

**Traffic Regulation Order Name:**

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

**Total Objections Received:**

12

**Total Objections Maintained:**

12

No.	Objection Theme	Number of Objections per Theme	Officer Response
i.	The proposed no waiting (double yellow lines) will lead to displacement of vehicles to park outside objectors property and restrict access/egress	5	<p>These proposals have been developed in conjunction with Oban Community Council, local Members, input from local officer knowledge and input from local businesses. The proposals were developed in response to concerns of access and egress through Croft Road and its impact on vehicles passing through this area due to inappropriate parking by some drivers; resulting in delays to vehicles in particular Bus Services and this could potentially affect deliveries and emergency services.</p> <p>The parking on Croft Road poses a risk to the continuation of the public transport service which will impact on all bus users. Reducing the size of bus (vehicles) would not necessarily address the issue; firstly, it could make bus service commercially unviable, reduce uptake of services and increase private cars use and may have an impact on the poorest members of our community who may not have access to any other means of transport than Bus Services. Other larger vehicles may also have difficulty navigating pinch points on this route, from deliveries to emergency services.</p> <p>Some objectors have suggested removing the proposed restrictions and expecting drivers to stop their vehicle, identify and locate the owner of a vehicle obstructing their passage. This is not a reasonable or sensible approach (for example: an emergency vehicle being delayed ) that the Roads Authority would accept.</p> <p>The proposed markings are "no waiting" restrictions only. Loading/unloading is still permitted; subject to certain conditions being met, i.e., actively loading and unloading (this includes passengers).</p> <p>You have suggested a one system, at this stage we have to reject this suggestion, as current bus services operate one way. Experience has shown that one-way systems for all traffic will increase traffic speed, increase vehicle distance and emissions. This may increase the potential of the number of incidents and the level of severity of injury of road users, especially pedestrians.</p>
ii.	The proposed no waiting will prevent residents parking outside their property. This will affect resident with limited mobility and access	7	Those with mobility concerns may wish to consider applying for a Blue Badge. Blue Badge holders can park on no waiting restrictions providing they don't cause obstruction or danger to other road users. A Blue Badge holder would also be eligible to apply for an on-street disabled bay which can be enforced (if necessary).
iii.	Displacing residents parking and requiring them to walk further	7	The convenience of parking directly outside a property is not a statutory right and road safety, including the safe flow of larger vehicles, will in most cases take precedence. (refer also to response (i) and (ii)).
iv.	Objection to the time period of the restriction and noted that a shorter time waiting restriction (single yellow lines) would be a better option. Noted that the times could be altered to allow parking outside of timetabled service	2	Bus Services on Croft Road are the West Coast motor no.415, 416 and 417 services, ( <a href="https://www.westcoastmotors.co.uk/services">https://www.westcoastmotors.co.uk/services</a> ) with the majority of services operating between 8AM to 5pm Monday to Friday. We have considered the viability of this option carefully; however, it does not address potential safety concerns of other vehicles, such as deliveries and emergency vehicles, accessing and egressing Croft Road. Should the TRO be made, we will however monitor and review the situation once the double yellow lines are place.
v.	Proposals are not required and no issues to address	4	<p>The proposals have been developed in response to concerns of access and egress through Croft Road and it impact on vehicle passing through this area due to inappropriate parking by some drivers, resulting in delays to vehicles in particular Bus Services and this could potentially affect deliveries and emergency services. These proposals have been developed in conjunction with Oban Community Council, local Members, bus operators, input from local officer knowledge and input from local businesses. Restrictions are only being proposed where there is an issue considered to justify said restrictions.</p> <p>We consider the proposals, while the need is not necessarily evident to local residents, are appreciated and understood by the wider community. The Council, as roads authority, have a responsibility to protect access for the wider community and to mitigate the impact of inappropriate parking within the Council Road space if it presents an operational and safety concern.</p>
vi.	Proposal associated with school buses and will have a detrimental impact on residents who already suffer from a lack of parking	4	As part of the review process, the local Traffic & Development Officer took part in a tour around the various locations identified as being "pinch points" on a bus. This location was not identified as being an issue, however, should the proposed TRO be successful we will monitor and seek to mitigate any post-implementation impacts.