

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

18 May 2023

DEPUTATION REQUEST

Subject	Deputation
3.1 In relation to Item 7.3 - Communal Bin Review Update	Residents Association for Eildon Street (written submission) New Town and Broughton Community Council (written submission)
3.2 In relation to Item 9.2 - Motion by Councillor Lang - Lothian Buses and Changes to Routes	Cramond and Barnton Community Council (verbal deputation) Davidson's Mains and Silverknowes Association (verbal deputation)
3.3 In relation to Item 9.3 - Motion by Councillor Cowdy - Better Buses for Ratho and item 5.2 – Rolling Actions Log (action 35)	Ratho & District Community Council (written submission)
3.4 In relation to Item 9.4 - Motion by Councillor Meagher - Accidents in the 'Joppa Triangle'	Joppa Residents' Association (verbal deputation)



**Deputation to Transport and Environment Committee meeting to be held on 18 May 2023
regarding item 7.3 Communal Bin Review Update**

The New Town and Broughton Community Council welcomes the recommendation to extend the period of the trial to increase to recycling capacity in a limited number of streets within the World Heritage Site and the recommended changes in the next phase of the trial.

We acknowledge the support that has been provided by the Council's Waste team over the last year and in particular wish to record our thanks for the work undertaken by Karen Reeves, Hema Herkes and Anne Christie as well as the various residents' associations in making the trial a success. Over 900 new green gull proof sacks have been distributed to residents on the nine streets included in the trial along with a supply of recyclable plastic bags and a jointly prepared communication leaflet to explain the new arrangements and encourage greater recycling. Feedback from residents and operational staff has been very positive about the change to the use of green sacks for collection of dry mixed recycling.

Although the report refers to the limited impact of the trial on the tonnage of recycling collected, our own monitoring of individual streets has shown a 250% increase in the volume of dry mixed recycling that is being collected. As the trial only covers nine streets, the tonnage being measured across all streets in the area would not be expected to be greatly affected by the initial limited trial. We therefore believe that the volume of recycling collected is a better metric for this trial. If the increase in recycling observed during the trial on just nine streets was extended to all city centre streets this would clearly have a significant impact on the achievement of the Council's overall recycling goals. We hope that given the success of the trial that the Council will consider extending it to other streets in the future.

We look forward to working with the Council staff to increase food waste collection rates and thus reduce the amount of this waste which is going to incineration from the trial streets. Lessons learned from the next phase of the trial should hopefully inform the roll out of further efforts to boost food waste recycling across the City.

Carol Nimmo

Chair, New Town and Broughton Community Council

16 May 2023

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15 May 2023

Dear Transport & Environment Committee Members

Support for mechanism to resolve local conflict on bin hub positioning

The residents and owners of Eildon Street wish to make a deputation to the Committee on 18 May to support the establishment of a “mechanism to resolve outstanding local conflict on bin hub positioning”. We encourage the Council to hold a review of the bin hub locations in Eildon Street and further actions related to these bin hubs on that basis. We would look forward to a mechanism that includes ward members to identify suitable alternatives and allowing these to be progressed. We have proposed a full set of suitable alternatives with the support of the entire resident group, confirmed by local [petition](#).

We preface this - as we have all our communications - with the confirmation that we support the bin review's principles. The provision in Eildon Street, particularly for recycling waste, has been a litany of overflowing bins, filled often by passing residents from elsewhere, and casual fly-tipping. We also make these points from a street which only has residences on one side (North), is a cul-de-sac with a notably low flow of traffic, has a substantial number of main door and basement properties within 3 metres of the kerb; and where the house-free (South) side already has parking spaces taken up by existing bins.

Timeline:

It should be recorded that not a single resident of Eildon Street was aware of the specific proposals for the siting of bin hubs on the North/residential side of the street at the time they were first made. Only when they were brought to our attention by the Stockbridge and Inverleith Community Council were issues able to be raised about the loss of amenity that their proposed placement threatened. Council officials assured us that there had been notices posted in the area, which no single resident can recall, and no resident claims to be a regular reader of the Evening News to come across statutory notices buried in the back pages.

This lack of any meaningful consultation - evidenced by the fact that officials report that no responses were received initially from this street - is made worse by the knowledge that other parts of the City Centre have been sufficiently opposed in principle to delay or possibly deter bin-hubs altogether. We know that one consultation evening took place elsewhere in North Edinburgh that did not apply to us, and we know that the Committee last year heard specifically there had been a lack of consultation and poor advertising - especially during a pandemic period when residents' priorities were, inevitably elsewhere - including in N2.

Once we learned of the proposal to place hubs on the North side of the street, we immediately contacted Council officials in Waste and Cleaning Services, early in 2022 to raise our objections - again to the detail, not the principle. After some

correspondence, a site meeting was finally agreed for 7 February this year, including some residents with reduced mobility.

At this meeting we talked through the range of issues summarised below, with the officials and with Cllrs Osler and Mitchell. Dispiritingly, after such a detailed and specific set of circumstances, we received notification that officials were "*unable to explore further the request to moving all the bin hubs to the opposite side of the road*" according to the parameters and criteria used.

Key issues:

- No meaningful consultation appears to have been undertaken on location, no resident was aware of the detailed plans, so residents have not been given the correct opportunity.
- There are only properties on the North side of the street. The present communal bin placement to the South (see photograph below) suits all residents and does not impinge on amenity in the street.
- Bin hubs will add pavement and road clutter on the North side of the road which already has poorly placed lampposts on a narrow pavement, requiring pedestrians to pass in the street in places, especially with prams or wheelchairs. Therefore, maintaining them to the South would avoid clutter.



- It is a quiet cul-de-sac, so street crossing is not an issue - all current waste and recycling facilities have historically been on the opposite side of the street, residents are used to this and would prefer to continue crossing the road. Council officials questioned our "risk perception" about crossing the street - something residents have done for decades and wish to continue doing. The attached photograph shows a standard working day at 13h50. In the middle of the day the street has very low traffic, and the parking on the residential side is far more in demand than that metred parking on the non-residential side, (even during the working day when one might expect more metred parking and some residents to have driven to work). The cul-de-sac means there is no preferred side for bin collection lorries.

- Moving bins across the street also brings them very close (c.5m) to residents' windows and front rooms and increases the likelihood of disturbance from noise and potential smells. Furthermore, fly tipping (common in Eildon Street given poor waste provision nearby) will still occur and encroach the pavement. Part of the existing amenity of a south facing street is that many residents live to the front of their houses and use their front entrances as sitting areas.
- The street has individual homes as well as flats. Amenity from private properties will be compromised compared to the view across the street, given the number of ground floor and basement residences. The placing of several 7.5m permanent hubs along the side of a road next to residents' houses and where pavement width

in some cases is no more than 0.5m across cannot, as officials have sought to do, be likened to the changing patterns of parked car use. It is increasing permanent clutter and reducing amenity when there is an almost identical alternative that suits the residences the bins are designed for.

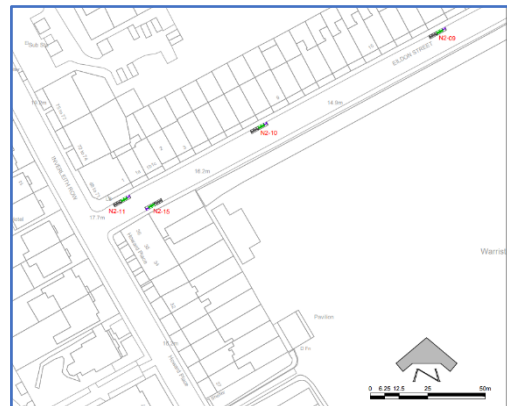
- The South pavement is significantly less used compared to the North due to properties' location.
- If accessibility of the service is used as the argument to support the current proposals, there needs to be a balancing exercise of all local needs such as the loss of accessible parking also being present on the Northwest side of the road, which is exclusively for residents.

One argument we have been presented with repeatedly is the City-wide criteria that hubs should be as close to houses as possible. While that is perfectly reasonable outside of shared staircases, it is a different matter for a dead-ended street, with houses on one side, that look over towards one of the City's protected views. Residents have made clear that walking the short distance over a very quiet street to more regularly spaced hubs is much more preferable to losing parking space and amenity on the residential side.

At present, more than 80% of the residents are walking considerably further to use the recycling bins at the West end of the street. We stress that none of what we have suggested goes against the 50m target to ensure good accessibility for those with accessibility requirements - indeed our local proposal is supported by those with reduced mobility who are long-term residents. Those residents would much rather cross a quiet cul-de-sac to dispose of refuse than lose more regular access to residential parking close to their homes.

Road safety:

While CEC's interest in road safety is heartening, it would mean more if it were applied to the high-speed main road that is Inverleith Row, rather than the cul-de-sac of Eildon Street. The entire rationale about the placing of the proposed bins and road safety, looks somewhat threadbare when one of the new hubs is already planned to be located on the existing, non-residential site on the south side of the street (see attached) where the bins currently are. (See attached).



As no bin hubs appear to be planned for Inverleith Row or Howard Place (or indeed Warriston Crescent) at this stage, this will also encourage those on the West side of Inverleith Row to cross a longer and many, many times more busy street to access the hub (which we know is insufficient to accommodate all the waste that comes from other streets at present) or else cross to the south side of Inverleith Terrace, again crossing a much busier road than Eildon Street.

Conclusion:

We wholly appreciate the complexity of such a change city-wide. We support the modernisation of waste collection and wait with anticipation for more regular uplift. The residents and owners in this one, unusually oriented and quiet street request to have their voices incorporated into detailed planning for a service designed solely for those same residents.

We support the establishment of a “mechanism to resolve outstanding local conflict on bin hub positioning”. We encourage the Council to hold a review of the bin hub locations in Eildon Street as a first example of this. We would look forward to a mechanism that includes ward members to identify suitable alternatives and allowing these to be progressed. In relation to the Council’s proposed Review Framework, we can confirm that:

- It is a 20mph road
- Width of street to be maximum of 10.5m crossing distance from kerb to kerb
- There is a clear line of sight of 25m
- No accident history involving vehicles with pedestrians or vehicles with other vehicles over a 25m radius from the proposed location (except on the adjacent, busy Inverleith Row, see above on ‘Road Safety’)
- Safe space to use bins.

Finally, we note that the proposed Review Framework requires that “*the perceived impact is not transferred to another property (i.e. the proposed bin hub location is not in front of other properties)*”. This is precisely what has been initially proposed, and what our input is specifically designed to avoid.

We look forward to seeing the collective views expressed in the Council decision put into meaningful action for local residents, voters and tax-payers.

We look forward to hearing from you,

Kind regards

John Edward, Ian Springford

Eildon Street Residents' Association
eildonstreet.eh3@gmail.com

Ratho Bus Working Group:

This written deputation is in response the motion raised by Cllr Cowdy regarding Better Buses for Ratho, rolling action 35 raised by Cllr Aston 06/10/23 and the previous action raised by Cllr MacInnies 1/09/23 which was superseded/removed.

All in response to the Supported Bus services run by McGills.

There was a report expected in 3 (bi monthly) cycles due May 2023. To date no report or strategy has been seen only, with only a few short explanations to the current situation published 04/05/23. It would be fair to say that the Ratho Bus Working Group (RBWG) have a detailed understanding of the current situation and are in regular direct contact with McGills on operational matters.

Given the active interest from the general public, the RBWG and local businesses to resolve issues and find better solutions to Supported Bus, we have yet to see any firm strategy or solutions to these ongoing issues. Whilst we appreciate this is a lot to do with resource/capacity within CEC to undertake the work it's simply not good enough to allow public services & money to be managed in this way. We have consistently worked on this since September 2022 with council officers only really starting to look at it more recently, and quite frankly too late in the contract period to establish any real strategy or solutions and engage procurement and operators to allow services to be amended through the normal registration process.

As a committee how can you make real change in terms of creating greener, fairer transport solutions if the teams doing the work simply can't do it? We have presented many solutions and you so far have presented nothing that meets any of the needs of local people & businesses. What has been presented was a proposal drawn up by Lothian Buses which appears to 'best fit' with their upcoming network changes, apparently without reference to any information provided by RBWG or any insight into how these services are currently used, and which would see an even poorer service provided to Ratho.

Whilst Ratho is the priority of this group we support seeing officers consider a strategy for all supported buses and engaging with all communities affected. The proposals tabled by Lothian Buses would see funds currently utilised for the Clermiston 'shopper' service 68 directed away from the area completely, as they do not have suitably small vehicles in their fleet.

As things stand we have only 2 months left of the 1 year 'emergency' contracts with McGills, who could 'walk away' at the end of the contract period, given that they inherited the services from First West Lothian. What if anything can be done in a few short weeks to ensure the very best outcome is found?

Or are we to believe due to lack of time, a suitable solution will not be found or discussed with communities despite you having a year to make this right?

It is beyond disappointing and very disheartening for those involved that we have reached this position.

Stacey O'Flaherty

Ratho Bus Working Group

On behalf of Ratho & District Community Council