Section 4 Integrated Impact Assessment

Summary Report Template

Each of the numbered sections below must be completed

Interim report	X	Final report		(Tick as appropriate)

1. Title of plan, policy or strategy being assessed

On Street Communal Bin Hubs

2. What will change as a result of this proposal?

The new on bin hubs will directly contribute to the wider aims of the Communal Bin Review of:

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

Furthermore, the infrastructure proposed around the new on street bin hubs (corralling) will:

- Clearly demarcate the area where the bins are located.
- Mitigate bins from moving and therefore obstructing crossing points and pavements.
- Protect the area, users and staff from road traffic.

3. Briefly describe public involvement in this proposal to date and planned

In 2017 an external consultant undertook a consultation exercise on behalf of the City of Edinburgh Council on communal bin collections. The purpose of this consultation was to better understand how residents currently use the services and

some of the barriers towards using the service, particularly recycling. The survey was promoted via several social media channels including Facebook and Twitter, shared on CEC webpages and promoted via mailshots using DotMailer. Focus group participants were recruited from survey respondents that expressed interest and left contact details. Four focus groups were delivered across the city (one focus group in each locality of the city) with 30 participants in attendance across all four groups.

Shortly after, a concept testing of the Communal Bin Review was implemented in Albert Street to test the project aims. This was followed by a customer satisfaction survey from the street residents in May 2019. This exercise comprised both face to face and online surveys.

An online workshop with the Edinburgh Access Panel was held on May 2021 to present the project and gain feedback from the detailed proposals. The presentation included the background of the overarching project, the concept testing in Albert Street, the final on street bin layouts and the preferred corralling option. Also, the proposals were shared with the Royal National Institute of Blind People.

A follow up meeting was held with the Edinburgh Access Panel on April 2023. The team sought feedback from the changes to the project's review framework for bin hub locations. The presentation included specific examples to illustrate the practicalities of the changes.

All on-street locations within current Controlled Parking Zone (CPZ) will be subject to the Traffic Regulation Order (TRO) process which include a statutory public consultation.

The on-street locations outwith the current CPZ areas that fall under the Strategic Review of Parking (SRoP) new proposed Controlled Parking Zones have been subject to consultation through the SRoP project and will be subject to the TRO process.

Following on lessons learned, the project team is now directly sending letters and plans with the proposals to households and businesses independently of the TRO process. This allows the proposals to be more streamlined ahead of the legal TRO process.

Finally, all residents of on-street locations where the programme will be rolled out will be sent a flyer and recycling information prior, during and after the implementation of the bin hubs and corralling.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

No

5. Date of IIA

6 May 2021, updated on 30 October 2023.

6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Andres Lices	Waste and Recycling Senior Engineer (Facilitator, lead officer & report writer)	5/10/2020	Andres.lices@edinbiurgh.gov.uk
Erica Manfroi	Waste and Recycling Project Delivery Manager	N/A	Erica.Manfroi@edinburgh.gov.uk
Angus Murdoch	Waste and Recycling Technical Coordinator	03-05-2018	Angus.Murdoch@edinburgh.gov.uk
Stephen Dickson	Planning	N/A	Stephen.Dickson@edinburgh.gov.uk
Robin Wickes	Edinburgh Access Panel (Vice Chair)	N/A	-
John Ballantine	Edinburgh Access Panel (Chairman)	N/A	-
Nada Shawa	Edinburgh Access Panel	N/A	-

Dennis Wilson	Edinburgh Access Panel	N/A	-

7. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid year estimates Scottish Index of Multiple Deprivation (SIMD) Joint Strategic Needs Assessment (CEC, 2015)	City of Edinburgh has one of the fastest growing populations of any city in the UK. Although the city has a lower share of its population over 65 years of age (12%), the wider city region has a significantly higher share (22%) than Edinburgh and Scotland (19%). Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).
Data on service uptake/access	Yes. Consultation and surveys.	Increasing the frequency of collection allows fewer bins without compromising fill levels. This in turn allows for more recycling bins to be available for use. Delivering a large communications campaign should encourage more recycling.
Data on equality outcomes	Yes. Consultation and surveys. Internal City of Edinburgh Council data.	Users with disabilities can request an assisted bin collection should they fail to find assistance within their social circle. Currently all users may need to cross the road or walk more than 50 metres to find recycling facilities nearby. Many bins are currently sited on pavements forming an obstruction to all users, especially for wheelchair users, blind people and the elderly.
Research/literature evidence	No	
Public/patient/client experience information	Yes. Consultation and survey results.	There is public desire for improving the overall waste collection service performance and perception. There should be more recycling facilities and within short walking distance. There should be more information about what can be

Evidence	Available?	Comments: what does the evidence tell you?
		recycled. Bins should be kept in one place and collected more often. Bins should not be obstructed by cars parked and fly-tipping.
Evidence of inclusive engagement of service users and involvement findings	Yes. IIA Checklist. IIA Workshop. Consultation and survey results.	Bins should be removed from the pavements. Visually impaired people should be able to easily identify each type of bin. All bins should be put back and remain in their designated space. The bin hubs should have dropped kerbs to allow blind users, those with mobility problems and the elderly to easily use the bin hubs. (Note: applies only to certain street layouts) Bins should have a way to stop from rolling down those streets that are on a slope. Bin hubs should be located within short walking distance from users' residencies. There should be more recycling facilities.
Evidence of unmet need	Yes.	As above.
Good practice guidelines	Yes.	The project seeks to follow best practice such as Designing Streets and Edinburgh Street Design Guidance.
Environmental data	Yes	Tonnages of each stream collected are reviewed on an ongoing basis and reported to the Scottish Environment Protection Agency (SEPA)
Risk from cumulative impacts	No	
Additional evidence required	No	

8. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive	
• The use of corrals will ensure the bins remain in the correct position. Therefore bins will not block footways, dropped kerbs and crossing points. Also, access to the bins will be easier.	All
• Bin hubs will be located- as far as possible- within 50 metres of walking distance from users' residencies.	Disabled users Elderly people
• Bin hubs will as far as possible be located on the occupied side of the street reducing the need for people to cross the road with mitigations where this is not possible.	Children
• Bins will be easier to find as they will have a demarcated space with a consistent layout.	
• Bin hubs will be positioned 10 metres away from crossings to improve visibility and road safety for all road and pavement users.	
These will be beneficial to all service users but in particular elderly people, children and disabled people.	
All waste and cleansing staff will benefit from the more consistent layouts of bins clearly demarcated and on the road as:	
• Bins will be harder to block by parked vehicles. This will in turn improve the service as the bins will be emptied more often, and access to them will be improved for both collection staff and service users.	Staff
• Bins will not need to be moved to and from the pavement as they will sit at the same level as the collection vehicle.	
Additionally, the operatives' safety will also increase during collection.	
• The wider Communal Bin Review project itself will improve access to the recycling and waste disposal services in an integrated way.	All
Pavement width is also a consideration in the new review framework, this mitigates the risk and impact of blockages on narrow pavements where fly tipping occurs. This change specially benefits elderly people, children and disabled people.	

Negative • Communal bins are not easily accessible to wheelchair users due to their height, but there are no practicable mitigation measures which can be taken with regard to this on a citywide basis (e.g. using underground bins) or using bins with accessible apertures (as this does not physically work due to waste spilling out of the aperture and also as once material inside the bin rises above this level, it then renders the aperture unusable). This is an existing service however and few issues have emerged around this.	Wheelchair users
• The nose in layout will require access to the disposal area from the pavement as the bins will be placed in two rows facing each other. This configuration requires access from the pavement and therefore ideally a dropped kerb. Providing dropped kerbs could raise road safety risks as users may interpret them as crossing points. Furthermore, delivering dropped kerbs may not always be physically possible where pavements are narrow as these may not meet the minimum standard gradient and encroach the pavement. This would result on making the pavement less accessible for all users. Therefore, installing dropped kerbs at every nose in location may prove physically impractical, bring road safety risks and entail disproportionate costs. To mitigate the lack of dropped kerbs on this configuration, there will be additional bin hubs in parallel configuration within walking distance and on the same side of the street that will not require stepping down from the pavement. We will also look at alternative options present for residents (e.g. help from friends, family and/or neighbours) or encouraging the use of our assisted bin collection service (see below for more information). Finally, where no other alternative exists, we will consider the viability of siting a dropped kerb. This will affect all users but specially the elderly, users with mobility problems and children.	Elderly people People with mobility disabilities Children
• Communal bins do not have a tactile way of being identified by people with visual impairments. To mitigate this the use corralling and consequent demarked space should allow the bins to be sited at the same location and should allow users to familiarise themselves with the consistent layout. The different lid/aperture of the bins can be used to identify the type of bin (i.e. the mixed recycling bin have a rectangular aperture while the glass bin will have round aperture with brushes). The possibility of including stickers with braille on the side of the bin is also being considered. Furthermore, to mitigate all these accessibility impacts, the waste collection service offers an assisted collection service for communal bin areas for people who are not able to access the service (See page 18 of our Waste and Cleansing policies: Household recycling and waste communal bin collection policy).	Visually impaired people
• The corralling and bin hubs may be hard to see for some users due to their base colours and their new on-road location. This could be due to height for a vehicle user or due	

to visibility impairment. To mitigate this, a road safety audit will be carried our prior to construction and both the bins and corralling will have installed high visibility and/or contrasting reflective tape to make the units more conspicuous to reduce the risk of an accident or tripping. • Residents will receive early information to advise of the waste and recycling service changes in various forms including on-street posters attached to street furniture. These can pose an obstacle for visually impaired people or wheelchair users for example. To reduce their impact, A4 size posters will be used and their placement will be carefully considered avoiding narrow footways and/or street furniture that is not placed on the side of the pavement. • Some pedestrian traffic may be diverted away from each street and may have a negative impact on the general environment and on health and safety of users of relevant streets in general and local residents in particular. This will particularly affect those with existing health and mobility issues. • While the works are ongoing, there may be a temporary impact on Health, Physical Security and Standard of Living. The works are to be carefully managed to minimise any such impact. On completion of the works, it is envisaged that the enhancement of these rights more than mitigates against any temporary infringements. Communal Bins can affect or exacerbate mental health conditions. Specifically some residents: • May not be able to understand or may forget how to use the bins. • May be disturbed by the presence of containers nearby due to the associated byproducts of the service and infrastructure such as noise, odours, dirt and potentially the presence of vermin. To mitigate the first point, the project is installing bin hubs with a standardised layout. This homogenised disposition of containers should reduce this impact since all locations will follow the same bin pattern and have all material streams available. With regards to the second point, the project has a review framework that allows the consideration of alternative locations under certain circumstances. This allows the project to consider these cases transparently. However, the framework does not allow moving the locations where the impacts would just be transferred to a different party or if the change impacts our ability to deliver the service efficiently and fairly.	Vehicle drivers Local residents and users People with mobility and visual impairments Local residents and users Passers-by People with mental health conditions

It is also worth noting that the project is reviewing an existing service and therefore if someone is affected by a new bin location it may also be possible that by removing historic bin locations the impact is also being reduced on those locations. The review framework allows for the relaxation of certain design considerations: The hubs can now be located up to 100m walking distance from users' residencies. Whilst this is likely to be only certain cases and not the majority, it is recognised that this may pose a barrier for some users. To mitigate this, the waste collection service has available the aforementioned assisted collection service for communal bin areas. Also, under certain circumstances, bin hubs can now be located on non-occupied sides of the street. This will require users to cross the road to use the service. Where this is allowed, road safety has been considered and this relaxation is not permitted when the walking distance is also increased to 100m. Whilst the presence of an accessible crossing is not a requirement, the team may consider the viability of siting a dropped kerb or crossing on and ad-hoc basis. This will affect all users but specially the elderly, users with mobility problems and children.	All People with mobility and visual impairments

Environment and Sustainability including climate change emissions and impacts	**Affected populations**
Positive	
• By improving access to recycling services, the wider project is expected to reduce the use of energy recovery (and landfill) for the disposal of waste. • By reducing the escape of waste the project as a whole would be expected to reduce litter which will have a positive impact on the marine and urban environment. • Indirectly, the project seeks to improve levels of recycling which will reduce resource extraction, and therefore protect biodiversity. • By improving waste disposal and encouraging recycling in particular, the project as a whole will contribute to this and improve environmental quality overall by reducing littering. • The project will support more responsible management of waste. • By delivering new or more recycling points in areas which had little or non-existent facilities, users who historically	All

used to drive to recycle will now have a reduced need to do so. • By reviewing the placement of bins, reducing overflows, and ensuring that bins remain in the correct locations, the wider project serves to enhance local environmental quality and public spaces. The criteria which the wider project uses to resite bins will overall declutter pavements and are in line with the principles of the Edinburgh Street Design Guidance. **Negative** • The introduction or extension of parking and loading restrictions on some of the sites to protect the new infrastructure, will result on a reduction on uncontrolled parking which will have a potential negative impact on the number of available parking spaces for all vehicle drivers. It is envisaged that the overall improvements of the scheme at these locations will mitigate these small losses. • Potential negative impacts associated with the displacement of pedestrian and vehicle traffic and congestion to neighbouring streets during the delivery of the works have been identified during the design stages. • The aesthetics of the corralling may have a negative aesthetical impact when installed in certain areas of the city centre, close to historic buildings and within the World Heritage area. We will work with Edinburgh World Heritage and relevant stakeholders to assess the impact and find mitigation measures if required.	Local residents and neighbouring streets. Local businesses All road users. All

Economic including socio-economic disadvantage	**Affected populations**
Positive • The wider project serves to deliver improved access to recycling and waste disposal services.	All
Negative • During construction there may be a short term negative impact on retail in the local area due to access and road works.	Local businesses

9. **Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights , environmental and sustainability issues be addressed?**

Project Construction will be carried out by contractors under the supervision of a City of Edinburgh Council officer. Also, the contractor will be appointed following the Council's procurement process which requires to consider all equalities and rights, environmental and sustainability impacts when someone is appointed to undertake work on behalf of the Council.

10. **Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

The CEC webpage and Council social media channels will be used to convey key pieces of information.

Correspondence will be sent to key stakeholders, councillors and communities to inform them of the works and improvements taking place. The flyers will have a freephone to translate to different languages. Formats will be designed to be understood by a range of population groups.

Following lessons learned through the delivery of the project, the team has sent letters and plans directly to residents and businesses to engage on proposals or inform of changes.

11. **Is the policy likely to result in significant environmental effects, either positive or negative**? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this.

No.

12. **Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

The success of Phases 1 and 2 of the Communal Bin Review project have been monitored. A set of lessons learnt has been identified and subsequent actions have been applied for the rest of the Phases.

The team will continue to monitor the implementation of the project and review the IIA if and when required. Any amendments to processes or guidance will be made where required supported by evidence.

The parameters and criteria to site bin hubs were updated in May 2023, and any impacts associated with these changes have been captured in this document. Should the design framework go through additional changes, the IIA will be updated.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	**Who will take them forward (name and contact details)**	**Deadline for progressing**	**Review date**
Post implementation research will identify if there are any accessibility gaps that have not been identified and mitigated as part of this IIA	Andres Lices Andres.Lices@edinburgh.gov.uk	Post implementation of Phase 1 of the project. (Early 2022)	Post implementation of Phase 1 of the project. (Early 2022)
Post implementation research will identify if there are any accessibility gaps that have not been identified and mitigated as part of this IIA	Andres Lices Andres.Lices@edinburgh.gov.uk	Post implementation of Phase 3 and 4 of the project. (First Quarter of 2024)	Post implementation of Phase 3 and 4 of the project. (First Quarter of 2024)

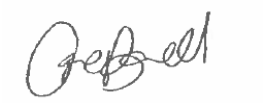
14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

Yes, but these are temporary as they are associated with the road works required to deliver the corralling. It is envisaged that the overall benefits of the project will mitigate these temporary impacts.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

Post implementation research will identify if there are any accessibility gaps that have not been identified and mitigated as part of this IIA.

16. Sign off by Head of Service/ Project Lead

Name 

Date 31 October 2023

17. Publication

Completed and signed IIAs should be sent to strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments