



PANNETT PARK | WHITBY | YO21 1RE
TEL: (01947) 820227 | E MAIL: info@whitbytowncouncil.gov.uk

Dear Councillor,

15 February 2024

You are **summoned** to attend a meeting of the **TOWN DEVELOPMENT AND IMPROVEMENT COMMITTEE** to be conducted at the **Pannett Gallery**, on **Tuesday 20 February 2023 at 6:00pm**, the agenda for which is set out below.



Michael King
Town Clerk

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

Cc: Sub. Councillor 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 & 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 19 DECEMBER 2023

page 3

To approve as an accurate record the minutes of the Town Development and Improvement Meeting held on 19 December 2023.

5. CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY

Verbal update

6. PUMP TRACK PROPOSAL

page 11

To note progress on developments proposed by Whitby Pumptrack.

7. 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 19 December 2023 at 6:00pm.

Present: Councillors Harston (Chair), Dalrymple, Jones, Nock and Wild.

Also: M King, Town Clerk, and eight members 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

306/23 APOLOGIES

Apologies were received from Councillors Mrs Brown and Mrs Coughlan. Councillor Jones substituted.

MOVED by Cllr Dalrymple, seconded by Cllr Harston.

RESOLVED that the apologies of Councillors Brown and Mrs Coughlan are accepted.

307/23 DECLARATION OF INTERESTS & REQUESTS FOR DISPENSATION

None.

STANDING ORDERS SUSPENDED

308/23 PUBLIC PARTICIPATION

None.

STANDING ORDERS REINSTATED

309/23 MINUTES OF MEETING HELD ON 17 OCTOBER 2023

MOVED by Cllr Nock, seconded by Cllr Dalrymple.

RESOLVED that the minutes of the Town Development & Improvement Committee held on the 17 October 2023 are approved as a correct record.

310/23 CLERK'S UPDATE ON MATTERS RAISED PREVIOUSLY

The Clerk reported a response from NYC on the request for a pedestrian crossing on Castle Road.

MOVED by Cllr Jones, seconded by Cllr Dalrymple

RESOLVED That the position be noted.

311/23 RESPONSE TO HARBOURSIDE PUBLIC REALM CONSULTATION

Submitted: a draft response to the North Yorkshire Council consultation on the Whitby Harbourside Public Realm redevelopment.

MOVED by Cllr Jones, seconded by Cllr Dalrymple

RESOLVED The revised response (Appendix A) is submitted.

312/23 REQUEST

Submitted: a request by a resident of Meadowfields Court, Pannett Way, to apply to NYC for a disabled bay outside the property and seeking the town council's support.

MOVED by Cllr Mrs Wild, Seconded by Cllr Dalrymple

RESOLVED that the request from a resident for a disabled bay outside Meadowfields Court, Pannett Way is endorsed and referred to North Yorkshire Council Highways.

313/23 REFERRAL FROM PANNETT ART GALLERY COMMITTEE

Submitted: a request from the Gallery to ensure that the Park-and-Ride bus makes a scheduled stop at Pannett Park.

MOVED by Cllr Mrs Wild, Seconded by Cllr Jones

RESOLVED that the request that the Park-and-Ride bus makes a scheduled stop at Pannett Park is endorsed and referred to North Yorkshire Council Passenger Transport.

314/23 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. **Street lighting** – Lack of progress in resolving the issues on New Quay Road was noted.
2. **Street gullies** – It was noted that Beck Yard (34/35 Baxtergate) was unresolved and that there are similar problems in Vipond Yard/Vipond's Lane (13/14 Baxtergate).
3. **Yards** – Darins in yards are routinely blocked and many yards require power-washing.
4. **Lights around Capt. Cook statue and Whalebones on West Cliff** – these lights are not working and require attention.
5. **Routine gully cleansing** – request an update on the comprehensive programme of street cleansing discussed over summer 2023.
6. **Benches on Brunswick Street** – seek information on whether the benches at the top of Brunswick Street are to be replaced.

MOVED by Cllr Nock, seconded by Cllr Mrs Brown

RESOLVED That issues be progressed by the Clerk through the NYC portal and with the relevant officers.

Signature

20 February 2024

Appendix A – Resolved Response

Zone 1 – New Quay Road at the junction with Langborne Road and Station Square

1. Do you agree with making Station Square/Langborne Road the main road, encouraging casual traffic towards the harbour car parks?

No

2. Do you agree with introducing an area that is easier for people to move around by widening pavements and adding informal raised crossing points?

Yes

3. Do you agree with the introduction of additional new seating?

Yes

Zone 2 – West of the swing bridge

4. Do you agree with pavement widening and the proposed informal raised crossing places for pedestrians on New Quay Road, one near the former bank and one near the swing bridge, to create a space that is easier for pedestrians to move around?

Yes

5. Do you think the area would benefit from additional seating?

Yes

6. Would you like to see the existing ammonite-shaped seating outside the former bank to stay where they are, to be moved somewhere else in the scheme, or to be removed completely?

Stay where they are

7. Would you like to see raised planting beds in this area?

No

8. Do you support the inclusion of carefully positioned trees, that don't block views of the harbour?

No

Zone 3 – Swing bridge north-east corner

9. Do you think seating is needed in this area?

No

10. Would you like to see any planting in this area?

No

Zone 4 - Church Street at the junction with Bridge Street

11. Would you like to see a feature tree (such as a monkey puzzle tree, that is inspired by Whitby Jet) in this area?

No

12. Would you like to see this area of pavement flagged instead of tarmac, to strengthen the historic character?

Yes

Zone 5 – Tin Ghaut (the former car park adjacent Grape Lane)

13. Do you like the idea of introducing planting at Tin Ghaut?

Yes

14. Do you agree with upgrading the railings to match the railings on New Quay Road?

Yes

15. Do you think the tiled community art seating on New Quay Road would be better placed at Tin Ghaut?

No

16. Do you agree with the idea of having an archway sculpture, inspired by Whitby Abbey?

No

Zone 6 – Junction at A171 New Bridge/Spital Bridge/Larpool Lane/ A171 Helredale Road

17. Do you like the idea of introducing traffic signals here?

Yes

General questions

(Please do not include any personal or sensitive information in your answers)

18. What do you like or dislike about the current layout in Zone 1?

Removing the roundabout here limits options for drivers needing to U-turn when car parks are full, for busses and commercial vehicles in this area, and vehicles coming from New Quay Road at any time. Question 1 does not separate removing the roundabout from giving Langborne Road priority. The town council favours signage and road markings which prioritise Langborne Road as the principal route from the roundabout, but the roundabout should remain to facilitate all the vehicle manoeuvres needed at this junction at times when the Swing Bridge is, or is not, accessible.

Additional space for pedestrians to the west of the junction is welcome but should not be compromised by additional street clutter. If the taxi rank is to be maintained, this needs to be shown in context and blended into the design of the scheme.

What will be the impact of trees in this location on street cleansing, due to dogs, bird fouling, leaf sap and autumn? Will this cause additional nuisance and cost? What species of trees are proposed. Will these be hardy to the location and maritime climate? If planting is proposed into the ground, what will be the effect on pipes, cables and other services and to the maintenance of the footpath? Any additional pedestrianisation outside Trenchers will have to demonstrate that it assists free flow and doesn't create additional obstruction or pinch points when this area is busy. Any planting must be maintained at all times and plants changed, when necessary, with dead plants and rubbish picked out daily, to avoid pavements being made slippery with wet, dead leaves. Bird- guano on the ground will need to be cleared away every day.

Considering the roundabout at the bottom of Bagdale. - how will traffic flow? The town council will need to see a detailed plan to understand the implications of this proposed change.

Has consideration been given to what happens when coloured, raised tarmac becomes unsightly when worn and dirty.

19. What do you like or dislike about the current layout in Zone 2?

The raised crossing points are welcome. These must not create any additional hazard or be inaccessible to people with limited mobility or other accessibility needs. Surfaces should be used throughout to emphasise that pedestrians have priority, where this is the case. These need to be appropriate, of suitable quality and sustainable. The layout does not show the location of any retained accessible parking spaces. The layout does not show the layout of priority markings and traffic lights to control traffic movement on the Swing Bridge. Both are necessary to see the practical effect of the proposed layout. Any additional seating on the end of Baxtergate/New Quay Road should not compromise existing structures and established uses. It should also face the harbour, and hence the view, not a brick wall. Will traffic still be able to access Baxtergate from New Quay Rd at 4pm every day as is the practice now? Benches in this location will see vehicle movements close to these benches.

What will be the impact of trees in this location on street cleansing, due to dogs, bird fouling, leaf sap and autumn? Will this cause additional nuisance and cost? What species of trees are proposed. Will these be hardy to the location and maritime climate? If planting is proposed into the ground, what will be the effect on pipes, cables and other services and to the maintenance of the footpath? It is not clear that trees in this location will not add visual clutter and obscure established views to and across the river/harbour.

20. What do you like or dislike about the current layout in Zone 3?

This is a constrained space, which is a bottleneck whenever the bridge is closed to road traffic and open to river traffic. Additional clutter in this area will be unwelcome.

The schematic does not show the layout of priority markings and traffic lights to control traffic movement on the Swing Bridge, to see the practical effect of the proposed layout. Any additional seating at the end of Bridge Street should not compromise existing structures and established uses or exaggerate the bottleneck at the entrance to the bridge.

21. What do you like or dislike about the current layout in Zone 4?

The monkey puzzle tree, or any tree, is inappropriate in this location, will create a hazard and is unlikely to survive here. It will be an obstruction to pedestrians particularly those with mobility or sight impairment. Moving the telephone box is inappropriate and will create an obstruction to the access passage shown to right in the sketch. In this location, and others, existing litter bins should be retained or replicated with bins of a uniform design.

22. What do you like or dislike about the current layout in Zone 5?

The original rationale for the remodelling of Tin Ghaut was to provide a turning point for vehicles during times when the bridge is shut to road traffic. Without an understanding of how the road layout, signage and signalling is to work in this location, it is difficult to comment on the scale or shape of the proposed loop. It does appear that the car illustrated on it is facing in the 'wrong' direction – but this may be unintentional. It is nevertheless unclear if there is sufficient room for larger vehicles to manoeuvre in this space to make a U-turn.

The suggested 'arch' is sketchy and gimmicky. It is difficult to assess the rationale for this or to see how it contributes to the positive impact of these proposals.

The 'tiled benches' currently on New Quay Road and other locations around the harbour are not appropriate in their current locations and certainly should not be relocated or replicated here. Whatever landscaping is undertaken must ensure that the area is not used for drinking or as a potential focus for antisocial behaviour.

What will be the impact of trees in this location on street cleansing, due to dogs, bird fouling, leaf sap and autumn? Will this cause additional nuisance and cost? What species of trees are proposed. Will these be hardy to the location and maritime climate? If planting is proposed into the ground, what will be the effect on pipes, cables and other services, to potential subsidence affecting neighbouring buildings and to the maintenance of the footpath?

23. What do you like or dislike about the current layout in Zone 6?

The junction improvements, particularly for exit from Larpool Lane and Spital Bridge are welcome. It is important that the lights at this junction are demand sensitive so that disruption to through traffic on the A171 is constrained to times where demand is high from the two side-roads.

This has to be done competently as a highway project or chaos will ensue here. The town council needs to see the plans in close detail to ensure that it will not cause more frustration and anger as happens now when the bridge is closed to traffic.

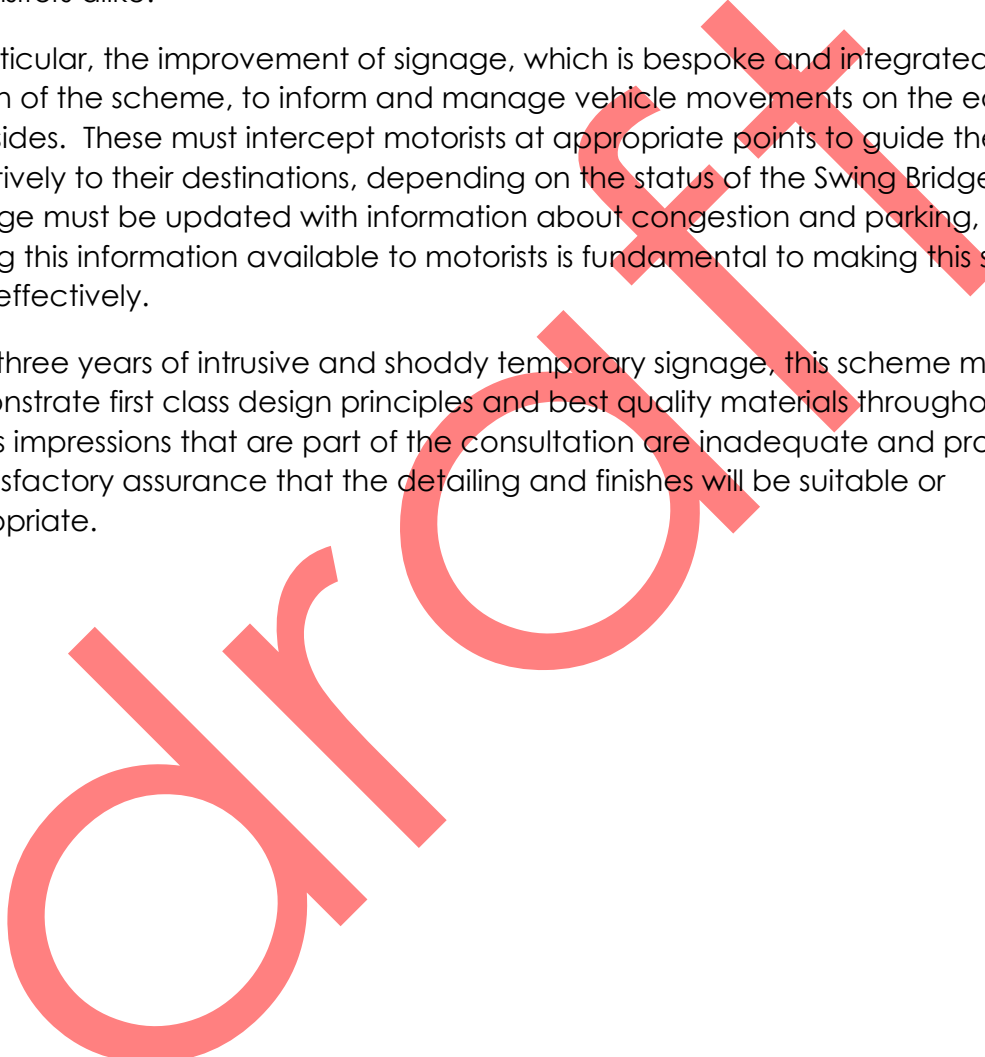
24. Do you think the overall design will improve your experience of Whitby?

Please explain your answer

The design of road and pavement surfaces, street furniture and signage will be the determining factor. We expect a harmonious and consistent approach, in keeping with the conservation area principles, which promotes sympathetic and inspiring design and includes detailing which enhances Whitby's public realm for residents and visitors alike.

In particular, the improvement of signage, which is bespoke and integrated into the design of the scheme, to inform and manage vehicle movements on the east and west sides. These must intercept motorists at appropriate points to guide them effectively to their destinations, depending on the status of the Swing Bridge. Signage must be updated with information about congestion and parking, because having this information available to motorists is fundamental to making this scheme work effectively.

After three years of intrusive and shoddy temporary signage, this scheme must demonstrate first class design principles and best quality materials throughout. The artist's impressions that are part of the consultation are inadequate and provide unsatisfactory assurance that the detailing and finishes will be suitable or appropriate.



Update:

The town council has received an update from the Whitby Pumptrack CIC, which I can confirm that its funding bids are progressing, with final decisions in the next few weeks.

Members will recall that the town council has expressed its support in principle, including a willingness to act as a community anchor to ensure that any transfer of the facility to the CIC is underpinned by a public sector partner with the power to act as the responsible body and provide public confidence in the longevity of the proposal. The Rural Sports Capital Fund have asked for further reassurance regarding the long-term management when transferring to WTC. In particular, it is anticipated that the question of maintenance will crop up. Pumptracks are designed and proven to be low maintenance over a period of at least 25 years; the main aspects are grass cutting twice yearly and regular litter collection.

As the CIC is supportive of the track not being a burden on taxpayers, it is proposed that on completion Whitby Pumptrack form a club that raises money for the minimal annual running costs (master classes, low key races, merchandise) and thus over time, building a pot of funds for any planned and preventative maintenance as well as to cover unforeseeable costs. It is also understood that should any minor faults occur; these will be dealt with by the club in house. Other revenue streams have been discussed with grant aiding bodies.

The Club/CIC would also like to retain an option to vet any other commercial activities unrelated to the founders of the concept. The club would see this as a safety net, preventing any unwanted incursions that may damage the original intention of providing an asset for the local community to use free of charge.

The potential funders have been informed that the town council supports the initiative in principle and is willing to consider the future management of the site, but that would be subject to understanding the requirements of North Yorkshire Council as the overall site owner.

