that! Good to hear they will be emptied more regularly. Regular cleaning of the food bins is also what we need.*
- *Ooh very posh! They look fancy. Oh a new food waste bin, that's what we need!*
- *I had lost patience with the Council, nothing seems thought out, but this sounds really good, there's been a consultation and they have thought through what needs to happen on each street. It's good to hear I will be getting a food bin on our street.*
- *The bin crews were excellent during lockdown*
- *The food bins stink so I'm pleased to hear these are being replaced, those black ones look a lot better.*
- *I have wheelie bins but I wish we had these new bins on our street! Then it wouldn't be in my garden*
- *Good, getting them emptied regularly is the main thing. Everyone is recycling around here these days and the green bin always gets full too quickly, people are watching out the window to go fill it up as soon as its emptied.*
- *Good to hear the big metal bins are being removed – they are all broken around here, the pedals don't work and they slam loudly.*



In addition to making positive comments, some concerns about the new or existing system were raised by a smaller number of those engaged. Key concerns were:

- Reduction in parking spaces, competition for space with bike storage lockers
- Look of bins and disruption of glass bins outside their windows
- Bin smell – particularly food waste bin
- Frequency of bin emptying (existing system)

- More bins will encourage more flytipping
- Adequate packaging recycling provision, particularly for cardboard with more people working from home currently
- Bin signage needing updated – primarily for green lidded packaging bins as it doesn't mention certain plastics
- Bins being put back in correct direction so the public don't risk safety standing on the road to do their recycling
- There's nowhere for people with on-street bins to put their small electricals – desire for a communal bin service to collect equivalent to the blue box service
- Bins get filled up faster near bus stops, which reflects direction of travel for residents – consider footfall and bus stop locations during bin mapping?

In some areas there were specific concerns, such as the interplay of residents with the kerbside service living next to those with communal bins and sometimes using communal bins when their own wheelie bins were full.

Target area	Event location	Date	Number of people engaged
Leith	Leith Walk Police Box	18 Aug 2020	65
Leith	Leith Walk Police Box	19 Aug 2020	64
Leith	Leith Walk Police Box	20 Aug 2020	61
Leith	Leith Library	26 Aug 2020	40
Abbeyhill	Montgomery St Park	27 Aug 2020	57
Dalry	Dalry Road	1 Sept 2020	59
Dalry	Tay Street	2 Sept 2020	24
Gorgie	Gorgie Road	3 Sept 2020	61
Morningside	Churchill Theatre	16 Sept 2020	60
Marchmont	Marchmont Road	20 Sept 2020	53
Bruntsfield	Bruntsfield Links	22 Sept 2020	61
Inverleith	Comely Bank Avenue	24 Sept 2020	62

The events were promoted by The City of Edinburgh Council as well as by Changeworks on Twitter, Facebook and the Zero Waste Leith Facebook page.

Changeworks created 34 posts about the events which reached 11,248 people and engaged 748 people (who clicked, commented, liked or shared). Sharing posts on



Your new bin hubs

We're supporting the City of Edinburgh Council by talking to Bruntsfield and Inverleith residents about the new bin hubs.

Find us at:

Bruntsfield Links beside the public toilets
Tues 22 Sept, 2 – 5pm

Comely Bank Avenue beside the bowling club
Thurs 24 Sept, 2 – 5pm

More info: edinburgh.gov.uk/binhubs





the Zero Waste Leith Facebook page was particularly valuable for reaching local people who engaged with the Leith pop up events. Several people we spoke to mentioned they came along to an event after seeing details promoted on the Changeworks Twitter page.

Overall, the twelve public engagement events across Edinburgh were very warmly received by the 667 people spoken to and there was a sense of anticipation for the arrival of the new communal bin service because it will be an improvement on existing arrangements.