



Report to the Chief Officer (Highways and Transportation)

Date: 01 April 2014

Subject: Design & Cost Report for Otley Parking Strategy - Objections

Capital Scheme Number : 16922 / 000 / 000

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Otley & Yeadon		
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

Summary of main issues

- 1 Otley Parking Strategy is a document which makes recommendations for enhancing car parking provision – and use of this provision – in Otley.
- 2 Proposals have been developed to deliver several of the recommendations of the strategy, together with some local ambitions and these have been advertised on site with a number of objections being received.
- 3 This report seeks approval to alter some of the proposals as a consequence of the advertisement, to over-rule the remaining objections, and to seal the resulting Order.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
 - i) consider and over-rule the objections detailed in Appendix 1 to this report;
 - ii) note the representations detailed in Appendix 2 to this report;

- iii) give authority to vary the advertised Order such that the 20 minute coach parking proposed for Cattle Market Street and the 24 hour coach parking proposed for Boroughgate are swapped; and
- iv) Instruct the City Solicitor to make, seal and implement the Otley & Yeadon Traffic Regulation Order (Waiting Restrictions) Traffic Regulation Order (No.38) 2013 and to inform the objectors accordingly.

1.1 Purpose of this report

- 1.1 This report details the objections received against the Otley & Yeadon Traffic Regulation Order (Waiting Restrictions) Traffic Regulation (No.38) Order 2013 and requests the Chief Officer (Highways and Transportation) to consider these objections and the accompanying officer's comments/ recommendations.
- 1.2 The purpose of the report is to vary the advertised order, to obtain authority to over-rule the objections received, and to seek approval to make, seal and implement the Otley & Yeadon Traffic Regulation Order (Waiting Restrictions) Traffic Regulation Order (No.38) 2013, as advertised.

Background information

- 1.2 A report was approved by the Chief Highways Officer on 6th August 2013, detailing proposals for the Otley Parking Strategy. This report requested permission to advertise a Traffic Regulation Order and a Movement Restriction Order, to facilitate introduction of the on-highway measures within the report.
- 1.3 The draft Orders were advertised on site on 20th September 2013. Following this advertisement a number of objections were received to the advertised Order.
- 1.4 Independently of the legal advertisement an article appeared in the Wharfedale Observer on 19th September 2013 which detailed the Otley Parking Strategy proposals in full. As a consequence of this a number of written representations have been received to the proposals which were not in response to the advertised notice, but are considered objections to the proposals.
- 1.5 Several of these responses which are in response to the newspaper article concern the alterations to the car park charges, in particular to the introduction of charges on two previously free car parks. It is not considered that these are objections to the advertised Order which only covers alterations to the adopted highway.

2 Main issues

- 2.1 The objections to the advertised Order are summarised in Appendix 1.
- 2.2 Appendix 2 lists the 7 responses to the newspaper article which are not considered objections.
- 2.3 Both appendices include the response of the Highway Authority to the comments received.
- 2.4 It is proposed to replace the advertised proposal for 24 hour coach parking on

Boroughgate with 20 minute coach parking, and consequently replace the proposed 20 minute coach parking on Cattle Market Street with 24 hour coach parking. This proposal retains the existing parking situation on Boroughgate and consequently addresses a recurring issue within the objections.

- 2.5 It is believed that this change resolves the outstanding issues associated with the advertised proposal. Members have been fully consulted and support this amendment. It is not envisaged that further objections to the proposal will be received based on this change.
- 2.6 It is requested that the remaining objections be over-ruled, and that the representations are noted for that time when the car park alterations are undertaken.

3 Corporate Considerations

3.1 Consultation and Engagement

- 3.1.1 The legal notice advertising the proposed TRO was posted on site and in the press on 20th September 2013.
- 3.1.2 As discussed above there was an article in the local newspaper which detailed the proposals.
- 3.1.3 The alterations to the coach parking on Cattle Market Street have been communicated to the relevant objectors for their information.
- 3.1.4 A copy of this report has been circulated to local ward members for their information.

3.2 Equality and Diversity / Cohesion and Integration

- 3.2.1 A further screening document is not necessary for this report

3.3 Council policies and City Priorities

- 3.3.1 The scheme complies with the objectives of the Local Transport Plan:

“2. Work with partners to ensure that all assets are maintained and managed to a standard that is suitable and sufficient for their desired use.”

3.4 Legal Implications, Access to Information and Call In

- 3.4.1 The scheme is not subject to Call In, it falls below the relevant thresholds and affects only one ward.

3.5 Risk Management

- 3.5.1 There are no risks – other than those normally encountered when working on the highway – associated with this scheme.

4 Conclusions

4.1 Implementation of the measures discussed in this report will help deliver the key aims of the Otley Parking Strategy.

4.2 Over-ruling the objections to the advertised Order, together with the variation discussed above, allows the measures to be implemented.

5 Recommendations

5.1 The Chief Officer (Highways and Transportation) is requested to:

- i) consider and over-rule the objections detailed in Appendix 1 to this report;
- ii) note the representations detailed in Appendix 2 to this report;
- iii) give authority to vary the advertised Order such that the 20 minute coach parking proposed for Cattle Market Street and the 24 hour coach parking proposed for Boroughgate are swapped; and
- iv) Instruct the City Solicitor to make, seal and implement the Otley & Yeadon Traffic Regulation Order (Waiting Restrictions) Traffic Regulation Order (No.38) 2013 and to inform the objectors accordingly.

6 Background documents¹

6.1 None

¹ The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix 1: SUMMARY OF OBJECTIONS TO OTLEY PARKING STRATEGY TRAFFIC REGULATION ORDER

OBJECTION	HIGHWAYS RESPONSE
<p>Objection to the introduction of 24 hour coach parking on Boroughgate, replacing existing 20 minute short stay coach parking. The objector believes that this is detrimental to their business.</p>	<p>It is proposed to retain the existing coach parking as 20 minute maximum stay. Long stay coach parking will be provided on Cattle Market Street, where it is currently proposed to provide short stay coach parking. An amendment to the current Order will be required.</p>
<p>Objection to the introduction of 24 coach parking on Boroughgate, replacing existing 20 minute short stay coach parking. The objector believes that this results in a loss of privacy and an increase in disturbance to adjacent residences, and that it is detrimental to local businesses.</p>	<p>It is proposed to retain the existing coach parking as 20 minute maximum stay. Long stay coach parking will be provided on Cattle Market Street, where it is currently proposed to provide short stay coach parking. An amendment to the current Order will be required.</p>
<p>Objection to the introduction of 24 hour coach parking on Boroughgate, replacing existing 20 minute short stay coach parking. The objector believes that this is detrimental to local business. The objector does not believe long stay coach parking is necessary in Otley. The objector objects to the absence of toilet facilities in Otley.</p>	<p>See above. Toilet facilities are outside the scope of the Otley Parking Strategy.</p>
<p>Objection to the introduction of coach parking on Cattle Market Street. The objector considers that this will result in a loss of privacy, disruption from the noise of coach engines, and a loss of parking outside their properties.</p>	<p>Cattle Market Street is currently subject to a working day waiting restriction operating 8am – 6pm Monday - Saturday. The Cattle Market Street car park is free outside of these hours (and is proposed to be free all day) and hence alternative parking is available in the area. There is an existing bus stop adjacent to the location of the proposed coach parking which establishes precedent for this type of use on Cattle Market Street.</p>
<p>Objection to the introduction of coach parking on Cattle Market Street in conjunction with the car park alterations (not forming part of this Order) and to the additional disabled parking on Nelson Street. The objector believes that this will encourage parking associated with Leeds/Bradford airport and to a loss of privacy associated with this. The objector believes that the existing disabled parking provision is underutilised and therefore additional parking is unnecessary.</p>	<p>It is considered that Leeds/Bradford airport is sufficiently remote for Otley to be unaffected by car parking associated with airport use. There are no proposals to utilise any car park in Otley in association with a shuttle bus service from Otley town centre. The existing disabled parking is over-subscribed and this has led to a recurring problem of unsafe blue badge parking on existing No Waiting At Any Time restrictions in the town centre. Parking of this type occurs on Nelson Street outside the post office and this has provided impetus for the provision of the additional spaces in the Otley Parking Strategy.</p>

Appendix 2: SUMMARY OF RESPONSES TO OTLEY PARKING STRATEGY TRAFFIC REGULATION ORDER NOT CONSIDERED OBJECTIONS

RESPONSE	HIGHWAYS RESPONSE
The response opposes the introduction of car parking charges on Burras Lane car park. The respondee lives close to the car park and uses the car park on a daily basis as they have no off street car parking at their property and on street parking is limited. They do not wish to pay for the use of the car park.	This response is not an objection to the formal Order advertised on street. The Order concerns itself solely with restrictions on the adopted highway. The charging alterations will be introduced by Parking Services at a later date and a formal process will be undertaken at this point. It should be noted that the car park is the responsibility of Parking Services and that residents do not have any defined rights to park here other than by permission of the owner.
Six other responses as above	As above