

Report authorised by Executive Director of Place under Delegated Powers

20 May 2026

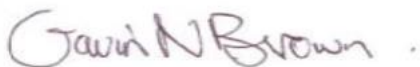
TRO/25/33 Proposed Introduction of Disabled Persons Parking Places (DPPP) Consideration of Objections Received

Routine

Wards: 1 Almond, 2 Pentland Hills, 3 Forth, 4 Inverleith, 5 Corstorphine/Murrayfield, 6 Sighthill/Gorgie, 7 Leith, 8 Craigmillar/Duddingston, 9 Liberton/Gilmerton, 10 Portobello/Craigmillar.

1. Recommendations

- 1.1 Note the comments and objections received in response to the advertisement of Traffic Regulation Order (TRO) TRO/25/33 and the Council's responses to the points that were raised.
- 1.2 Approve the setting aside of the objections to TRO/25/33 and approve the making of the full TRO as advertised.



Gavin Brown

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Report

2. Executive Summary

- 2.1 The draft Traffic Regulation Order (TRO) TRO/25/33 proposed the introduction new Disabled Person's Parking Places (DPPP) and sought to formalise existing advisory DPPP to enable enforcement at twenty-two locations. The TRO was advertised in [April and May 2026](#) at this point which point those interested in the proposals were invited to make their views known to the Council
- 2.2 This report details the outcome of the advertisement of the TRO, including details and consideration of all comments received.
- 2.3 This report seeks the authority to set aside the objections make the TRO as advertised.

3. Background

- 3.1 The Council, having received requests from the public and considered its duties under the terms of The Disabled Persons Parking Places (Scotland) Act 2009 Act, identified locations where new, or the formalisation of existing advisory, Disabled Person's Parking Places are required.
- 3.3 This report fulfils the Council's legal obligation to show that any comments received, including objections to the draft TRO have been fully considered prior to a decision being taken on the future of said proposals.
- 3.4 Paragraph 86 of Appendix 6 of the Council's Scheme of Delegation to Officers delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public to one single location and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed.

4. Main report

Responses Received and Consideration of Objections

- 4.1 Proposals at twenty-two locations were advertised as part of draft TRO/25/33. Objections were received relating to two locations within the TRO and this report details the points raised by respondents and sets out the Council's responses to each point of objection in turn, where appropriate.

- 4.2 The content of the objections received, and the Council's responses to those objections, are detailed in Appendix 1. This appendix also details any suggestions or comments received as part of the advertised proposal.
- 4.3 Of the twenty-two locations included within the draft TRO advertisement, five objections including partial objections were received outlined in Appendix 1.
- 4.4 Three objections were received to the Glasgow Road proposal, and one objection was received to the North Road, (Ratho) proposal.
- 4.5 A further objection was received from a location which was out of scope for TRO/25/33.
- 4.6 In general, the objections received raised similar concerns across both locations, namely that there were already a significant number of DPPPs in the area. As no additional DPPP are being installed and existing bays are being formalised objections to the Glasgow Road and North Street, Ratho proposals should be set aside.

Conclusion

- 4.7 For the reasons provided in response to comments raised in Appendix 1 and as outlined in this report above, Officers are satisfied that TRO/25/33 should be 'made' as advertised.

5. Next Steps

- 5.1 If approved all parties who commented on the proposals during the advertisement stage will be contacted via email and advised about this decision.
- 5.2 The legal process will be concluded, with TRO/25/33 being "made" and the changes will be reflected on street.

6. Financial impact

- 6.1 All costs associated in providing the required add or change road markings and signage will be met from the existing budget contained within Parking Controls team.

7. Key Policies

- 7.1 In addition to complying with its duties under the 1984 Act and 1999 Regulations, in determining the TRO and RSO, Officers' must have due regard to the Council's public sector equality duty, in terms of section 149(1) of the Equality Act 2010, to the need to:
 - 7.1.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
 - 7.1.2 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - 7.1.3 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Climate and Nature Emergencies

- 7.2 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
- 7.2.1 “must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets” (Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and
 - 7.2.2 “In exercising any functions, to further the conservation of biodiversity so far it is consistent with the proper exercise of those functions” (Nature conservation (Scotland) Act 2004)
- 7.3 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 7.4 As part of the City Mobility Plan a Strategic Environmental Assessment was carried out, which concluded that the cumulative impacts of managing private car use and reducing commuting by private car travel, informed through parking controls proposed in this report, would have a positive impact on reducing environmental impact and responding to climate change.

Housing Emergency

- 7.5 The Council declared a housing emergency in November 2023. The Housing Emergency Action Plan (HEAP) was considered by the Housing, Homelessness and Fair Work Committee on 25 February 2025.
- 7.6 This report is anticipated to have no negative impacts on the housing emergency or on the HEAP

8. Risk, compliance, governance and community impact

City Mobility Plan (CMP)

- 8.1 The amendments promoted by TRO/25/33 are aligned to the recent parking policy and support the Council’s City Mobility Plan.
- 8.2 The CMP sets out Edinburgh’s strategic framework for achieving sustainable and effective mobility across the city.
- 8.2.1 Policy measure Movement 17 within the CMP focused on waiting and loading restrictions. ‘Review, apply, and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.’
 - 8.2.2 Policy measure 34 within CMP is focused on parking controls.’ Extend the coverage and operational period of parking controls in the city to manage

parking availability for the benefit of local residents and people with mobility difficulties.'

- 8.3 TROs are required to enable enforcement of parking restrictions, alongside appropriate road markings with accompanying signage if required. This process includes a pre-TRO consultation period, followed by a statutory consultation period.

Traffic Regulation Process – Legal Process

- 8.4 Formal TRO advertisements are communicated online and via local press, the adverts explain how individuals or organisations can object to or support the relevant proposals.
- 8.5 All comments received are taken into consideration before determining whether to proceed, modify or abandon any proposals.
- 8.6 Ahead of the statutory TRO consultation commencement street notices were erected on street lighting at the entrance to all proposed locations.
- 8.7 There is no requirement to send letters to individual property owners as part of the TRO process.

Integrated Impact Assessment

- 8.8 In 2019 CMP had an Integrated Impact Assessment (IIA) undertaken, and in June 2023 further IIAs related to parking and DPPP were undertaken as part drafting the Parking Action Plan. The CMP and the copies of IIAs are published and publicly available on the [Council's website](#).

9. Background reading/external references

- 9.1 [TRO-25-33 TRO Advertisement April-May 2026](#)

10. Appendices

Appendix 1 – TRO/25/33 Correspondence received and the Council's response

Appendix 1 – TRO/25/33 Correspondence received and the Council's response

This appendix provides details of the responses received to the advertising of the above Order. It further sets out the Council's response to the points made, as well as outlining or detailing any changes proposed to the Order as advertised or changes that are proposed to be delivered under a separate legal process.

This appendix splits the responses received by location and is split into the following parts:

Part A – Glasgow Road

Part B – North Road, Ratho

Part C – Objections which are unrelated to TRO/25/33

Each part, covering a specific location, will detail all of the responses received, whether:

- a) Objections
- b) Indications of support
- c) Comments or suggestions

Where multiple responses have made similar points, each part will include details of the number of persons who made similar points, comments or suggestions.

Part A		Location:	Glasgow Road
Point No	Objection Detail	No. of Comments	Response
1.	"There is already a Disabled Persons Parking Place (DPPP) around 61-75 Glasgow Road and we don't need another" "Our property is a nightmare for parking given its close proximity to the airport and an additional DPPP will make it harder for non-disabled residents to park when there is sufficient DPPP already available".	3	These comments have been investigated, and it has been confirmed that we are not adding more DPPP in Glasgow Road. The purpose of this TRO is to ensure that the existing advisory DPPP outside 61-75 becomes legally enforceable and can only be used only by Blue Badge holders. No additional DPPP are being added at this location.
Point No	Support Detail	No. of Comments	Response
2.	N/A	N/A	N/A
Point No	Comments or suggestions	No. of Comments	Response
3.	N/A	N/A	N/A

Part B		Location:	North Road, Ratho
Point No	Objection Detail	No. of Comments	Response
1.	"There are no spaces to park already in North Street and there is already five Disabled parking spaces in this street."	1	This objection has been investigated, and it has been confirmed that we are not adding more DPPP in North Street, Ratho. The purpose of this TRO is to ensure that the existing advisory DPPP outside number 41 becomes legally enforceable and can only be used only by Blue Badge holders. No additional DPPP are being added at this location.
Point No	Support Detail	No. of Comments	Response
2.	N/A	N/A	N/A
Point No	Comments or suggestions	No. of Comments	Response
4.	"Maybe you should start putting drives in their front gardens. It would help with the traffic."	N/A	N/A

Part C		Location:	Unrelated Objection	
Point No	Objection Detail	No. of Comments		Response
1.	"Lived at number XX duart crescent for 30 years, bought house own driveway dropped kerb, the council in their wisdom granted a diability bay the opposite side on a narrow street which made leaving or accessing difficult, my wife is disabled and even trying to go shops on her motability scooter is scary ,vans lorries cars etc mount the dropped kerb, but that's not the end of it council has granted another diability bay this time on the right side but 30ft aprox down from the other one ,surely would it not be a lot easier to place everything ,the way the parking allows for safety if nothing else????"	1		This objection relates to a location not within this TRO and is therefore out of scope for TRO/25/33. Officers will contact the objector to offer any assistance they can.
Point No	Support Detail	No. of Comments		Response
2.	N/A	N/A		N/A
Point No	Comments or suggestions	No. of Comments		Response
3.	N.A	N/A		N/A