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Dear Councillor,

15 December 2022

You are summoned to attend a meeting of the **TOWN DEVELOPMENT AND IMPROVEMENT COMMITTEE** to be conducted at the **Pannett Gallery**, on **Tuesday 20 December 2022 at 6:00pm**, the agenda for which is set out below



Michael King  
Town Clerk

To: Councillors Mrs Brown, Dalrymple, Harston, Jones, Nock, Smith and Mrs Wilson

Cc: Subs. Councillors Mrs Coughlan, Mrs Turner and Mrs Wild

**NOTICE OF MEETING – Public notice of the meeting is given in accordance with schedule 12, paragraph 10(2) of the Local Government Act 1972.**

## AGENDA

- 1. APOLOGIES FOR ABSENCE**  
To resolve upon apologies for inability to attend.
- 2. DECLARATION OF INTERESTS AND REQUESTS FOR DISPENSATION**  
To declare any disclosable pecuniary interests or any other interests which members may have in the following agenda items and consider any dispensation requests.
- 3. PUBLIC PARTICIPATION**  
Standing Orders will be suspended for up to 15 minutes to allow for questions or statements about business items on the agenda, submitted by members of the public (limited to 3 mins per person).
- 4. MINUTES OF MEETING HELD ON 18 OCTOBER 2022 (page 3)**  
To approve as an accurate record the minutes of the Town Development and Improvement Meeting held on 18 October 2022.
- 5. CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY**  
Verbal report from the Clerk
- 6. PARKING (page 5)**  
Follow up to issues previously raised with Scarborough Borough Council and North Yorkshire County Council.

## Agenda

### 7. 20's PLENTY CAMPAIGN

(page 9)

Referred from Council Meeting on 8 November 2022. From the campaign materials circulated separately, it is recommended that:

*Whitby Town Council:*

- *Supports the 20's Plenty for North Yorkshire campaign;*
- *Calls on North Yorkshire County Council to implement 20mph in Whitby; and*
- *Will write to North Yorkshire County Council to request 20mph speed limits on streets throughout North Yorkshire where people live, work, shop, play or learn, with 30mph as the exception on those roads, where full consideration of the needs of vulnerable road users allows a higher limit.*

### 8. REQUEST FOR ROAD MARKINGS

(page 11)

Received 25 October 2022

### 9. MATTERS OF REPAIR AND MAINTENANCE REQUIRED IN TOWN

Opportunity for members to highlight areas of concern which may be brought to the attention of the appropriate department at either the borough or county council.

Draft

## WHITBY TOWN COUNCIL

Minutes of the meeting of the **TOWN DEVELOPMENT AND IMPROVEMENT** Committee held in the Pannett Gallery on Tuesday 18 October 2022 at 6:00pm.

**Present:** Councillors Harston (Chair), Mrs Coughlan (sub), Jones, Smith and Mrs Wilson.

**Also:** M King, Town Clerk.

### **NOTICE OF MEETING – Public Notice of the Meeting was given in accordance with Schedule 12, paragraph 10(2) of the Local Government Act 1972**

#### **214/22 APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Mrs Brown, Dalrymple and Nock.

**MOVED** by Councillor Harston, seconded by Councillor Mrs Wilson and unanimously

**RESOLVED** that Cllr Brown, Dalrymple and Nock's apologies be accepted.

#### **215/22 DECLARATION OF INTERESTS & REQUESTS FOR DISPENSATION**

None.

#### **STANDING ORDERS SUSPENDED**

#### **216/22 PUBLIC PARTICIPATION**

None.

#### **STANDING ORDERS REINSTATED**

#### **217/22 MINUTES OF MEETING HELD ON 2 AUGUST 2022.**

**MOVED** by Councillor Smith, seconded by Councillor Mrs Wilson and unanimously

**RESOLVED** that minutes of the meeting held on 16 August 2022 be approved and signed by the Chair as a correct record.

#### **218/22 CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY**

The Clerk provided a verbal update on items from earlier meetings. It was noted that County Cllr Chance had provided an update on issues relating to the access to the sea wall down Upgang Ravine, that Area 3 Highways had agreed to reinstate the 'Welcome to Whitby' signs, pending a permanent solution to the upkeep of these under the unitary council and that a substantive response from Licensing on the enforcement of street trading and pavement licences was awaited.

**MOVED** by Councillor Smith, seconded by Councillor Mrs Coughlan and unanimously

**RESOLVED** that the information be noted.

#### **219/22 MATTERS OF REPAIR AND MAINTENANCE REQUIRED IN TOWN**

The following areas of concern were identified to be brought to the attention of the appropriate department at the borough or county council.

1. **Graffiti** on the telecoms box east of the Swing Bridge and at the railway station.
2. **Bus Station** noted that NYCC Passenger Transport are concerned about incidents of ASB at the bus station, which they intend to raise with the Neighbourhood Policing Team. Members noted that the area lacks litter bins and that litter at this location adds to the sense of neglect and may encourage ASB.
3. **Information Boards** noted that the town council's Maintenance Supervisor had commenced work and would be prioritising repair of the information boards over the winter.

**MOVED** by Cllr Smith, seconded by Cllr Mrs Coughlan and unanimously

**RESOLVED** a) That the Clerk write to Scarborough Borough Council to request information on pavement licensing and enforcement, copying in district ward members, seeking confirmation of receipt and a response within 28 days;  
b) That the other issues identified are progressed with the relevant body.

..... 20 December 2022

Following a survey undertaken in 2021, the town council raised a number of issues relating to on and off-street parking, including the interaction of current zones, access for residents, businesses and visitors to parking permits and season tickets, provision in off-street car parks for parent and child spaces and plans in relation to EV charging as well as the issue of provision of motor home parking on and off-street.

The borough council's parking manager is on record (3 November 2021) as saying, "We are planning a joint on and off-street parking review in 2022". When chased up in mid-2022, no date for this review had been fixed.

Cllr Croft has asked that the following NYCC responses taken from correspondence with County Councillor Swannick is circulated to illustrate the apparent lack of a joint approach by the county and borough councils. North Yorkshire Council will become the unitary authority with overall control of all aspects of highways and parking.

I have now heard from my colleagues, and we can provide responses for the items that we are responsible for.

- Whitby town councillor Gareth Jackson reported the new Unitary Authority was to hold a comprehensive review on parking in Whitby, at what stage will this take place.

We are undertaking a review of Scarborough Controlled Parking scheme although we do not have a timescale yet as to when this review will start or be completed. Our understanding is that we would want to review the Whitby parking scheme only with a view to applying any lessons learned from the Scarborough review. It would not be a separate review for Whitby. We are unsure as to who provide the information to Mr Jackson.

- The park and ride has been in operation for 5+ years, what are the surplus revenues for those years and please identify where the money has been spent allocated.

The local highways team are not involved with the Park & Ride Scheme in Whitby, however I have asked my colleagues if they can provide more information to answer this question.

- I note from the SBC website that Scarborough hotels are being offered a 1 day scratch card which allows their guests to park on a meter for £5 per day, this is not available to Whitby hotels will this inequality be addressed under the new authority.

We cannot answer this question. Mr Croft will need to contact Scarborough Borough Council.

- The Tin Ghaut car Park has been converted into a turning area with a loss of 25+ spaces, couple this with the plans to build a fishing school on the marina car park with the subsequent loss of approx 50 car parking spaces what plans/provisions have been put in place to replace the loss of possibly 85 car parking spaces.

Scarborough Borough Council allowed us to use Tin Ghaut, specifically they considered the loss of income and loss of parking spaces. As for the development on the Marina Car Park, we assume that the loss of parking will be dealt with during the planning stage. Individuals and the Town Council can make representations at that time.

- Part of the Marina car Park is currently used as a storage facility for bollards and containers, by removing the containers and bollards barriers there could be an additional 10 spaces created without incurring any cost.

We cannot comment on this as off road car parking within the Borough is looked after by Scarborough Borough Council.

- The north terrace on the west cliff has two bus bays on either side of the road which could accommodate another 6-8 cars. I would point out there is no bus service on the west cliff. Furthermore on closer inspection buses dropping off passengers outside the royal hotel do so on East terrace, so there would be no loss of provision for the Royal hotel.

We can confirm that they are not used by a service bus. We included a proposal to remove them about three years ago along with other proposals on Khyber Pass. We received objections saying one of them is used when Pier Road is not available. The Khyber Pass proposals became partly irrelevant when the Swing bridge experimental order was put in place. These will be looked at again once we have a better idea of how the future swing bridge restrictions and the connected network will operate.

- On the entrance to Crescent Avenue there is a sign identifying a coach park. On entry to crescent avenue coaches are immediately informed no access to the car park opposite to the sorting office, this then makes them drive all the way round crescent avenue and the crescent gardens. Two coaches cannot pass each other on this road, and they have to navigate two tight corners meeting oncoming park and ride buses. If the signage were to be changed coaches could access the west cliff car park via argyle road, which is both wider and straighter for the drivers.

The alternative route via Argyle Road still requires coaches to travel along a section of Royal Crescent which is the narrowest section for the coaches to travel along when you take into account the parked vehicles. The signage for coaches leaving the car park advises them to turn left, avoiding Crescent Avenue and minimises the chances of them meeting oncoming coaches. Directing all the coaches along Argyle Road would increase the chances of coaches meeting each other on the Royal Crescent stretch.

- The town approach road have had temporary traffic information signs in place for over two years, these are trailer type mobile units with the tyres removed and temporary plastic red barriers place around them. When will these temporary signs be replaced with more permanent structures more in keeping with the area.

The temporary signs were being used for car park management and to warn of swing bridge closures, and were removed at the end of the 2022 season. The funding for Whitby swing bridge public realm does not currently include funding for car park management signing. However, we aim to secure future funding for a permanent system of car park management. It may be necessary to continue with the temporary signs Easter to October until funding is secured.

- At Tuesdays full council meeting, there was a presentation made for a facility called a pump track to be installed on Tuckers field, next to the tennis courts. Potentially this

could lose up to 50 parking spaces, has anyone been informed at highways and nycc.

We are not aware of this and nobody has notified the local highways team.

- Finally the tennis courts on tuckers field are being reinstated, this will result in further loss of spaces and I might add with the tennis courts and pump track together you may have conflicts between cars and pedestrians has anyone carried out a health and safety assessment

We cannot answer this question, the landowner would need to notify the local highways authority about any changes in use that may impact on any users of the highway.



**North Yorkshire County Council's Current Position on Speed Limits**

**[January 2022]** The revised policy, which follows a review and recommendations by our Transport, Economy and Environment Overview and Scrutiny Committee, will continue to support 20mph limits and zones where appropriate, taking a targeted, evidence-based approach, while broadening its scope to recognise the importance of community and social interaction.

The Executive heard from campaigners seeking a default 20mph speed limit or zones in all built-up areas in the county.

Cllr Don Mackenzie, Executive Member for Access and the County Council's Road Safety Champion, said: "Saving people's lives and making our roads as safe as possible are of the very highest priority. While every casualty is one too many, the number of people killed or seriously injured on the county's roads is heading firmly downwards.

"But there are areas where we have road safety challenges and I believe we should focus our attention and spending on those areas. These include motorcyclists – too many are killed or injured on our roads – newly qualified drivers, older drivers and drunk or drugged drivers.

"One area where the incidence of accidents is relatively low is those caused by speeding in built-up areas. That is why I do not support the introduction of default 20mph limits or zones on all roads in built-up areas. A blanket approach to 20mph speed limits would be costly and would divert resources away from dealing with the key safety issues in the county."

Cllr Mackenzie addressed a claim that air quality would be much improved by a lower speed limit. He said that while there might be a marginal improvement, the issues at all of the eight air quality management areas in the county were caused mainly by standing traffic and idling engines.

He also feared that widespread flouting of default 20mph limits, if they were not self-enforcing and introduced without engineered methods of traffic calming where speeds were higher, would lead to the public perception of a loss of control of highways safety management.

"I believe that our newly adopted policy on 20mph limits, supported by our cross-party transport scrutiny committee, is appropriate," he said. "It sets out a clear rationale and assessment process and includes the opportunity for greater focus on the sense of place and community, particularly around schools."

Councillors were assured that speed limits would continue to be considered where appropriate and that should investigations reveal locations with a history of speed-related collisions that would benefit from a reduced limit, including 20mph speed limits, such measures would be taken forward. Our approach remains consistent with national Government guidance and the Government's latest report into the effectiveness of 20mph limits and zones.

There was also an assurance that for new developments, lower speed limits and enhancing the sense of place was built into our approach as local highway authority, as part of the planning process.

It was recognised by the Executive that this was a matter on which the new single council for North Yorkshire, which will come into being in April 2023, might decide to conduct a further review of the policy.

**[November 2022]**

At its meeting today (8 November), the executive agreed that Cllr Keane Duncan should look into the request from the Harrogate and Knaresborough Area Constituency Committee.

The area constituency committee agreed at its meeting last month to advise the executive that it wanted a 20mph speed limit to be piloted throughout towns and villages in the constituency area "where a need has been identified".

At today's executive meeting, Cllr Duncan said: "It's fair to say that a default 20mph limit is controversial. While it has some support, it also attracts strong opposition.

"The pilot being called for by the constituency committee represents a radical departure from our existing approach, which is based on national guidelines. It could also cost several million pounds.

"I am very keen that we investigate options to be able to provide an evidence-based assessment of the request. This will require information on factors such as road safety, environment, value for money, enforcement and lessons from other local authorities.

"It would also be useful to learn lessons from our own authority. It was only nine months ago that the executive agreed a new 20mph policy, so it is important we assess how that is working and any changes needed.

"I welcome the opportunity to investigate these factors thoroughly in order to be able to give an informed and comprehensive response to the constituency committee's request in due course."

The new 20mph speed limit policy agreed by the executive in January places a greater focus on active, sustainable travel, such as cycling and walking, and encouraging a sense of place.

The revised policy followed a review and recommendations by the council's transport, economy and environment overview and scrutiny committee. It continued to support 20mph limits and zones where appropriate, taking a targeted, evidence-based approach, while broadening its scope to recognise the importance of community and social interaction.

**Request for Yellow Lines at corner of Esk Terrace and the junction of North Road**

*I live on the corner of Esk Terrace and the junction of North Road. This is a busy thoroughfare for lorries entering and leaving the town; the drivers are often unable to make the sharp lefthand turn onto Park Terrace, which many times results in them backing the whole of the way down North Road until they reach the corner. As you can imagine, this is very unsafe for pedestrians, and I have seen cars damaged by these lorries. Furthermore, people staying in holiday homes on the Railway can be very inconsiderate and park without due care and attention to the flow of traffic. This results in vehicles reversing for quite some distance down North Road, which is an obvious hazard.*

*I am writing to ask if you would consult with the parish council and gather their views on the safety of North Road, most particularly the junction of Gray Street. The extension of yellow lines around the corner and onto North Road would significantly help with this problem. Scarborough council are trying to attract tourists to not only come for the day but also to spend more time in the town by staying overnight, so it seems to me that it is only a matter of time before we witness a fatality.*

*I would be very grateful if you would put my concerns to the parish council and let me know the outcome. I understand that it could take six months for yellow lines to be instituted, but this is surely a safety measure that we on the Railway desperately need.*



Members should note that previous requests have been relayed to NYCC in relation to the junction of Fishburn Road and Park Terrace, within the Railway area.