

Seafield Depot Household Waste and Recycling Centre – Briefing Note

Waste and Cleansing
Place Directorate
16 August 2019

1. Introduction

- 1.1 At full council on 27 June, Councillor Kevin Lang tabled a motion regarding the new access/egress arrangements at Seafield HWRC. Transport and Environment Convener, Councillor Lesley Macinnes agreed to circulate a briefing note to elected members.

2. Background

- 2.1 Seafield Recycling depot has been under major phased redevelopment for the last three years. The site has been developed from a 'dump site' in 2007/8 into a split-level recycling centre. Up until 2017, the rest of the site (now housing the office accommodation and waste and cleansing vehicle parking) was not actually in use as the collection service operated from other locations in the East of the City.
- 2.2 The purpose of constructing this new integrated depot and household waste recycling centre was to deliver improved performance in the waste collection service (through a modern depot for staff and fleet, with attached vehicle maintenance facilities) and deliver efficiencies in the disposal of waste and recycling (through the construction of a new waste transfer station which will be jointly staffed and managed with the household waste recycling centre).
- 2.3 The development which is near completion has been constructed over three phases. Each phase has been developed by working closely with our partners in both the public and private sectors to ensure safe operation during construction of the site. The health and safety of council staff, the contractor's staff and members of the public has always been a priority for the programme.

3. Main Points

- 3.1 The old access road from Fillyside Road to the HWRC site now has all waste, cleansing and disposal traffic using this road as access and egress. This has increased the number of heavy vehicle movements on the site and this will only rise as more of the collection vehicles start to deliver materials into the now operational transfer station. There will of course be additional vehicles entering to move materials off site.

- 3.2 It was decided that with the additional heavy vehicle movements on the site, the access road from Fillyside Road into the depot was not suitable to take this increased volume of works traffic alongside domestic vehicles. The site has now been divided into two distinct sections, the lower level for access to the depot and waste transfer station, and the upper level for members of the public to use the HWRC site. This new layout allows waste and cleansing operatives to control access/egress from the site. It is also designed to reduce the risk of vehicle collision.
- 3.3 The new access road from Seafield Road was chosen to separate the public from the operations side of the site. We only allow access to the upper level with heavy vehicles when the site is closed to the public. The road leading into the site is now a third longer than the old road from Fillyside Road to the first disposal container. Access to the disposal area can now be better controlled from the roundabout within the site before service users enter the disposal area. An extra member of staff has been placed on the site at weekends and bank holidays to assist with traffic control.
- 3.4 Originally it was proposed that heavy vehicles would be brought in from Seafield Road. This would have retained access for the public in and out from Fillyside road. It was felt however that this would still create potential conflict points between Heavy Good Vehicles having to double back on themselves and cross lanes with public vehicles.
- 3.5 In respect if the closure experienced on the weekend of the 15 and 16 June, this was the first weekend that the revised traffic management arrangements were in place. Site Supervisors took the decision to close the site, for a period of approximately 45 minutes, as heavy traffic was queuing on Seafield Road and in the site itself. Site staff fed back that there were a number of vans on site at this time who were taking considerable time to unload. In addition, the skips that were being most heavily used were the first skips the public came to.
- 3.6 In terms of the HWRC operation, all materials can now be deposited via the upper level. Material disposal points have been moved around to ensure that there is a good spread along the disposal area, this is to prevent traffic bottle necks and we have also moved some of the more frequently used containers away from the entrance to the disposal area, allowing traffic to flow better in and around the site.
- 3.7 The length of road available for queuing traffic under the revised layout is longer than it was previously. This should now contain the traffic mostly on the site without affecting surrounding roads such as Seafield Road.
- 3.8 It should be noted that overall waste and recycling tonnage disposed of in the first quarter of 2019/20 remains in line with the same period in 2018/19 despite the change to opening hours and site layouts.

4. Next Steps

- 4.1 The use of the site by members of the public can be sporadic and unpredictable but factors such as time of day and weather can affect numbers. Before the site was changed there would be vehicles queuing on Fillyside Road. Traffic

congestion also increased by the presence of vans, as vans take longer to unload than cars. The service will be looking to bring forward some policy proposals over the course of 2019 regarding management of large vans and trailers.

- 4.2 The use of traffic counters is also being investigated which may allow us to relay the busiest periods of the website to allow customers to make a more informed decision as to when they may wish to visit the site.
- 4.3 The Seafield HWRC site along with all other HWRC sites are continually monitored to ensure the sites are operated to the highest safety standards. Any issue in the operation of the site will be recorded and reported through the normal process of the operation of the site, complying with all HSE and SEPA licence requirements.

5. Contact Details

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