

TRO Process

1. Pre non-statutory discussions with local groups to develop proposals.
2. Seek agreement from Helensburgh & Lomond Area Committee to begin statutory TRO process.
3. Stage 1 Consultation – defined by Regulations. Seeks comments only at this stage.
4. Stage 2 Consultation – defined by Regulations but note that the Traffic Authority should consult with all those “affected” by the proposals. This allows Officers to include other “non-statutory” bodies which may be affected by the proposed TRO. Seeks comments only at this stage.
5. Stage 3 Consultation – public consultation exercise. At this stage any person, body or organisation may submit an objection. Officers then respond to objections, however, if an objection is not formally (in writing) withdrawn then it must be considered extant.
6. If no objections are received the Order can be made.
7. If objections are submitted and not withdrawn a report will be taken to the Area Committee for consideration. The following options are available to the Committee:
 - a. To abandon the Order;
 - b. To amend the Order;
 - c. To hold Discretionary Hearing;
 - d. To make the Order as published.
8. Notwithstanding the above, if an objection is submitted in regards to certain key restrictions (for example “no loading”) then the Committee has the following options:
 - a. To remove the restriction from the Order;
 - b. To abandon the Order
 - c. To refer the Order to an Independent Reporter for a Hearing (different from a “Discretionary Hearing”). The Reporter submits recommendations back to the Area Committee at the conclusion of the process for consideration.
9. At the end of the processes detailed in points 7 & 8 above, assuming the Members determine that the Order should be made, the Order is then Signed and Sealed by Legal & Regulatory Support.
10. There is then a 6 week “pause” to allow for procedural challenge to be made.
11. Assuming no such challenge is made, the Order is implemented.

We are currently at Point 2 in the above process.