

Report Authorised by Executive Director of Place under Delegated Powers

29 August 2025

TRO/24/23 Communal Bin Review Phase 5 - Old Town. Proposed Change to Waiting and Loading Restrictions in Controlled Parking Zones 1A, 2, 3 & 4. In addition, amendments to existing traffic orders to maximise use of space

1. Recommendations

- 1.1 Set aside the objections received to TRO/24/23 and agree to make the Traffic Regulation Order (TRO) without modification;

Gavin Brown

Interim Service Director – Operational Services

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2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of TRO/24/23 and to proceed with making the TRO.

3. Background

- 3.1 In November 2023, the Transport and Environment Committee approved a [report](#) outlining the approach to implementing the communal bin review within the World Heritage Site. This followed a trial of gull proof sacks for recycling in some streets and the completion of a feasibility study (undertaken by the Association for Public Service Excellence) into refuse collections options.
- 3.2 A consultation exercise took place in May 2024 and feedback saw changes to 8 bin hub locations before Stage 1 of the TRO process took place 23/08/24 – 13/09/24.
- 3.3 The draft Traffic Regulation Order (TRO/24/23) proposing amendments in Controlled Parking Zones (CPZs) 1A, 2, 3 and 4 was advertised on 18 July 2025 at which point those interested in the proposals were invited to make their views known to the Council.

4. Main report

- 4.1 The proposals contained in TRO/24/23 were created to enable the installation of bin hubs as part of the Communal Bin Review project which seeks to improve the communal bin service for residents living in flatted properties. This is achieved by ensuring bins for all household recycling materials are as easily available as bins for non-recyclable waste.

- 4.2 A consultation was undertaken by Changeworks in 2018 to find out what people felt about the communal bin service in Edinburgh. The purpose was to understand the challenges people faced; barriers people had to overcome and what improvements could be made to ensure people had confidence in the communal bin service. Details of the consultation findings were reported to Transport and Environment Committee in August 2018. Also included in the report was details of a trial to introduce every other day collections in an area within Ward 12. Further work was undertaken and used to develop proposals for a project to improve the communal bin service. In February 2020, Transport and Environment Committee approved the parameters, criteria and the timeline for implementation.
- 4.3 The Covid-19 global health pandemic impacted the delivery timeline, and the first bin hubs were installed in November 2021. As of August 2025, around 1,320 bin hubs have been installed in a phased manner across Edinburgh, offering an improved waste and recycling service to 44,500 households. The proposals included with TRO/24/23 will see 55 bin hubs installed in the Controlled Parking Zones 1A, 2, 3 and 4 improving the service for around 3,000 households.
- 4.4 In May 2023, Transport and Environment Committee approved changes to the criteria for bin hubs. All locations within TRO/24/23 were designed using the May 2023 criteria, which was the most up to date at the time.
- 4.5 Prior to the commencement of the TRO process, plans for bin hubs were shared and comments invited in May 2024. Letters were sent to 2,700 households and 440 businesses, posters placed on lampposts and several drop-in sessions organised. An overview of the engagement exercise is contained in Appendix 6.
- 4.6 In November 2024, the Transport and Environment Committee approved further changes to the criteria for bin hubs. All locations within TRO/24/23 were reviewed and changes were made to proposed bin hubs in Cornwall Street and Blair Street.
- 4.7 In total, 10 bin hub locations were changed (relocation or reduction in size) because of feedback from residents or changes to bin hub criteria approved by Councillors.

Responses to the TRO/24/23 Statutory Adverts

- 4.8 The following representations were received from members of the public or organisations during the Stage 2 statutory advertising period for TRO/24/23:
- 4.8.1 Objections to measures introduced by the order – 5 received;
- 4.8.2 Additional response containing neutral comments or questions – 1 received
- 4.9 The full text of representations received along with responses and actions are listed in Appendix 5.

Conclusion and recommendation for TRO/24/23

- 4.10 Considering the objections that have been received, the wider policy context and aims set by the [Council's Waste and Recycling Strategy 2010-2025](#) and changes which have been made to 10 bin hub locations, it is recommended to set aside the objections and proceed with making all elements of the TRO.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
 - 5.1.1 The TRO for TRO/24/23 would be made without modification and would come into effect at the earliest opportunity;
 - 5.1.2 The package of works required to implement the changes has been prepared, contractors are provisionally booked, and the bin stock is available.

6. Financial impact

- 6.1 Estimated cost to implement the changes is £70,000 and comprises works to update road markings and signage, traffic management, installation of bull bars and delivery of bins.

7. Key Policies

Equality and Poverty

- 7.1 The on-street communal bin hubs [Integrated Impact Assessment](#) (IIA) was last updated in May 2023 and is available on the Council website. Further changes to the criteria approved in November 2024 and recent work undertaken regarding non-standard bin hub design mean that an updated IIA is now required.

Climate and Nature Emergencies

- 7.2 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
 - 7.2.1 “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
 - 7.2.2 “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)
- 7.3 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.
- 7.4 The Communal Bin Review project aligns with the Council Business Plan 2023-2027 particularly the outcome that “Edinburgh is a cleaner, better maintained city that we can all be proud of”. There is a commitment (3.a) to “Deliver improvement in waste collection, recycling and cleansing performance” and implementation of the project forms part of those delivery actions. In addition, the project will support:

- 7.4.1 The Council's legal obligations to provide comprehensive recycling services to all householders in line with the Waste (Scotland) Regulations 2012, as well as the policy direction set by the Scottish Government in terms of how segregated waste streams should be collected;
 - 7.4.2 The Council's financial objectives by diverting waste from landfill;
 - 7.4.3 The Council's political objectives and customer expectations to minimise landfill, to prevent and reduce littering and fly-tipping, and to maximise recycling;
 - 7.4.4 Ensuring equality of access to comprehensive and fully integrated recycling facilities to all citizens regardless of the property type in which they live; and
 - 7.4.5 Ensuring that the collection systems employed throughout Edinburgh allow the Council to comply with the contract terms for the disposal of waste at the new treatment facility at Millerhill.
- 7.5 The Council has also committed to meeting the expectations outlined in the Charter for Household Recycling and the associated Code of Practice (both documents were agreed by CoSLA and Zero Waste Scotland in 2015).

Environmental Impacts

- 7.6 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.
- 7.7 The increase in collection frequency for non-recyclable waste and mixed recycling to every other day has reduced incidents of overflowing bins. This also reduces side waste and litter and therefore has a positive impact on the marine and urban environment.
- 7.8 In the longer term, residents' positive behaviour changes will help in reducing overall waste volumes. This will reduce net waste quantities, the number of vehicle trips required and associated vehicle emissions.
- 7.9 Changes to the refuse collection vehicles are taking place via scrappage of fossil-fuelled vehicles and modal shift to electric waste vehicles (EVs), in line with local, national and international targets. This ensures the fleet meets the standards of the Council's Low Emissions Zone and contributes to an improvement in air quality.
- 7.10 The delivery of the project supports the [Council's 2030 Climate Strategy](#).

Housing Emergency

- 7.11 The Council declared a housing emergency in November 2023. The Housing Emergency Action Plan (HEAP) was considered by the Housing, Homelessness and Fair Work Committee on 25 February 2025.
- 7.12 There are no positive or negative housing implications arising from the project or this report.

8. Risk, compliance, governance and community impact

- 8.1 An [Integrated Impact Assessment](#) for the project has been completed.
- 8.2 The parameters and criteria for siting bin hubs are based on improving accessibility, addressing health and safety and meeting legislative requirements. This ensures the bin hubs provide the appropriate service and can be accessed safely by residents and serviced safely by collection crews.
- 8.3 The initial framework was approved in February 2020 and has been updated on two occasions during the lifecycle of the project. The “Review Framework” was approved in May 2023 and following workshops with Community Councils and Councillors the “Updated Review Framework” was approved in November 2024.
- 8.4 The delivery of the Communal Bin Review project supports both the Council’s Waste and Recycling Strategy and [Council’s 2030 Climate Strategy](#).

9. Background reading/external references

- 9.1 Review of Waste and Recycling Strategy – Transport and Environment Committee, [9 August 2018](#)
- 9.2 Communal Bin Enhancement Update - Transport and Environment Committee, [27 February 2020](#).
- 9.3 Communal Bin Review Update – Transport and Environment Committee, [18 May 2023](#).
- 9.4 Communal Bin Review Update – Transport and Environment Committee, [16 November 2023](#)
- 9.5 Communal Bin Review Update – Transport and Environment Committee, [23 May 2024](#)
- 9.6 Communal Bin Review Update - Transport and Environment Committee, [18 November 2024](#)
- 9.7 Communal Bin Review Update - Transport and Environment Committee, [6 March 2025](#)

10. Appendices

Appendix 1: Draft Order

Appendix 2: Statement of Reasons

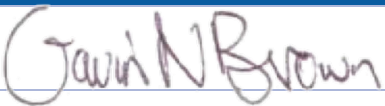
Appendix 3: Advert

Appendix 4: Maps

Appendix 5: Representations received

Appendix 6: Overview of Phase 5 consultation

11. Approval

Role	Name	Signature	Date
<i>Interim Service Director – Operational Services</i>	Gavin Brown		

Appendix 5 - TRO/24/23 Main Themes and Consultation Data

Theme ref	Theme	Response	Action	Representation number
1	Location of bin hub and suggested alternative locations	Communal bins have been located on residential streets for over 20 years. The bin hub locations within this TRO, including Castle Terrace and High School Yards, have been reviewed in-line with the most up to date criteria approved by Councillors at Transport and Environment Committee in November 2024. Site visits have also been undertaken by the project manager and engineer on several occasions in the past 12 months to review alternative locations.	No further action	2, 3 & 5
2	Parking: Loss of resident parking, increased pressure on other parking, distance to next available parking	Parking optimization has been a key consideration for the Communal Bin Review project since the initial criteria was approved (February 2020). This was reaffirmed in the latest criteria update approved by Councillors in November 2024. In many streets, the number and location of recycling bins (Glass recycling and food waste in particular) is seen as a barrier to encouraging positive recycling behaviour. Placing more bins and providing a statutory service closer to residents seeks to remove that barrier and will, in some streets, result in reduced parking. Where possible and practical, former bin locations will be changed to parking. Details of these changes are also contained within the proposals for this TRO.	No further action	1 & 6
3	Representation relates to area or restriction not in scope of this TRO	Representation about parking in Maxwell Street (EH10). Respondent will be advised to review Parking section on	No further action	4

Theme ref	Theme	Response	Action	Representation number
		Council website for further information on how to submit their comments to the relevant team.		
4	Smell and vermin from food waste bin	The new metal food housing unit has an improved lid and seal designed to contain odours better. The design also reduces the risk of food waste bags being torn/caught on the aperture causing residue to gather on the lid or external surfaces of the bin. These metal units have been installed in around 1,300 locations across Edinburgh, and we have not seen a notable increase in complaints about odours and/or vermin nearby.	No further action	2
5	Noise from glass recycling	We advise residents to deposit glass between the hours of 7am – 9pm only to avoid disrupting neighbours. This information is displayed on stickers on each glass recycling bin and is contained in the leaflet sent to all households following the installation of bin hubs. Posters can also be placed nearby (post installation and in-line with guidelines on noticed displayed within the World Heritage Site) to remind users of the recommended times for depositing glass. The glass recycling service for both communal and kerbside properties currently operate routine collections Tuesday to Friday. The service no longer operates on Monday or at weekends. The only exceptions are in cases where the service has been significantly impacted (e.g. due to severe weather, staffing levels or vehicle issues) and to resolve issues, collections may occur outside of the routine arrangements. Changes to the	No further action	2

Theme ref	Theme	Response	Action	Representation number
		operating schedule of the service were introduced in response to feedback from residents and Councillors, including the actions agreed by the Council in February 2024.		
6	11.1 Objection to restrictions on Castle Terrace (Bin hub Z4-55)	Communal bins for non-recyclable waste are currently located on the road outside number 10 and 11 Castle Terrace, where hub Z4-55 is proposed. There are no recycling bins, glass bins or bins for food waste in this street meaning residents must travel further to dispose of their recycling. The nearest recycling bins are in Grindlay Street, the nearest glass recycling bin is in Lady Lawson Street and residents need to carry their food waste to King's Stables Road. During the pre-TRO consultation exercise in May 2024 (See Appendix 7), requests were received to move bin hub Z4-55 further away from residential properties in number 11 Castle Terrace. There was also a request to not move the bins closer to the Church (7A and 7B Castle Terrace) as vehicular access is required for various services and functions. There were suggestions the bin hub could be located on the opposite side of Castle Terrace. The maximum road width, as per the criteria for siting bin hubs, is 10.5 meters. Castle Terrace is 13.5 meters wide and therefore does not meet the criteria for placing bin hubs on the opposite side of the road. There were also suggestions to place a bin hub in Kings Stables Road. This road is a single lane for traffic, is separated from Castle Terrace by a wall, is on a declining gradient and	No further action	2, 3, 5, 6

Theme ref	Theme	Response	Action	Representation number
		has greenway restrictions in place from the junction with Lothian Road. The nearest location for a bin hub would see residents from Castle Terrace walking around 150 meters, via the crossing at Castle Terrace/Lothian Road, to access bins, compared to the current and proposed location for communal bins. The location of bin hub Z4-55 ensures residents can access recycling bins as easily as bins for non-recyclable waste and utilises an existing location of communal bins.		
7	11.2 Objection to restrictions on High School Yards (Bin hub Z3-96)	Communal bins for non-recyclable waste were initially placed on the property side of High School Yards. They remained there until 2015 when they were relocated to the opposite side of the road, next to communal recycling bins. This is next to the narrowest section of the road and due to the restrictions in place, vehicles would often park on both sides, leading to access issues. This led to traffic cones being deployed in that section of the street in 2012 and which remain there today. There will also be conversion of 6 meters of single yellow line on the South side of the road to extend the existing Permit Holder Only parking. There are no glass recycling bins or bins for food waste in this street meaning residents must travel further to dispose of their recycling. The nearest glass recycling bin is in Niddry Street and residents need to carry their food waste to Roxburgh Street. During the pre-TRO consultation exercise in May 2024 (See Appendix 7), requests were received to retain the	No further action	1

Theme ref	Theme	Response	Action	Representation number
		existing location of communal bins. The pavement width on the south side of the road is 1 meter, which does not meet the 1.5 meter min criteria for pavement width to accommodate bin hub placement as per Edinburgh Street Design Guidance and the November 2024 updated bin hub siting framework. The location of bin hub Z4-55 ensures residents can access recycling bins as easily as bins for non-recyclable waste.		

TRO/24/23 – Full Consultation Data

Representation Number	Full representation text
1	Stop taking our parking space. We are a dead end street and everyone from the surrounding area parks on our street so they keep out of the busy areas, if you take any parking space then residents of this street will have to locate parking farther away on other streets and walk to our flats. There is no common sense in this proposal you have.
2	I object in the strongest possible terms to TRO/24/23 and its result of Bin Hub Z4-55. I am a resident of [Redacted – within impacted area]. I am writing to you on the matter of the communal bin hub “Z4-55” that is scheduled for siting at 10-12 Castle Terrace, [Redacted]. In light of amendments made at the recent Transport and Environment Committee I am writing to you to inform you of my objection to the proposed siting of this bin hub at 10-12 Castle Terrace. I respectfully urge you to have bin hub Z4-55 moved from the proposed location, as the amended communal bin review update now so allows. The reasons for my objection to this specific location are as follows. My flat, (and the flats of several of my neighbours), is a [Redacted]. A permanent food waste bin as part of the proposed Z4-55 bin hub at

Representation Number	Full representation text
	street level, creates a very serious risk of vermin (rats or mice) who being able to smell a pungent nearby food source would, we fear, set up home [Redacted]. Notably the food waste bins are, unlike the other bins, at floor level. I would find it hard to believe that these food waste bins will be kept clean enough and remain undamaged in the emptying process so as not to attract rodents to the area. Secondly the proposed glass recycling bin is a very serious noise nuisance, particularly at the time of emptying. The Anti-Social Behaviour (Noise Control) (Scotland) Regulations 2005 (SSI 2005/43) permit no more than 41 decibels between 0700hrs and 2300hrs and 31 decibels between 2300hrs and 0700hrs. It is my fear that the emptying of these glass bins would cause particularly intolerable living conditions for those of us living at basement and street level. I do not believe however, that the bottle emptying would deter the aforementioned rodents. These two specific factors in addition to all the other issues you are aware of (not least loss of value of our homes earmarked for bin hubs) are serious threats to our residential amenity, a determining factor now given greater weighting under the amendments agreed at the meeting on the 18th November 2024. Subsequent to that meeting I have been informed by the waste and cleansing part of the council that objections to the bin hubs could not be considered until data was gathered AFTER the bin hubs were installed. This feels like a poor way indeed to offer residents a voice to object to the bin hub as surely once installed the bin hub will not be moved. Even though the waste team has told me the entrance to my property was 20 metres away from the bin hub the proposed site encroaches substantially towards my flat with all the risk of vermin, smells and noise as I have outlined above. This is because the bin hub is larger than the stated space in the plans. Castle Terrace actually has ample space availability where the residential amenity of the residents would not be so adversely impacted. That is to say, this bin hub could be placed on the opposite side of Castle Terrace. The current proposed site at 10-12 Castle Terrace pertains to the previous (unamended) Waste & Cleansing Services guidelines on bin hub location. Now that important amendments have been agreed at the 18th November meeting there are far more sensible opportunities to place this bin hub; across the street. Castle Terrace as you know has a mixture of residential and commercial occupants. The location on Castle Terrace immediately in front of the NCP car park would provide the best location for all parties for the Z4-55 bin hub. The issue of crossing the road is already a risk taken by hundreds (perhaps thousands) of people using the car park, and the weekly farmers market is another CEC licensed event. Therefore, the perceived personal risk of refuse disposal and recycling is already surely well understood. As the car park is a commercial entity the issue of residential amenity is now not an issue; nor is the problem unfairly transferred.

Representation Number	Full representation text
	Other possible places that would be suitable on the Kings Stables road side of Castle Terrace would provide the necessary local recycling facilities for local residents and passing users, while at the same time not subjecting local residents to the risk of unpleasant smells, attracting rodents, or the regular auditory nightmare of bottle collection. I offer these additional areas as more common-sense possibilities, taking into consideration the features on Castle Terrace that would offer better locations for Z4-55. Therefore please do not adopt TRO/24/23 and do not deploy Z4-55 as part of the TRO24/23 measure on Castle Terrace. We greatly value the job all members of your team perform for us, but I respectfully urge you to make the above changes and assist the residents that you serve so well. Thank You
3	I would like to add my support to previous letters sent by other residents and people in businesses locally on Castle Terrace, dating as far back as November 2024 regarding the objection to the current proposed location for a bin hub (Z4-55) for all the reasons they have stated. As a business we feel aggrieved by the proposal to have a significant bin hub in front of our office that could have a damaging impact on our businesses reputation and our image. From my perspective, and those supported by other locals, there are a number of alternatives which offer an improvement over the current proposal. This is a mirror of what was proposed by [Redacted] previously and its content is fully supported by me and our business. New Location Proposal: 1. Castle Terrace (Kings Stable Road side, approximately 50m from the junction with Lothian Road). Where the current on street parking ends the road width is +/- 10m it's currently a single yellow line. (approximate location as per attachment) As per: Item 7.2 Communal Bin Review Update "New and existing bin hub locations should satisfy all these requirements, where possible." e.g. 3. Walking distance for block residents within the 120m guideline (compliant ✓) (this new location is more equidistant from the Cambridge St. Hub for residents on the block.) 4. Road safety requirements and streetscape:

Representation Number	Full representation text
	a. bins 10mtrs away from junctions and pedestrian crossings (compliant ✓) (nearest crossing at Lothian road +/- 50m) b. bins on roads (not pavements) (compliant ✓) (bins can be placed on road and safely reached from pavement) c. bin hubs can be placed on opposite side of the road/pavement if: i. it is a 20mph road (compliant ✓) ii. road width does not exceed 10.5mtr (compliant ✓) (road is approximately 10m wide at this point and there is a crossing point +/- 50m away) - unless the street is a cul-de-sac or safe crossings, such as build outs, pedestrian islands or zebra, pelican or toucan crossings exist within 100m. (compliant ✓) (crossing located at Lothian Rd.) iii. clear 25mtr lines of sight maintained based on derived sight stopping distances (SSD) (compliant ✓) iv. No accident history within 25m radius from proposed location - 'unless adequate improvements have been made to address the issue. ? Accident history is not known, to be Confirmed. v. Safe space to use bins – min pavement or grass verge width of 1.5mtr (ESDG) (compliant ✓) d. residents should not have to stand in the flow of traffic to use bins (compliant ✓) e. The perceived impact is not transferred to another property (compliant ✓) f. Parking optimization (compliant ✓) 5. Hospitality: Bin hubs should not be sited directly adjacent to an outdoor area currently used for tables and chairs by a hospitality venue. (not relevant) 6. Resident amenity: Bin hubs should be sited in locations which minimise any negative impacts on resident amenity (if at all possible), meaning specifically the impacts of noise and odours and the impacts on privacy and outlook. (See guidance note 5)(compliant ✓) Based on this it would appear this new location fulfils all the council requirements and the residential amenity objective. We greatly appreciate the work done by the Transport and Environment committee and their efforts to work with the residents of Edinburgh to implement a more flexible solution to the implementation of bin hubs. I would appreciate your support on implementing a change to the current proposed position of bin hub Z4-55.

Representation Number	Full representation text
4	As a frustrated resident of Maxwell Street I would like to air the following observations. Not so long ago we used to have the benefit of our own Private Car park bought and paid for by the residents of 10/12 Maxwell Street. About three years ago the Council arbitrarily assumed control of our car park despite numerous objections by said owners. The Council promised consultation which never happened. The Council stated that the object of this exercise was to make it easier for residents to park near their homes. The exact opposite has happened partly caused by electric charging points having been installed, cycle sheds being installed and Residents permits only operating from 8.30 to 5.30 Monday to Friday. The electric charging points are primarily used by those car owners from outside the area. They should have been installed in Cluny Avenue alongside the railway line.
5	As per email dated 27th November 2024 I object to the placement of the proposed bin hub (Z4-55) on Castle Terrace (EH1 2DP) on the grounds that it does not fulfil the councils obligations, specifically with regards to residential amenity, as laid out in the council meeting on the 18th November 2024. I am offering the council and alternative location which is compliant with all the revised requirements and importantly maintains residential amenity for the street. I request that this proposed new location for the bin hub is reviewed as a matter of urgency. Below is a copy of my original email for your reference. kindest regards [Redacted] I would like to add my support to the letter you received from [Redacted] (dated 26th Nov-24) regarding the objection to the current proposed location for a bin hub (Z4-55) for all the reasons he states. From my perspective there are number of alternatives which offer an improvement over the current proposal, [Redacted] focused on one and I would like to focus on the other, the below summary is taken from the new guidelines as agreed during the council Transport and Environment Committee meeting of the 18th November 2024. New Location Proposal: 1. Castle Terrace (Kings Stable Road side, approximately 50m from the junction with Lothian Road). Where the current on street parking

Representation Number	Full representation text
	ends the road width is +/- 10m it's currently a single yellow line. (approximate location as per attachment) As per: Item 7.2 Communal Bin Review Update "New and existing bin hub locations should satisfy all these requirements, where possible." e.g. 3. Walking distance for block residents within the 120m guideline (compliant ✓) (this new location is more equidistant from the Cambridge St. Hub for residents on the block.) 4. Road safety requirements and streetscape: a. bins 10mtrs away from junctions and pedestrian crossings (compliant ✓) (nearest crossing at Lothian road +/- 50m) b. bins on roads (not pavements) (compliant ✓) (bins can be placed on road and safely reached from pavement) c. bin hubs can be placed on opposite side of the road/pavement if: i. it is a 20mph road (compliant ✓) ii. road width does not exceed 10.5mtr (compliant ✓) (road is approximately 10m wide at this point and there is a crossing point +/- 50m away) - unless the street is a cul-de-sac or safe crossings, such as build outs, pedestrian islands or zebra, pelican or toucan crossings exist within 100m. (compliant ✓) (crossing located at Lothian Rd.) iii. clear 25mtr lines of sight maintained based on derived sight stopping distances (SSD) (compliant ✓) iv. No accident history within 25m radius from proposed location - 'unless adequate improvements have been made to address the issue. ? Accident history is not known, to be Confirmed. v. Safe space to use bins – min pavement or grass verge width of 1.5mtr (ESDG) (compliant ✓) d. residents should not have to stand in the flow of traffic to use bins (compliant ✓) e. The perceived impact is not transferred to another property (compliant ✓) f. Parking optimization (compliant ✓) 5. Hospitality: Bin hubs should not be sited directly adjacent to an outdoor area currently used for tables and chairs by a hospitality venue.

Representation Number	Full representation text
	(not relevant) 6. Resident amenity: Bin hubs should be sited in locations which minimise any negative impacts on resident amenity (if at all possible), meaning specifically the impacts of noise and odours and the impacts on privacy and outlook. (See guidance note 5)(compliant ✓) Based on this it would appear this this new location fulfils all the council requirements and the residential amenity objective. We greatly appreciate the work done by the Transport and Environment committee and their efforts to work with the residents of Edinburgh to implement a more flexible solution to the implementation of bin hubs. I would appreciate your support on implementing a change to the current proposed position of bin hub Z4-55.
6	I live at [Redacted] Castle Terrace and there is never enough permit parking. With the introduction of the bin hubs we will loose even more space. The permit zone should be extended at least 2 car lengths. Outside of payment hours the road is chocked with people parking on the yellow lines on both sides of the road, meaning coaches and vans can't turn into the road without causing a block. One or both sides should have double yellow or red lines from the traffic lights to the curve. During the festival and hogmanay we loose half our parking to coaches, surely we should be allowed to use the NCP car park during this time. Most of the time that is set aside the space is not even being used. The permit only protects our spaces until 6.30pm. If you arrive home after this it is almost impossible to park because of the theatres and restaurants on lothian Road. Other cities such as Oxford have extended parking charges in similar areas until 10.30. The fines alone would pay for the extended working hours, at least to begin with!

Appendix 6: Overview of Phase 5 consultation

Pre-Engagement (1 week before consultation 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 including
 - Executive & Business Support Services
 - Executive Assistants
 - Elected Member support
 - Neighbourhood Environmental Services (NES)
 - Waste Operations
 - 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 (See images below)



**Consultation 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 consultation comments

A total of 79 comments were received during and shortly after the consultation 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

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 Street	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 (May 2024) Move as proposed (November 2024)
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



Date 27 February 2025

Our ref CBR Phase 5

Dear resident

Bin hubs in Edinburgh's Old Town and George Street

We write to update you on the improvements to your waste and recycling service as part of the Communal Bin Review (CBR) project.

Traffic Regulation Order (Ref: TRO/24/25)

We are currently working to secure the required Traffic Regulation Order (TRO) which enables changes to double yellow lines or parking bays so we can install bin hubs. There is information on the Council's website (www.edinburgh.gov.uk/trafficorders) about the TRO process along with details on how you can register to be notified when changes are proposed in your street.

Changes to existing bins

Starting on March 10, we will replace the large side-opening communal bins with two smaller bins. These bins will be emptied daily to ensure sufficient capacity is maintained. We will also replace any recycling bins and send them for refurbishment. As previously advised, we have agreed the following changes to bins used in the World Heritage Site:

- A dark green lid will be used for the mixed recycling bins.
- The glass recycling bin lid will be black with a purple flap.

The new food bin housings will be installed along with the roadworks, so the existing food bins will remain on-street.

Next steps

We'll put posters on lampposts nearby and mark the bin hub area before the works start in the coming months. You can find out more about the Communal Bin Review project online at www.edinburgh.gov.uk/binhubs.

Yours sincerely

Michael Richardson (He/Him)
Project Delivery Manager
Communal Bin Review Team



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