SusCoHulme, Manchester City Council: Waste & Recycling (W&R), and Neighbourhoods Meeting notes regarding:

New bin placements in St Marys Hulme

W&R

- Funding to purchase the additional litter bins is not an issue, it is servicing the bins that is a more significant cost as there is limited resource to do this in the city
- Capacity to service bins limits the number we can add
- If you want a new site, you can move a bin from a different part of the ward
- Current preferred practice is to move bins, but there is the ability to add bins – this would require more servicing and looking holistically across city.
- Cannot procure service for a few bins, required to procure in bulk.
- Looking at capacity flex for more bins. There is a standard process for requesting new bins but city-wide resourcing is an issue, even if procured at scale.
- New bins are discussed on a quarterly review process. If there is a yes to increasing the number of bins, the council first needs to review all requests across Manchester, then a city-wide decision on where to place the new bins
- Relocating within a ward is a separate and much easier process. Need to consider accessibility and use of the existing bins, no blind spots for passing vehicles, worth checking at tight junctions around visibility. What would the prospective bin be placed close to?
- Litter is also a behaviour change issue. If there is a litter bin placed in an area where there is fly tipping it won't solve that problem.
- The neighbourhood teams tell W&R which bins are used and how full they are. If doing fill level checks, they need to know when the bins have been emptied. If we wanted to check, these can be done at appropriate time to the servicing time.
- Servicing is important for placement, safe stopping of waste collection vehicles.

What resources do they have around litter advertising?

- City wide campaign – keep Manchester tidy. Each initiative is bespoke to the area. If you have cigarette litter, the solutions are different to litter from night-time economy from take aways. Might be different if you have litter and waste from throwing out of car windows or fly tipping.
- Normally we would do an assessment of the area and see what mechanisms could be implemented. There should always be engagement with the cause. Can facilitate litter picking, or sessions that take place.
- One thing found is the action of people litter picking can help.
- Different ways of attracting the community, using additional resources to engage.

- W&R would usually do an informal assessment of waste, assumptions are made by waste experts on the day, and what the likely cause is. Things they consider is

different housing types, structures, and urban fabric affects use. Branded litter is something they will look for, points to a clear problem.

Green space intervention and road closures

- No formal council policy around traffic managed neighbourhoods for emergency service access or waste services, it's a case-by-case basis needed to approve or prevent a closure going forward.
- Providing services safely is important for these areas, W&R do get consulted on every scheme and intervention.
- A core problem of road closures that comes up is when a bin lorry is stopped from moving forward, meaning that the lorry must turn around, reverse in, or reverse out, or don't go near the site. W&R are conscious of reversing their lorries as this is when the danger comes in. Every waste collection vehicle is prescribed, by UK Government Health and Safety Executive, to reduce reversing to 0 except where it is impossible to do so. Any circumstance where reversing is required increases danger.
- To solve this in the case of a road closure, bin lorries could have the option to remove a blockade, depending on how the proposed road closures are done, bollards can be removed to allow service access.
- In the circumstance when collecting waste from a green space or a cul-de-sac, W&R put in place a bin presentation points (a designated space in road where you would put your bins for collection) instead. You ask residents to wheel their bins to a presentation point. Each individual closure needs to review those options.
- Appears that the easiest space for access in terms of closures is the Blanchard space (referring to SusCoHulme NIP Draft 2)
- W&R feedback from similar projects: we have seen a side effect of reducing traffic flow on a street; people feel that the street is safe but what has been witnessed by bin lorry drivers is a few near misses. There have been a few near misses at the usual speed, as non-car users treat the road space more freely and don't stick to regimented sides of the road.
- Might be worth additional traffic calming near road closures, to increase wider area of road safety.

Actions for SusCoHulme:

- Send through notes to W&R for review – Complete,
- To progress reallocating local litter bins:
  Find out which ones are under used,
  Look for appropriate new locations,
  Understand sort of litter is being dropped,
- Speak to those who are project managers in Levenshulme regarding their interventions
- High-vis jackets: follow up with Pauline