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Dear Councillor,

17 August 2023

You are **summoned** to attend a meeting of the **TOWN DEVELOPMENT AND IMPROVEMENT COMMITTEE** to be conducted at the **Pannett Gallery**, on **Tuesday 22 August 2023 at 6:00pm**, the agenda for which is set out below



Michael King
Town Clerk

To: Councillors Mrs Brown, Mrs Coughlan, Dalrymple,
Harston, Nock, Mrs Turner and Mrs Wild

Cc: Sub. Councillors Croft and Jones

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**
To receive apologies for inability to attend.
- 2. DECLARATION OF INTERESTS**
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 20 JUNE 2023** **(page 3)**
To approve as an accurate record the minutes of the Town Development and Improvement Meeting held on 20 June 2023.
- 5. CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY**
Verbal update
- 6. DUNDAS GARDENS PLAY AREA**
Report from members attending the meeting hosted by North Yorkshire Councillor Trumper on 21 August.
- 7. MADE IN YORKSHIRE**
There are reports that the Made in Yorkshire has been invited by North Yorkshire Council to trade from Dock End in September – Members views are invited.

Agenda

8. LET'S TALK TRANSPORT – FOLLOW-UP

(page 7)

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 of North Yorkshire Council.

WHITBY TOWN COUNCIL

Minutes of the meeting of the **TOWN DEVELOPMENT AND IMPROVEMENT** Committee held in the Pannett Gallery on Tuesday 20 June 2023 at 6:00pm.

Present: Councillors Mrs Coughlan (Chair), Mrs Brown, Dalrymple, Harston, Nock, Mrs Turner and Mrs Wild.

Also: M King, Town Clerk, and one member of the public.

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

056/23 ELECTION OF CHAIR

Nominations were requested for the position of Chair. One nomination was received for:

Councillor Mrs Coughlan, proposed Cllr Mrs Coughlan, Seconded Cllr Harston

RESOLVED unanimously that Cllr Mrs Coughlan be appointed as Chair of the Town Development & Improvement Committee for the Municipal Year 2023-2024.

057/23 APOLOGIES FOR ABSENCE

None.

058/23 ELECTION OF VICE CHAIR

Nominations were requested for the position of Vice Chair. One nomination was received for:

Councillor Harston, proposed Cllr Harston, Seconded Cllr Mrs Wild

RESOLVED unanimously that Cllr Harston be appointed as Vice Chair of the Town Development & Improvement Committee for the Municipal Year 2023-2024.

059/23 DECLARATION OF INTERESTS & REQUESTS FOR DISPENSATION

None.

STANDING ORDERS SUSPENDED

060/23 PUBLIC PARTICIPATION

None.

STANDING ORDERS REINSTATED

061/23 TO CONSIDER ACTIONS REQUIRED IN ACCORDANCE WITH TERMS OF REFERENCE AT THE FIRST COMMITTEE MEETING OF A NEW COUNCIL YEAR

- a. Confirmation of the accuracy of the minutes of the meeting of the committee held on 18 April 2023

MOVED by Councillor Harston, seconded by Councillor Dalrymple.

RESOLVED a) that minutes of the Finance Policy & General Purposes Committee held on the 18 April 2023 are approved as a correct record.

1 abstention

- b. Confirmation of the following adopted at Full Council on 2 May 2023
- i Terms of reference of the committee.

MOVED by Councillor Dalrymple, seconded by Councillor Harston

RESOLVED b)i) that the terms of reference of the committee are confirmed.

- ii Delegation arrangements to staff

MOVED by Councillor Dalrymple, seconded by Councillor Nock

RESOLVED b)ii) that the delegation arrangements to staff are confirmed.

- iii Standing orders, financial regulations, policies and procedures relating to the functions of the committee and its sub-committees.

MOVED by Councillor Nock, seconded by Councillor Mrs Brown

RESOLVED b)iii) that the standing orders, financial regulations, policies and procedures relating to the functions of the committee and its sub-committees are confirmed.

- c. Appoint members to the sub-committees of the Town Development & Improvement Committee
- i Allotments.
 - ii Christmas Lights.

MOVED by Councillor Mrs Turner, seconded by Councillor Mrs Wild

RESOLVED c) that the Clerk email all councillors seeking nominations for both subcommittees to be resolved at Full Council on 4 July 2023.

- d. Review of the anticipated committee workload for the coming year.

MOVED by Councillor Mrs Coughlan, seconded by Councillor Harston

RESOLVED that the information is noted.

062/23

CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY

The Clerk noted that the resolutions of the previous meeting had been actioned. Information had been received on car parking (Item 063/23) and on progress in regulating the Upgang Ravine and sea wall. North Yorkshire Councillor Trumper will provide an update once a solution has been reached. A substantive response was awaited in each other case.

MOVED by Councillor Mrs Brown, seconded by Councillor Nock

RESOLVED that the information be noted and that follow-up enquires be made.

063/23 CAR PARKING

Members noted confirmation from North Yorkshire Council of the status quo. In discussion the key issues to be clarified were

MOVED by Cllr Nock, Seconded by Cllr Harston

RESOLVED that the Clerk contact NYC to request an update on the request for effective fencing to separate the West Cliff car park from the grassed area around the restaurant and what enforcement is carried out against parking in unauthorised areas.

064/23 LET'S TALK TRANSPORT

Submitted: a summary of the North Yorkshire Council 'Let's Talk Transport' conversation launched on Monday 22 May and running until 17 July. Members noted that a separate engagement with parish councils was anticipated.

MOVED by Cllr Harston, Seconded by Cllr Nock

RESOLVED that the Clerk be delegated to respond to any direct engagement with parish councils from NYC in respect to the Let's Talk Transport consultation by drafting a response in collaboration with members of the committee and submitting it in consultation with the Chair.

065/23 MATTERS OF REPAIR AND MAINTENANCE REQUIRED IN TOWN

The following areas of concern were identified to be brought to the attention of the appropriate body.

1. Paddling Pool – concern was expressed that the refurbishment work to the West Cliff paddling pool was progressing in fits and starts and that there were significant periods where the contractor had not been on site, leading to doubt that the envisage completion of the end of June would be met by NYC.

MOVED by Cllr Mrs Turner, seconded by Cllr Nock

RESOLVED That relevant officers of North Yorkshire Council be invited to a site meeting at the paddling pool and, separately, to a wider 'walk round' of the projects within 'Project Sunshine.'

2. Street Cleaning issues relating to the frequency and efficiency of street cleaning, especially in relation to bird guano. Reference was made to earlier assurance by officers of (then) SBC to share the deep-clean schedule.

3. Highfield Road it was noted that road and pavement holes in this location have been reported to NYC.

MOVED by Cllr Nock, seconded by Cllr Mrs Brown

RESOLVED That relevant officers of North Yorkshire Council be to provide an update on street cleansing and the condition of road maintenance in Whitby

4. **PFCC Walk Around** members who attended the 'Night Time Economy' visit on Saturday, 10 June, at 8.00pm with the PFC Commissioner, Zoe Metcalfe and various Police Officers, were able to express the Council's concerns to the Commissioner and she undertook to respond on a number of points that were raised.

MOVED by Cllr Mrs Wild, seconded by Cllr Harston

RESOLVED That the information be noted.

Signed

22 August 2023

draft

Further to the decision taken by the committee at its meeting in June, a specific set of stakeholder questions was sent to the town council in July, with an initial deadline of 7 August, which has been extended to 24 August, by request, to allow this committee opportunity to finalise a response on behalf of the town council.

Members are requested to review the draft responses, attached, and to approve these for submission, subject to any amendments made at the meeting.

Questionnaire – Transport Plan

What do you think are good elements of the transport network in North Yorkshire?

(This includes all aspects of transport from roads and bridges, to public transport services, to facilities for walking and cycling and products like timetables for buses, or cycle maps and apps)

Viewed from Whitby, all aspects of transport are below par and do not meet reasonable user expectations. For the county as a whole, the only effective rail and road connections run north-south through the Vale of York. Even on the East Coast Mainline, services within North Yorkshire are sparse and journeys starting locally are nearly entirely reliant on connecting services, outside the boundaries of North Yorkshire, to York (south) or Darlington (north).

What transport issues are of the greatest concern to you as an organisation?

There are five:

1. The lack of affordable, reliable and flexible public transport serving Whitby and its immediate surroundings, supporting people living in, visiting, working in or being educated in Whitby.
2. The underinvestment in and poor service offered by the Esk Valley rail service.
3. The poor state of the road connection to Scarborough for private or public transport journeys.
4. The limited and incomplete Park-and-Ride service which has on knock-on consequences for tourism and residential parking in Whitby.
5. The lack of hub sites which provide services supporting modal shifts to more sustainable modes of transport on the fringes of urban areas or within them, with facilities which provide public transport access for day visitors, facilities for walkers and cyclists, and longer-term private vehicle parking (with EV charging).

What would you like to see us focus greater attention on?

A fully-functional and serviced park-and-ride offer on both sides of Whitby that can cope with those staying more than one day – throughout the year, provides the integrated transport facilities and visitor information that relieves stress on the town's infrastructure, and which acts as a public transport gateway for those travelling from (or to) further afield.

We are expected to work towards three national priorities in our new Local Transport Plan.

They are:

- reducing carbon
- improving transport for the user
- improving the economy

If you were to rank them in order, how would you do so?

1. improving transport for the user
2. improving the economy
3. reducing carbon

Alternatively, if you believe all should be ranked equally, tick the box below:

Would you like to say anything else about the three national priorities?

There should also be a focus on the needs of those who are affected by transport choices and infrastructure but do not benefit from them, whether that is demonstrated by lack of investment in other services, or in increased disruption or nuisance.

There are a variety of tools that we as a local authority can use to change the way in which the transport network operates.

From the list of possible tools below, which includes some of the measures we could consider implementing, please tick those that you think would be effective in delivering the three priorities:

	Carbon	User	Economy
Travel behaviour/travel options advice (<i>explaining how to make journeys using different modes of transport/giving support to people less able to travel with confidence</i>)		X	X
Improved ticketing (<i>being able to use one travel ticket for all bus companies/having a special ticket for young people/job seekers/flexible discount fares etc</i>)		X	
Improved information products (<i>timetables/apps/real time information displays</i>)		X	X
Improved infrastructure for buses (<i>bus lanes/priority traffic signals etc</i>)	X	X	

	Carbon	User	Economy
Increased subsidy of bus services to increase frequencies and routings where commercial bus companies do not operate		X	
Improved cycling facilities (<i>more cycle paths/priority for cyclists at signals/facilities for cyclists at heavy traffic areas</i>)	X	X	
Cycle training (<i>cycle training to encourage cycling, for all ages</i>)	X	X	X
Enhanced travel planning, and travel plan management (<i>offering support to businesses/organisations to help their staff/members to travel by means other than the car, requiring new developments to support alternatives to private vehicles</i>)		X	X
Improved highway maintenance (<i>more spend on fixing potholes/resurfacing/reconstructing damaged carriageways</i>)		X	X
Improved management of street works (<i>improved co-ordination of when roadworks are taking place, to reduce disruption</i>)		X	X
Demand management – route management (<i>using signals and barriers to stop rat running/giving signal priority to key routes to make side routes less attractive</i>)	X		
Demand management – behaviour change (<i>encourage use of other modes, or travelling at different times by offering alternatives and information, or by charging for access to certain zones</i>)	X		X
Park and ride (providing parking near bus or rail facilities to allow people to continue their journey by public transport)	X	X	X
Increased parking charges to encourage use of other modes (<i>increasing parking charges where alternative travel modes exist, to encourage people onto more sustainable options</i>)	X		

	Carbon	User	Economy
Road user charging (<i>charging people to drive their vehicles in certain areas, with money being reinvested in other modes</i>)			
Low emission zones (<i>charging people to drive vehicles that run on fossil fuels in certain areas of high pollution</i>), with money being reinvested in other modes)	X		
Improved walking routes/improved pavements and walking facilities/making walking routes safer-more direct, better crossings, better lighting (<i>improving footways where they are narrow or non-existent/ensuring that new developments provide attractive walking routes/providing shorter and more appealing routes in areas that need them</i>)	X	X	
Investment in home to school travel (<i>providing safe walking and cycling routes to schools/providing bus services where high proportions of children currently travel by car/working with public transport operators to ensure that they serve schools and residential areas</i>)		X	
Improved approaches to last mile deliveries (<i>cargo bikes/consolidation hubs</i>) (<i>exploring opportunities for businesses to use bikes or smaller/electric vehicles to reduce the impact of vans and HGVs accessing shops and businesses in busy areas</i>)	X	X	X
Investment in future mobility (<i>exploring opportunities to support the move to autonomous vehicles, for example in signing and lining/robot deliveries/drone deliveries</i>)			
Improved freight management (<i>working with freight and haulage companies to reduce the impact of vans and HGVs on local areas, better routing information/providing facilities for drivers/considering facilities for companies to consolidate their deliveries and use smaller vehicles/electric vehicles/bikes for deliveries in busy areas</i>)		X	X

	Carbon	User	Economy
New fuel technologies investment (continue to investigate non-fossil fuels/support the roll out of facilities for electric vehicles/work with providers to ensure appropriate charging infrastructure)	X		
Improved digital connectivity - reducing need to travel (making sure that all areas have good internet access to reduce the need to travel for goods and services because of better online access)	X	X	X
New roads (building roads to new developments, building bypasses, building link roads)		X	X
More flexible transport services (taxi bus services/ring and ride/wheels to work - moped use for accessing work/car share/car clubs)		X	
20mph zones/LTNs (introducing low speed limits and vehicle restrictions in residential areas and near schools/high traffic areas to improve safety and reduce noise and the impact of vehicles)	X		X

Can you now tell us to what extent you would support use of those tools:

	Strongly support	Support	Neutral	Against	Strongly against
Travel behaviour/travel options advice (explaining how to make journeys using different modes of transport/giving support to people less able to travel with confidence)	X				
Improved ticketing (being able to use one travel ticket for all bus companies/having a special ticket for young people/job seekers/flexible discount fares etc)	X				
Improved information products (timetables/apps/real time information displays)	X				
Improved infrastructure for buses (bus lanes/priority traffic signals etc)	X				

	Strongly support	Support	Neutral	Against	Strongly against
Increased subsidy of bus services to increase frequencies and routings where commercial bus companies do not operate		X			
Improved cycling facilities (<i>more cycle paths/priority for cyclists at signals/facilities for cyclists at heavy traffic areas</i>)	X				
Cycle training (<i>cycle training to encourage cycling, for all ages</i>)		X			
Enhanced travel planning, and travel plan management (<i>offering support to businesses/organisations to help their staff/members to travel by means other than the car, requiring new developments to support alternatives to private vehicles</i>)		X			
Improved highway maintenance (<i>more spend on fixing potholes/resurfacing/reconstructing damaged carriageways</i>)	X				
Improved management of street works (<i>improved co-ordination of when roadworks are taking place, to reduce disruption</i>)	X				
Demand management – route management (<i>using signals and barriers to stop rat running/giving signal priority to key routes to make side routes less attractive</i>)			X		
Demand management – behaviour change (<i>encourage use of other modes, or travelling at different times by offering alternatives and information, or by charging for access to certain zones</i>)		X			
Park and ride (<i>providing parking near bus or rail facilities to allow people to continue their journey by public transport</i>)	X				

	Strongly support	Support	Neutral	Against	Strongly against
Increased parking charges to encourage use of other modes (<i>increasing parking charges where alternative travel modes exist, to encourage people onto more sustainable options</i>)			X		
Road user charging (<i>charging people to drive their vehicles in certain areas, with money being reinvested in other modes</i>)				X	
Low emission zones (<i>charging people to drive vehicles that run on fossil fuels in certain areas of high pollution</i>), with money being reinvested in other modes)			X		
Improved walking routes/improved pavements and walking facilities/making walking routes safer-more direct, better crossings, better lighting (<i>improving footways where they are narrow or non-existent/ensuring that new developments provide attractive walking routes/providing shorter and more appealing routes in areas that need them</i>)	X				
Investment in home to school travel (<i>providing safe walking and cycling routes to schools/providing bus services where high proportions of children currently travel by car/working with public transport operators to ensure that they serve schools and residential areas</i>)	X				
Improved approaches to last mile deliveries (<i>cargo bikes/consolidation hubs</i>) (<i>exploring opportunities for businesses to use bikes or smaller/electric vehicles to reduce the impact of vans and HGVs accessing shops and businesses in busy areas</i>)	X				
Investment in future mobility (<i>exploring opportunities to support the move to autonomous vehicles, for example in signing and lining/robot deliveries/drone deliveries</i>)			X		

	Strongly support	Support	Neutral	Against	Strongly against
Improved freight management (<i>working with freight and haulage companies to reduce the impact of vans and HGVs on local areas, better routing information/providing facilities for drivers/considering facilities for companies to consolidate their deliveries and use smaller vehicles/electric vehicles/bikes for deliveries in busy areas</i>)	X				
New fuel technologies investment (<i>continue to investigate non-fossil fuels/support the roll out of facilities for electric vehicles/work with providers to ensure appropriate charging infrastructure</i>)		X			
Improved digital connectivity - reducing need to travel (<i>making sure that all areas have good internet access to reduce the need to travel for goods and services because of better online access</i>)	X				
New roads (<i>building roads to new developments, building bypasses, building link roads</i>)		X			
More flexible transport services (<i>taxi bus services/ring and ride/wheels to work - moped use for accessing work/car share/car clubs</i>)	X				
20mph zones/LTNs (<i>introducing low speed limits and vehicle restrictions in residential areas and near schools/high traffic areas to improve safety and reduce noise and the impact of vehicles</i>)		X			

If you have any further comments that you feel have not been covered adequately by the above questions, we would be grateful if you would set them out below:

NA

Would you be interested in taking part in more detailed conversations with us on transport, either virtually, or face to face:

Yes