
Report To:	Inverclyde Council	Date:	30 November 2017
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	LP/104/17
Contact Officer:	Peter MacDonald	Contact No:	01475 712618
Subject:	The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999		

1.0 PURPOSE

- 1.1 The purpose of this report is to request the Council to consider a remit from the Environment and Regeneration Committee.

2.0 SUMMARY

- 2.1 The Environment and Regeneration Committee held a special meeting on 26 October 2017 at which it:-

- (a) Conducted a hearing, in accordance with the Rules of Procedure recommended by Officers for the same, to allow the objector who maintained his objection to be heard, and considered the representation of the objector; and
- (b) Considered a report by the Corporate Director, Environment, Regeneration and Resources:
 - (i) advising of the outcome of the statutory public consultation, including the objection not withdrawn, and discussions with the objector undertaken by officers; and
 - (ii) asking the Committee, having considered the objection received and the representation made at the special meeting, to decide either to dismiss the maintained objection and recommend approval of the proposed Traffic Regulation Order ("TRO") or uphold the outstanding objection and seek modifications to the proposed TRO.

- 2.2 At the Special Meeting, following the conduct of the hearing in consideration of the report in terms of 2.1 above, the Committee decided that the maintained objection be dismissed and that the proposed TRO as detailed in said report be approved and referred to the next meeting of the Inverclyde Council with a recommendation that it approve formally the proposed TRO and authorise the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in accordance with the statutory procedure.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Council approves and makes the TRO as detailed in Appendix 2 and authorises the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in connection therewith.

4.0 BACKGROUND

- 4.1 The Environment and Regeneration Committee at its meeting of 2 March 2017 granted approval for the promotion of a TRO to remove the requirement to display parking discs in Kilmacolm. This involved a statutory public consultation process, in terms of which two objections were received to the proposed TRO. One of these objections was withdrawn following dialogue with Officers.
- 4.2 The Committee, at its meeting of 31 August 2017, considered the terms of the report by the Corporate Director Environment, Regeneration and Resources advising the Committee of the progress of the statutory consultation process on the proposed TRO and authorised officers to make arrangements for the holding of a public hearing in the form of a Special Meeting into the maintained objection as part of that process.
- 4.3 The reports to the Committee of 2 March 2017 and 31 August 2017 (which together form Appendix 1) provided background information on and details of the implications of the recommendations, and details of the consultations undertaken.
- 4.4 The Council is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Decriminalised parking	Traffic signs	2017/18	£3,000	N/A	Contained within overall Decriminalised Parking budget

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A	N/A	N/A	N/A	N/A	N/A

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equalities implications arising from this report.

Repopulation

5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

6.1 The proposed TRO has been advertised in the Greenock Telegraph and Paisley Daily Express and full details of the proposals have been made available for public consultation during normal office hours at the offices of the Head of Environmental & Commercial Services, Inverclyde Council Customer Service Centre, Central Library and Kilmacolm Library.

7.0 LIST OF BACKGROUND PAPERS

7.1 See paragraph 4.3 above and Appendix 2 attached.

APPENDIX 1

Report To: Environment & Regeneration Committee **Date:** 2 March 2017

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** ERC/ENV/RG/16.301

Contact Officer: Steven Walker **Contact No:** 01475 714828

Subject: Implications of Removal of the Use of Parking Discs in Kilmacolm

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the implications of enforcing the existing two hour time limit in designated on-street parking locations in Kilmacolm without the requirement to display a parking disc.

2.0 SUMMARY

- 2.1 On 12 January 2017 the Committee considered a report regarding the parking disc zone in Kilmacolm.
- 2.2 It was agreed that Officers would bring a further report to this Committee which would detail the implications of enforcing the existing two hour time limit, without the requirement to display a parking disc. This report describes the statutory process which would require to be followed, the practical implications for enforcement and the relationship of Kilmacolm to the wider parking strategy in the context of limited stay on-street parking.

3.0 RECOMMENDATIONS

- 3.1 That the Committee:-
- 1) note the further investigations that have been carried out into enforcement of on-street 2 hour maximum stay parking in Kilmacolm,
 - 2) approve the drafting and promotion of a variation to the Traffic Regulation Order to remove the requirement to display parking discs,
 - 3) approve that a further report be brought back on the outcome of the consultation process associated with the variation to the Traffic Regulation Order which will inform the Committee of the extent of support for the proposal.

Robert Graham
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 On 12 January 2017 the Committee considered a report regarding the parking disc zone in Kilmacolm which was in response to concerns raised by Kilmacolm Traders who proposed the abolition of the parking disc zone in the village.
- 4.2 One of the outcomes of the above report was that Officers would bring a further report to this Committee which would detail the implications of enforcing the existing two hour time limit, without the requirement to display a parking disc, on a permanent basis.

5.0 IMPLICATIONS OF THE ABOLITION OF THE PARKING DISC ZONE IN KILMACOLM

- 5.1 With regard to the statutory process associated with the removal of parking discs, it would be necessary to promote a variation to the existing Traffic Regulation Order (TRO). This would involve public consultation on a proposed TRO for a period of at least 21 days, consideration of any objections received and, subject to any objections being resolved and withdrawn, submission of a report to the Environment and Regeneration Committee for consideration and any approval to make the TRO.
- 5.2 In terms of the practical operation of the existing 2 hour maximum stay designated on-street parking in Kilmacolm, it is a requirement that Parking Attendants know the arrival time of the vehicle in order to determine whether the vehicle has parked longer than the restriction allows. The current parking disc requirement readily indicates the arrival time of the vehicle as claimed by the vehicle's driver and the Parking Attendant is able quickly to ascertain whether it is appropriate to issue a Penalty Charge Notice.
- 5.3 In the circumstance where a 2 hour maximum stay restriction required to be enforced without a parking disc, the Parking Attendants would carry out enforcement of yellow line restrictions by noting the registration and tyre valve positions on vehicles in the 2 hour limited waiting area and then would leave the location to carry out enforcement duties in other areas. Approximately two hours later Parking Attendants would then require to return to Kilmacolm, carry out a second sweep of the 2 hour limited waiting area comparing registrations and tyre valve positions, and issue PCNs to those vehicles which have been parked for longer than the 2 hour limited waiting period as indicated by the comparison of tyre valve recording. This is a resource intensive step as proof is required of the duration of the stay as opposed to the time parked as claimed by drivers using parking discs as the basis of enforcement.
- 5.4 Officers understand that this tyre valve practice is carried out in some other local authorities. It has also been applied to a limited extent in a car park in Port Glasgow which currently has a restriction on the length of stay but does not require display of a disc.
- 5.5 Enforcement in this manner does carry some risk however as the position the Parking Adjudicator may take on an Appeal in respect of the evidence on tyre valve positions is not certain. If the use of tyre valve positions to determine excess stays is not sustainable through the Appeal process, the only remaining alternative would be to revert to enforcement through continuous observation. Essentially this would involve Parking Attendants witnessing the continuous parking of a vehicle for more than the two hour maximum.
- 5.6 Further consideration has been given to Kilmacolm in the context of location and the relationship to the wider parking strategy. There are a number of specific factors to consider in relation to parking enforcement in this village:
 - There is clearly continued community concern from traders in connection with the impact on businesses and customers,
 - It is recognised that Kilmacolm is separate from the urban area of Port Glasgow, Greenock and Gourock and its parking provision and usage is necessarily of a different nature,

- Designated on-street parking in the village centre is limited with only 32 spaces,
- The typical length of stay in respect of this parking reflects the mix of shops and in the village centre will typically be shorter than is the case in the urban area.

5.7 There is a justifiable case in these circumstances therefore for a different approach to parking enforcement of on-street 2 hour designated spaces than is the case elsewhere in Inverclyde. In essence, an exception could be made in view of the particular locational circumstances associated with Kilmacolm without compromising the wider strategy across the urban area. It would need to be recognised however that should a different approach be taken in Kilmacolm, enforcement would be less frequent in view of the increased resource requirement as described above.

5.8 As discussed in the previous report to this Committee on 12 January 2017, there are clearly mixed views amongst the community on the manner of on-street limited stay parking enforcement. If a permanent change to the current enforcement regime were to be pursued, this could be progressed through the promotion of a variation to the current Traffic Regulation Order. The process of promoting such a variation involves community consultation and the opportunity to make objections. For such a proposal to be successful, therefore, there would need to be a general consensus of support.

5.9 It is therefore recommended that in view of the circumstances as described above with respect to the ability to enforce the limited number of spaces, combined with the unique locational issues associated with Kilmacolm, that a variation to the Traffic Regulation Order to remove the requirement for discs, be drafted and promoted. Through the 21 day public consultation process, the views of the community will be captured and the outcome considered at a future Committee.

6.0 IMPLICATIONS

6.1 Finance

If the Committee agrees to remove the need to display a parking disc in Kilmacolm then there will be a modest saving in the cost of providing parking discs. At this time it is difficult to quantify the cost implications of the removal of the need for parking discs in Kilmacolm. In practical terms it is likely that the 2 hour maximum stay will be enforced less frequently resulting in a mostly neutral impact on resources.

If the Committee agrees to promote a variation to the existing TRO to accommodate the removal of the use of parking discs then there would be costs associated with the statutory process and the need to change existing signing within Kilmacolm. The removal of the use of parking discs would be achieved by the abolition of the parking disc zone in Kilmacolm.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Parking	Revenue	2017/18	5,000	-	-

6.2 Legal

If the Committee agrees to remove the need to display parking discs in Kilmacolm, Legal Services will require to promote a variation to the existing TRO.

6.3 Human Resources

There are no HR implications arising from this report.

6.4 Equalities

There are no equality issues arising from this report.

6.5 Repopulation

There are no direct repopulation implications arising from this report. The consideration of this item has arisen from local representations and the Council is considering its approach in the light of the relevant material factors.

7.0 CONSULTATIONS

7.1 The Head of Legal and Property Services, Head of Safer & Inclusive Communities and the Chief Financial Officer have been consulted on this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.

AGENDA ITEM NO.

Report To:	ENVIRONMENT & REGENERATION COMMITTEE	Date: 31 AUGUST 2017
Report By:	CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES	Report No: ERC/ENV/WR/17.308
Contact Officer:	WILLIE RENNIE	Contact No: 01475 714800
Subject:	PROPOSED TRAFFIC REGULATION ORDER – REMOVAL OF THE USE OF PARKING DISCS IN KILMACOLM	

1.0 PURPOSE

1.1 Local Authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 as amended and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.

1.2 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for the Traffic Regulation Order (TRO) associated with the removal of the requirement to display parking discs in Kilmacolm entitled The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017. The report also seeks a decision whether the Committee will hear the objection relating to the TRO or appoint an independent Reporter.

Appendix
1

2.0 SUMMARY

2.1 At its meeting on 12 January 2017 this Committee considered a report regarding the parking disc zone in Kilmacolm which was in response to concerns raised by Kilmacolm traders who proposed the abolition of the parking disc zone in the village.

2.2 One of the outcomes of the above report was that Officers would bring a further report to this Committee, which would detail the implications of enforcing the existing two hour time limit without the need to display a parking disc, on a permanent basis.

2.3 A further report was considered by this Committee at its meeting on 2 March 2017; the Committee approved a recommendation that a TRO be promoted to remove the requirement to display parking discs in Kilmacolm.

3.0 RECOMMENDATION

3.1 It is recommended that Committee:

- a. notes the requirement to hold a public hearing to consider the maintained objection, and decides either to hear this before a special meeting of this Committee or by an independent Reporter and remits the Head of Environmental and Commercial Services and the Head of Legal and Property Services to make the necessary arrangements for the public hearing.
- b. notes, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £10,000 which would come from the Decriminalised Parking Enforcement Revenue Budget.

Willie Rennie
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 On 12 January 2017 this Committee considered a report regarding the parking disc zone in Kilmacolm which was in response to concerns raised by Kilmacolm traders who proposed the abolition of the parking disc zone in the village.
- 4.2 One of the outcomes of the above report was that Officers would bring a further report to this Committee, which would detail the implications of enforcing the existing two hour time limit without the need to display a parking disc, on a permanent basis.
- 4.3 A further report was considered by this Committee on 2 March 2017 which advised of the implications of enforcing the existing two hour time limit in designated on-street parking locations in Kilmacolm. The Committee approved a recommendation that a TRO be promoted to remove the requirement to display parking discs in Kilmacolm.
- 4.4 The TRO was promoted was issued for public consultation on 18 April 2017 with responses invited by 9 May 2017.
- 4.5 During the public consultation 2 objections were received. Officers wrote to the 2 objectors; 1 of the objectors maintained their objections.

5.0 IMPLICATIONS

Finance

5.1 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Decriminalised parking	Traffic signs	17/18	£3,000	N/A	Contained within overall Decriminalised Parking budget
Decriminalised parking	Other admin costs	17/18	£10,000	N/A	If Committee approve appointment of independent reporter, costs will be contained within overall DPE budget

- 5.2 There will be a nominal reduction in the cost of parking discs. There is also the potential for increased charges for the processing of PCNs if the number of PCNs issued increases. It is possible that there will be an increase in staff costs and associated resources. It is difficult to quantify these costs.

Legal

- 5.3 There are no legal implications arising from this report.

Human Resources

- 5.4 There are no HR implications arising from this report.

Equalities

5.5 There are no equality issues arising from this report.

Repopulation

5.6 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

6.1 The Head of Legal and Property Services, Head of Safer and Inclusive Communities and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

7.1 None.

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS)
(VARIATION NO. 4) ORDER 2017
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS
VILLAGE)
(WAITING RESTRICTIONS) (VARIATION NO. 4) ORDER 2017**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017”.

2.0 Interpretation

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

DRAFT

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)
(Variation No. 4) Order 2017 On-Street Plans**

SCHEDULE 2

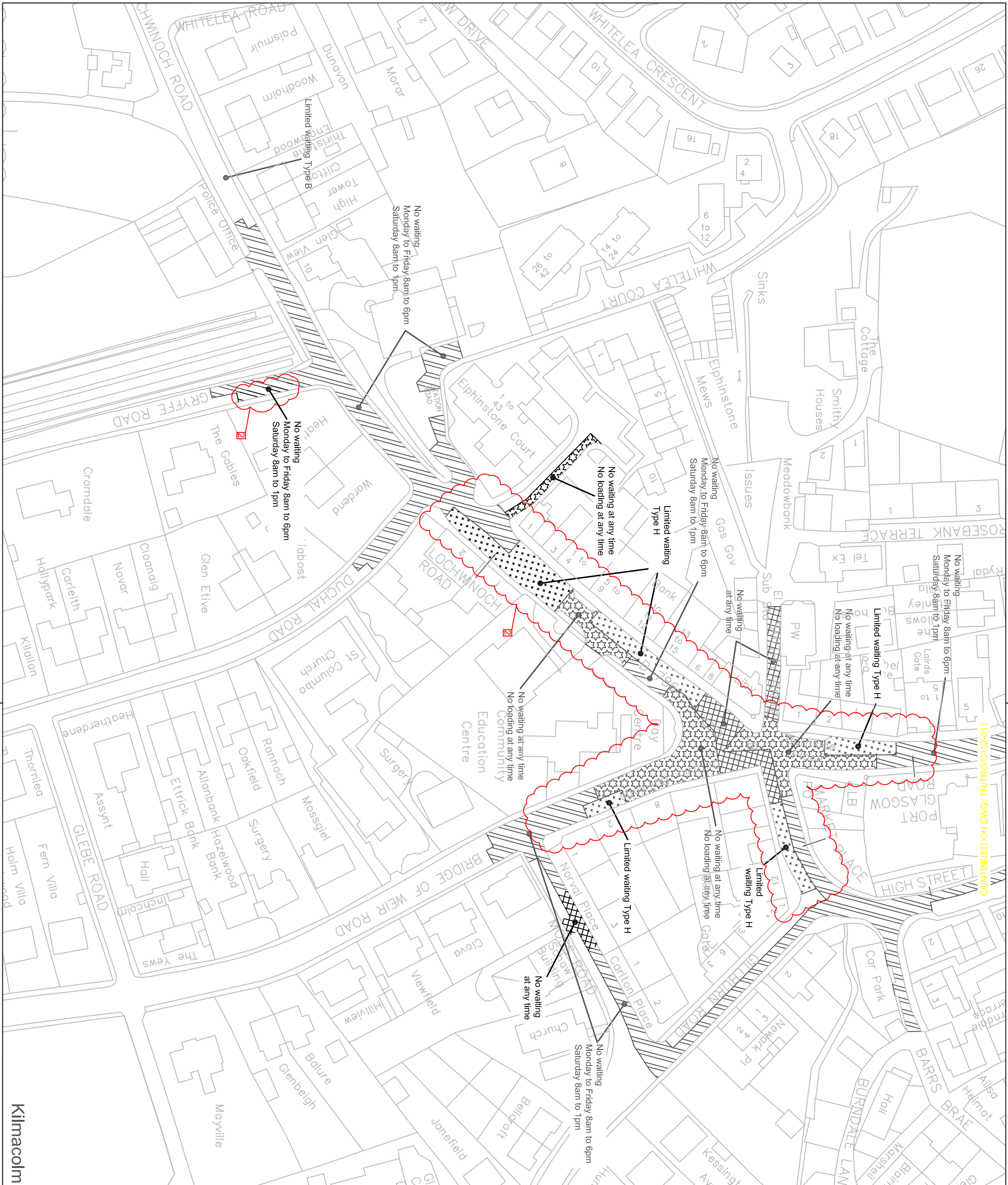
SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

Plan Reference	Effective date of original plan	Effective date of Plan Revision										
		1	2	3	4	5	6	7	8	9	10	11
TR/TRO/C132-001	06/10/2014											
TR/TRO/C132-002	06/10/2014	11/04/2016										
TR/TRO/C132-003	06/10/2014	11/04/2016										
TR/TRO/C132-004	06/10/2014											
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014											
TR/TRO/C132-007	06/10/2014											
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	11/04/2016	#####									
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	11/04/2016											
TR/TRO/C132-013	#####											

DO NOT SCALE

A3 0 10 50



Key

	No waiting at any time
	No loading at any time
	No waiting at times shown
	No loading at times shown
	No waiting except taxis
	Limited waiting (types of limited waiting referred to on these drawings)
	Parking place for permit holders at specified times (subject to restrictions shown)
	Disabled person's parking place (subject to restrictions shown)
	Police parking place (subject to restrictions shown)
	Ambulance parking place (subject to restrictions shown)
	Loading bay
	No waiting at times shown and limited waiting (types of limited waiting referred to on these drawings)

Legend

Parking Disc Area

Limited Waiting
 Type A: Mon-Fri 8am-6pm, 30mins. No return within 30mins
 Type B: Mon-Fri 8am-6pm, Saturday 8am-1pm, 30mins. No return within 1 hour
 Type C: Mon-Sat 8am-6pm, 30mins. No return within 1 hour
 Type D: Mon-Sat 8am-6pm, 2 hours. No return within 1 hour
 Type E: Mon-Sat 8am to 6pm, 30 mins. No return within 30 mins
 Type F: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins
 Type G: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins
 Type H: Mon-Fri 8am to 6pm, 1 hour. No return within 30 mins
 Type I: Mon-Sat 8am to 6pm, 1 hour. No return within 30 mins except Permit Holders
 Type J: Mon-Sat 8am to 6pm, 2 hours. No return within 30 mins except Permit Holders
 Type K: Mon-Fri 8am to 6pm, 1 hour. No return within 1 hour
 Type L: Mon-Sat 8am to 6pm, 1 hour. No return within 1 hour
 Type M: Mon-Sat 8am to 6pm, 9 hours. No return within 1 hour

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Start	Purpose of Issue	Date	Auth
2	REMOVE DISC & NW EXTENDED GRITTE RD	EP MAR '17	EP GB
1	WAIT CHANGES, ELPHINSTONE CT, MOSS RD	EP JUN '15	EP MH
B	STATION RD AND LOCHWINNOCH RD AMENDED	MH NOV '13	MH MR
A	STL ADDED AT ELPHINSTONE COURT	MH JUNE '13	MH MR
Rev	Description	By	Date

INVERCLYDE COUNCIL
 Vehicle Maintenance Facility
 8 Pottery Street
 Greenock
 PA15 2UH
 Tel: 01475 717171
 Email: roads@inverclyde.gov.uk
 www.inverclyde.gov.uk



THE INVERCLYDE COUNCIL (VARIOUS ROADS)
 (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE)
 (WAITING RESTRICTIONS) (VARIATION No. 4)
 ORDER 2017

EFFECTIVE DATE:

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A3	1:1250	MJH	MJH	MR
Date	Design Date	Draw Date	Check Date	Rev
FEB '13	FEB '13	FEB '13	FEB '13	2
Status	Drawing Number			
P	TR/TRO/C132-010			

Kilmacolm

APPENDIX 2

THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW,
KILMACOLM & QUARRIERS VILLAGE)
(WAITING RESTRICTIONS)
(VARIATION NO. 4) ORDER 2017
TRAFFIC REGULATION ORDER

**THE INVERCLYDE COUNCIL
(VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS
VILLAGE)
(WAITING RESTRICTIONS) (VARIATION NO. 4) ORDER 2017**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3), 4(2), 32(1), 35(1), 45, 46, 49, 53, 101 and 102 of the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of Part IV of Schedule 9 to the Act and of all other enabling powers and after consulting the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act hereby make the following Order:

1.0 Commencement and citation

1.1 This Order shall come into operation on the ## day of ##, Two Thousand and ## and may be cited as “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017”.

2.0 Interpretation

2.1 Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, modified, re-enacted, replaced or supplemented by any subsequent enactment.

2.3 The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.

2.4 The On-Street Plans forming Schedule 1 to this Order and titled “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) (Variation No. 4) Order 2017 On-Street Plans” are hereby incorporated into “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013” and recorded in “The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013 Plan Index”.

2.5 The Plan Index forms Schedule 2.

- 2.6 The Interpretation Act 1978 (as amended) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

This Order and the two Schedules annexed hereto are sealed with the Common Seal of The Inverclyde Council and subscribed for them and on their behalf by

DRAFT

SCHEDULE 1

**The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions)
(Variation No. 4) Order 2017 On-Street Plans**

SCHEDULE 2

SCHEDULE 3

THE INVERCLYDE COUNCIL (VARIOUS ROADS) (PORT GLASGOW, KILMACOLM & QUARRIERS VILLAGE) (WAITING RESTRICTIONS) ORDER 2013 PLAN INDEX

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TR/TRO/C132-002	06/10/2014	11/04/2016										
TR/TRO/C132-003	06/10/2014	11/04/2016										
TR/TRO/C132-004	06/10/2014											
TR/TRO/C132-005	06/10/2014											
TR/TRO/C132-006	06/10/2014											
TR/TRO/C132-007	06/10/2014											
TR/TRO/C132-008	06/10/2014											
TR/TRO/C132-009	06/10/2014											
TR/TRO/C132-010	06/10/2014	11/04/2016	#####									
TR/TRO/C132-011	06/10/2014											
TR/TRO/C132-012	11/04/2016											
TR/TRO/C132-013	#####											

