

Committee(s):	Date(s):
Port Health and Environmental Services	12 November 2013
Subject: Bishopsgate Bin Trial	Public
Report of: The Director of Built Environment	For Information
<p>Summary</p> <p>This report details the outcome of the recent litter bin trial carried out along Bishopsgate and advises members of officer's intention to conduct a further one year trial to fully assess the benefits of installing the larger capacity, Solar Compactor smart bins with automatic fill-level notification facility. This will allow officers to effectively manage the use of the litter bins and assess the results of the trial, taking account of the full range of seasonal variations in footfall and weather conditions throughout the year with minimal impact upon the resources currently deployed in the area.</p> <p>Recommendation</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the report. 	

Main Report

Background

1. Following reports to this committee in September 2009 and September 2010 regarding the provision of litter bins in the Square Mile. The current City policy is that litter bins will only be provided at seated areas or at locations where it can be demonstrated that they are cost effective and improve street cleanliness standards.
2. Regular service monitoring by City Officers and Amey UK Area Managers has identified Bishopsgate as a hotspot for litter in the City, particularly in the vicinity of the Liverpool Street Station entrance. Local residents and Ward Members have also voiced concerns regarding littering in the area.
3. At the end of 2012 Officers reviewed the resources used to maintain Bishopsgate and reorganised operations to improve efficiency and performance. At this time Officers also gave consideration to how else the service could be improved including the option of installing general waste litter bins along the busiest areas of Bishopsgate.
4. Following the recent installation of 26 Solar Compactor Bins elsewhere in the Square Mile in spring 2013 the City now has a number of "older

style” spare litter bins. As a result of the concerns detailed above a trial to use these litter bins for two weeks was planned to see if this would improve the street scene environment in Bishopsgate.

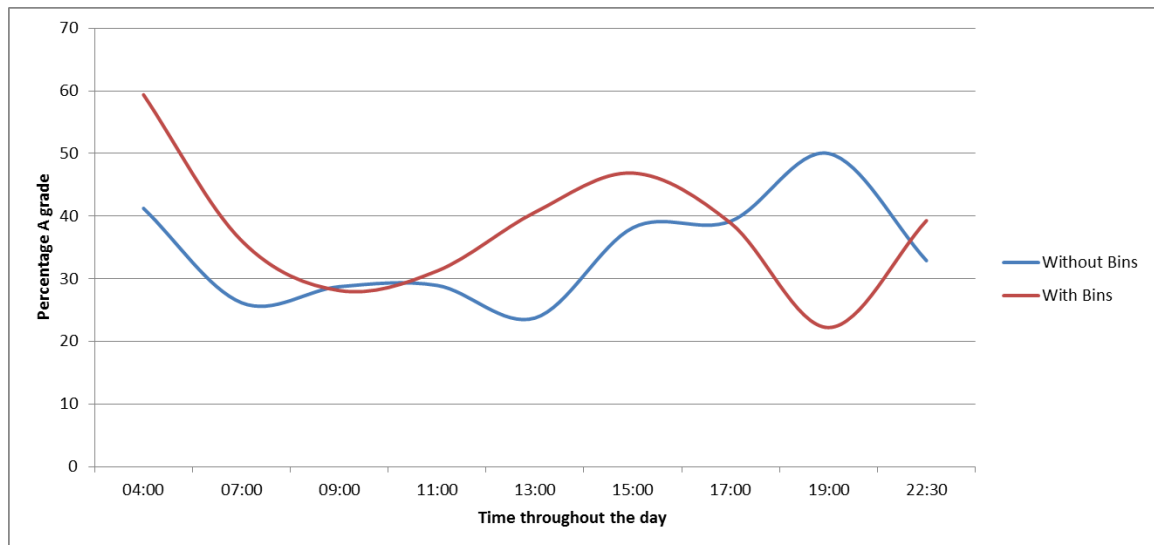
5. With the agreement of Transport for London (who are the highway authority responsible for highways infrastructure along Bishopsgate) we installed 20 “older style” litter bins for a two week period (19 August to 01 September) and monitored the street scene environment by carrying out up to 36 inspections per day. These inspections were also carried out for two weeks before and after the trial period to provide comparative data. For full details of the trial methodology see Appendix 1.

Current Position

6. The trial received some media interest with reports on regional, national and international news channels and websites. Locally the initiative was welcomed with positive feedback received from residents and businesses.
7. Throughout the trial period the degree to which Bishopsgate was littered was assessed using the Defra National Indicator 195 methodology in accordance with the schedule set out in Appendix 1. An explanation of the grading resulting from this approach is enclosed as Appendix 3. Overall the data showed that there was a slight reduction in street littering whilst the bins were in place. From the table below it can be seen that there was a 3.7% increase in the number of A grades found during inspections, an almost corresponding reduction in B grades and very slight reductions in C and D grade results.

Grade	Without Bins	With Bins	Change
A	34.4%	38.1%	+3.7%
B	63.8%	60.4%	-3.4%
C	1.7%	1.5%	-0.2%
D	0.1%	0.0%	-0.1%

8. We also analysed the data to identify littering trends throughout the day during the course of the working week. By looking at the percentage of A grade achieved at different times during the day we can see the following trends.



9. In general standards throughout the day were found to be the same or higher except for the evening rush hour period. It is considered likely that this drop in standards is attributable to the requirement for the evening street operative to empty the bins to ensure they did not overflow during this busy period. This diverted his attention away from sweeping and maintaining the rest of the beat. This trend was not seen during the morning rush hour as the contractor deploys a dedicated team in the mornings to empty litter bins.
10. The amount of waste collected from these bins over the two week trial period was approximately two tonnes. This is classified as street cleansing waste which is disposed of in our domestic waste stream.
11. Prior to the trial concerns were raised by Officers regarding the potential for illegal disposal of commercial waste by way of fly tipping around the general litter bins. This was monitored during the trial period and was not found to be a significant issue.
12. Staining around the bins was also an area for potential concern and was also monitored during the trial period. Some minor staining was found as shown in Appendix 2.

Considerations

13. Officers have considered maintaining the current arrangements with no bins in Bishopsgate. However feedback from the public and local businesses has been positive and indicates that there is local support for the installation of bins in this area. In addition to this the results of the two week trial has led officers to believe that there is potential for an improvement in standards from the installation of bins. The exact type and size of bin needs to be further considered. This needs to be done in consultation with the City of London Police (CoLP), Transport for London (TfL) and local Ward Members.
14. The most recent advice from the CoLP regarding acceptable types of bin is that blast resistant bins are no longer required; other bins are acceptable providing that they are of a design and made of a material (i.e. not cast iron) that will not exacerbate an explosion should this occur.

15. TfL are currently conducting a review of the footway on Bishopsgate with the aim of reducing street clutter. Officers have consulted with TfL who have agreed in principle to a one year trial of litter bins in Bishopsgate commencing April 2014 or earlier if possible, following the completion of their footway review works. The exact number and location of litter bins for this trial will be agreed in due course.
16. Officers have considered using the “older style” litter bins that were used in the two week trial. However, the design and capacity of these bins means that they fill up quickly and require constant servicing to ensure they do not overflow and reflect poorly on the service. In addition to this litter is easily blown out of these bins on windy days giving visitors to the City of London a poor impression.
17. Solar Compactor Litter Bins are in use elsewhere in the City. They have delivered service efficiencies by both compacting the waste resulting in a significantly larger capacity therefore requiring less frequent emptying. They also send an email alert to when they reach 95% capacity.

Corporate & Strategic Implications

18. This trial aims to improve the standard of cleanliness in Bishopsgate which supports the corporate objective of providing a modern, efficient and high quality local service and within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes.

Implications

19. The cost of leasing twelve Solar Compactors for this one year trial is £13,000. This will be met from the LAA funding which is a one off grant ring-fenced for environmental improvements.
20. It is expected that some waste that would otherwise be taken back to offices and therefore treated as commercial waste will be deposited in the bins provided. This will result in some increase in the street cleansing waste tonnage collected and treated as ‘Household’ waste. Officers estimate that waste disposal costs will increase by up to £6000 this will be funded from existing local risk budgets.
21. The effect that the additional waste generated from this trial has on the City’s recycling performance will be closely monitored

Conclusion

22. Officers have concluded that the trial did deliver a slight improvement to the general street cleanliness in Bishopsgate. However there was overwhelming support for the provision of litter bins from businesses and residents alike. On this basis and in order to establish more conclusive results across all seasons, it is intended to conduct a further extended trial of one year. This will enable a more detailed analysis of whether the provision of litter bins is a cost effective solution to improving the standard of street cleanliness at Bishopsgate and for Officers to assess the most appropriate type, number and location of bins in the area should it be decided to permanently retain litter bins at this location.

Appendices

- Appendix 1 – Proposed Bishopsgate Trial
- Appendix 2 – Evidence of Staining
- Appendix 3 – Defra NI195 Litter Grading Methodology

Background Papers

PHES, 22/09/09, Provision of Litter Bins

PHES, 21/09/10, Evaluation of Trial on Litter Bin Provision in the City of London

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Appendix 1 - Proposed Bishopsgate Bin Trial

Proposed Bishopsgate Bin Trial

It is recognised the Bishopsgate area, particularly near the Liverpool Street Station entrance, is a hotspot for litter in the City. At the end of 2012 the resources used to clean this area were reviewed and reorganised to optimise their performance and Officers gave consideration to any other amendments to the service provision that may improve the area.

Whilst the City has had a general policy of not providing general litter bins since 2008 it has been recognised that limited provision in particular litter hotspots (such as areas where people congregate for lunch in hot weather or tourist attractions) can help resolve the problem, provided the provision is adequate and they are regularly serviced. Following the recent installation of 26 Big Belly Solar Compactors the City has a stock of blast resistance litter bins that were replaced (see photo below) and it is proposed that these are trialled on Bishopsgate to see if providing a large amount of bins will alleviate the litter issue there. To see if this will work a trial period has been agreed with TfL (who are responsible for Bishopsgate as a TfL Red Route).

Trial:

Pre Trial Inspections: 5th August to 18th August
Trial Period: 19th August to 1st September

Four areas have been identified on Bishopsgate and will be inspected nine times per day as per the schedule below. Each area will be graded according to the amount of litter found using the Keep Britain Tidy A-D grading system and any fly-tipping noted. This will be carried out for two weeks to establish the current condition before the bins are installed.

Following the Pre Trial Inspections 20 blast proof general litter bins will be installed (see photo and locations attached). The same four areas will then be inspected using the same schedule. During the trial period the condition of each bin (overflowing, staining) will also be noted along with weather conditions (see attached inspection form).

All waste from the bins will be collected in specific bags and weighed separately back at the depot. This waste will also be audited to give an indication as to how much recyclable waste is being lost compared to the current method of separation by the operative on site.

Areas and proposed bin locations (see attached map):

North West: from Bin 1 to Bin 4.
South West: from Bin 4 to Bin 8.
South East: from Bin 9 to Bin 15.
North East: from Bin 16 to Bin 20.

Inspection Schedule:

Time	0400	0700	0900	1100	1300	1500	1700	1900	2230
Type	SEO	CCTV	SEO	SEO	CCTV	CCTV	SEO	SEO	SEO

Appendix 1 - Proposed Bishopsgate Bin Trial

Resources:

There will be no additional resources deployed during the trial period. The dedicated sweeper (Mon-Fri 1500-0000, Sat-Sun 1300-2100) will be rescheduled to 1100-1900 and provided with an electronic trolley to enabling them to service the bins without breaching the Time Banding regulations. The Tidy Teams will be utilised to collect the bags from the sweeper and service the bins outside these hours.

Evaluation:

For the trial to be considered a success there will need to be a significant increase in the KBT grading scores seen without an unacceptable increase in the amount of overflowing bins, incidents of staining and flytipping. Consideration will have to be given to any additional resources and costs incurred servicing the bins, maintaining the sweeping standards in the whole area, and dealing with staining or flytipping resulting from the bins.

If the trial is successful we will want to give further consider to the type and location of the bins, and we will need to work closely with TfL to ensure the work with their upcoming footway scheme.



Appendix 1 - Proposed Bishopsgate Bin Trial

Bishopsgate Bin Trial

Date	Initials
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Time	0400	0700	0900	1100	1300	1500	1700	1900	2230
Type	SEO	CCTV	SEO	SEO	CCTV	CCTV	SEO	SEO	SEO

Weather

Sunny	
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Cloudy	
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Raining	
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North West (1-4)

A

B

C

D

South West (4-8)

A

B

C

D

South East (9-15)

A

B

C

D

North East (16-20)

A

B

C

D

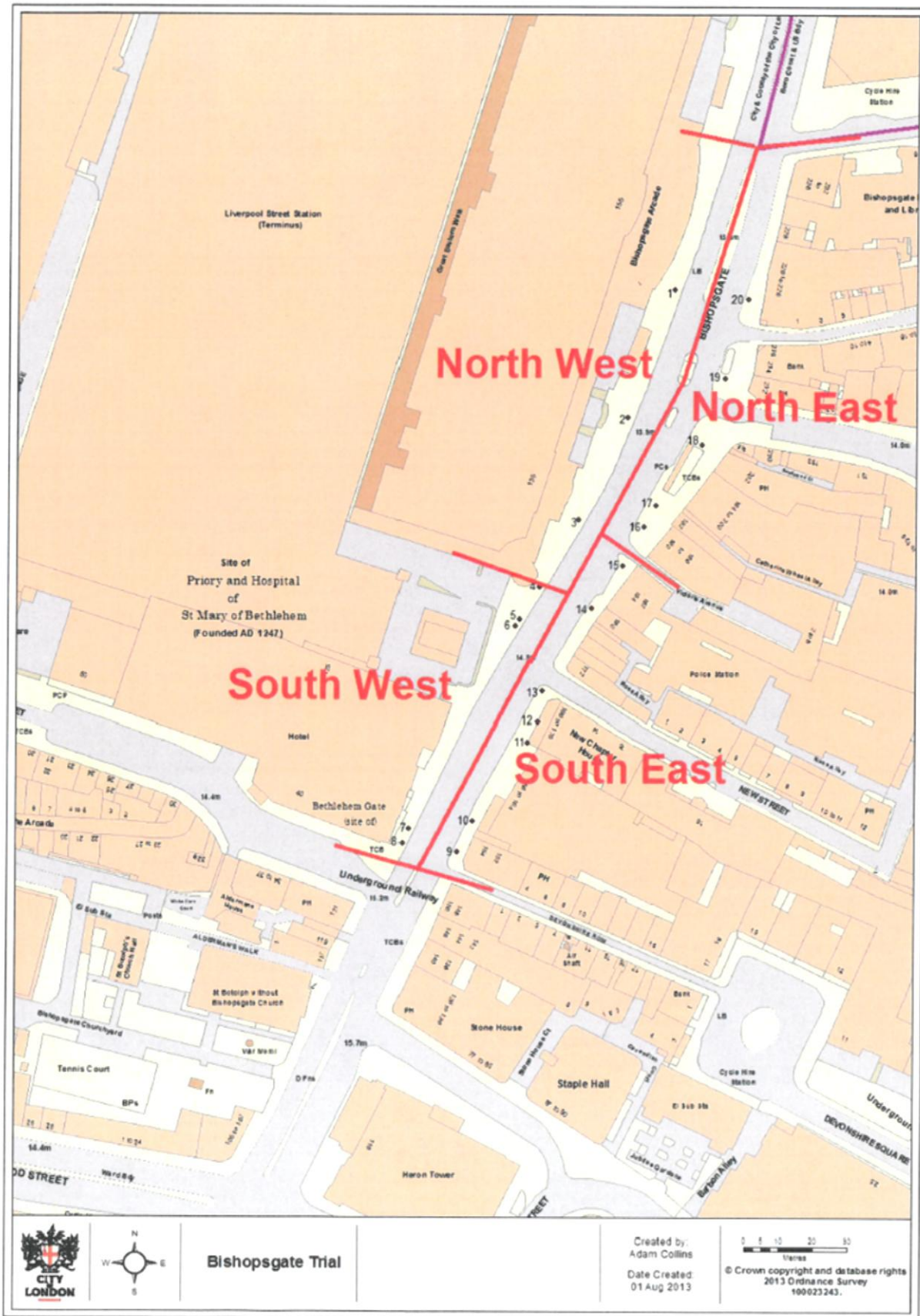
Bin	O/F	Stain	Bin	O/F	Stain
1	<input type="text"/>	<input type="text"/>	11	<input type="text"/>	<input type="text"/>
2	<input type="text"/>	<input type="text"/>	12	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	13	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	14	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	15	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	16	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	17	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>

Flytips

Appendix 1 - Proposed Bishopsgate Bin Trial

Bin No.	
	Western Footway
1	Opposite 222 Bishopsgate
2	Opposite Dirty Dicks
3	Opposite Victoria Avenue
4	Opposite KFC
5	Opposite Wrap
6	Opposite Wrap
7	Opposite 154 Bishopsgate
8	Opposite Devonshire Row
	Eastern Footway
9	Outside Spec Savers
10	Outside Bishopsgate Exchange
11	Outside Tesco's
12	By Bishopsgate Subway
13	By Bishopsgate Subway
14	By Krystal's Sweet Shop
15	Outside KFC
16	Outside Wasabi
17	By Bus Stop 186 Bishopsgate
18	Outside Dirty Dicks
19	By Nat West Bank
20	222 Bishopsgate

Appendix 1 - Proposed Bishopsgate Bin Trial



Appendix 2 - Evidence of Staining



Appendix 3 - Defra NI195 Litter Grading Methodology

NI195 Litter Grading from the Defra Cleanliness National Indicator (NI195) Manual

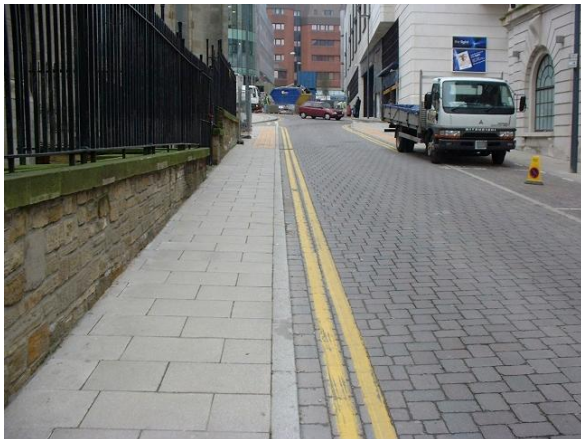
There is no statutory definition of litter. The Environmental Protection Act 1990 (s.87) states that litter is '*anything that is dropped, thrown, left or deposited that causes defacement, in a public place*'. This accords with the popular interpretation that 'litter is waste in the wrong place'. However, local authority cleansing officers and their contractors have developed a common understanding of the term and the definition used for NI195 (and for the LEQSE) is based on this industry norm.

Under Section 98(5A) of the Environmental Protection Act 1990, certain discarded smoking-related materials (cigarette ends, etc.), and discarded chewing gum and the results of other products designed for chewing, are specifically stated to be items of litter. However, whilst both are litter when they are dropped (i.e. the dropper could be prosecuted under Section 87 of the Environmental Protection Act 1990 for leaving litter), the standards in the Code of Practice on Litter and Refuse do not apply to trodden-in chewing gum. Duty bodies are not required to employ special cleansing methods to remove compacted gum or gum staining over and above normal cleansing regimes.

Litter may also include putrescible or clinical wastes, or faeces such as dog, bird and other animal faeces. **Note** - This definition is aligned with the opinion of most members of the public who regard faeces - especially dog faeces - as comprising litter. For the purposes of NI195, recent leaf and blossom falls are **excluded** from the definition of litter.

Examples:

GRADE A - no litter or refuse



GRADE B - predominantly free of litter and refuse except for some small items



Appendix 3 - Defra NI195 Litter Grading Methodology

GRADE C - widespread distribution of litter and refuse, with minor accumulations



GRADE D - heavily littered, with significant accumulations

