

**PROPOSED ARGYLL AND BUTE COUNCIL (VARIOUS STREETS, OBAN)  
(AMENDMENT) ORDER 202\_**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 The report provides an update on the Oban on street restriction Traffic Regulation Order (TRO).
- 1.2 Following officer engagement from 2020 via the Community Participation Request process with Oban Community Council, local Members and local businesses, a draft TRO was produced. The formal TRO process commenced on 30 April 2021. An overview of the process can be found at [A Guide to Consultation on Traffic Regulation Orders for Community Organisations \(argyll-bute.gov.uk\)](https://argyll-bute.gov.uk/A-Guide-to-Consultation-on-Traffic-Regulation-Orders-for-Community-Organisations)
- 1.3 This report provides detail of the objections to the draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”TRO.

**RECOMMENDATIONS**

- 1.4 That the Committee agree that the draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”TRO is made.

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**2.0 INTRODUCTION**

- 2.1 This report provides an update on the Oban on street restriction Traffic Regulation Order (TRO).
- 2.2 Following officer engagement via the Community Participation Request process with Oban Community Council, local Members and local businesses, a draft TRO was produced. The formal TRO process commenced on 30 April 2021.
- 2.3 This report provides detail of the objections to the draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”TRO.

**3.0 RECOMMENDATIONS**

- 3.1 That the Committee agree that the draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”TRO is made.

**4.0 DETAIL**

- 4.1 In early 2019, Officers prepared draft plans regarding the proposed implementation of additional on street waiting restrictions in Oban. Following comments received at Consultation 1 & 2, the initial proposal was abandoned and a second proposal was drafted incorporating the additional requests for waiting restrictions.
- 4.2 On the 2<sup>nd</sup> September 2020, prior to the second proposal being issued to the Consultation 1 & 2 consultees, a Community Participation Request (CPR) was received from Oban Community Council (OCC). The desired improvement outcome submitted by OCC was “An increase in the use of council car parks and on-street bays. A decrease in inconsiderate parking around the town and a better flow of traffic as a result.”

- 4.3 Officers agreed to pause the proposed draft on-street Traffic Regulation Order (TRO) as the CPR was expected to generate additional proposals.
- 4.4 The first meeting of the group was held on 6 November 2019 and included the OCC, the local Community Development Officer, local Traffic & Development Officer and the Assistant Network & Standards Manager. Subsequent meetings were widened out to include local Members.
- 4.5 As part of the CPR, the OCC carried out community engagement surveys, seeking views from local residents and businesses about parking and the need for waiting restrictions to minimise irresponsible parking.
- 4.6 Officers engaged with the local public transport provider to identify 'pinch-points' on the local bus routes. This included a "ride-along" to identify where the local bus service was at risk of being reduced or cancelled due to the narrowing of carriageways through irresponsible parking.
- 4.7 The progress of the review was delayed due to the onset of the COVID-19 pandemic, however; drawings for the proposed on-street restrictions were produced and circulated amongst the group prior to recommencing the TRO process in 2021.
- 4.8 On 30 April 2021, the combined Consultation 1 & 2 letters were again issued seeking views from parties by the 21 May 2021. Following closure of this phase, the proposed TRO was drafted and published on 15 July 2021 with a closing date for formal objection by 9 August 2021. Appendix 1 contains the draft TRO as published. Appendix 2 provides location plans for each of the proposed restrictions.
- 4.9 The draft TRO received 12 objections. Following engagement between Officers and the Objectors, none of these objections were withdrawn. These objections are considered to be extant and as per the TRO legislative process, the draft TRO is now referred to the Committee for consideration.
- 4.10 While there is no right for anonymity for maintained objections, it is standard practice to withhold the names and addresses of the objectors. Copies of the objections can be provided on request. The objections have been grouped together thematically in Appendix 3 alongside the Council's response to the objections.
- 4.11 Objections (i-v) were submitted in relation to the proposals on the U004 Croft Road. Objections under (vi) were in relation to the restrictions on the U82 Kerrera Terrace. No other objections or views were submitted in relation to the other streets included in the TRO.
- 4.12 To ensure the provision of public transport, emergency service access and in the interest of road safety, it is the view of Officers that the Order should be made as published.
- 4.13 An informal Business Day meeting was held with members of the Area Committee on 10 May 2023 where a presentation was given on the proposals for the TRO followed by a Q&A session.

## **5.0 CONCLUSION**

- 5.1 This report provides detail of the objections to the draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”TRO and recommends that the TRO be made.
- 5.2 It is expected that the TRO will introduce improvement to road safety for all users. The TRO will mitigate against irresponsible and dangerous parking and ensure that the bus service can continue providing its service across Oban town.
- 5.3 The implementation of the TRO will incur costs in relation to the installation of signs and road markings. This is deliverable within existing budgets.

## **6.0 IMPLICATIONS**

- 6.1 Policy - Parking Policy Framework 2014
- 6.2 Financial - Signs and lining will be funded from the car parking revenue budget.
- 6.3 Legal - That the TRO be implemented as modified
- 6.4 HR - None known
- 6.5 Fairer Scotland Duty:
  - 6.5.1 Equalities - protected characteristics – where appropriate EqSEIAs will be carried out to identify any implications
  - 6.5.2 Socio-economic Duty – Public Transport (bus service) will be able to continue to operate.
  - 6.5.3 Islands - N/A
- 6.6 Climate Change – n/a
- 6.7 Risk – Safer roads for all road users
- 6.8 Customer Service – in-line with Parking Policy Framework 2014

**Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan**  
**Head of Roads and Infrastructure: Jim Smith**

**Policy Lead for Roads and Transport Councillor Andrew Kain**

May 2023

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## **APPENDICES**

**Appendix 1** – draft “Argyll and Bute Council (Various Streets, Oban) (Amendment) Order 202\_”

**Appendix 2** – Oban TRO Plans

**Appendix 3** – Objections - Thematic Summary