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## Disabled Persons' Parking Places (Scotland) Bill

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Bill Number:	SP Bill 10
Introduced on:	2 June 2008
Introduced by:	Jackie Baillie MSP
Passed:	26 February 2009
Royal Assent:	1 April 2009

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### Passage of the Bill

The [Disabled Persons' Parking Places \(Scotland\) Bill](#) [SP Bill 10], a Member's Bill, was introduced in the Parliament on 2 June 2008. Stage 1 commenced on 24 September 2008 with the Local Government and Communities Committee as the lead committee. The Stage 1 (general principles) debate took place on [26 November 2008](#) and the Bill was passed following the Stage 3 parliamentary debate on 26 February 2009.

### Purpose and objectives of the Bill

The aim of the Bill is to make disabled persons' parking places legally enforceable, preventing the misuse of such parking places by those not entitled to use them. Currently, most disabled persons' parking places are only advisory and availability depends on the courtesy and consideration of other drivers.

### Provisions of the Bill

The Bill requires every local authority to undertake a one-off audit of all disabled persons' parking places within their area, whether on-street or off-street.

Local authorities will be required to convert all advisory on-street disabled persons' parking places into enforceable parking places, unless they are no longer deemed necessary.

The Bill places a duty on every local authority to enter into negotiations with the owners of existing off-street car parks containing disabled persons' parking places with a view to making them enforceable parking places and, where they cannot initially obtain such agreement, to continue to seek such agreement at least once every two years.

## **Parliamentary consideration**

The Local Government and Communities Committee took evidence on the Bill between September and October 2008. The main concern during consideration of the general principles was over the uncertainty surrounding the figures in the Financial Memorandum. The Local Government and Communities Committee agreed with the Finance Committee that the overall estimate of £1.7m for creating enforceable disabled persons' parking places across Scotland was subject to a significant degree of doubt. The Committee recommended in its [Stage 1 Report](#) that the Scottish Government and COSLA should negotiate the costs of implementing the Bill's provisions to ensure that it would not unduly burden local authorities.

Uncertainty over costs continued during the Stage 1 debate, during which the Minister for Transport, Infrastructure and Climate Change stated that, as promoter of the Bill, Jackie Baillie MSP had responsibility for the financial memorandum and that the Government would support Ms Baillie in her discussions with COSLA.

At Stage 3, following negotiations and research by Jackie Baillie, the cost was estimated to be nearer £3m. The Minister, however, said that local authorities considered that costs would be closer to £6m. The Minister gave an undertaking that, following the passage of the Bill, officials would liaise with local authorities to address the issue of how to take account of economies of scale and best value. The Minister also indicated that the Government would make funding available once more accurate figures become available.

There were no major changes in the [Bill as passed](#). Only minor technical amendments were made at Stage 2.

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