

62498 Proposed Traffic Regulation Order TRO/24/34

This request relates directly to the proposed Traffic Regulation Order TRO/24/34, which seeks to introduce parking restrictions on Rankin Drive, Edinburgh.

Please provide all recorded information held by your organisation from 1 January 2021 to the present date (05/06/2026) relating strictly to the section of the street between house numbers 95 and 115 Rankin Drive, categorized by the specific headings below:

Emergency Access Logs & Operational Data

Any formal logs, incident reports, or official complaints submitted by the Scottish Fire and Rescue Service (SFRS), the Scottish Ambulance Service (SAS), Police Scotland, or the Council's Waste Management Services regarding vehicles experiencing difficulty or being blocked on this specific stretch.

No such records are held. Between 01/01/2021 and 08/06/2026 there have been two complaints of missed waste collections from this location, but we do not hold data on whether this was due to access.

All correspondence (emails, letters, or official memos) between the City of Edinburgh Council's Transport/Roads department and emergency services that explicitly references or identifies access concerns on this section.

This information is not held.

The total recorded number of missed or delayed refuse/recycling collections on this specific stretch due to vehicle access being hindered by parked cars.

This information is not held. We do not collect data on vehicle access being hindered by parked cars.

Technical Road Geometry Data & Sweeping Path Analysis (SPA)

The exact kerb-to-kerb road width measurements (in metres) physically recorded by council officers for this section of the street.

This information is not held.

Copies of any Sweeping Path Analysis (SPA) or vehicle turning simulations (e.g., AutoTURN models) conducted specifically for a standard 18-tonne SFRS appliance or a standard 26-tonne council refuse vehicle between 95 and 115 Rankin Drive.

This information is not held.

The minimum required clear channel width threshold used by the Council to legally justify painting double yellow lines at this location.

This information is not held.

Integrated Impact & Traffic Displacement Assessments

A copy of the full, signed Integrated Impact Assessment (IIA) or Equality Impact Assessment (EqIA) conducted specifically for Rankin Drive.

The Council detailed the equality, environmental, climate, financial and key policy impacts of the parking controls, which are presented (along with IIA details) in the related Committee report published on our website at:

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=645&MId=7799>

Please refer to 'Item 3 – TRO/24/34 – Objection Report, Footway Paring Restrictions'

Any documented impact assessments, modelling, or reports investigating where the vehicles displaced by the 30% reduction in parking spaces are expected to relocate, and the safety implications of that displaced parking on the surrounding road network.

The above-referenced TRO/24/34 Committee report includes information regarding Integrated Impact Assessments.

There are only two areas within Rankin Drive where yellow lines are to be implemented, meaning the remainder of the street is available for parking. Rankin Drive is out with the Controlled Parking Zone and there is also parking opportunity in neighbouring streets.

One of the new sections of yellow lines is due to be implemented at the northern junction of Rankin Drive and Langton Road (adjacent to 64 Rankin Drive) to ensure the junction is not obstructed by parked vehicles, including any displaced by the other new section of yellow line on the street. Yellow lines are already in place at the Southern junction of Rankin Drive and Langton Road, and parking pressure changes will be monitored to ensure that any further parking controls are considered where required.

Site Survey Data & Consultation Methodology

The exact dates, times, and durations of all physical, on-site parking occupancy surveys conducted by Council officers on this stretch within the last 24 months.

Please refer to the attached Footway Parking Survey - Rankin Drive.

The internal framework or policy guidelines used by the TRO Sub-Committee to justify why a 2-person expression of support was given greater material or legal weight than the 63 formal resident objections and the statutory objection submitted by the Grange Prestonfield Community Council.

The content of comments and objections is considered, as opposed to the number of each. The Council's transport and parking policy objectives are described in the City Mobility Plan and Parking Action Plan. These are available on our website at:

<https://www.edinburgh.gov.uk/city-mobility-plan-1>

<https://www.edinburgh.gov.uk/downloads/file/33119/parking-action-plan-2023>

Statutory Notice Evidence & Project Costings

Photographic evidence and internal logs proving that physical statutory consultation notices were correctly affixed to street furniture outside 95 to 115 Rankin Drive, alongside the exact dates they were posted and removed, as required by the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Notices were placed on Rankin Drive, although photographs of them and the exact dates of their display are not held. It should be noted that the 1999 Regulations do not require

authorities to display Notices; rather, the regulations provide authorities with the option to do so if considered appropriate (as shown in the excerpt below).

Publication of proposals

5.—(1) After the consultations referred to in regulation 4 but before making the order the authority shall—

(a) publish at least once in a local newspaper circulating in the area in which any road or other place to which the order relates is situated a notice of proposals containing the particulars specified in Part I of Schedule 1;

(b) take such other steps as they may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions and, without prejudice to the generality of this sub-paragraph, such other steps may include—

(i) publication of a notice in the Edinburgh Gazette;

(ii) the display of notices in accordance with Schedule 2 in roads or other places affected by the order; or

(iii) the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely to be affected by any provision in the order;

(c) make available for inspection in accordance with Schedule 3 the documents mentioned in that Schedule.

The projected total financial cost of implementing, painting, and signing the restrictions under TRO/24/34 for Rankin Drive, alongside the documented budget source code or approval for this expenditure.

Costs for Rankin Drive were included in the parking controls promoted by TRO/24/34 and are not available for the individual street. Committee approval of the implementation of TRO/24/34 can be found on the Council's website and in the Committee meeting minutes at:

Webcast - https://edinburgh.public-i.tv/core/portal/webcast_interactive/1090177

Printed draft minutes -

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=645&MId=7799>

Independent Reporter & Evaluation Case Reports

A copy of the official Case Report or Independent Reporter's Report compiled to evaluate the many resident objections and the Grange Prestonfield Community Council objection.

This information is not held.

The documented minutes, officer notes, or internal correspondence showing the justification for overriding any specific safety or traffic displacement warnings raised within those many objections.

Please refer to the Committee report and appendices on the Committee webpage at:

<https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=645&MId=7799&Ver=4>