OTLEY TOWN CENTRE
CONSULTATION

Welcome





Otley StreetVision 2030

Otley Town Council has a 2030 vision for a town centre transformation which:

- Creates a safer, healthier environment for people to walk, wheel or cycle
- Promotes active lifestyles
- Improves the street environment to encourage a café culture and more local shopping
- Promotes inclusivity and accessibility
- Commits to carbon reduction

"The aim is to support a town centre which is full of life and meets the needs of our local community, businesses and visitors."

Why are we consulting today?

Responses from the Stage 1 survey showed that local people have high levels of ambition for making Otley streets safer for walking, cycling, browsing and sitting, and that there are understandable concerns about how traffic can be better managed to make journeys safer, easier and more enjoyable. A big change for Otley is potentially on the horizon, with plans for the East of Otley development and East of Otley Relief Road. This will remove some traffic from Otley town centre, offering the chance to unlock more ambitious changes in the future.

Meanwhile, Otley Town Council expects to have a small budget for quick wins which respond to the Stage 1 survey responses and support the positive improvements already being made by Leeds City Council in the town centre.

Plans to be delivered by Leeds City Council, and supported by the Town Council, include:

- A new pedestrian crossing over Bridge Street which connects Manor Garth and Mill Lane
- An extended town centre-wide 20mph zone
- Formalisation of access-only on Mercury Row using retractable bollards and provision of continuous footways
- An upgraded signalised crossing point on Kirkgate

Otley Town Council looks to build on these in the shorter term to make the town centre better for walking, cycling and spending time in.

What happens next?

The purpose of Stage 2 is to ask your opinion on options for more short-term town centre improvements.

We would like you to tell us what you think about these suggestions, and what other improvements you'd like to see in Otley in the future.

Find out more, tell us what you think

- Consultation dates: Tuesday 12th July to Friday 29th July 2022
- Online : www.otleytowncouncil.gov.uk

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What have you told us so far?

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Stage 1 Public Consultation

We have analysed what you told us at the first public consultation and a summary of the key outcomes are provided below. We received hundreds of detailed comments, all of which will continue to be reviewed along with Stage 2 before any final designs are drawn up.

Who responded?

- 669 respondents (570 being local residents
- Other respondents worked in Otley, visited Otley or represented a local business or organisation in Otley.
- This included representation **(8%) from those who consider themselves to be disabled or mobility impaired.**

Support for StreetVision objectives:

- Significant support was shown for the objectives of the StreetVision.
- The most supported objective was **'to support and enhance the local economy'** (91% support overall), but all objectives were supported by at least 63% of respondents.

Design principles:

Respondents largely agreed with the design principles set out for Otley town centre:

- 64% agreed overall with **extending the 20mph zone across the whole town centre** (21% disagreed)
- 54% agreed overall with ideas for **traffic calming** (29% disagreed)
- 60% agreed overall with **introducing continuous footways** over minor side roads (21% disagreed)

Preferred mode of travel:

- 87% of respondents **would prefer to be able to walk/run** within Otley Town town centre.
- 6% would prefer to be be able to **use a private car**
- 3% would prefer to **be able to cycle**.
- **<1% would prefer to be able to take the bus.**

Respondents felt that those with limited mobility and visual impairments were catered for least when it comes to making trips within Otley town centre.

Kirkgate design principles:

Respondents largely agreed with the design principles set out for Kirkgate.

295 provided additional comments, all of which will be kept in mind as the project progresses. The most popular principles were:

- **Making it easier for people with disabilities to cross the road** (73% agreed overall while 7% disagreed)
- **Reduce street clutter** (71% agreed overall whilst 12% disagreed)
- **More greenery** (71% agreed overall while 14% disagreed)

Traffic management changes on Kirkgate:

Respondents were asked whether they supported the following four options:

- **Closing Kirkgate to traffic at weekends only** (43% agreed overall, 43% disagreed)
- **Closing Kirkgate to traffic during shopping hours (10am-4pm)** (35% agreed overall, 48% disagreed)
- **Making Kirkgate one-way** (40% agreed overall, 44% disagreed)
- **Closing Kirkgate to traffic** (24 hours) (33% agreed overall, 55% disagreed)
- The most common concerns were what would happen to the existing traffic and whether it would cause issues elsewhere.

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What improvements are proposed?

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What changes can we deliver in the short term?

Otley Town Council have identified a number of potential quick wins, making way for later, more ambitious changes to help secure Otley's StreetVision. Some of these can be trialled and tested before being made permanent, so that Otley Town Council can be sure that they work for everyone using the town centre.

These suggestions are set out below, with indicative costings shown as:

- **£** (up to £30,000)
- **££** (£30,000 - £100,000)
- **£££** (over £100,000)





Burras Lane: Junction tightening / footway widening

- **Details:** Tightening the junction and widening the footway.
- **Benefits:** Tighter junctions require drivers to turn more carefully and slowly, creating a safer environment for pedestrians. They provide shorter crossing distances for pedestrians, improving their safety as they cross. Footway widening could create new space for seating and planting.
- **Trialling the idea:** This scheme has the potential to be trialled using temporary materials to test how it works before anything is made permanent, as shown in the example adjacent.
- **Cost for trial:** £
- **Cost for permanent scheme:** ££



Kirkgate: Street furniture and inset parking bays

- **Details:** Changes could include reducing clutter on Kirkgate's footways, such as unnecessary signage, and new seating, planting and trees could be introduced. These would be positioned carefully to enhance the street's appearance but not cause obstruction for people walking or using wheelchairs.
- **Benefits:** Reduced obstructions on the footway and an improved street environment, with places for people to stop and rest - a key request from Stage 1.
- **Cost for footway de-cluttering:** £
- **Cost for street furniture:** £-£££



- **Details:** Raising the existing parking bays to footway level (see example picture to the left). Parking bays will be for loading and blue badge holders only.
- **Benefits:** Having the parking bays at the same level as the footway means that they can be used by pedestrians when not parked on.
- **Benefits:** Having loading bays and spaces for blue badge holders only can help to reduce the dominance of parking whilst still providing for essential services and those who truly need to park close to Kirkgate shops.
- **Cost for inset parking bays:** £££

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What changes can we deliver in the short term?

Wesley Street: New signalised pedestrian crossing point



- **Details:** New signalised crossing point at the Wesley Street/Boroughgate junction
- **Benefits:** Green man phase for pedestrians over Wesley Street where this is currently lacking, creating a safer environment for those trying to cross the road.
- **Cost:** £££

Courthouse Street: Traffic calming at junction with Wesley St and Garnett St



- **Details:** Raised tables at two junctions. This is basically a large speed bump over a cross road
- **Benefits:** These act as traffic calming to slow down drivers but also help people to cross the road by providing a raised crossing point. They can be particularly useful for those in wheelchairs or with buggies for this reason.
- **Cost:** £

Continuous footways: Suggested at a number of smaller side roads



- **Details:** The footway/pavement is extended over minor side roads to create a level crossing point.
  These could be located at:
  - Entrance to St Joseph's Catholic Primary School from Manor Square
  - New Market (where it joins Bondgate)
- **Benefits:** They give pedestrians priority at smaller side roads and create a safer and more comfortable crossing experience. They also encourage drivers to turn more slowly in and out of side roads, which has safety benefits for cyclists too.
- **Cost:** £-££

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How else can we help?

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StreetVision Residential Improvement Areas

Otley Town Council would like to support ideas for local streets led by local people.

As part of this they'd like to identify some StreetVision Residential Improvement Areas where the street environment could be improved for walking, cycling and spending time in.

There are a number of tools we can use to do this, and we are open to further ideas from yourselves. We have shown some of these approaches below and explained their benefits. If you'd like some of these on a street near you, please drop a sticker on our interactive map to let us know.

Please speak to a member of staff if you can't spot our interactive map.

Modal filters



- **What does it do?** Modal filters make streets better for walking and cycling by allowing people to pass straight through whilst making it access-only for vehicles. This means that the street is still accessible by car for parking, but that it won't be used as a cut through by other drivers, creating a quieter and safer place. This also has positive benefits for air and noise quality!
- **Cost**: £

Seating and planting



- **What does it do?** Introducing seating and planting within a street can provide places for people to sit/rest and spend time together chatting. Planting has many benefits, from making the street look much nicer to improving air quality.
- **Cost:** £-££

Cycle parking



- **What does it do?** Many houses do not have suitable or easy storage for cycles which discourages people from having bikes or from getting them out and using them. Having cycle parking in the street (especially secure covered cycle parking) provides a useful alternative for those people. It's also really space-efficient. 6 cycles can be stored within the same space as one car.
- **Cost:** £

Traffic calming



- **What does it do?** Sometimes drivers travel more quickly on our residential streets than we'd like, and this can discourage people using the street for walking, cycling or playing/chatting. Traffic calming, such as raised tables can help to reinforce better driver behaviours. They can also be used to provide raised crossing points for pedestrians, particularly those with wheelchairs or buggies who might find it more difficult to bump up and down kerbs when crossing the road.
- **Cost:** £

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What happens next?

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Otley Town Council Play Streets Fund

Otley Town Council would like to help more residents create Play Streets in their local area.

Play Streets are created by closing a residential street to traffic for up to a day so that local residents can sit out, chat and play in their street. They can be great for special events too.

Residents can apply for free permits from Leeds City Council to do just this, and Otley Town Council would like to support these schemes by providing the signage and play equipment free of cost to local residents.

Tell us what you think

Thank you for attending today's exhibition. We hope you have found it useful. Please do ask any questions you may have to our team here today.

Please complete a paper survey while you're here. The survey is open until 29th July 2022.

Alternatively, it can be completed online at:

https://www.otleytowncouncil.gov.uk/streetvision-2030/

Scan the QR Code for easy access to the online survey

What happens next?

Following this consultation, PJA will summarise their findings from Stages 1 and 2 in a final report to Otley Town Council, with recommended improvements to make Otley town centre better for walking,cycling and spending time in.

Otley Town Council will then work with Leeds City Council to deliver some changes on the ground from Summer 2023. They will continue to work towards the longer term vision, shaped by the feedback that has been gathered from local people as part of this process, and will keep local people informed as any improvements are progressed.

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