

Communal Bin Review - Updated Review Framework

(Approved November 2024)

This framework should be used when:

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

New and existing bin hub locations should satisfy all these requirements, where possible. Nevertheless, the framework is a set of 'best case' guidelines. With agreement and collaboration between residents, councillors, and officers, discretion can be applied to the siting of a hub in such a way that may not conform with the framework due to the variations and requirements within different streets.

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

1. Range of materials collected: Non-recyclable waste (NRW), dry mixed recycling (DMR), glass and food waste. (See guidance note 1)
2. Capacity (L) provided per property per week: NRW = 140/170L, DMR = 140/170L, Glass = 5/20L, Food waste = 5/20L (See guidance note 1)
3. Walking distance: Relaxed from 100 meters to 120 meters (See guidance note 2)
4. Road safety requirements and streetscape:
 - a. bins 10mtrs away from junctions and pedestrian crossings except where a one way street or pavement build-out has resulted in a potential hub-site that is safe for residents and workers;
 - b. bins on roads (not pavements)
 - c. bin hubs can be placed on opposite side of the road/pavement if: -
 - i. it is a 20mph road
 - ii. road width does not exceed 10.5mtr except where the street is a cul-de sac, no through road or there is a safe crossing (zebra, toucan or pelican) or other safety measure such as a pavement build-out or a pedestrian island within 120 meters; (Max unprotected walking crossing distance as per ESDG) (See guidance note 3)
 - iii. clear 25mtr lines of sight maintained based on derived sight stopping distances (SSD)
 - iv. No accident history within 25m radius from proposed location except where adequate mitigating improvements have been made since the incident(s)
 - v. Safe space to use bins – min pavement or other hard-standing or grass/park area with width of 1.5 metres (ESDG). However, where this is not possible, a hub can be sited across a road on a 'non-residential' side of a residential street with bins arranged in such a way that allows a resident to stand in the safe space between two bins
 - d. Consideration should be given to residents' amenity (immediate outlook, noise, privacy) and whether the hub can be sensitively integrated into the streetscape without incurring disproportionate cost; any perceived impact being transferred to another property should be evaluated;
 - e. Parking optimization should be considered but is secondary to resident satisfaction with the hub-sites.
5. Hospitality: Bin hubs should not be sited directly adjacent to an outdoor area currently used for tables and chairs by a hospitality venue. (See guidance note 4)

6. Resident amenity: Bin hubs should be sited in locations which minimise any negative impacts on resident amenity (if at all possible), meaning specifically the impacts of noise and odours and the impacts on privacy and outlook. (See guidance note 5)

Guidance Notes

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

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

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

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

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

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