



**The Road Traffic Regulation Act 1984 - Section 9**

**The Parking Places And Controlled Parking Zone  
(Liverpool) (Order 2009) (Experimental Variation No.56)  
Order, 2013**

**Jeanette McLoughlin,  
City Solicitor,  
LIVERPOOL.**

**LS REF N° ex-TRO 8122  
ECM REF N° 2078.277  
TM TRO N° TM 3135**



**The Parking Places And Controlled Parking Zone  
(Liverpool) (Order 2009) (Experimental Variation No.56)  
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The City Council of Liverpool (hereinafter referred to as "**the Council**") in exercise of its powers under **Section 9 of The Road Traffic Regulation Act 1984** (which said Act of 1984 is hereinafter referred to as "**the Act of 1984**") and of all other enabling powers and after consultation with the chief officer of police in accordance with **Part III of Schedule 9** to the Act of 1984, hereby makes the following **Experimental Traffic Regulation Order**:-

**1. Commencement, Citation and Power To Suspend Or Modify This Experimental Order (If Necessary)**

(a) This **Experimental Traffic Regulation Order** shall come into operation on the **15<sup>th</sup> day of July 2013** and may be cited as **The Parking Places And Controlled Parking Zone (Liverpool) (Order 2009) (Experimental Variation No.56) Order, 2013**.

(b) This **Experimental Traffic Regulation Order** shall remain in force for a **maximum period** of up to **eighteen months** expiring on the **12<sup>th</sup> day of January 2015**.

(c) As provided by **Section 10(2) (Supplementary Provisions As To Experimental Traffic Orders)** of the Act of 1984 this **Experimental Traffic Regulation Order** includes the provision to empower the **Divisional Manager (Highways & Transportation) of the Council**, or a person authorised by the Divisional Manager, to modify or suspend the operation of this **Experimental Traffic Regulation Order** or any provision of it if it appears to him essential: - (a) in the interests of the expeditious, convenient and safe movement of traffic; (b) in the interests of providing suitable and adequate on-street parking facilities; or (c) for preserving or improving the amenities of the area through which any road affected by the **Experimental Traffic Regulation Order** runs. The power conferred by such this provision shall be exercised only after consulting the appropriate **Chief Officer of Police** and giving such public notice as the **Secretary of State** may direct.

**2. Interpretation**

(1) In this **Experimental Traffic Regulation Order** except where the context otherwise requires, the several words and expressions for which meanings are assigned by the Order of 2009 shall have the same respective meaning.

(2) Furthermore, in this Order the expression "**Order of 2009**" means **The Parking Places And Controlled Parking Zone (Liverpool) Order 2009**, as amended.

**Variation Of The Order Of 2009 As Respects Areas Of Highways Designated As Parking Places For Vehicles For Loading And Unloading**

3. The Order of 2009 shall have effect as though in **Schedule 3**: -

(a) The existing inner zone road numbered **64A** was omitted from the Order as specified in **Schedule 1** to this Order.

(b) The new inner zone road numbered **64A** was included as specified in **Schedule 2** to this Order.

**Variation Of The Order Of 2009 As Respects Roads And Parts Of Roads In Which Waiting Is Prohibited Between The Hours Of 8.00 a.m. and 6.00 p.m. On Mondays To Sundays**

4. The Order of 2009 shall have effect as though in **Schedule 14**: -

(a) The existing inner zone road numbered **64A** was omitted from the Order as specified in **Schedule 3** to this Order.

(b) The new inner zone road numbered **64A** was included as specified in **Schedule 4** to this Order.



**Variation Of The Order Of 2009 As Respects Roads And Parts Of Roads In Which Waiting Is Prohibited Twenty-Four Hours A Day**

5. The Order of 2009 shall have effect as though in **Schedule 15**:-

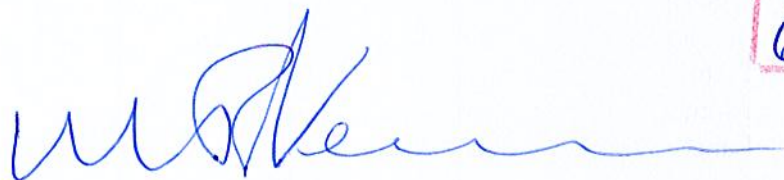
(a) The existing inner zone road numbered **64B** was omitted from the Order as specified in **Schedule 5** to this Order.

(b) The new inner zone road numbered **64B** was included as specified in **Schedule 6** to this Order.

**Variation Of The Order Of 2009 As Respects Roads And Parts Of Roads In Which Loading and Unloading Is Prohibited At Any Time**

6. The Order of 2009 shall have effect as though in **Schedule 18** the new inner zone road numbered **64** was included as specified in **Schedule 7** to this Order.

**GIVEN under the Common Seal of the Council of the City of Liverpool this 2<sup>nd</sup> day of July 2013.**



Seal No.  
68.13



**ASSISTANT CITY SOLICITOR**

<b>Schedule 1</b>					
<b>OMISSION from Schedule 3 to the Order of 2009</b>					
<b>Areas of highway designated as Parking Places for vehicles for loading and unloading (Inner Zone)</b>					
<b>Number Of Parking Place</b>	<b>Part of road authorised to be used as street parking place</b>	<b>Position in which vehicles may wait</b>	<b>Days of Operation of Parking Place</b>	<b>Hours of Operation of Parking Place</b>	<b>Maximum period for which vehicles may load and/or unload</b>
64A	All that part of the north easterly side of Duke Street which is bounded on the north east by so much of the edge of the carriageway of that highway as extends from a point 27m south east of its junction with Hanover Street in a south easterly direction for a distance of 33m, all measured along the said road	Wholly within the limits of the loading bay	Monday to Sunday	8.00 a.m. to 6.00 p.m.	One hour

<b>Schedule 2</b> <b>INCLUSION into Schedule 3 to the Order of 2009</b> <b>Areas of highway designated as Parking Places for vehicles for loading and unloading (Inner Zone)</b>					
<b>Number Of Parking Place</b>	<b>Part of road authorised to be used as street parking place</b>	<b>Position in which vehicles may wait</b>	<b>Days of Operation of Parking Place</b>	<b>Hours of Operation of Parking Place</b>	<b>Maximum period for which vehicles may load and/or unload</b>
64A	<p>All that part of the north easterly side of Duke Street which is bounded on the north east by so much of the edge of the carriageway of that highway as extends from a point 25m south east of the projected south eastern kerbline of Duke Street Lane, in a south easterly direction for a distance of 12m, all measured along the said road and which has a width throughout of 2.7m.</p> <p><b><u>(THIS PARTICULAR LOADING &amp; UNLOADING BAY IS FOR THE EXCLUSIVE USE OF GOODS VEHICLES ONLY)</u></b></p>	Wholly within the limits of the loading bay	Monday to Sunday	8.00 a.m. to 6.00 p.m.	One hour

<b>Schedule 3</b> <b>Roads and parts of roads in which waiting is prohibited between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Sundays (Inner Zone)</b> <b>OMISSION from Schedule 14 of the Order of 2009</b>		
64A	Duke Street	north east side, from a point 17m north west of its junction with Berry Street to a point 24m south east of its junction with Hanover Street

<b>Schedule 4</b> <b>Roads and parts of roads in which waiting is prohibited between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Sundays (Inner Zone)</b> <b>INCLUSION into Schedule 14 of the Order of 2009</b>		
64A	Duke Street	north east side, from a point 17m north west of its junction with Berry Street to a point 25m south east of the projected south eastern kerbline of Duke Street Lane

<b>Schedule 5</b> <b>Roads and parts of roads in which waiting is prohibited twenty four hours a day (Inner Zone)</b> <b>OMISSION from Schedule 15 of the Order of 2009</b>		
64B	Duke Street	its north east side, from its junction with Hanover Street in a south easterly direction for a distance of 24 metres.



**Schedule 6****Roads and parts of roads in which waiting is prohibited twenty four hours a day (Inner Zone)****INCLUSION into Schedule 15 of the Order of 2009**

64B	Duke Street	north east side, from its junction with Hanover Street to a point 25m south east of the projected south eastern kerbline of Duke Street Lane
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**Schedule 7****Roads and parts of roads in which loading and unloading is prohibited at any time  
(Inner Zone)****INCLUSION into Schedule 18 of the Order of 2009**

64	Duke Street	north east side, from a point 9.5m south east of the projected south eastern kerbline of Duke Street Lane in a south easterly direction for a distance of 15.5m
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