Report on Otley Car Parking Survey 2026

1. Background

In the annual Town Benchmarking Survey 2024 businesses identified bus services and car parking as the major negatives for the town, so the Town Council commissioned People & Places Insight to do an independent survey on both.

The Otley Bus User Survey was completed in the summer of 2025 and a report provided to the Trade & Tourism Committee in December 2025.

The data for the Car Parking Survey was collected in September 2025 and again in March 2026 and the data and a report provided to the Chair of Trade & Tourism on 13th May 2026.

2. Methodology

People & Places Insight were commissioned to provide an hourly break down of vacancy rates from 8am to 5pm on a Market Day, non-Market Day and Saturday across all *car parks* that service Otley town centre.

The data was collected across three days in September 2025 and three days in March 2026 on 'normal' times in the event calendar and whilst the vacancy rates used in this report are a straight average of the two it should be noted that the vacancy rates in the March sample were noticeably lower on the Saturday and at peak times on the Market Day.

To be able to compare Otley to other small towns we have used the National Small Town Average benchmark, which is an aggregate of on-street and car park vacancy rates combined between peak hours 11am to 2pm.

To compare like-for-like results this report has taken the peak car park vacancy rates from the new Car Parking Survey and combined it with the on-street vacancy rates from the last Town Benchmarking Survey in 2024.

When the Town Benchmarking Survey 2026 is completed, the report will be updated with the very latest on-street vacancy rates.

3. Parking in Otley

The Town Benchmarking Survey tracks 1,053 parking spaces in Otley of which **946 (90%) are in car parks and 107 (10%) are on-street parking**.

3.1 Parking Types

Parking in Otley is spread over 21 different sites dotted all over the town, of which eleven are off-street car parks and ten are on-street parking.

Parking Spaces by Type of Parking:

Parking Type	Spaces	%
Designated Long-Stay (free all day)	166	16
Designated Long-Stay (with charges)	227	22
Long-Stay (private, free)	52	5
Designated Short-Stay (supermarket)	501	48
On-Street (free)	107	10
Total	1,053	100

Of the 1,053 spaces 826 (78%) are free all day or offer free parking for a minimum of two hours, with just 22% charging a fee which starts at 60p an hour and is £4.80 for the whole day.

3.2 Parking by Designation

As you would expect with three supermarkets Otley has a lot of designated short-stay car park spaces available.

Parking Spaces by Designation:

Parking Type	Total	Long-Stay	Short-Stay	Disabled
Car Park	946	428	476	42
On-Street	107	9	86	12
Total	1,053	437	562	54

3.3 Distance to Market Place

The time it takes to walk from the car park to any part of Market Square was recorded for each car park, and at 1.4 mph (normal walking speed) it should take 2 ½ minutes to cover 200m, which is where mobility challenges can start.

Time to Town Centre:

Time (Minutes)	Spaces	%	Location
Under 2.5	236	22	Walkergate, Burras Lane, Manchester Square, all on-street
2.5 to 5	494	47	Sainsbury's, North Parade, Beech Hill, Westgate, Courthouse
6+	323	32	ASDA, Waitrose, Mill Lane

4. Benchmarking

The National Small Town Average is used as a benchmark of total spaces available and vacancy rates across both car parks and on-street parking. The average vacancy rate is taken at peak time between 11am and 2pm.

4.1 Spaces Available

Otley has 1,053 parking spaces which is **75% more than the average small town** which has 601. The majority of this surplus (383 out of 452) is short-stay car park spaces at the three supermarkets.

Additional Parking Spaces in Otley by Designated Duration:

Parking Type	Total	Long-Stay	Short-Stay	Disabled
Car Park	398	72	317	9
On-Street	54	1	46	7
Total	452	73	383	16

Otley might be underweighted in long-stay and disabled parking, even when you smooth the numbers by removing the outlying supermarkets (ASDA and Waitrose) and Mill Lane.

Distribution Compared to Small Town Average:

Parking Type	Long-Stay	Short-Stay	Disabled
Car Park	-20%	+21%	-2%
On-Street	-7%	+5%	+2%
Total	-19%	+20%	-1%

Distribution (excl. ASDA, Waitrose & Mill Lane) Compared to Small Town Average:

Parking Type	Long-Stay	Short-Stay	Disabled
Car Park	-4%	+6%	-3%
On-Street	-7%	+5%	+2%
Total	-7%	+9%	-2%

4.2 Vacant Spaces 2026

The vacancy rate in Otley at peak time 11am to 2pm is 9-10% lower than the average small town, and the vacancy rate for car parks only is very similar.

Otley Vacancy % v. National Small Town Average:

Category	Benchmark	Otley	Difference
All Parking			
Non-market day	33%	24%	-9%
Market day (Friday)	27%	17%	-10%
Saturday	N/A	13%	N/A
Car Parks Only			
Non-Market Day	36%	26%	-10%
Market Day	30%	17%	-13%
Saturday	N/A	14%	N/A
On-Street			
Non-Market Day	14%	2%	-12%
Market Day	17%	8%	-9%
Saturday	N/A	1%	N/A

The difference becomes even more exaggerated when the outlying ASDA, Waitrose & Mill Lane are excluded.

Otley Vacancy % (excl. ASDA, Waitrose & Mill Lane) v. National Small Town Average:

Category	Benchmark	Otley	Difference
All Parking			
Non-market day	33%	14%	-19%
Market day (Friday)	27%	9%	-18%
Saturday	N/A	4%	N/A
Car Parks Only			
Non-Market Day	36%	16%	-20%
Market Day	30%	9%	-18%
Saturday	N/A	5%	N/A

4.3 Parked Vehicles

Over the estate of 1,053 parking spaces **Otley has roughly double the average number of parked vehicles of the average small town** at peak time between 11am and 2pm.

Parked Vehicles:

Category	Average	Otley	Difference
All Parking			
Non-market day	403	801	+398
Market day (Friday)	439	879	+441
Saturday	N/A	916	N/A
Car Parks Only			
Non-Market Day	384	696	+312
Market Day	351	781	+431
Saturday	N/A	810	N/A
On-Street			
Non-Market Day	46	105	+59
Market Day	44	98	+54
Saturday	N/A	106	N/A

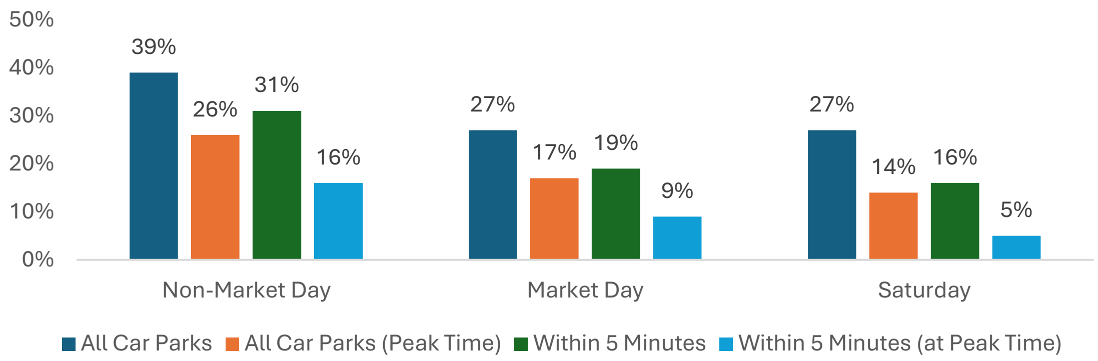
5. Analysis of Car Parks Only

This section uses data from the Car Parking Survey conducted by People & Places in September 2025 and again in March 2026. It DOES NOT include on-street parking.

5.1 Average Vacancy Rate

The average vacancy rates across all *car parks* is 39% (or 250 spaces) on a non-market day and this falls to 27% (down 12%) on a market day (Friday) and a Saturday. Vacancy rates fall substantially if the edge of town sites are excluded and drops significantly at peak time 11am to 2pm.

Car Park Vacancy %:



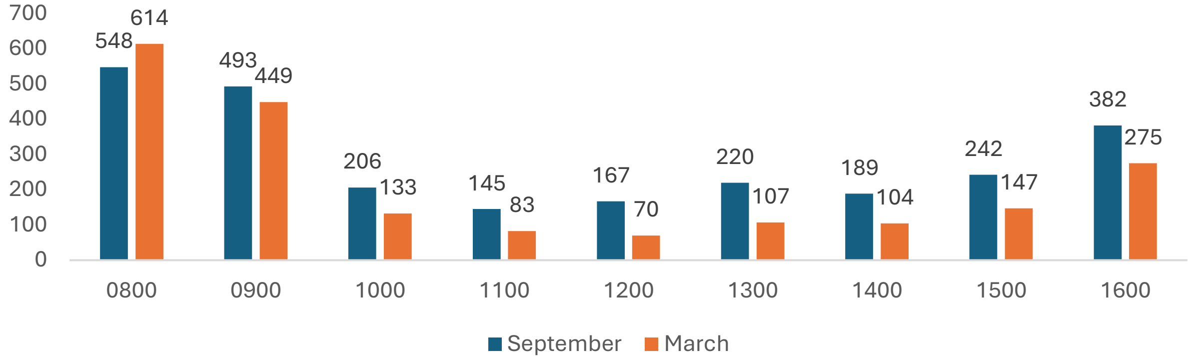
As noted in the Methodology the vacancy rates collected in the March sample were lower than in September; the spread is negligible on Non-Market Days but is more pronounced on the Saturday so could possibly represent the reasonable worst case which is that vacancy rates fall to 10% at peak time.

Category	September	March	Spread
Non-Market Day			
Average	40%	36%	3%
Peak Time (11am-2pm)	26%	27%	1%
Market Day			
Average	28%	26%	2%
Peak Time (11am-2pm)	20%	16%	4%
Saturday			
Average	30%	23%	7%
Peak Time (11am-2pm)	19%	10%	9%

5.2 Reasonable Worst Case

The reasonable worst case then is that on the busiest day in Otley (Saturday) in peak time between 11am to 2pm **there will still be a minimum 70+ vacant spaces available in car parks across Otley.**

Vacant Car Park Spaces on a Saturday by Time of Day:

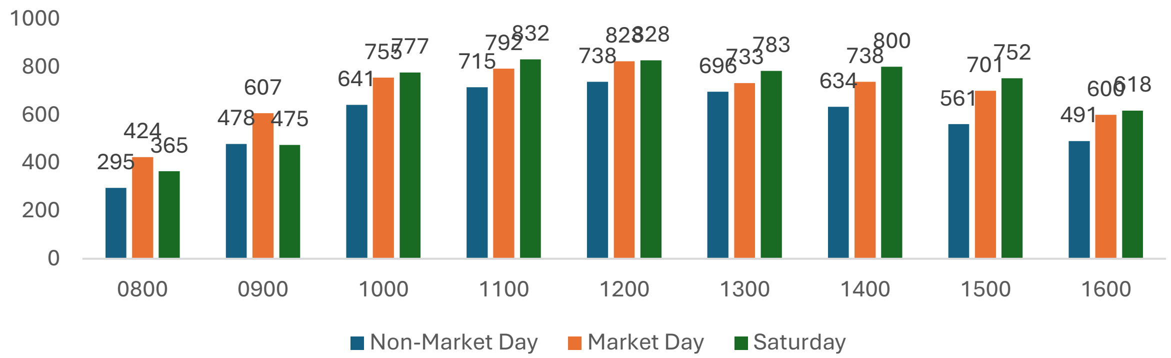


5.3 Occupied Spaces

The volume of occupied spaces across the day suggest that whilst 11am to 2pm in definitely the peak time in Otley the volume of parked cars really starts increasing at c. 10am and drops off some time after 3pm.

In crude terms the baseline of parked vehicles at 9am and 4pm averages between 475-618 depending on the day of the week, and this number increases by an average of just under 200 on a weekday and c. 320 on a Saturday.

Occupied Car Park Spaces by Time of Day:

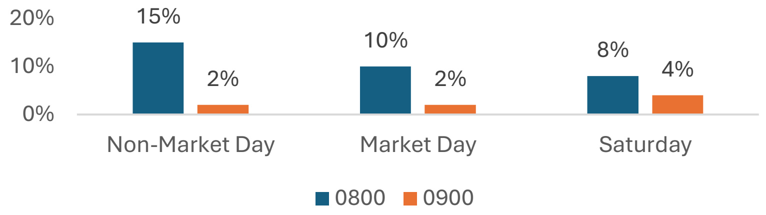


5.4 'Rush Hour' (before 9am)

The are still a few free public long-stay spaces available at 8am but by 9am they have mostly gone, and whilst you may find a parking space during the day it will just be a matter of being in the right place at the right time.

There is the same pattern Monday to Saturday, and it is not clear whether these are locals who take up the parking spaces or visiting workers.

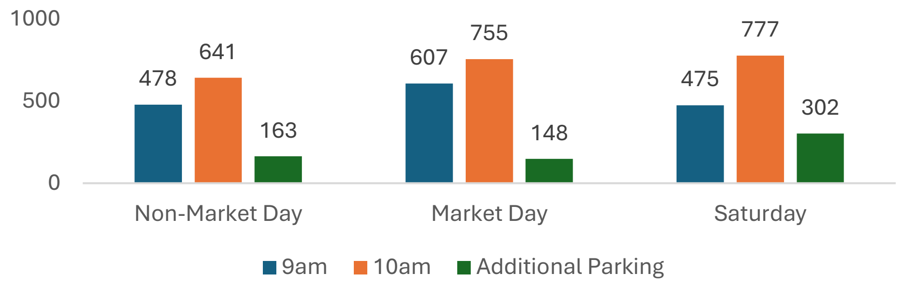
Vacancy Rates at Free Long-Stay Car Parks 8am and 9am:



5.5 Gone Shopping (10am to 2pm)

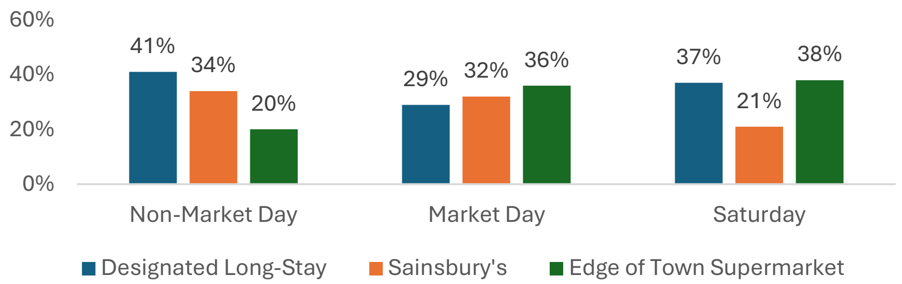
After the early morning rush for the free long-stay the other car parks start to fill up with shoppers and other visitors between 9am and 10am and stay that way until after 3pm.

Car Park Spaces Occupied between 9am and 10am:



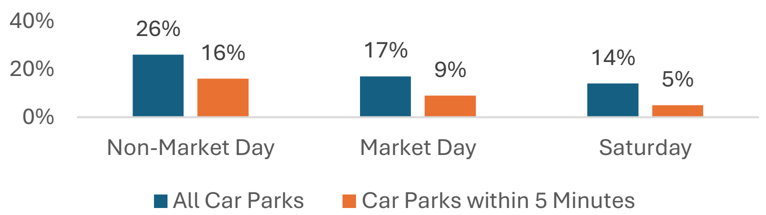
Saturdays in particular sees an influx of shoppers going to the market or doing their weekly supermarket shop with just under four in ten going to the edge-of-town supermarket locations.

Change in Occupancy Rate by Car Park Type between 9am and 10am:



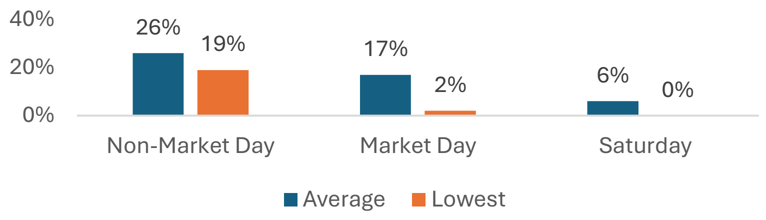
During peak time 11am to 2pm the availability of spaces within a five-minute walk does get squeezed, but there is always parking available somewhere.

Effect of Peak Time 11am to 2pm on Vacancy Rates:



The designated long-stay car parks do get very busy at peak time 11am to 2pm and will sometimes be full or vert near full on market days and Saturdays.

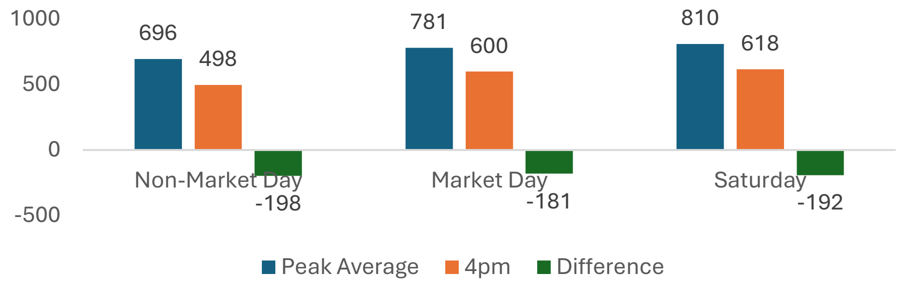
Peak Time Vacancy Rates across North Parade, Courthouse & Beech Hill Long-Stay:



5.6 Home Time (2-4pm onwards)

Occupancy rates fall by an average of just under 200 spaces in the afternoon as shoppers, visitors and workers start to go home, with the largest fall coming between 3pm and 4pm.

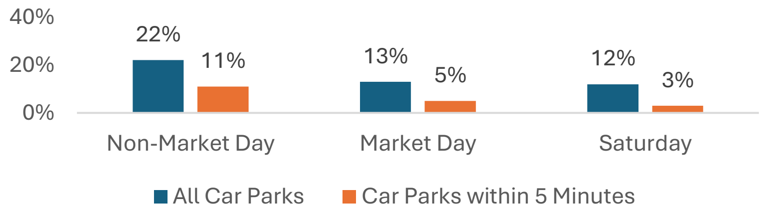
Occupied Spaces Peak Time v. 4pm:



5.7 Pinch Points

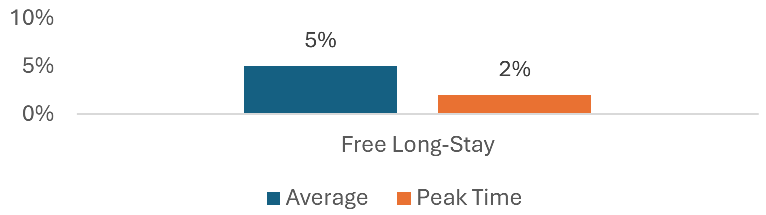
There will always be parking available in Otley somewhere, but at times on a Friday and Saturday parking within a short walk of the town centre can be difficult to find.

Overall Vacancy %:



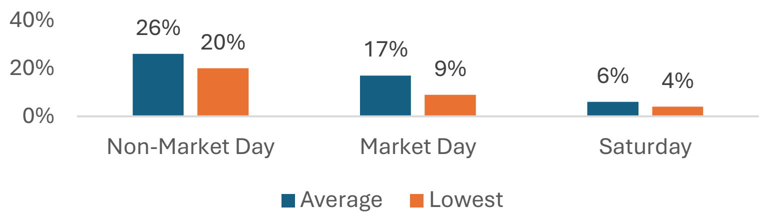
Finding a space at one of the free long-stay car parks – Charles Street/Walkergate, Burras Lane, Westgate and Manchester Square – will be a matter of being at the right place at the right time.

Vacancy % at Free Long Stay Car Parks:



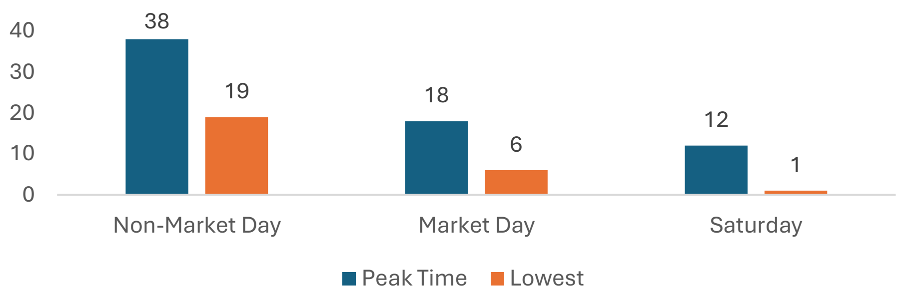
Spaces are generally available at the other fee paying long-stay car parks during the week but there are times on a Saturday when it will often be difficult to find any long-stay parking.

Vacancy % across Long-Stay Car Parks with Fee:

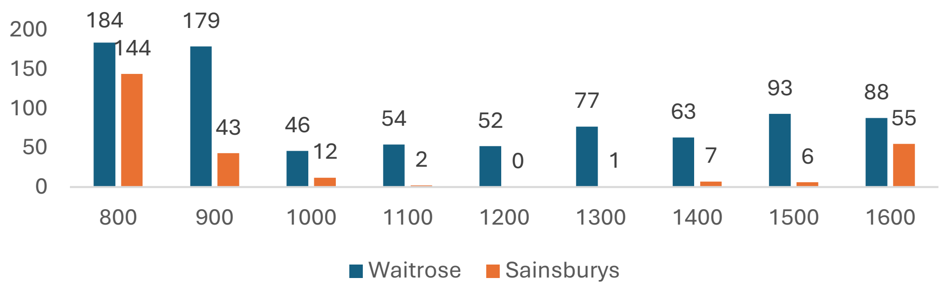


Sainsbury's can often be relied upon for short-stay parking during the week but at peak times on a Friday and Saturday it may be necessary to go to Waitrose to be sure to be sure of finding a space as they even at peak times on a Saturday they are unlikely to be full.

Vacant Spaces at Sainsbury's:

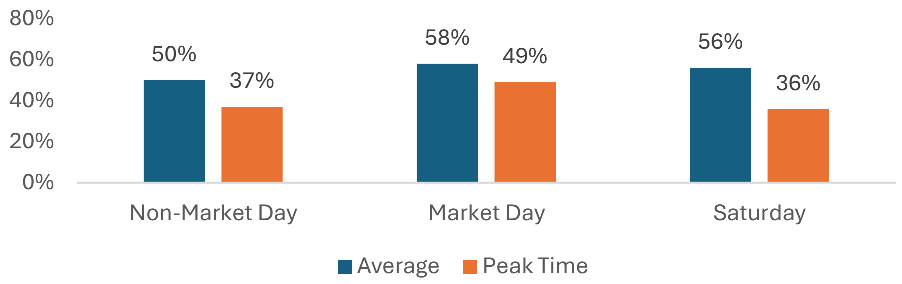


Worst Case Vacant Spaces at Waitrose and Sainsbury's on a Saturday:



Mill Lane is privately owned car park with 52 spaces of which seventeen are owned by David Wilson Homes and the rest are for patrons of Buon Apps. The location isn't signposted, is difficult to find and is the best part of a seven-minute walk to Market Square and vacancy rates probably relate more to customer parking than anything else.

Vacancy % at Mill Lane:



6. Business Feedback

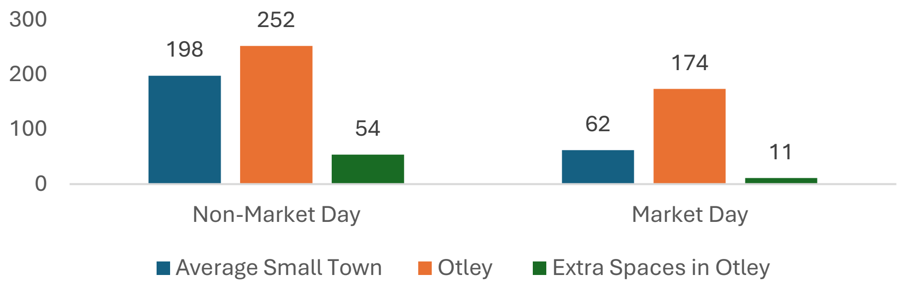
Business attitudes towards car parking have gone from neutral in 2020 to positive 58%/21% negative in 2024 as the number of vacant car parking spaces has fallen (see section 7.1) and whilst a spread of 37% does not signal an extreme opinion the national average is positive 44%/27% negative.

The comments made in the Town Benchmarking Survey 2024 were about the availability of accessible & disabled parking, not enough free long-stay parking and not enough free parking in general so this section of the report will evidence these issues.

6.1 Is car parking a 'negative'?

Otley has 75% more parking spaces than the average small town (1,053 v. 601) and despite a much lower vacancy rate at peak times 11am to 2pm **there are 27% more vacant spaces available on a non-market day and 7% more vacant spaces on a market day compared to the average small town**.

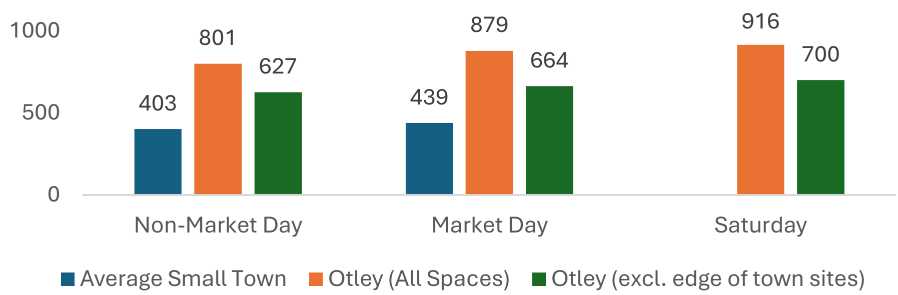
Vacant Spaces at Peak Time 11am to 2pm:



That said **a lot of the free spaces are at edge of town sites which can be an issue for people that struggle with mobility**, and the corollary of having so many parking spaces is that **there twice as many parked cars as the average small town**, which makes the town less attractive as a destination and increases the volume of traffic on our streets.

This number falls if you exclude the edge of town car parks where it is not necessary to go through the town centre but is still significantly more than the average small town.

Parked Cars Comparison Peak Time 11am to 2pm:

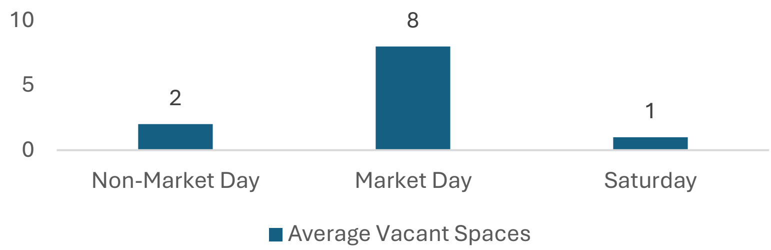


We do not know how many of the parked cars are there on a short-stay basis – we know the designated type of parking, but the long-stay car parks in Otley also accept short-stay parking.

6.2 Is there enough on-street parking?

Otley has twice as much on-street parking as the average small town (107 spaces v. 53) but it is usually full and spread over 10 different sites so it is a matter of luck whether you happen to find a space.

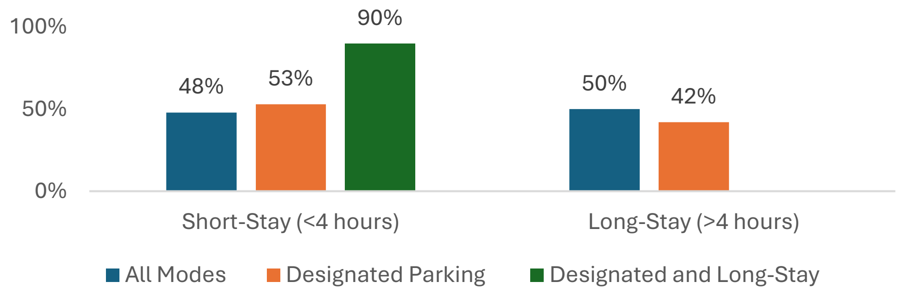
Vacant Spaces On-Street at Peak Time 11am to 2pm:



6.3 Is there enough long-stay parking?

On the face of it the balance of short-stay and long-stay parking is well-matched to the profile of town centre users, although it should be noted that the stay duration is for all people in the town centre, not just those who came by car.

Parking Type Compared to Visitor Type



However, compared to the average small town, **Otley might be slightly underweight in long-stay car parking as a percentage of all car parking**, and in practice all the free long-stay parking has gone by 9am so the real number of available spaces during the day is very different than the headline number.

Number of Long-Stay Spaces:

Parking Type	Spaces
Designated Long-Stay	437
Designated Less Free Long-Stay	271
Less Mill Lane	225

Furthermore, we do not know how many of the designated long-stay spaces are used on a short-stay basis, but it could be quite high given that most short-stay spaces are more than a six-minute walk away, which again would reduce the real number of 'available' long-stay spaces.

6.4 Are there enough disabled spaces?

Otley has more disabled spaces than the average small town (54 v. 38) but with 8% of people in Otley identifying as disabled at 5% of all spaces available it could be argued that the town is actually underweight.

It should be noted that nearly four in ten disabled parking spaces are at the edge of town car parks:

Time to Town Centre (Disabled Spaces)

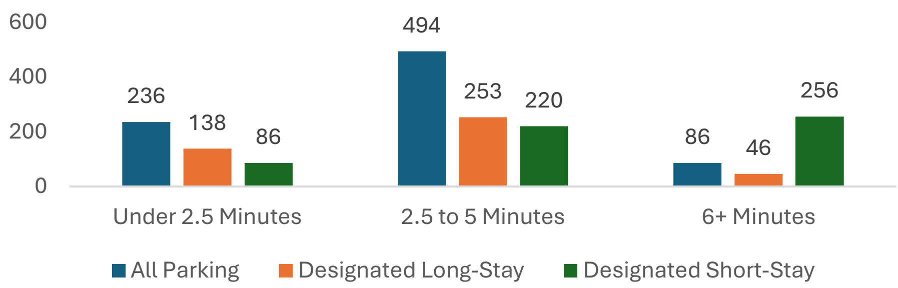
Time (Minutes)	Spaces	%
Under 2.5	12	22%
2.5 to 5	21	39%
6+	21	39%

6.5 Is there enough 'accessible' parking?

Otley has an ageing population, and we attract an elderly demographic during the week many of which might not necessarily be registered disabled but may have other mobility challenges so having parking which is within a 'short walk' from their destination can be important to them.

The data shows **236 spaces within a 2.5-minute walk of the Market Place but of that the 129 Free Long-Stay places are full by 9am** and it will be a matter of being in the right place at the right time to find on-street parking.

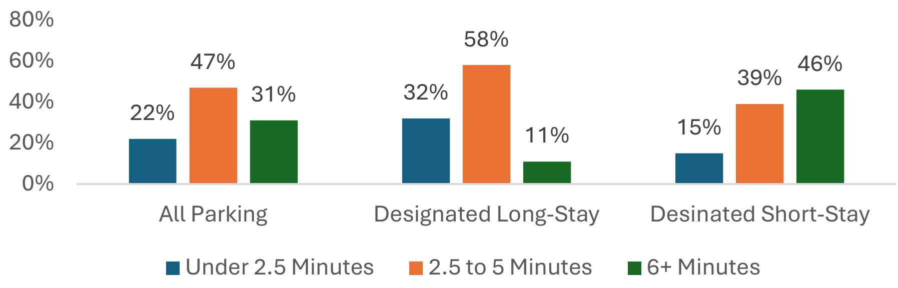
All Parking Spaces by Distance from Town Centre:



That said there are a 216 parking spaces available just outside the 2.5-minute range at North Parade, Beech Hill and the Courthouse, but they all charge.

As you would expect with so many supermarkets the majority of short-stay parking is on the edge of town:

Designated Parking % by Distance from Town Centre:



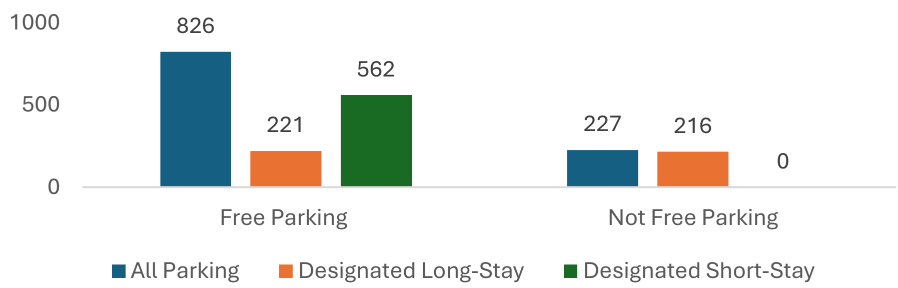
6.6 Is the free long-stay parking largely gone by 9am?

Yes, although you may get lucky and find a space during the day if you are in the right place at the right time.

6.7 Is there a shortage of free parking?

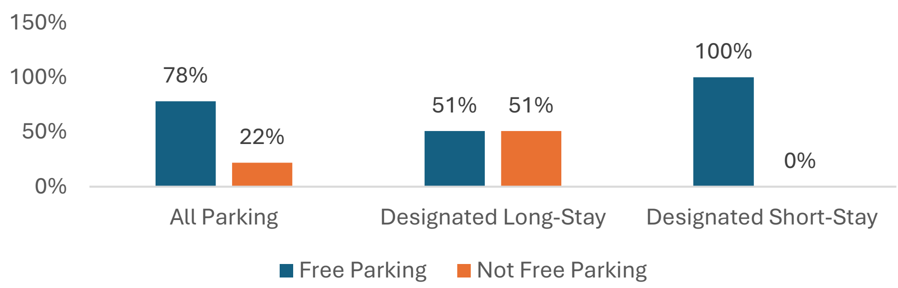
At 78% the headline data shows plenty of free parking – although it is not possible to compare this with other similar towns as there is no benchmark - but this is mainly the large amount of free supermarket short-stay spaces.

Number of Free Parking Spaces:



The issue is with the designated long-stay where as we know the free spaces are mostly gone by 9am which means that anyone arriving after that time will probably have to pay.

Free Parking by Designated Parking Type:



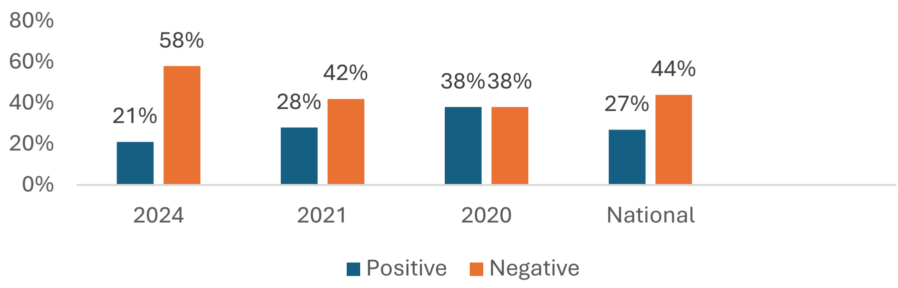
7. Triangulation

There are two other sources of information which are relevant to the Car Parking Survey 2026; the Town Benchmarking Surveys going back to 2020 which show trends in vacancy rates and business attitudes, and the Otley Neighbourhood Plan 2018-2028 which collected resident feedback.

7.1 Town Benchmarking Surveys

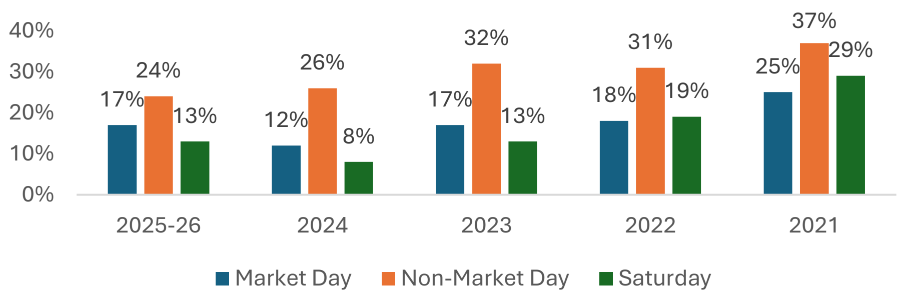
As average peak time vacancy rates have fallen over the last few years businesses in Otley have gone from seeing car parking as a broadly neutral issue in 2020 (38%/38%) to regarding car parking as a mostly negative issue in 2024 (21%/58%).

Business Attitude to Car Parking over Time:



The data used to calculate the latest peak time vacancy rate in 2025-26 was not collected in exactly the same way as the annual Town Benchmarking Survey, but nonetheless it does roughly corroborate the historic downward trend:

Peak Time 11am to 2pm Car Parking Vacancy Rate over Time:



It should also be noted that in the Town Benchmarking Survey 2024 businesses rated Otley as very good for local customers (positive 76/3 negative) but were less positive about how good the destination is for tourist customers (positive 33/3 negative) and the physical appearance of the town (positive 52/24 negative) but these scores are all similar to the national averages.

In the Town Centre user section of the Town Benchmarking Survey in 2024 users were asked what one thing they would like to see improved and there were more comments about car parking than any other subject with users wanting more on-street parking, more long-stay parking and more free parking.

7.2 Otley Neighbourhood Plan

The Otley Neighbourhood plan 2018-2028 refers to a household survey in 2014 where residents said that the availability of suitable car parking was a problem in Otley alongside too many cars parked on the streets and a lack of free parking.

The plan also noted that in reality there was enough dedicated parking spaces available "although the scale of planned housing development could alter this assessment" and did not accept the need for urgent new provision.

The proposed policy intention of maintaining and if possible increasing provision received community support of 78% of respondents:

POLICY TT7: TOWN CENTRE PUBLIC PARKING

Development of existing public car parking areas as shown on The Neighbourhood Plan Map, which would result in the loss of car parking capacity will not be supported. Where development is permitted, provision of compensatory car parking of equal or greater capacity must be provided within the town centre, as defined in The Neighbourhood Plan Map.

Development which would provide for additional town centre car parking capacity will be supported.

The Former Gas Works Site at Crow Lane was identified as having the potential to add parking capacity and was supported by 75% of respondents in the 2017 consultation, but nearly a decade later the site has not been converted.

POLICY TT8: FORMER GAS WORKS SITE

Proposals for the development of public car parking at the former Gas Works Site, as shown on The Neighbourhood Plan Map, will be supported.

The Neighbourhood Plan also contained Community Actions on car parking including additional free parking, action on street parking, environmental improvements and directional signs and starting a project for the Former Gas Works Site, but there is no evidence to suggest that any of these have been acted on.

Entrance to Former Gas Works Site, Crow Lane:

7.3 Mouchel Car Parking Survey 2008

Somewhere around 2008-9 (we believe) Otley Town Partnership commissioned a Car Parking Strategy from Mouchel consultants.

We do not have access to the underlying data, but by their reckoning the town had 997 car parking and on-street parking combined compared to 1,053 today, and they also calculated there were 1,083 on-street spaces in the wider area surrounding the town and c. 900 business car parking spaces so c. 2,980 in total.

They calculated that 134 cars were parked in the car parks for more than six hours, which is 15% of all spaces.

On-street parking was usually full – which we strongly suspect it still is today – and Waitrose was half full on weekdays which is very similar to today.

They also surveyed public opinion on parking and 21% said they always had problems parking in Otley and 36% said they occasionally had problems. Some 38% said that they thought something should be done about parking, and 37% said the car parks were OK.

The only indication of trend was that all chargeable car parks had seen a noticeable reduction in occupancy from 2008 to 2009, and had increased slightly on a Saturday but we do not have access to the underlying data to compare it with today.

The consultants recommended a combination of waiting restrictions and pay and display for future management, which is what we have today, and made recommendations for each car park which included one hour or two hours free.

A fundamental observation was that people are prepared to pay for parking if there is a high certainty of funding a parking space which can provide a very positive image of the town.

They also recommended long-stay parking is allocated further out of town, resident permit holders to be exempt of waiting restrictions and individual payments on allocated on or off-street areas.

It has not been possible to find a response to the report from Leeds City Council.

8. On Capacity

The questions asked in the Otley Neighbourhood Plan adopted in 2019 was about capacity and the need for urgent new provision, and the report found that “in reality, the overall amount of dedicated parking areas available in and around the town centre is adequate”.

Fast-forward to today and the Car Parking Survey 2026 found that:

- Otley has 75% more parking spaces than the average small town, and double the amount of on-street parking.

- Even adjusting for the lower vacancy rates in Otley there are still 27% more spaces vacant on a non-market day and 7% more spaces vacant on a non-market day than in the average small town.

- There are pinch-points; vacancy rates continue to fall as the town gets busier and long stay parking can be difficult to find especially on a Saturday, and sometimes on a market day.

- In a reasonable worst case scenario, there will probably be a minimum of c. 70 vacant car parking spaces available in Otley, somewhere, but:

- Whether they will be in a convenient location, within a short walk or free of charge is another matter, however.

There was an application to use the Former Gas Work Site off Crow Lane as an HGV park in 2018, but that application was rejected by the Ward Members.

The upcoming Town Benchmarking Survey scheduled for the Autumn of 2026 will provide another snapshot of vacancy rates, and a chance to see if the squeeze on availability is continuing or has plateaued, and will also capture on-street parking vacancy rates 8am to 4pm to complete the data set.

POLICY MU1: EAST OF OTLEY KEY GUIDING DEVELOPMENT PRINCIPLES

At time of writing the East of Otley development appears to be edging ever-closer and would, without doubt, change any assessment of car parking capacity.

Policy MU1 in the Otley Neighbourhood Plan approved in 2019 included an East of Otley Transport Study Brief detailed in Appendix 8, which would focus on traffic flows and public transport but did not specifically request a study on the impact on car parking in the town centre.

As far as we know no impact assessment on car parking has ever been undertaken – or at least not made public – in conjunction with the East of Otley development.

9. Next Steps (Actions)

Without a train station or a reliable bus service Otley residents and visitors have to rely more on cars, and we know from the Town Benchmarking Survey in 2024 that just over 40% of people in the town centre got there by car, so it should come as no surprise that there are twice as many vehicles parked in the town centre as the average small town.

The Town Benchmarking Survey clearly shows that car parking vacancy rates are falling as the town is getting busier, but car use is also increasing; in 2008 when the Mouchel survey was undertaken there were 28 million cars licenced in the UK, but by 2025 that had gone up to over 34 million, which is an increase of 21%.

Residents and businesses did identify parking as an issue in the Town Benchmarking Survey in 2024, and basically wanted more parking on-street and in car parks, more long-stay parking and more free parking, but there is no objective measure of how difficult people find it to park or how important it is that something is done about it.

There is no easy way to add extra capacity in the short term and with the prospect of the East of Otley development coming on stream, simply adding more parking capacity for convenience will not necessarily improve the town centre as a place to live, work and shop or make it more attractive as a visitor destination.

9.1 Town Centre User Survey

Mouchel asked how often they experienced problems parking and whether something should be done about it, and these questions could be incorporated into the Town Centre User section of the Town Benchmarking Survey in 2026, or collected as a separate exercise to get a more nuanced understanding of the issue.

9.2 Adding Capacity

In the short term, it might worth investigating whether the Former Gas Works Site on Crow Lane, which we believe is owned by L&G Property Investments Ltd, could be used to provide extra capacity as the site looks under-used today.

The Mouchel report suggested Station Top as a possible location for extra parking, and Otley bid did come to an agreement to make it available on a trial basis for staff parking, but the take-up was limited.

9.3 Short Car Journeys

The Council could free up spaces by encouraging residents not to make short car journeys into Otley, which could be done via a "nudge" strategy in the short term.

The Mouchel survey in 2008 suggested that only 15% of cars parked were there for more than six hours, which by implication leaves 85% of spaces available for short-stay parking, and in September 2026 People & Places Insight will also record the number of cars parked in Otley for more than six hours to provide an updated measure of long-stay usage.

The author has asked People & Places Insight to cross-tabulate post code, stay duration and use of a car to get into town to see if it will provide an indication of the extent to which available spaces are taken up by residents making a short car journey into town, and whether it is worth conducting a more detailed study.

Before embarking on any programme to try and reduce short car journeys the Council should establish the current position to benchmark outcomes.

9.4 Free Parking

Free parking was mentioned by both businesses and residents as something that would improve the parking situation in Otley, and Mouchel recommended using as part of a mix of variables to optimise the parking space available in Otley back in 2008.

Whilst the economic indicators are currently quite positive and there is no evidence that the modest charges are prohibitive for shoppers or workers, some residents do resent having to pay for very short-stay parking.

Free two-hour parking is also being piloted by Wakefield Council so it might be worth a conversation with them about the outcomes, and could be used in conjunction with changes to maximum duration on a car park by car park basis to optimise the parking available.

This is something the Council should discuss with Otley BID.

9.5 Disabled Parking

The evidence does suggest that the town might be slightly underweight in disabled spaces and spaces especially those within a short walk of the town centre, and this *might be* supported by the number of blue badge holders who regularly park on the double-yellow lines on Kirkgate.

Once the changes to Kirkgate have gone through the Council should consult with members of the disabled community to make sure we understand any concerns they might have.

9.6 Neighbourhood Plan Review

Otley Town Council is currently undertaking a review of the Neighbourhood Plan and it will be interesting to see if resident views have changed in the last decade.

As a minimum the Council should insist on an impact assessment on car parking should the East of Otley development get the go-ahead.

Cllr Paul Carter

Chairman of Trade & Tourism and Traffic & Transport Committees

Appendix 1 – Average Vacancy Rates Non-Market Days (Monday to Thursday)

Average
Vacant Spaces by hour:

Free Parking (Unlimited Duration)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Walkergate Mews/Charles Street	1	1	0	0	0	1	3	3	5	2	1
Burras Lane	8	0	2	0	1	3	2	2	1	2	1
Westgate	16	2	1	0	1	3	3	2	5	4	2
Manchester Square	2	1	0	1	0	0	0	2	0	0	0
Total	26	3	3	1	2	6	7	8	11	8	4
Free Spaces (%)	15%	2%	2%	0%	1%	4%	4%	5%	7%	5%	2%

Supermarket Parking	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Saisbury's	187	109	54	19	25	46	62	87	116	82	38
ASDA	43	41	16	16	7	16	22	31	28	24	15
Waitrose	186	132	124	121	104	110	128	122	123	127	116
Total	415	282	194	156	135	171	212	240	266	234	168
Free Spaces (%)	83%	56%	39%	31%	27%	34%	42%	48%	53%	47%	34%

Designated Long Stay (With Fees)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
North Parade	71	61	29	16	22	25	24	42	63	41	21
Beech Hill	57	55	47	26	26	28	49	38	54	43	32
Courthouse	44	34	7	5	4	5	10	19	28	18	6
Total	171	150	83	47	52	57	82	99	144	103	59
Free Spaces (%)	75%	66%	36%	20%	23%	25%	36%	43%	63%	45%	26%

Private (Free. Long Stay)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Mill Lane	40	35	27	29	20	16	12	29	28	26	19
Free Spaces (%)	77%	66%	51%	55%	38%	31%	23%	56%	53%	50%	37%

	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Total	651	468	305	231	209	250	312	376	449	370	250
Free Spaces (%)	69%	49%	32%	24%	22%	26%	33%	40%	47%	39%	26%

Appendix 2 – Average Vacancy Rates Market Day (Friday)

Average
Vacant Spaces by hour:

Free Parking (Unlimited Duration)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Walkergate Mews/Charles Street	1	0	0	0	0	1	1	1	0	0	1
Burras Lane	1	2	1	0	1	1	0	2	3	1	0
Westgate	11	2	1	0	1	2	1	5	4	3	1
Manchester Square	5	0	0	1	0	0	0	1	1	1	0
Total	17	3	2	1	2	3	2	8	7	5	2
Free Spaces (%)	10%	2%	1%	0%	1%	2%	1%	5%	4%	3%	1%

Supermarket Parking	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Saisbury's	137	54	6	8	13	25	25	39	71	42	18
ASDA	35	36	18	10	6	10	16	17	25	19	10
Waitrose	129	113	78	79	54	73	83	91	104	89	72
Total	301	202	101	96	73	108	124	147	199	150	100
Free Spaces (%)	60%	40%	20%	19%	14%	21%	25%	29%	40%	30%	20%

Designated Long Stay (With Fees)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
North Parade	56	41	18	13	6	14	29	34	51	29	15
Beech Hill	54	34	28	7	10	24	21	21	39	26	15
Courthouse	53	22	8	4	5	11	11	16	16	16	8
Total	163	97	54	24	20	48	61	71	106	71	38
Free Spaces (%)	72%	43%	24%	10%	9%	21%	27%	31%	46%	31%	17%

Private (Free. Long Stay)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Mill Lane	42	38	36	35	29	15	22	20	36	30	25
Free Spaces (%)	81%	73%	68%	67%	56%	29%	42%	38%	68%	58%	49%

	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Total	522	340	192	155	123	174	208	245	347	256	165
Free Spaces	55%	36%	20%	16%	13%	18%	22%	26%	37%	27%	17%

Appendix 3 – Average Vacancy Rates (Saturday)

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Average
Vacant Spaces by hour:

Free Parking (Unlimited Duration)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Walkergate Mews/Charles Street	2	0	0	0	0	0	1	2	4	1	0
Burras Lane	1	0	1	0	0	2	1	3	5	1	1
Westgate	7	4	1	2	3	2	1	1	5	3	2
Manchester Square	4	3	2	2	2	1	1	2	4	2	2
Total	14	7	4	4	5	5	3	7	17	7	4
Free Spaces (%)	8%	4%	2%	2%	3%	3%	2%	4%	10%	4%	2%

Supermarket Parking	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Saisbury's	135	74	10	1	4	22	22	26	65	40	12
ASDA	41	45	22	7	14	19	22	22	27	24	15
Waitrose	172	163	69	59	66	91	73	88	107	99	72
Total	347	282	100	67	84	131	117	135	199	162	100
Free Spaces (%)	69%	56%	20%	13%	17%	26%	23%	27%	40%	32%	20%

Designated Long Stay (With Fees)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
North Parade	63	45	12	2	2	5	5	13	47	21	3
Beech Hill	61	53	10	4	12	9	3	7	23	20	7
Courthouse	48	41	4	4	0	4	5	9	18	15	3
Total	171	138	25	10	14	17	13	29	87	56	13
Free Spaces (%)	75%	61%	11%	4%	6%	7%	6%	13%	38%	25%	6%

Private (Free. Long Stay)	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Mill Lane	49	45	41	33	17	12	15	25	27	29	19
Free Spaces (%)	94%	87%	78%	63%	32%	22%	28%	47%	51%	56%	36%

	0800	0900	1000	1100	1200	1300	01400	1500	1600	AVG	AVG 11-2
Total	581	471	170	114	119	164	147	195	329	254	136
Free Spaces	61%	50%	18%	12%	13%	17%	15%	21%	35%	27%	14%