Access Panel Workshop

Integrated Impact Assessment Communal Bin Review Corralling project

Thursday 6th of May 2021

The Access Panel allowed the CBR delivery team to present the corralling project to gauge feedback from the proposals and identify potential impacts to people with disabilities.

A presentation with details of the project and what is being proposed was shared and explained to the panel. The main points of feedback received have been collated below and have been considered as part of the wider Integrated Impact Assessment:

1. Protection.
   A panel member suggested protecting the corralling with bollards to avoid damage to the bins and corralling.

   CBR deliver team response: This would have a significant impact on the costs of the delivery of the project and be redundant as the corralling is also serving this purpose.

2. Dropped kerbs.
   A panel member requested the addition of a dropped kerb on the nose end layouts to access the disposal area as otherwise users need to step down from the pavement on to the disposal area which is not accessible for some groups.

   CBR deliver team response: This is a valid suggestion the team was already aware of. However, this would have a significant impact on the costs of the delivery of the project and may require some further investigation regarding road safety (i.e. could this be confused as a crossing point?). There are mitigation measures in place to provide accessible locations where nose end layouts are present. However, the potential inclusion of a dropped kerb will be looked at when there are no parallel locations nearby. Ultimately, there is an assisted collection service.

3. Parked bikes.
   A panel member suggested that bikes may use the corralling as parking, obstructing the bins and disposal area.

   CBR deliver team response: This is a valid point that the team were already aware of. However, the only alternative that could mitigate this would be to install bollards instead of a “hooped barrier” (which are the most conventional and cost-efficient solution for bin corralling). The option to install bollards has been explored as part of the options appraisal exercise and was discarded due to the elevated cost. To mitigate this, wherever this may occur on a regular basis, we will look at installing stickers or banners to alert users of the purpose of the corralling and potential downsides of parking a bike there (i.e. damage to the bike, blocking collections).

4. Brakes on sloped streets.
   A panel member suggested that bins should have a way to be stopped from rolling down sloped streets.

   CBR deliver team response: This has already been considered as part of the design stage of the overall project. Bins already have brakes in place to mitigate this problem. Also, one of the main aims of installing corralling is to stop the bins from moving.

5. Visually impaired users – bin identification
   A panel member requested that bins should be able to be easily identified through touch without getting dirty hands.

   CBR deliver team response: This is a valid point. Bins already have different lids to be able to differentiate them, however this requires touching a part of the bin that is likely to get dirty. This problem may be mitigated by the corralling as the bin layouts should be more consistent and therefore users should become familiar with the order and type of bin (*see 6 below*). Finally, the option to install Braille stickers is being investigated and could potentially be retrofitted at relatively small cost.

6. Putting back bins in the right place.
   A panel member requested that bins should be put back in the right place by the operatives.

   CBR deliver team response: This is a valid point. The team will take this point and investigate training opportunities to improve the service by making operatives return the bins to the right position. This should ensure consistency and familiar layouts as well as being more aesthetically pleasing.

7. Wheelchair users' access
   A panel member enquired about the accessibility of bins concerning their height.

   CBR deliver team response: This is a valid point. However, the only physical solution to mitigate this problem would be to install underground bins. The implementation of this service on a city-wide scale would bring significant costs from the installation of the units alone. In addition, this would bring several changes to the collection service (i.e. new collections trucks, routes and staff – due to time required to collect each bin, etc…-). All in all, this would ultimately increase the costs of the service exponentially and therefore it cannot currently be justified.

8. The panel was very supportive of the idea of improving the service to encourage more recycling and decluttering the pavement.